Shahin Enterprises Pty Ltd

Demolition of existing service station complex and construction of a new integrated service station complex with a shop, associated automatic and manual car wash facilities, drive through facility, signage, landscaping and car parking.

1 Main Road, Belair

080/E021/16

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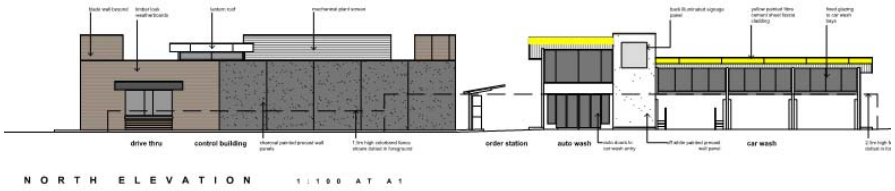

NORTH ELEVATION 1:100 AT A1

SOUTH ELEVATION 1:100 AT A1

OVERVIEW

Application No	080/E021/16
Unique ID/KNET ID	#11955933; 2016/17041/01
Applicant	Shahin Enterprises Pty Ltd
Proposal	Demolition of existing service station complex and construction of a new integrated service station complex with associated automatic and manual car wash facilities, drive through facility, signage, landscaping and car parking.
Subject Land	1 Main Road, Belair
Zone/Policy Area	Neighbourhood Centre
Relevant Authority	State Commission Assessment Panel – Schedule 10(20)
Lodgement Date	25 September 2016
Council	City of Mitcham
Development Plan	8 September 2016
Type of Development	Merit
Public Notification	Category 2
Representations	Five (5) – two to be heard.
Referral Agencies	Environment Protection Authority & Commissioner of Highways
Report Author	Malcolm Govett, Planning Officer
RECOMMENDATION	Development Plan Consent subject to conditions

EXECUTIVE SUMMARY

Shahin Enterprises Pty Ltd has applied for Development Plan consent to demolish the existing service station complex and to construct a new integrated service station complex with a shop, automatic and manual car wash facilities, a co-branded drive through facility, car parking, landscaping and advertising signs within a Neighbourhood Centre Zone at Main Road, Belair.

The new integrated service station complex will operate 24 hours a day for seven days a week and is classified as a form of merit development.

The key planning issues are the potential for land use interface conflict with adjacent residential and business uses due to lighting and noise associated with the 24/7 operations of the proposed service station complex and the potential loss of business during the demolition and construction phases.

Category 2 public notification was undertaken and five valid representations were received. When consulted on the proposal, the Mitcham Council did not raise any significant concerns and indicated its support for the development.

On balance, it is considered the application has sufficient merit to warrant support. It is recommended the Commission grant Development Plan consent subject to the application of appropriate conditions.

ASSESSMENT REPORT

1. BACKGROUND

1.1 Pre-Lodgement Process

At the date of lodgement of the application the State Commission Assessment Panel is the relevant planning authority for this application pursuant to Schedule 10 Item 20 (1) of the *Development Regulations 2008*, because:

- the total amount to be applied to any work exceeds $3 million, and

- the State Coordinator-General determined the assessment of the development would be best achieved under a scheme established by the Department of the Minister to facilitate the assessment of such developments.

2. DESCRIPTION OF PROPOSAL

Application details are contained in the ATTACHMENTS.

The proposed development involves the demolition of the existing service station complex and the construction of a new integrated service station complex comprising a control building with shop, automatic and manual car wash facilities, fuel storage, refuelling facilities with a canopy, a co-branded drive through facility, 15 on-site car parks, landscaping and advertising signs.

DESCRIPTION OF DEVELOPMENT	
Feature	**Description**
Control Building	• *Gross leasable area of up to 425 square metres. The floor area covered by the forecourt, order and pick-up canopies has been included in this calculation.* • *Consists of areas designated for retail display, sales, cool rooms, office, preparation, bathroom facilities.* • *Co-branded food offer will be Opporto.*
Fuel Canopy & Refuelling	• *Primary canopy will accommodate 8 fuel filling positions.*
Fuel Tanks	• *140,000kL.*
Road Access	• *Closure of 2 existing crossovers along Sheoak Road.* • *Modification of 2 existing crossovers along Main Road.* • *Modification of existing crossover along Russell Street.* • *1 new egress point along Sheoak Road.*
Automated Car Wash facility:	• *Installation of 1 auto car wash facility with associated plant room.*
Manual Car Wash facility:	• *Installation of 3 manual car wash bays with 1 associated car vacuum bay.*
Signage	• *Installation of 1 x 7m freestanding pylon sign at the corner of Main Road & Russell Street.* • *Installation of 1 x 3m freestanding sign along Main Road.*
Car Parking	• *23 car parks* • *The proposal will satisfy the minimum car parking rate of 1.8 spaces per 100m^2 of gross leasable area for sites >400m^2 with quick service restaurant, i.e. 9 spaces.*
Hours of Operation	• *24 hours per day, 7 days a week.*
Traffic	• *Peak hour traffic generation for existing site is 198 trips.* • *Peak hour traffic generation of proposed site is 274 trips.*
Traffic – Tanker Path	• *The site has been designed to accommodate the safe movement of 19m fuel tankers.*
Noise	• *Construct 2.5m high solid barrier along the Sheoak Road*

	boundary of the site. • *Restrict the maximum opening height of the automatic car wash entry to 2.5m and exit to 3m.* • *Install 10.38mm thick laminated glass doors to the entry & exit of the automatic car wash that automatically close during operation of the wash.* • *Incorporate 50mm thick acoustic insulation to the underside of the roof structure.* • *Restrict the maximum opening height of the car wash bays entry to 2.5m.* • *Install acoustic insulation to the internal walls of the bays to extend from 1m above the ground for the full height of the internal wall.* • *Construct a 1.5m high solid barrier along the Sheoak Road boundary of the drive through facility.* • *Restrict hours for refuse collection to between 9.00am and 7.00pm on a Sunday or public holiday, and 7.00am and 7.00pm on any other day.* • *Restrict hours for fuel delivery to between 7.00am and 10.00pm.* • *Incorporate 50mm thick acoustic insulation to the underside of the order station and collection bay roof structure.* • *Locate all mechanical plant in the northern section of the control building roof.* • *Mechanical plant screen must be constructed to a height at least equivalent to the tallest piece of equipment it surrounds.* • *Reduce noise from alarms produced by equipment as far as practical.*
Stormwater	• *High risk stormwater under the primary and diesel canopy will be bunded and sent to a blind tank with an alarm. The blind tank will have a capacity in excess of 10,000L.* • *Water outside this area and other impervious areas will be captured and sent to Council infrastructure.*

3. SITE AND LOCALITY

3.1 Site Description

The subject land holding comprises two allotments, formally identified as:

Plan/Parcel	Street	Suburb	Hundred	Title
A8 FP151163	Main Road	Belair	Adelaide	CT5705/90
A7 FP151162	Main Road	Belair	Adelaide	CT5715/788

The subject land has a total land area of about 3,300 square metres. While the natural land form falls away to the east from Main Road, the subject land is relatively flat due to it having been developed for the purposes of a service station complex.

The existing service station complex is a 24 hour / 7 days per week operation and comprises a control building with shop, an automatic car wash, a trailer hire facility, 10 fuel bowsers, 5 car parks and two free standing advertising signs.

The subject land has road frontage on three of its sides; Main Road to the west, Sheoak Road to the north, and Russell Street to the south. The section of Sheoak Road adjacent to the subject land is characterised by a relatively wide road easement which is used to provide on-street car parks (5 on the northern side of the road and 9 on the southern side of the road) to service the Neighbourhood Centre Zone.

Vehicle access to the subject land is available from Main Road, Sheoak Road and Russell Street. There is a public transport bus stop and a pedestrian actuated crossing adjacent to the Main Road frontage of the site.

3.2 Locality

The Neighbourhood Centre Zone is separated by Main Road and extends along Main Road between Sheoak Road and Elliott Avenue for about 170 metres. The adjacent Residential (Hills) Zone is characterised by low density detached dwellings of varying condition on allotments with a minimum area of 1,100 square metres.

FIGURE 1: SUBJECT LAND AND LOCALITY.

The other non-residential land uses within the Neighbourhood Centre Zone include:

- The Belair Vines Shopping Centre consisting of 2 restaurants, post office, bakery, chemist, café, fruit and vegetable shop, supermarket, and 42 car parks.
- A 30m high telecommunications tower and mechanical plant buildings.
- A shop (Belair Fine Wine) serviced by 12 car parks.

- A large building containing a restaurant, a pizzeria, 2 consulting rooms, and serviced by 15 car parks.

The St Johns Grammar Junior School is located nearby and vehicle access is available from Burnell Drive, off Sheoak Road.

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4. COUNCIL COMMENTS

Referral response is contained in the ATTACHMENTS.

4.1 City of Mitcham

The City of Mitcham advises it is not opposed to the proposed development but does highlight some issues which will probably need to be addressed through the attachment of conditions and notes if the application were to be approved. Those issues include:

- The removal of two street trees and the payment of the required fee.
- The incorporation of specific stormwater criteria into the civil stormwater calculations.
- The clear delineation with line marking of the drive through egress from the site to Sheoak Road.
- The implementation of a compliant tailored solution for the discharge of waste water from the car wash facilities to the sewer.

These conditions and advisory notes have been included in the recommendation.

5. STATUTORY REFERRAL BODY COMMENTS

Referral responses are contained in the ATTACHMENTS.

Although the subject land lies within a High Bushfire Risk area (Figure Mit(BPA)/4) no statutory referral is required to be made to the SA Country Fire Service because the proposal does not encompass dwellings, tourist accommodation and other forms of habitable buildings.

5.1 Environment Protection Authority

The Environment Protection Authority (EPA) is a mandatory referral pursuant to Schedule 8 Item 10 (b) of the *Development Regulations 2008*. The State Commission Assessment Panel must have regard to this advice.

It advises there is an inherent risk of contamination of water resources and air pollution from retail service stations and care must be taken to ensure the construction and ongoing management of the site is undertaken in an environmentally sensitive manner. The Environment Protection Authority considers the activity of petroleum storage at the site would not result in unacceptable air quality, water quality, or site contamination/construction impacts if the following conditions are attached to any approval:

1) Construction works to be undertaken in accordance with the submitted Construction Environment Management Plan (CEMP).
2) The CEMP to be implemented by a suitably qualified and experienced site contamination consultant.

3) A validation report for the underground storage systems to be provided to the EPA prior to occupation of the site.
4) Specific design of the forecourt canopy to minimise the entry of clean stormwater.
5) All fuel storage tanks to be fitted with a Stage 1 vapour recovery system.
6) All fuel storage tanks to be double walled fibreglass tanks and fitted with an Automatic Tank Gauging system.
7) All fuel lines between the tanks and dispensers to be double walled and fitted with a pressure leak detection system.
8) All trafficked areas to be hard surfaced.
9) All runoff to be bunded and diverted to a blind tank with capacity of more than 10,000 litres.
10) Any material collected within the blind tank to be removed by an EPA licensed waste transporter.

The recommended conditions have been included in the final recommendation.

5.2 Commissioner of Highways

The Commissioner of Highways is a mandatory referral pursuant to Schedule 8 Item 3 of the *Development Regulations 2008*. The State Commission Assessment Panel must have regard to this advice.

The site is affected by the requirements shown on the Metropolitan Adelaide Road Widening Plan from the Main Road and Russell Street and Sheoak Road frontages of the site for possible future upgrading of the adjacent road network.

In this regard, a strip of land up to 12.0 metres in width may be required from the Sheoak Road frontage.

An additional strip of land up to 4.5 metres in width may be required from the Main Road, Russell Street and Sheoak Road frontages, together with corner cut-offs.

The consent of the Commissioner of Highways under the Metropolitan Adelaide Road Widening Plan Act is required to all new building works located on or within 6.0 metres of the possible requirements.

The Commissioner of Highways does not object in-principle to the proposed development subject to the application of a number of conditions.

Some of the recommended conditions have been included in the final recommendation.

6. PUBLIC NOTIFICATION

A copy of the representation and the applicant's response is contained in the ATTACHMENTS

The application was assigned Category 2 for the purposes of notification because it is for any kind of development where the site of the proposed development is adjacent land to land in a zone which is different to the zone that applies to the site of the development pursuant to Clause 6(1)(h) in Part 1 and Clause 18(c) in Part 2 under Schedule 9 of the *Development Regulations 2008*.

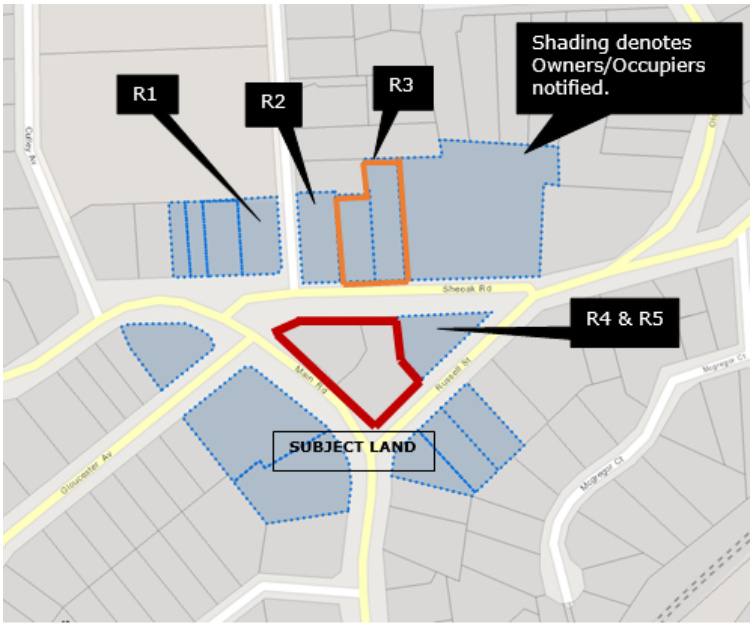
Five (5) valid representations were received during the period of notification from 15 February 2017 to 1 March 2017.

Representor ID	Issue	Applicant's Response
R1: Blackwood/Belair District Community Association	There will only be an exit onto Sheoak Road which carries the majority of east-west bound traffic. This situation is likely to result in more accidents at the intersection of main Road and Gloucester Avenue with vehicles having to turn right into Main Road in order to access the service station.	*While the access points off Sheoak road are proposed to be closed the access points on Main Road are existing. They have been assessed by GHD and we do not believe there are reasonable grounds to support the view that closure of Sheoak Road will lead to more accidents at the Main Road/Gloucester Avenue intersection.*
R2: Zevenboom	Potential noise from the automatic car wash facility will detrimentally impact residential amenity.	*Pursuant to the assessment by Sonus, there are no reasonable grounds to limit the hours of operation of the car wash facilities. The EPA Noise Policy will be achieved if all recommended noise attenuation measures are adopted. The applicant agrees to this which can be controlled by condition of approval.*
	The scale of the proposal in respect of 24/7 operations, size of buildings, fence heights, anti-social behaviour and light glare will detrimentally impact residential amenity.	*The method of lighting for OTR sites is a mix of bollard and pole lighting fitted with spill guards to direct light back into the site. Signage will be located in a manner designed to keep light within the site and not spill onto adjoining properties.*
R3: Ashton	In order to protect residential amenity, there should be restricted hours of operation for some of the facilities on the site such as the automatic car wash and the co-branded drive through.	*Pursuant to the assessment by Sonus, there are no reasonable grounds to limit the hours of operation of the car wash facilities. The EPA Noise Policy will be achieved if all recommended noise attenuation measures are adopted. The applicant agrees to this which can be controlled by condition of approval.* *Light glare from exiting vehicles to Sheoak Road will be minimised due to the existence of relatively dense vegetation cover at the front of properties.*
	In order to protect residential amenity, a substantial landscape buffer should be provided along the Sheoak Road frontage of the site including the existing on-street parking area.	*A revised landscaping plan has been prepared by landscape architect, Oxigen. The new proposal envisages additional landscaping along the Sheoak Road frontage of the site. The revised landscaping plan meets the requirements of the zone and offers a vast improvement to the*

Representor ID	Issue	Applicant's Response
		quality of the streetscape should the approval be granted for the development to proceed.
	In order to protect residential amenity, measures should be implemented to minimise light glare along the Sheoak Road frontage of the site in respect of cars leaving the drive through facility.	*Light glare from exiting vehicles to Sheoak Road will be minimised due to the existence of relatively dense vegetation cover at the front of properties.*
	In order to protect residential amenity, free standing or wall mounted advertising signage should not be allowed along the Sheoak Road frontage of the site	*The locality is characterised by a mix of commercial and residential uses. The amenity of surrounding owners/occupiers will not be adversely affected through the proposed development.*
	In order to protect residential amenity, every effort should be made to locate the proposed exit point for the co-branded drive through onto a street not bordering a residential zone.	*The proposed access and egress to the site has been reviewed by GHD and is considered to be acceptable. Vehicle movements onto Sheoak Road will be limited to the proposed drive through exit. All other vehicle egress and ingress will be directed to Main Road and Russell Street. It is noted that the existing access points from Sheoak Road will be closed as part of this application.*
R4: Liebetrau	The proposal provides insufficient details on fencing and landscaping between the properties along the eastern boundary of the site.	*A revised landscaping plan has been prepared by Oxigen which includes details on landscaping located along the eastern boundary of the subject land. The landscaping is considered to be acceptable. The proposed application does not include any fencing along the eastern boundary of the site. It is noted that the eastern boundary is not currently fenced. Should the adjoining land owner wish to erect a boundary fence the matter can be dealt with under the Fences Act 1975.*
	Concerned about the close proximity of the proposed development to the existing buildings along the adjoining property boundary.	*The proposed development is no closer to the buildings on the adjoining property to the east than the existing control building. The proposal is unlikely to result in any additional impact on the adjoining property.*

Representor ID	Issue	Applicant's Response
	Concerned about the proposed longer operating hours for the car wash facilities and the detrimental impacts on the residential amenity.	*Pursuant to the assessment by Sonus, there are no reasonable grounds to limit the hours of operation of the car wash facilities. The EPA Noise Policy will be achieved if all recommended noise attenuation measures are adopted. The applicant agrees to this which can be controlled by condition of approval.*
	Concerned about any soil stockpiles being located near to the eastern property boundary adjacent to her premises.	*The applicant will comply with the submitted CEMP in order to mitigate impacts on surrounding properties. The redevelopment works will only impact the subject site.*
	Concerned about the possible decrease in exposure of her commercial premises to Main Road. Appropriate signage should be positioned near Main Road to advertise Belair Fine Wine.	*The primary aspects and customer access points to Belair Fine Wines are located on the northern and eastern sides of the building. The proposed OTR development located to the west is therefore unlikely to have any unreasonable impact on the exposure of Belair Fine Wines.* *The applicant notes that the placement of third party portable signage on the footpath is a Council issue to be addressed under the relevant section of the Local Government Act.*
	Concerned about the negative impacts of the proposed development on adjoining businesses during the demolition and construction phases.	*The applicant will comply with the submitted CEMP in order to mitigate impacts on surrounding properties. The redevelopment works will only impact the subject site.*
R5: McGowan	Detrimental impact on my business and consequent loss of income during the demolition and construction period through impacts from noise and dust, traffic restrictions and their impact on customer access and parking, and the delivery of goods and services.	*The applicant will comply with the submitted CEMP in order to mitigate impacts on surrounding properties. The redevelopment works will only impact the subject site.*

FIGURE 4: REPRESENTATION MAP.

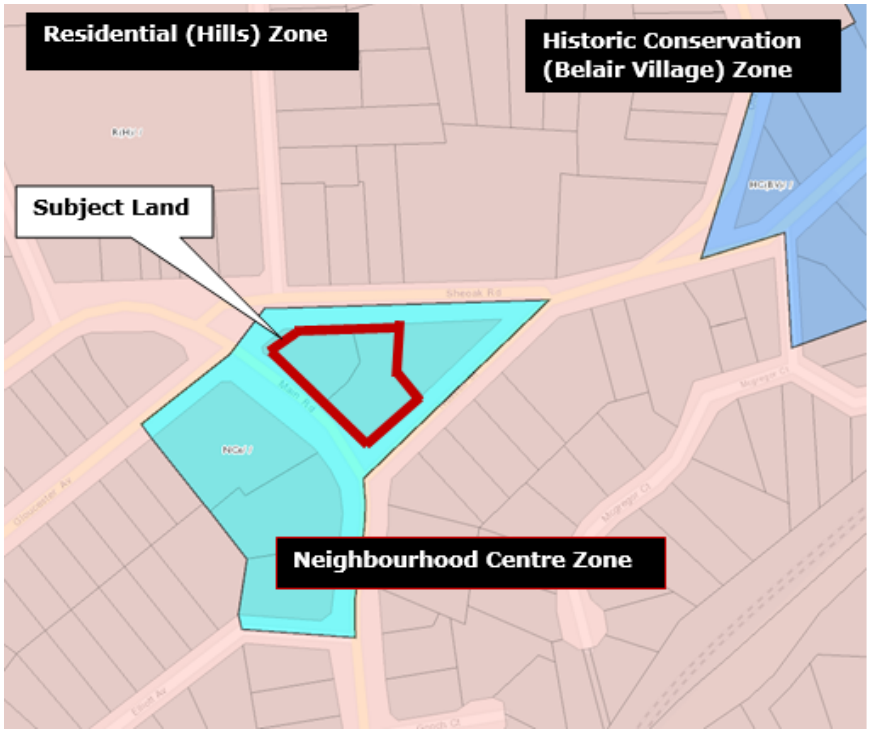


7. POLICY OVERVIEW

The subject land is located within the Neighbourhood Centre Zone as described within the City of Mitcham Development Plan Consolidated 21 April 2016 and shown in Map Mit/10.

Relevant planning policies are contained in Appendix One and summarised below.

FIGURE 6: LAND USE ZONE MAP



7.1 Zone

The key objective of the Neighbourhood Centre Zone is to provide a range of retail, community, office, commercial, entertainment, educational, religious and recreational facilities to serve the day-to-day needs of the neighbourhood. Outdoor advertising displays should be appropriate in scale and form to the broader functions of the zone. In the Belair area the main focus for the purchase of day-to-day goods is to be on the western side of Main Road where substantial landscaping to unify building development and to shade car parking areas is provided.

7.2 Council Wide

The Council Wide Section of the Development Plan contains broad policies relating to the stormwater management, vegetation and landscaping, centres and shops, and the movement of people and goods which are considered relevant to the proposed development.

8. PLANNING ASSESSMENT

The application has been assessed against the relevant provisions of the Mitcham Development Plan (Consolidated 8 September 2016), which are contained in Appendix One.

8.1 Land Use and Character

The existing Neighbourhood Centre Zone is strategically located along a main thoroughfare within Belair. The land area is fully developed and the centre would appear to be well patronised given the quantity of off-street parking provided there. Going by the traffic volume figures mentioned in the Traffic Impact Statement provided by the Applicant, it would appear the corner of Main Road and Russell Street where the subject land is located experiences a significant number of vehicle movements.

As the subject land is currently used for a service station complex it is considered the proposed development for a new integrated service station complex would be an appropriate land use activity within this Neighbourhood Centre Zone.

8.2 Design and Appearance

It is considered the proposed development of the service station complex would represent an improvement to the visual amenity of the locality through the construction of solid fencing along the Sheoak Road frontage of the site and the opportunity that would provide for additional streetscape treatments.

The construction of the fencing, for noise attenuation measures, would have the effect of closing the existing open view across the site. It is considered that this would be a positive outcome as it would mean that most of the refuelling, car washing and service vehicle activities which occur on the site would no longer be visible to nearby residents and passers-by.

The proposed new buildings would be similar in bulk and scale to the existing buildings on the site which are about to be demolished.

8.3 Traffic Impact, Access and Parking

The Traffic Compliance Statement provided by the Applicant indicates there would be a total supply of 23 car parks for the proposed development. It is considered however that this number of car parks is misleading because 8 of the car parks would be contained within the road reserve for Sheoak Road. Currently, the car parks within the road reserve experience a relatively high volume of use due to the open nature of the service station site and its surrounds. It is considered the car parks within the road reserve may not continue to experience the same level of usage due to the incorporation of the drive through facility and the associated requirement for solid fencing to be erected along much of the northern (i.e. Sheoak Road) frontage of the site for noise attenuation purposes. Nevertheless, under the proposal uncontrolled or irregular pedestrian access would continue to be available from Sheoak Road to the proposed shop. The removal of these on-street car parks and the reinstatement of the area to a kerb profile with footpath and landscape treatment has not been raised by the Council and is outside the consideration of this application.

The Traffic Compliance Statement also indicates the gross leasable area of the proposed shop and quick service restaurant will be 368 square metres. However, this figure would not include the forecourt, order and pick-up areas under canopy which would account for an additional 39 square metres of gross leasable area and a total gross leasable area in the vicinity of 407 square metres to 423 square metres.

Also, the Traffic Compliance Statement recommends that for proposals with a quick service restaurant and a gross leasable floor area greater than 400 square metres the car parking requirement should be 1.8 spaces per 100 square metres floor area (see pages 3 & 4 of the Traffic Compliance Statement).

The City of Mitcham Development Plan (see Table Mit/9) outlines the off street vehicle parking requirements for designated areas. It is considered the subject land lies within a designated area because it is located within a Neighbourhood Centre Zone which is within 200 metres of a section of road reserve (i.e. Main Road) along which a public transport bus service operates. The desired minimum number of car parks is 3 parks per 100 square metres of gross leasable floor area.

As a total of 15 car parks are to be provided on-site it is considered the proposed development would satisfy the minimum car parking requirements recommended by both the applicant's Traffic Compliance Statement and the Mitcham Council's Development Plan.

GUIDELINE	RATE	RECOMMENDED PARKS	ACTUAL PARKS
Traffic Compliance Statement	1.8 parks per 100m^2 floor area for sites >400m^2 with quick service restaurant	8	15
Traffic Compliance Statement	3.3 parks per 100m^2 floor area for sites between 300m^2 – 400m^2 with quick service restaurant	13	15
Mitcham Council Development Plan	Desired minimum of 3 per 100m^2 floor area	13	15
Mitcham Council Development Plan	Maximum car parks of 6 per 100m^2 floor	26	15

	area		

It is noted both the Mitcham Council and the Commissioner of Highways are supportive of the proposed development. Neither of them has raised any concerns over the amount of off-street car parks to be provided or traffic generation or service and customer vehicle access. It is considered the proposed development would not have any significant or adverse impacts beyond the site in respect of traffic generation, access and parking.

8.4 Environmental Factors

8.4.1 Stormwater

If the application were to be approved it is considered the stormwater criteria highlighted by the Mitcham Council could be applied as conditions and/or notes of Development Plan consent.

8.4.2 Odour Emissions

The Environment Protection Authority is satisfied the Applicant proposes to install a Stage 1 vapour recovery system for the proposed development. If the application were to be approved it is considered the range of conditions recommended to be applied by the Environment Protection Authority in respect of air quality could be applied as conditions of Development Plan consent.

8.4.3 Noise Emissions

The Environmental Noise Assessment by Sonus recommends the application of a number of attenuation measures relating to the proposed drive through facility, the car wash facilities, the siting of the mechanical plant on the roof of the control building, and the delivery of fuel products and the collection of rubbish. If the application were to be approved it is considered that most of these recommended attenuation measures could be applied as conditions of Development Plan consent.

8.4.4 Light Spill

The light spill assessment provided by the Applicant indicates the proposed outdoor lighting would conform to Australian Standards AS 4282-1997 for the control of the obtrusive effects of outdoor lighting.

It is considered that if the application were to be approved then an appropriate condition could be attached to a Development Plan consent to address the risk of light spillage having a significant and adverse impact beyond the boundaries of the site.

8.4.5 Waste Management

It is noted the hard waste rubbish bins servicing the existing service station complex are located near to the south-east corner of the site and separated from the property boundary by a storage shed clad with metal sheets.

It is considered the proposed location of the hard waste rubbish bin in the south-east corner of the site and adjacent to the eastern property boundary would not have any significant adverse impacts on nearby landowners in respect of odours or noise. This is because:

- rubbish would be collected regularly, once per week
- the collection would occur at a reasonable time, i.e. not before 7.00am and not after 7.00pm
- the rubbish bin(s) would be sealed/covered with a lid
- the customer entry points to the adjoining business premises (i.e. Belair Fine Wine) are on its eastern and northern sides

It is considered that if the application were to be approved then a number of these waste management measures could be applied as conditions of Development Plan consent.

8.5 Signage

Owing to the relatively open appearance of the existing service station complex due to there being no solid fencing present along any of its property boundaries, the signage associated with the activities on the site is visible from the adjacent residential areas.

Currently, there are two free standing signs associated with the existing service station complex and, as part of the proposed development, both of them are to be replaced by new signs of similar size and shape and erected in the same locations.

All of the signage for the proposed new control building and shop will be situated on the southern elevation of the building, i.e. oriented towards Russell Street and setback at least 50 metres from the nearest dwelling. It is considered there would be no significant or adverse impacts associated with the signage to be attached to the proposed new control building and shop due to this significant building setback.

It is noted that new signage will likely be visible from the residential dwellings on the other side of Sheoak Road. An illuminated wall sign is proposed to be attached to the mechanical plant building associated with the automatic car wash facility. It would be about 7.5 metres above finished ground level and setback about 6.5 metres from the property boundary. Also, four non-illuminated or board signs are proposed to be attached to the noise attenuation fencing to be erected along the Sheoak Road frontage of the site for branding purposes.

No signage is proposed to be erected on the northern elevation of the control building.

It is considered the proposed signage would be consistent with the objectives of the Neighbourhood Centre Zone and would not impair the amenity of the locality.

8.6 Landscaping

It is considered the proposed redevelopment of the site would create an opportunity for the beautification of a section of the road reserve for Sheoak Road through the use of additional landscaping treatments. This is due to the combination of the relatively wide road reserve and the proposal to close the two vehicle crossovers into/from Sheoak Road. In addition, it is suggested the existing on-street car parking area should be removed and reinstated to footpath and landscaping.

It is noted however that the non-illuminated signage proposed to be attached to the noise attenuation fencing would be placed at about 7.5 metre intervals and so would likely limit the types of plants to be used due to the requirement to keep the signs visible. For example, under-storey plants would probably be limited to a maximum mature height of about one metre.

Although the Mitcham Council indicates it would not be opposed to such landscaping treatments it should be noted there would be a degree of uncertainty surrounding the longer-term future of such treatments due to this section of Sheoak Road being affected by the requirements shown on the Metropolitan Adelaide Road Widening Plan.

8.7 Interface

The individual matters of light spill/glare and traffic generated and other random noises are relevant considerations with respect to potential land use interface conflicts which could be associated with the proposed development.

In this regard, the most sensitive land uses would be the two dwellings at 1-3 Sheoak Road which are opposite the proposed exit driveway from the co-branded drive through facility (see Figures 5 & 6). Each of these dwellings would be setback about 30 metres from the point where vehicles leaving the proposed co-branded drive through facility would enter onto the sealed carriageway of Sheoak Road.

FIGURE 5: 3-5 SHEOAK ROAD, OPPOSITE THE PROPOSED EXIT DRIVEWAY

It is noted the Traffic Compliance Statement provided by the Applicant attributes a projected peak hour traffic generation figure of 180 vehicle trips for the proposed co-branded drive through facility and this figure is based on the existing gross leasable floor area of 220 square metres. No modelling or discussion is provided on the projected turning direction of vehicles leaving the drive through facility.

It is considered that right turning vehicles leaving the drive through facility would produce little or no intrusive light glare due to the extensive vegetation cover within the residential property frontages at numbers 5 to 7 Sheoak Road. It is also considered that a significant proportion of the projected peak hour figure of 180 vehicle trips from the proposed drive through facility would turn right. This is because Russell Street has an average annual daily traffic volume of 12,600 vehicles per day, compared to Main Road with a daily average of 6,000 vehicles, and Sheoak Road flows into or directly connects to Russell Street.

It is considered that potential intrusive light glare and noise from those vehicles turning left upon leaving the proposed drive through facility would not significantly or adversely impair the amenity of the affected landowners at numbers 1 to 3 Sheoak Road. This is because of the following factors:

1. The well-established vegetation cover on the affected allotments (see Figures 5 & 6) would block a significant proportion of any intrusive light.
2. The dwellings are sufficiently setback from the road reserve and the exit point for the proposed drive through facility.
3. The current 24/7 operations of the existing service station complex means there is already a significant volume of traffic movements within the locality.

FIGURE 6: 1 - 3 SHEOAK ROAD, OPPOSITE THE PROPOSED EXIT DRIVEWAY

It is considered the existing nearby dwellings would be sufficiently setback from the activities of the proposed development so as not to be significantly or adversely affected by light spill, noise or odour associated with the general operations on the site. It is further considered that if the application were to be approved then appropriate conditions as recommended by the technical reports could be applied to the Development Plan consent in order to manage and mitigate any potential sources of nuisance beyond the boundaries of the site.

It is also considered the application of the recommendations in the Environmental Noise Assessment (see pages 6 & 7) provided by the Applicant, in particular the construction of solid barriers along the Sheoak Road property boundary, would be able to achieve the requirements for noise attenuation during daytime and nigh time operations of the service station complex. If the application were to be approved such recommendations could be applied as conditions of consent.

It is considered the noise impacts associated with the delivery of fuel supplies and waste management would be insignificant given the setback to adjoining properties and due to the relatively low frequency of visits by the specific types of service vehicles, noting also that such visits would not occur during the more sensitive hours of early morning and late night.

Clearly, the subject site and its associated business operations have high visual prominence due to its strategic location in the form of a relatively large frontage to Main Road as well as being at the junction of Main Road and Russell Street. The adjoining business premises to the east, i.e. Belair Fine Wine, is probably not as visually prominent because it does not have frontage to Main Road.

However, it does have frontage to Sheoak Road and the relatively heavily trafficked Russell Street and provides an adequate number of on-site car parks (12). It is considered the proposed development of a new integrated service station complex would not diminish the current profile or level of prominence of the adjoining business premises. Any additional signage for the purpose of increasing the prominence or profile of the adjoining business premises is considered to be outside of the legal scope of this application and is a matter the landowner should discuss further with the Mitcham Council. It is also considered that compliance with the recommended measures contained in the Construction Environment Management Plan prepared by the Applicant would result in no adverse impacts on the operations of the adjoining business premises.

9. CONCLUSION

The application is considered to display sufficient merit to warrant support.

It is considered the proposed development would not cause a significant or adverse land use interface conflict due to the noise attenuation measures recommended to be attached to any Development Plan consent and the adequate setback distances of the two nearby and most sensitive dwellings from the subject land.

Overall, it is considered the proposed development would be an appropriate land use within the Neighbourhood Centre Zone noting it is essentially for the replacement of an existing service station complex. In addition, the proposal would represent an improvement to the visual amenity of the locality due to the fencing of the Sheoak Road boundary of the site and the opportunities this would afford for improved streetscape treatments.

Pursuant to Section 35(2) of the Development Act 1993, and having undertaken an assessment of the application against the relevant Development Plan, the application is NOT seriously at variance with the provisions of that plan.

10. RECOMMENDATION

It is recommended that the State Commission Assessment Panel:

1) RESOLVE that the proposed development is NOT seriously at variance with the policies in the Development Plan.

2) RESOLVE that the State Commission Assessment Panel is satisfied that the proposal generally accords with the related Objectives and Principles of Development Control of the Mitcham Development Plan.

3) RESOLVE to grant Development Plan Consent to the proposal by Shahin Enterprises Pty Ltd for the demolition of an existing service station complex and the construction of a new integrated service station complex with a shop, with automatic and manual car wash facilities, a co-branded drive through facility, 15 car parks, two free standing advertising signs and landscaping at Main Road, Belair subject to the following conditions of consent.

PLANNING CONDITIONS

1. That except where minor amendments may be required by other relevant Acts, or by conditions imposed by this application, the development shall be established in strict accordance with the details and following plans submitted in Development Application No 850/E001/17.

Prepared by ADS Architects:

- Site and Floor Plan, Reference Number 14/JN1186/sk01g, Dated 16 November 2016;
- North & South Elevations, Reference Number 14/JN1186/sk02a, Dated 7 June 2016;
- East & West Elevations, Reference Number 14/JN1186/sk03, Dated 3 May 2016;
- North, West & East Elevations for Car Wash, Reference Number 14/JN1186/sk04e, Dated 26 July 2016.

Prepared by Oxigen:

- Landscape Plan, Reference Number 15.047.007, Draft C, Dated 13 October 2017.

Reports and Correspondence:

- Planning Report prepared by Peregrine Corporation, dated 7 February 2017;
- Traffic Compliance Statement prepared by GHD, Project File 33-18137-18, Dated December 2016;
- Environmental Noise Assessment prepared by Sonus, Project Number S5070.4C1, Dated December 2016;
- Car Park Lighting Modelling Report Prepared by TMK Consulting Engineers, Job Number 1703226, Dated 18 April 2017;
- Construction Environment Management Plan prepared by Fyfe Pty Ltd., Reference Number 80017-23-1, Dated 24 May 2016.

2. All Council, utility or state agency maintained infrastructure (i.e. roads, kerbs, drains, crossovers, footpaths, etc.) that is demolished, altered, removed or damaged during the construction of the development shall be reinstated to Council, utility or state-agency specifications. All costs associated with these works shall be met by the proponent.

3. All vehicle car parks, driveways and vehicle entry and manoeuvring areas shall be designed and constructed in accordance with the relevant Australian Standards and be constructed, drained and paved with bitumen, concrete or paving bricks in accordance with sound engineering practice and appropriately line marked to the reasonable satisfaction of the State Commission Assessment Panel prior to the occupation or use of the development.

4. All car parking areas, driveways and vehicle manoeuvring areas shall be maintained at all times to the reasonable satisfaction of the State Commission Assessment Panel.

5. The egress driveway for the co-branded drive through facility from the development site to Sheoak Road shall be clearly delineated with appropriate line marking in order to facilitate the safe movement of people and vehicles.

6. A 2.5 metre high solid barrier shall be constructed along the northern property boundary of the site to the extent shown in Appendix B: Extent of Acoustic Treatment contained in the Environmental Noise Assessment report (S4928C1) prepared by Sonus and dated 6 June 2016. The solid barrier shall be constructed from Colorbond sheet steel and be sealed airtight at all junctions including with the ground.

7. A 1.5 metre high barrier shall be constructed along the northern property boundary of the site to the extent shown in Appendix B: Extent of Acoustic Treatment contained in the Environmental Noise Assessment report (S4928C1) prepared by

Sonus and dated 6 June 2016. The solid barrier shall be constructed of Colorbond sheet steel and be sealed airtight at all junctions including with the ground.

8. All mechanical services plant and equipment shall be located within the designated area on the roof of the control building and behind the mechanical plant screen to the extent shown in Appendix B: Extent of Acoustic Treatment contained in the Environmental Noise Assessment report (S4928C1) prepared by Sonus and dated 6 June 2016.

9. The mechanical plant screen shall be constructed to a height that is at least equivalent to the tallest piece of equipment it surrounds. The screen shall be sealed airtight along all vertical joins and be constructed from sheet steel or a material with an equivalent or greater surface density. The bottom of the screen shall continue as close as practicable to the roof deck below.

10. A proprietary in-line attenuator shall be incorporated to the discharge side of any significant exhaust fan.

11. The maximum opening height of the entry to the automatic car wash shall be 2.5 metres and the exit shall be a maximum height of 3 metres. The material used for infill shall have a surface density of at least 8kg/m^2 (such as 6mm thick compressed fibre cement sheet or 10.38mm thick laminated glass) and shall be sealed airtight at all junctions.

12. Glass doors shall be installed to the entry and exit of the automatic car wash which automatically close during operation of the car wash(i.e. closed before the start of the wash cycle and do not open until the wash cycle, including any drying, has ceased). The doors shall be constructed from 10.388mm thick laminated glass, or a material with a higher surface density in kg/m^2, and shall be sealed as close to airtight as possible at all junctions when closed.

13. Acoustic insulation 50mm thick and having a minimum density of 32 kg/m^3 shall be incorporated to the underside of the roof structure of the automatic car wash and manual car wash bays in accordance with Detail 1 shown on page 9: Extent of Acoustic Treatment contained in the Environmental Noise Assessment report (S4928C1) prepared by Sonus and dated 6 June 2016.

14. The maximum opening height of the northern side entry to the manual car wash bays shall be restricted to 2.5 metres. The material used for infill shall have a surface density of at least 8kg/m^2 (such as 6mm thick compressed fibre cement sheet or 10.38mm thick laminated glass) and shall be sealed airtight at all junctions.

15. Acoustic insulation shall be installed to the internal walls of the manual car wash bays in accordance with Appendix B and Detail 2 shown on page 10: Extent of Acoustic Treatment contained in the Environmental Noise Assessment report (S4928C1) prepared by Sonus and dated 6 June 2016.

16. The collection of rubbish from the site by the rubbish truck shall occur only between the hours of 9.00am to 7.00pm on a Sunday or public holiday and between 7.00am to 7.00pm on any other day.

17. The delivery of fuel products to the site by the 19-metre-long fuel trucks shall occur only between the hours of 7.00am to 10.00pm on any day.

18. The largest vehicle permitted to access the development shall be a 19.0 metres semi-trailer.

19. Landscaping shown on the plans forming part of the application shall be established prior to the operation of the development and shall be maintained and nurtured at all times with any diseased or dying plants being replaced.

20. The development and the site shall be maintained in a serviceable condition and operated in an orderly and tidy manner at all times.

21. All waste and rubbish shall be stored in covered containers prior to removal and shall be kept screened from public view.

22. All external lighting of the site, including car parking areas, advertising signs, the drive through facility, and buildings shall be designed and constructed to conform with Australian Standards and must be located, directed and shielded and of such limited intensity that no nuisance or loss of amenity is caused to any person beyond the site.

23. All stormwater design and construction shall be in accordance with Australian Standards and recognised engineering best practices to ensure that stormwater does not adversely affect any adjoining property or public road.

24. The following stormwater criteria shall be incorporated into the civil stormwater calculations:
    a. Suitable stormwater management techniques including detention systems must be designed to reduce the post development flows to the equivalent flow derived from an effective run-off coefficient of 0.25 for a 5 year ARI event, and 0.45 in a 100 year ARI event. In addition, for the 5 year ARI event the peak outflow from the detention system must be checked to ensure the outflow after 90 minutes for the critical storm duration from the detention system is not greater than the flow that would arise from a 90 minute storm based on a predevelopment catchment with a 0.25 runoff coefficient. Should this flow be larger, then the detention volume must be further increased to reduce the outflow to this undetained 0.25 runoff coefficient level. The directly connected time of concentration must be appropriate for the development as described in “Australian Rainfall & Runoff” Volume 1.

    b. A “Limited Out Flow” from the development must be achieved by incorporating into the stormwater drainage design, measures for either On-site Stormwater Retention (OSR) and/or On-Site Stormwater Detention (OSD).

    c. The “Limited Out Flow” from the development may be discharged to either Council infrastructure or to an area for On-Site Stormwater Retention (OSR) within the property (landscape area, soakage trench, etc.).

    d. Stormwater that is retained on-site (OSR) by utilising landscaped areas within the property, soakage trenches, or additional tank storage, must be contained within the site. Stormwater resulting from a storm, up to and including a 20 year ARI, must not flow or discharge onto land of adjoining owners, lie against any building or create insanitary conditions.

    e. Detention tank capacity must be in addition to any proposed rainwater storage tanks for domestic supply or On-site Stormwater Retention.

    f. The stormwater design for the development must be certified by a “Charted Professional Engineer” in the field of stormwater management.

g. The maximum stormwater discharge rate to the street water table, from any single outlet, must be limited to 20 litres per second, with a maximum discharge velocity of 2 metres per second.

h. Stormwater sump / pumps must be fitted with an external power plug to enable alternative power supply in the case of emergencies.

25. A suitably qualified and experienced site contamination consultant shall be engaged to implement the Construction Environment Management Plan prepared by Fyfe Pty Ltd, Reference Number 80017-23-1, Dated 24 May 2016, and to:
    a. Manage and dispose of contaminated soil in accordance with Environment Protection Authority and other relevant guidelines;
    b. Validate the Underground Storage Systems (USS) excavations in accordance with the *National Environment Protection (Assessment of Site Contamination) Measure 1999* (as amended 2013) and relevant EPA guidelines prior to backfilling or replacement of USS (this must include the preparation of a validation report).

26. A copy of the validation report for the underground storage systems excavations shall be provided to the State Commission Assessment Panel and the EPA prior to the occupancy of the new service station complex.

27. The forecourt canopy shall be designed to extend beyond the bunded area by one metre for every three metres of canopy height in order to minimise the entry of clean stormwater.

28. Prior to the commencement of the service station operations, all fuel storage tanks (apart from diesel and LPG) shall be fitted with a Stage 1 vapour recovery system (which includes the underground storage tank vent pipes being fitted with a pressure vacuum relief valve) that directs the displaced vapours back into the tank during filling.

29. All underground fuel storage tanks shall be double-skinned fibreglass and fitted with an automatic tank gauging (ATG) system to monitor tank levels and detect leaks.

30. Prior to the commencement of the service station operations, all fuel lines between the underground storage tanks and fuel dispensers shall be fitted with a pressure leak detection system. The system shall be designed so that in the event of a leak the lines lose pressure and immediately signal an alarm to enable prompt investigation.

31. Following the installation of the in-ground fuel tanks, all trafficked areas shall be hard surfaced using either bitumen, concrete or other impervious material.

32. All run-off, including spillages, from hard paved areas in the refuelling and fuel delivery area shall be bunded and diverted to a blind tank (with alarm) with a capacity exceeding 10,000 litres.

33. Any material, including sludge and oily residue collected within the blind tank is considered waste and shall be removed only by an Environment Protection Authority licensed waste transporter to a licensed waste depot authorised to receive such waste.

ADVISORY NOTES

a. This Development Plan Consent will expire after 12 months from the date of this Notification, unless final Development Approval from Council has been received

within that period or this Consent has been extended by the State Commission Assessment Panel.

b. The applicant is also advised that any act or work authorised or required by this Notification must be substantially commenced within 1 year of the final Development Approval issued by Council and substantially completed within 3 years of the date of final Development Approval issued by Council, unless that Development Approval is extended by the Council.

c. The applicant has a right of appeal against the conditions which have been imposed on this Development Plan Consent. Such an appeal must be lodged at the Environment, Resources and Development Court within two months from the day of receiving this notice or such longer time as the Court may allow. The applicant is asked to contact the Court if wishing to appeal. The Court is located in the Sir Samuel Way Building, Victoria Square, Adelaide, (telephone number 8204 0289).

d. The applicant is reminded of its general environmental duty, as required by Section 25 of the *Environment Protection Act 1993*, to take all reasonable and practical measures to ensure that the activities on the whole site, including during construction, do not pollute the environment in a way which causes or may cause environmental harm. Environment Protection Authority information sheets, guidelines documents, codes of practice, technical bulletins etc can be accessed on the following web site: http://www.epa.sa.gov.au

e. The applicant is advised that if in carrying out any activity contamination is identified which poses actual or potential harm to the health or safety of human beings or to the environment that is not trivial, taking into account the land use, the applicant may need to remediate the contamination in accordance with Environment Protection Authority guidelines.

f. The applicant is advised that if at any stage contamination is identified which poses actual or potential harm to water that is not trivial, a notification of contamination which affects or threatens groundwater pursuant to section 83A of the *Environment Protection Act 1993*, shall be submitted to the Environment Protection Authority.

g. The applicant is reminded the emission of noise from the premises is subject to control under the *Environment Protection Act and Regulations 1993,* and the applicant (or person with the benefit of this consent) should comply with those requirements.

h. The applicant is advised the subject land is affected by requirements shown on the Metropolitan Adelaide Road Widening Plan from the Main Road, Russell Street and Sheoak Road frontages of the site for possible future upgrading of the adjacent road network. The Plan shows that a strip of land up to 12.0 metres in width may be required from the Sheoak Road frontage. The Plan also shows that an additional strip of land up to 4.5 metres in width may also be required from the Main Road, Russell Street and Sheoak Road frontages, together with corner cut-offs. The consent of the Commissioner of Highways under the Metropolitan Adelaide Road Widening Plan Act is required to all new building works located on or within 6.0 metres of the possible requirements. The attached consent from should be completed by the applicant and forwarded to DPTI, with three copies of the approved plans.

i. The applicant is advised to liaise with the City of Mitcham with the view of providing a 1.5 metre minimum width pedestrian footpath adjacent to Sheoak Road to coincide with the closure of the crossover and the reinstatement of the kerb profile.

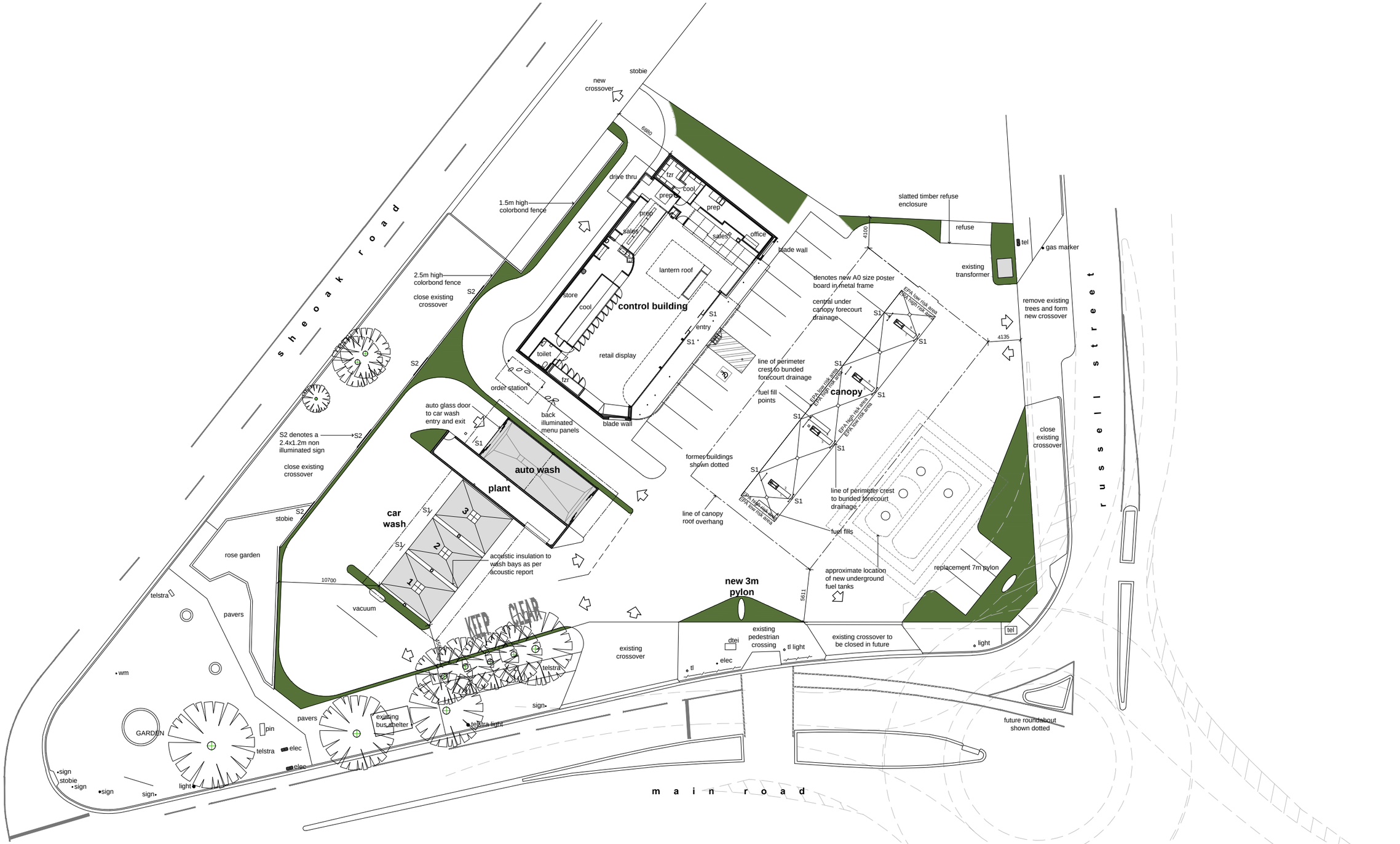
j. The applicant is advised the City of Mitcham is not opposed to the removal of the two trees within the road reserve of Sheoak Road. The removal and replacement of the

two trees will cost $1,331.00 and this cost shall be met by the applicant. The applicant will need to contact the Council on telephone number 8372 8888 to arrange for the removal of the trees by Council.

k. The applicant is advised to engage a licensed and qualified plumber to seek advice on a SA Water and Environment Protection Authority compliant tailored solution with regard to water management and the mitigation of potential environmental impacts. If trade waste is generated from the car wash facilities and is discharged to the sewer then an "Authorisation for Trade Waste" is required. The applicant will be required to provide additional information to show or explain how the following guidelines will be met as part of the application:

Assessment of Petrol Stations www.epa.sa.gov.au/files/11117_planning_petrolstations.pdf
Assessment of Underground storage Systems – SA EPA _www.epa.sa.gov.au/files/4771278_guide_uss.pdf
SA EPA Storm water Management for Wash Bays Guideline www.epa.sa.gov.au/files/7593_water_wash.pdf
Authorizations for Trade Waste https://www.sawater.com.au/business/trade-waste/authorisations-for-trade-waste-discharge
SA Water Vehicle Washing Trade Waste Guideline //www.sawater.com.au/__data/assets/file/0010/11431/VehicleWashing.pdf
SA Water Trade Waste Bunding and Blind Tank Guideline http://www.sawater.com.au/__data/assets/file/0019/11395/Bundingandblindtanks.pdf

Malcolm Govett
PLANNING OFFICER
PLANNING AND DEVELOPMENT (DPTI)
#



SITE & FLOOR PLAN 1:200 AT A1

BP BELAIR

1 MAIN ROAD BELAIR

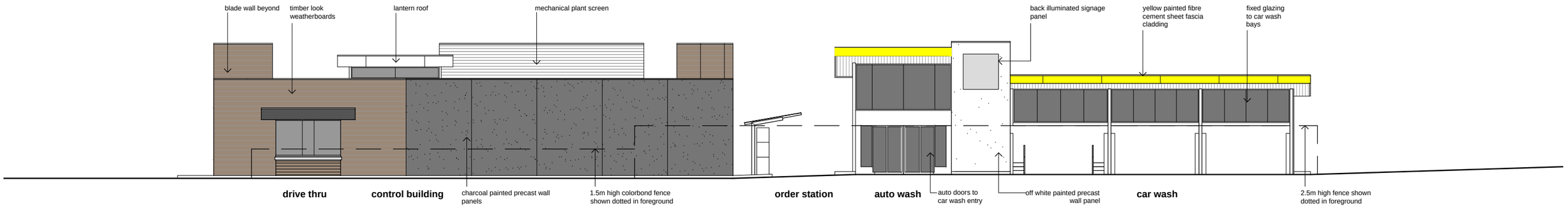
0 1 2 5 10 15m

Scale 1:200 at A1

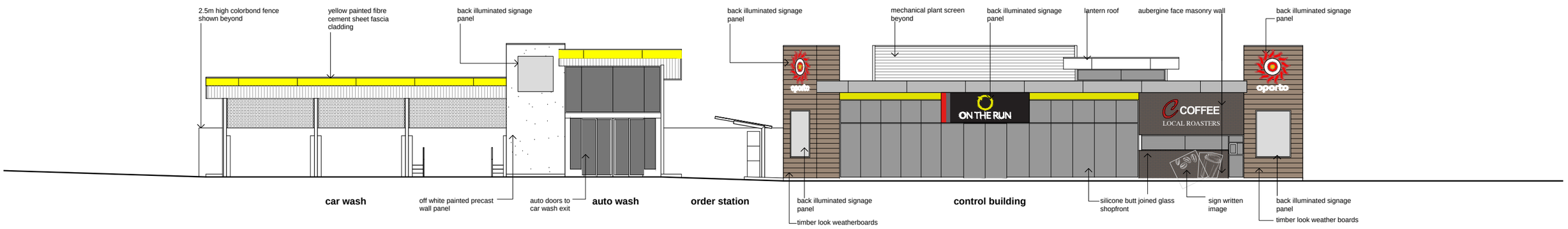
16.11.16

14/JN1186/sk01g

ADS Architects



N O R T H E L E V A T I O N 1 : 1 0 0 A T A 1



S O U T H E L E V A T I O N 1 : 1 0 0 A T A 1

B P B E L A I R

1 MAIN ROAD BELAIR

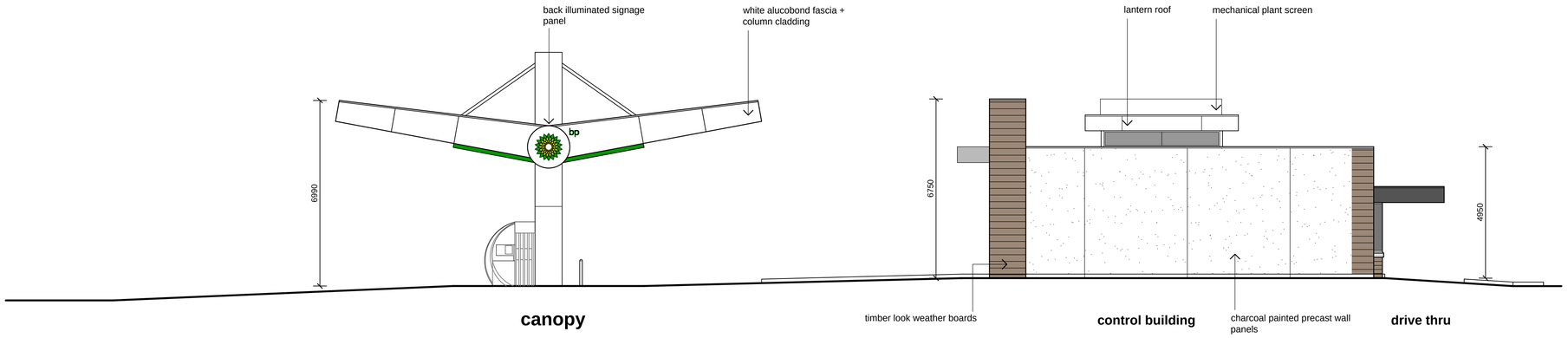
0 1 2 5 10 15m

Scale 1:200 at A1

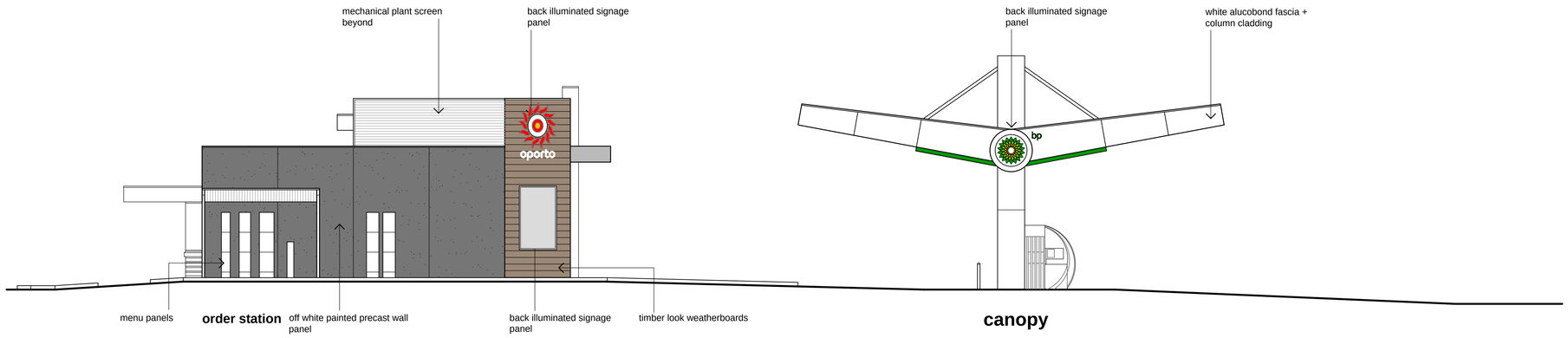
07.06.16

14/JN1186/sk02a

A D S Architects



EAST ELEVATION 1:100 AT A1



WEST ELEVATION 1:100 AT A1

BP BELAIR

1 MAIN ROAD BELAIR

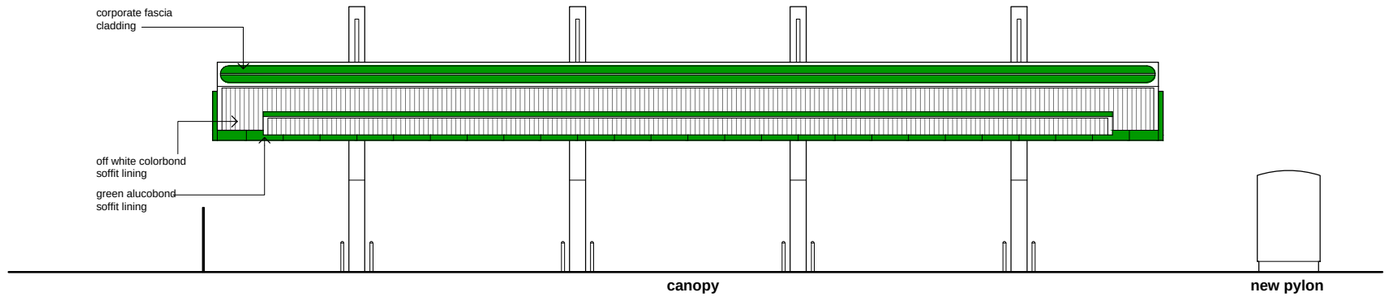
0 1 2 5 10 15m

Scale 1:200 at A1

03.05.16

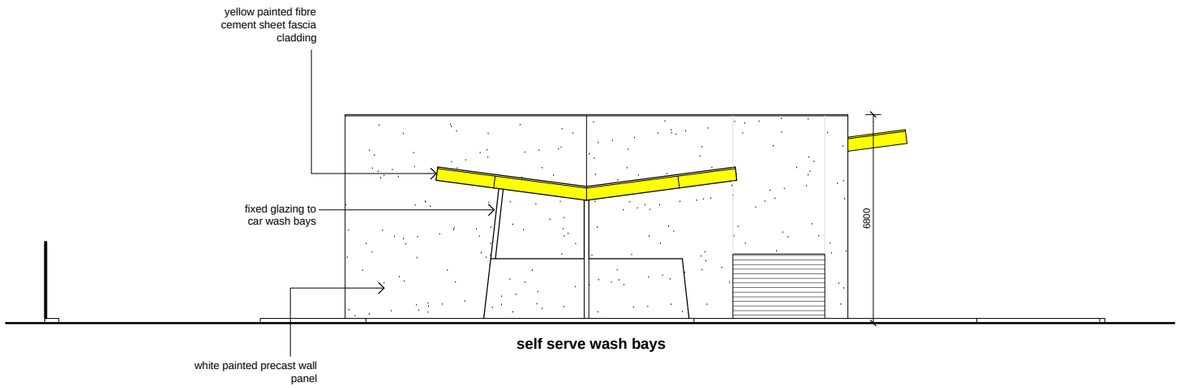
14/JN1186/sk03

ADS Architects

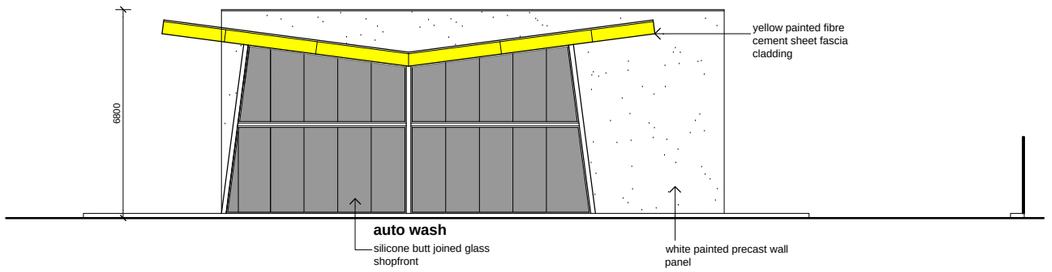


NORTH ELEVATION 1:100 AT A1

(south elevation mirror image)



WEST ELEVATION 1:100 AT A1



EAST ELEVATION 1:100 AT A1

BP BELAIR

1 MAIN ROAD BELAIR

0 1 2 5 10 15m

Scale 1:200 at A1

26.07.16

14/JN1186/sk04e

ADS Architects

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

PLANT SPECIES LIST

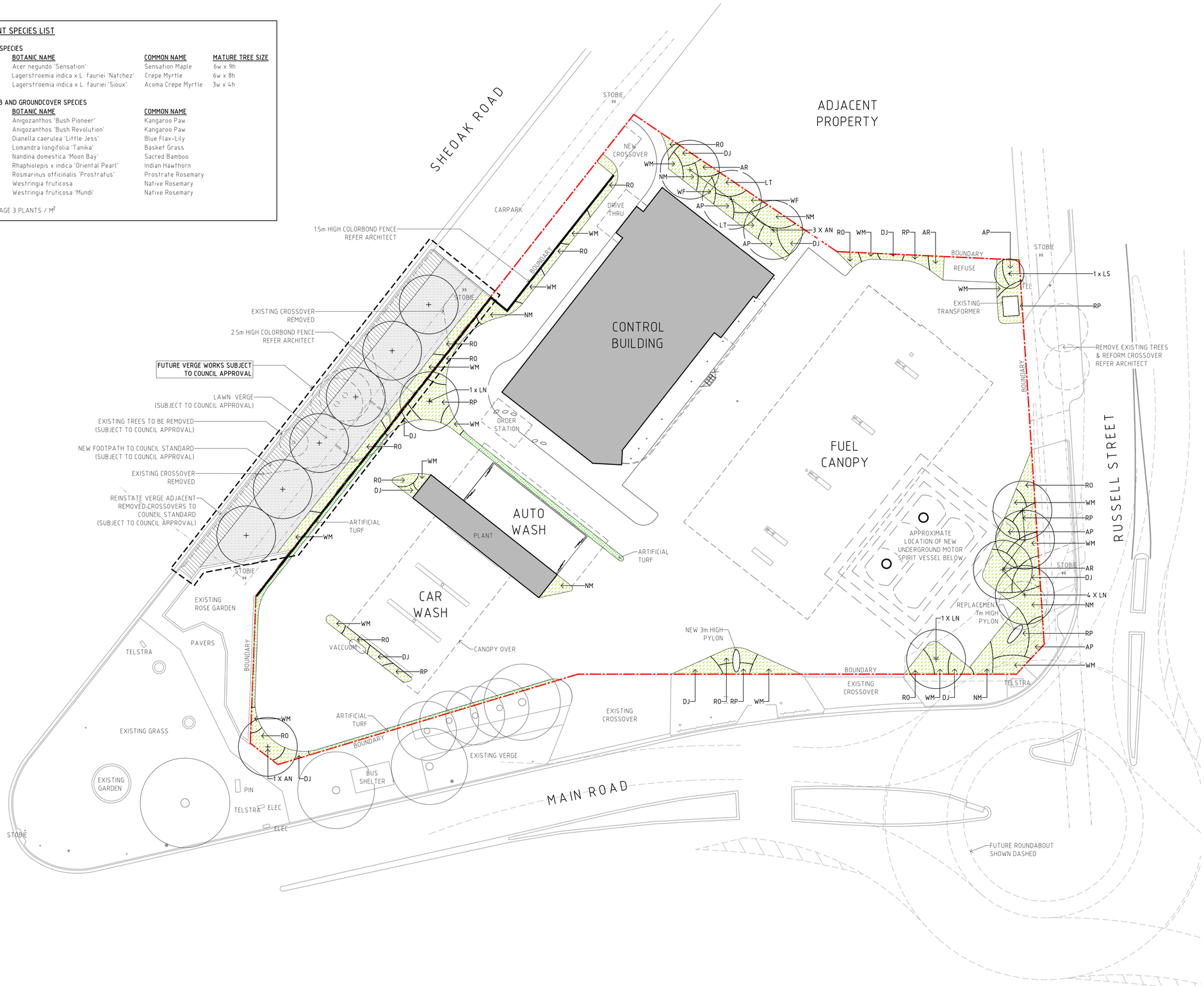
TREE SPECIES

REF.	BOTANIC NAME	COMMON NAME	MATURE TREE SIZE
AN	Acer negundo 'Sensation'	Sensation Maple	6w x 9h
LN	Lagerstroemia indica x L. fauriei 'Natchez'	Crepe Myrtle	6w x 8h
LS	Lagerstroemia indica x L. fauriei 'Sioux'	Acoma Crepe Myrtle	3w x 4h

SHRUB AND GROUNDCOVER SPECIES

REF.	BOTANIC NAME	COMMON NAME
AP	Anigozanthos 'Bush Pioneer'	Kangaroo Paw
AR	Anigozanthos 'Bush Revolution'	Kangaroo Paw
DJ	Dianella caerulea 'Little Jess'	Blue Flax-Lily
LT	Lomandra longifolia 'Tanika'	Basket Grass
NM	Nandina domestica 'Moon Bay'	Sacred Bamboo
RO	Rhaphiolepis x indica 'Oriental Pearl'	Indian Hawthorn
RP	Rosmarinus officinalis 'Prostratus'	Prostrate Rosemary
WF	Westringia fruticosa	Native Rosemary
WM	Westringia fruticosa 'Mundi'	Native Rosemary

AVERAGE 3 PLANTS / M²



LEGEND

NEW
- NEW TREE
- PLANTING 100MM MIN. PEATS COTTAGE MULCH
- ARTIFICIAL TURF
- OVERHEAD POWERLINES
- FENCE REFER ARCHITECT
- FUTURE VERGE WORKS (SUBJECT TO COUNCIL APPROVAL)
- LAWN VERGE (SUBJECT TO COUNCIL APPROVAL)
- FOOTPATH (SUBJECT TO COUNCIL APPROVAL)

EXISTING
- PROPERTY BOUNDARY
- EXISTING TREE TO BE PROTECTED AND RETAINED

NOTES

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

TREE PLANTING
PREPARE TREE HOLES TO A MINIMUM SIZE OF THE DEPTH OF THE ROOTBALL x 1m WIDE AND BREAK THE SUBGRADE TO A MINIMUM DEPTH OF 200MM BELOW. TAKE PARTICULAR CARE TO BREAK UP ANY GLAZING TO SIDES OF TREE HOLE. FINISH THE ROOTBALL LEVEL WITH THE FINAL SURROUNDING SOIL LEVEL AND BACKFILL THE PLANTING HOLE WITH SITE TOPSOIL BLENDED WITH 20% MT COMPASS ORGANIC MIX. PROVIDE A 1m DIAMETER MULCHED WATERING BOWL TO THE BASE OF THE TREE. STAKE TREES WITH 2No. 2500x50x50 HARDWOOD STAKES AND TIE WITH 50mm HESSIAN TIES SECURELY STAPLED TO THE STAKES. ENSURE STAKES AND TIES REMAIN CLEAR OF BRANCHES, FOLIAGE AND ROOTBALL.

PLANTING BEDS
CULTIVATE EXISTING GROUND TO A MINIMUM DEPTH OF 300 MM AND PLACE 300MM IMPORTED MT COMPASS 'ORGANIC MIX'. PLACE PLANTS IN THE CENTRE OF THE PLANTING HOLE AND FINISH THE TOP OF THE ROOT BALL LEVEL WITH THE FINISHED SURFACE OF THE SURROUNDING SOIL. APPLY TERRACOTTEM FERTILISER TO MANUFACTURERS RATES AT TIME OF PLANTING AND AFTER PLANTING PLACE A 100MM MINIMUM DEPTH OF PEATS COTTAGE MULCH. THOROUGHLY WATER PLANTS BEFORE AND IMMEDIATELY AFTER PLANTING, AND AS REQUIRED TO MAINTAIN HEALTH AND VIGOUR. AVERAGE 3 PLANTS/M².

IRRIGATION
PROVIDE AN AUTOMATIC IN-LINE DRIP IRRIGATION SYSTEM TO ALL PLANTING BEDS AND TREES.
DRIP IRRIGATION SPECIFIED AS NETAFIM TECHLINE 16 POLY TUBE 1.6Lph @ 0.5M SPACINGS OR SIMILAR APPROVED.
FOR ALL TREE PLANTING INSTALL AT BASE OF TREE 4No 4Lph PC DRIP EMITTERS ON 13MM POLY LOOP (OR INLINE EQUIVALENT)
ALL POLY TUBING TO BE LAID ON SURFACE AND COVERED WITH MULCH.
PROVIDE BACKFLOW PREVENTION, AUTOMATIC CONTROLLER AND OTHER DEVICES AS REQUIRED.

oxigen
URBAN DESIGN
LANDSCAPE ARCHITECTURE
PLANNING
T +618 7324 9600
design@oxigen.net.au

CLIENT
PEREGRINE CORPORATION

ARCHITECTS
ADS ARCHITECTS

PROJECT
BELAIR OTR

drawing title
CONCEPT PLAN

15.047.007

issue
DRAFT C

ISSUE	DATE	ISSUE	DWN	CHK	APP
A	11.08.16	DRAFT	JBU	HF	-
B	27.03.17	DRAFT	JBU	HF	-
C	13.10.17	DRAFT	JBU	HF	-

PHOTOGRAPHS

OTR BELAIR

PHOTO 1: NORTHERN ENTRANCE TO ADJOINING SHOP (BELAIR FINE WINE)

PHOTO 2: REFUSE BINS & PROPERTY BOUNDARY BETWEEN OTR & BELAIR FINE WINE

PHOTOGRAPHS

OTR BELAIR

PHOTO 3: EASTERN CUSTOMER ENTRY TO ADJOINING SHOP (BELAIR FINE WINE)

PHOTO 4: ON-STREET PARKING AREA ON SHEOAK ROAD

PHOTOGRAPHS

OTR BELAIR

PHOTO 5: OTR BELAIR VIEWED FROM JUNCTION OF MAIN ROAD/RUSSELL STREET

PHOTO 6: OTR BELAIR VIEWED FROM PEDESTRIAN CROSSING ON MAIN ROAD

PHOTOGRAPHS

OTR BELAIR

PHOTO 7: DRIVEWAY CROSSOVER TO/FROM RUSSELL STREET

PHOTO 8: DRIVEWAY EGRESS TO SHEOAK ROAD

PHOTOGRAPHS

OTR BELAIR

PHOTO 9: DRIVEWAY INGRESS FROM SHEOAK ROAD

DEVELOPMENT APPLICATION FORM

PLEASE USE BLOCK LETTERS

COUNCIL: Mitcham Council

APPLICANT: Shahin Enterprises Pty Ltd T/A Peregrine Corporation

Postal Address: 270 The Parade

Kensington Park SA 5068

Owner: OTR 113 Pty Ltd + OTR 114 Pty Ltd

Postal Address: As above

BUILDER: _____

Postal Address: _____

_____ Licence No: _____

CONTACT PERSON FOR FURTHER INFORMATION

Name: Thuy Luu Nguyen

Telephone: 83339777 [work] _____ [Ah]

Fax: _____ [work] _____ [Ah]

EXISTING USE: service station complex

FOR OFFICE USE

Development No: _____

Previous Development No: _____

Assessment No: _____

☐ Complying	Application forwarded to DA
☐ Non Complying	Commission/Council on
☐ Notification Cat 2	/ /
☐ Notification Cat 3	Decision: _____
☐ Referrals/Concurrences	Type: _____
☐ DA Commission	Date: / /

	Decision required	Fees	Receipt No	Date
Planning:				
Building:				
Land Division:				
Additional:				
Development Approval				

DESCRIPTION OF PROPOSED DEVELOPMENT: demolition + construction of new integrated service station complex

LOCATION OF PROPOSED DEVELOPMENT: _____

House No: 1 Lot No: ____ Street: Main Rd Town/Suburb: Blair

Section No [full/part] _____ Hundred: _____ Volume: 5705 Folio: 70

Section No [full/part] _____ Hundred: _____ Volume: 5715 Folio: 788

LAND DIVISION:

Site Area [m²] _____ Reserve Area [m²] _____ No of existing allotments _____

Number of additional allotments [excluding road and reserve]: _____ Lease: **YES** ☐ **NO** ☐

BUILDING RULES CLASSIFICATION SOUGHT: _____ Present classification: _____

If Class 5,6,78 or 9 classification is sought, state the proposed number of employees: Male: ____ Female: _____

If Class 9a classification is sought, state the number o persons for whom accommodation is provided: _____

If Class 9b classification is sought, state the proposed number of occupants of the various spaces at the premises: _____

DOES EITHER SCHEDULE 21 OR 22 OF THE DEVELOPMENT REGULATIONS 2008 APPLY? **YES** ☐ **NO** ☐

HAS THE CONSTRUCTION INDUSTRY TRAINING FUND ACT 2008 LEVY BEEN PAID? **YES** ☐ **NO** ☐

DEVELOPMENT COST [do not include any fit-out costs]: $ 5 million

I acknowledge that copies of this application and supporting documentation may be provided to interested persons in accordance with the Development Regulations 2008.

SIGNATURE: _____ Dated: 22/9/16.

DEVELOPMENT REGULATIONS 1993
Form of Declaration
(Schedule 5 clause 2A)

To: Development Assessment Commission.

From: Shahin Enterprises Pty Ltd T/A Peregrine Corporation

Date of Application: 22 / 9 / 16.

Location of Proposed Development: .....

House No: 1 Lot No: .... Street: Main Rd Town/Suburb... Belair ....

Section No (full/part): .....Hundred: .....

Volume: 5705 5715 Folio: 70 788

Nature of Proposed Development:

Demolition + construction of new integrated service station complex.

I Thuy Huu Nguyen **being the applicant/ a person acting on behalf of the applicant (delete the inapplicable statement) for the development described above declare that the proposed development will involve the construction of a building which would, if constructed in accordance with the plans submitted, not be contrary to the regulations prescribed for the purposes of section 86 of the *Electricity Act 1996*. I make this declaration under clause 2A(1) of Schedule 5 of the *Development Regulations 1993*.**

Date: 22/ 9 / 16

Signed: .....

Note 1
This declaration is only relevant to those development applications seeking authorisation for a form of development that involves the construction of a building (there is a definition of 'building' contained in section 4(1) of the *Development Act 1993*), other than where the development is limited to –

a) an internal alteration of a building; or
b) an alteration to the walls of a building but not so as to alter the shape of the building.

CERTIFICATE OF TITLE

REAL PROPERTY ACT, 1886

VOLUME 5705 FOLIO 90

Edition 2
Date Of Issue 29/10/1999
Authority CONVERTED TITLE

South Australia

I certify that the registered proprietor is the proprietor of an estate in fee simple (or such other estate or interest as is set forth) in the land within described subject to such encumbrances, liens or other interests set forth in the schedule of endorsements.

REGISTRAR-GENERAL

REGISTRAR-GENERAL SOUTH AUSTRALIA

REGISTERED PROPRIETOR IN FEE SIMPLE

OTR 113 PTY. LTD. OF 270 THE PARADE KENSINGTON PARK SA 5068

DESCRIPTION OF LAND

ALLOTMENT 8 FILED PLAN 151163
IN THE AREA NAMED BELAIR
HUNDRED OF ADELAIDE

EASEMENTS

NIL

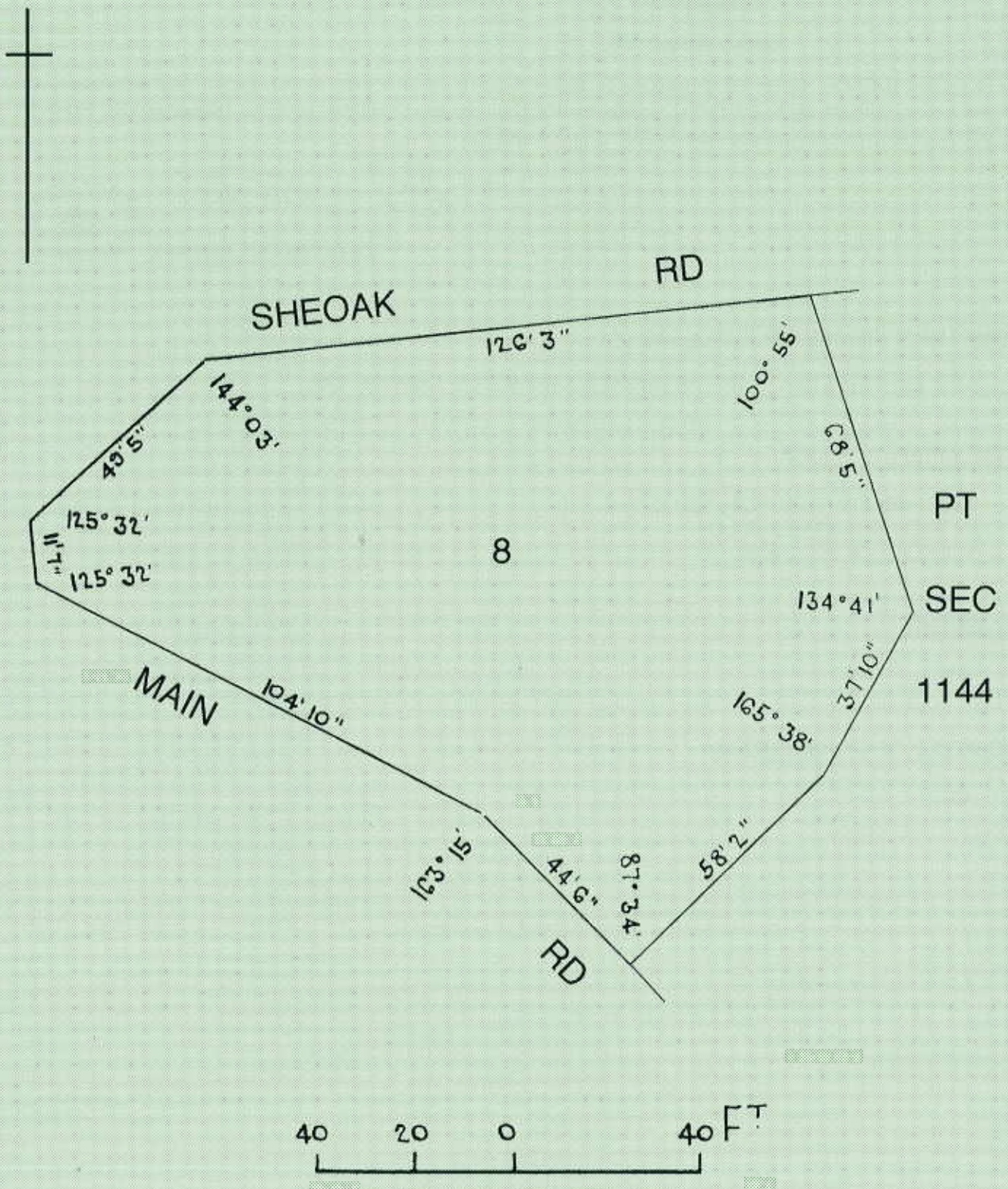
SCHEDULE OF ENDORSEMENTS

NIL

WARNING: BEFORE DEALING WITH THIS LAND, SEARCH THE CURRENT CERTIFICATE

End of Text.

THIS PLAN IS SCANNED FOR CERTIFICATE OF TITLE 3100/14



DISTANCES ARE IN FEET AND INCHES
FOR METRIC CONVERSION
1 FOOT = 0·3048 METRES
1 INCH = 0·0254 METRES

NOTE: SUBJECT TO ALL LAWFULLY EXISTING PLANS OF DIVISION

CERTIFICATE OF TITLE

REAL PROPERTY ACT, 1886

South Australia

VOLUME 5715 FOLIO 788

Edition 2
Date Of Issue 02/12/1999
Authority CONVERTED TITLE

I certify that the registered proprietor is the proprietor of an estate in fee simple (or such other estate or interest as is set forth) in the land within described subject to such encumbrances, liens or other interests set forth in the schedule of endorsements.

REGISTRAR-GENERAL

REGISTRAR-GENERAL SOUTH AUSTRALIA

WARNING: BEFORE DEALING WITH THIS LAND, SEARCH THE CURRENT CERTIFICATE

REGISTERED PROPRIETOR IN FEE SIMPLE

OTR 114 PTY. LTD. OF 270 THE PARADE KENSINGTON PARK SA 5068

DESCRIPTION OF LAND

ALLOTMENT 7 FILED PLAN 151162
IN THE AREA NAMED BELAIR
HUNDRED OF ADELAIDE

EASEMENTS

NIL

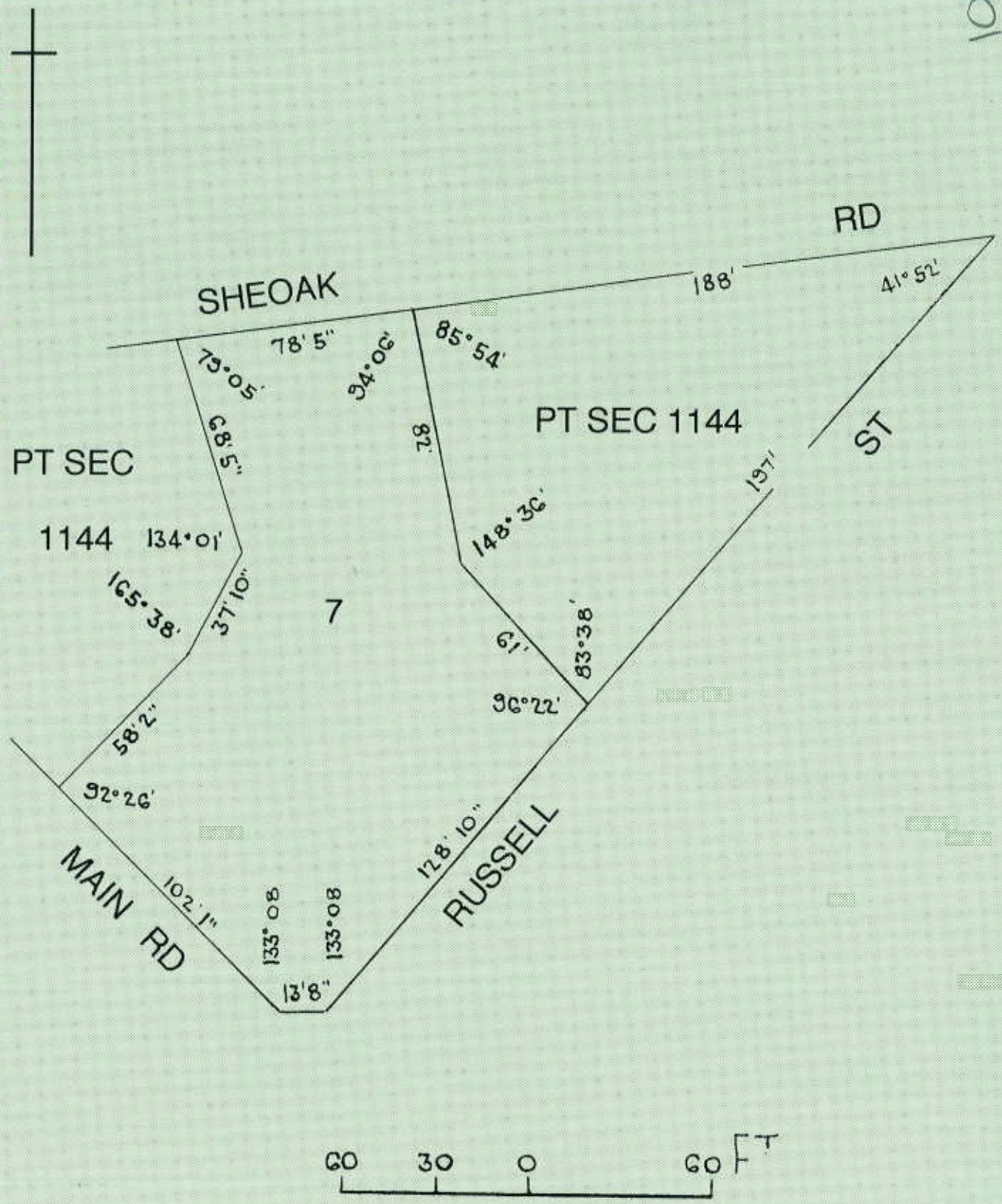
SCHEDULE OF ENDORSEMENTS

NIL

End of Text.

THIS PLAN IS SCANNED FOR CERTIFICATE OF TITLE 3100/15

104



DISTANCES ARE IN FEET AND INCHES
FOR METRIC CONVERSION
1 FOOT = 0·3048 METRES
1 INCH = 0·0254 METRES

NOTE: SUBJECT TO ALL LAWFULLY EXISTING PLANS OF DIVISION

PEREGRINE
CORPORATION

22 September 2016

Mr Jeremy Wood
Team Leader – Co-ordinator General & Public Housing
Department of Planning, Transport and Infrastructure
Roma Mitchell House
136 North Terrace
Adelaide SA 5000

Dear Sir

Development Application – New BP On the Run Service Station Complex
1 Main Road, Belair

1. We refer to the approval for the State Co-ordinator General dated 18 August 2016 to lodge this development application with the Development Assessment Commission as the assessing authority.

2. Please find enclosed the following documents which together, constitute our development application (Application):
    a. Development Application Form;
    b. Electricity Declaration Form;
    c. Site, Locality and Floor plans and elevations prepared by ADS Architects (Drawings);
    d. Copy of Certificate of Title Register Book Volume 5705 Folio 90 and Volume 5715 Folio 788;
    e. Traffic Assessment by GHD (Traffic Report);
    f. Acoustic Assessment by Sonus (Acoustic Report);
    g. Construction, Environmental Management Plan by Fyfe (CEMP);
    h. Landscaping plan by Oxigen;
    i. Stormwater concept plan by Sagero.

3. Can you please provide us with a tax invoice in respect of the development fees and we will attend to prompt payment?

270 The Parade, Kensington Park, South Australia 5068 P.O. Box 322, Kensington Park, South Australia 5068
Tel: 08 8333 9777 Fax: 08 8333 9788 E: email@perecorp.com.au

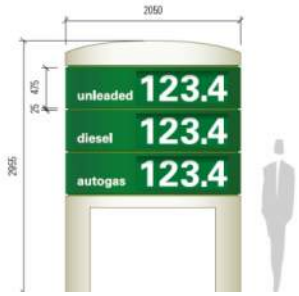
EXECUTIVE SUMMARY OF SITE

Site Address:	The site is located at 1 Main Road, Belair is comprised in two (2) certificates of title (5705/90 and 5715/788). 
Local Government:	Mitcham Council
Development Plan:	Mitcham (City) Development Plan (consolidation dated 19 February 2015).
Zoning:	The site is located within the Neighbourhood Centre Zone. The site is adjacent to land located in the Residential zone. The below map shows the zoning provisions which apply to the locality. 
Existing Use:	BP On the Run Service Station Complex.

DEVELOPMENT DESCRIPTION

4. The proposed development involves the construction of a new integrated service station complex comprising:

Control Building:	The construction of a new "control building" comprising of areas designated for retail, sales, cool room, office, preparation, bathroom facilities, a cleaning room, storage and a mezzanine level, with co-branded food offer and associated drive thru facilities.
Fuel Canopy & Refuelling:	The construction of a new fuel canopy and refuelling facilities as shown on the plan.
Fuel Tanks:	The fuel storage capacity will be at the site will be 140,000KL (2x 70,000 KL tanks).
Automated Car Wash facility:	The installation of one (1) auto car wash facility with associated plant room.
Manual Car Wash Facility:	The construction of three (3) manual car wash bays together with one (1) associated car vacuum bay.
Signage:	The installation of the following free standing signage: 1. One 7 m BP OTR pylon located on the corner of Main Road and Russell Street (to place an existing 7m pylon at the site). This pylon is 7020 mm (H) x 2280mm (W) x 792mm (D) with back lit illumination and LED lit fuel prices. Below is an indicative design for the pylon:  2. One 3m sign located on Main Road. The dimensions of the sign is 2955mm (H) x 2050 mm(W) x 610mm (D). Below is an indicative design for the sign:

	
Road Access:	Access to the Site is via 2 existing access points: 1. One existing Ingress access point and one existing Egress access off Main Road with modified cross-overs; 2. One existing Ingress/Egress access point off Russell Street with modified cross-overs; 3. One new Egress point off Sheoak Road. The applicant proposes to close the two existing cross overs via Sheaok Road.
Car Parking:	The Site will offer 22 car park spaces (including space for car vacuum bay). This is in addition to the fuel filling positions under the canopy.
Hours of Operation:	Service Station complex: 24 hours per day, 7 days per week.

5. The construction and operation of the site will take into account and address the below considerations:

Noise:	In the operation of the site we will comply with the *Environment Protection (Noise) Policy 2007*. We have submitted the Noise Report prepared by Sonus as part of this Application. We propose to adopt all acoustic treatments recommended in the Noise Report. We will restrict the hours of rubbish collection from the site to between the hours of 7am to 7pm Mondays to Saturdays and 9am to 7pm on Sundays and public holidays.
Environmental Practices:	The proposal incorporates best environmental practices with respect to vehicle refuelling facilities. Fuel storage tanks will be fitted with vapour recovery systems that ensure air quality is not comprised. The fuel infrastructure consists of double-walled fibreglass tanks. The underground fuel and LPG tanks are sited to comply with AS/NZ S1596 and AS1940. These tanks carry a manufacturer warranty against internal and external corrosion of 40 years.

	Fuel variances are carefully monitored for signs of leakage. We utilise automatic tank gauging (ATG) which automatically detects discrepancies in the levels in the tanks, thereby allowing the operator to respond proactively to any anomalies. We confirm that our fuel lines are double walled and in respect of the fuel lines from the underground storage tanks to the dispensers, these fuel lines are fitted with a mechanical pressure leakage detection mechanism. The system tests the pressure within the fuel lines when the dispensers are not in use and should the system detect pressure anomalies, it will automatically shut off the fuel pump to prevent fuel from being pumped from the tanks and minimize any potential for fuel leakage. The fuel line from the tanker fill box to the underground storage tank is single walled and is not fitted with pressure leakage detection. We monitor the potential for leakage and spillage through visual inspection at the time that the fuel is dispensed from the fuel delivery vehicle to the tanker loading box and by submitting our daily fuel reconciliation data for Statistical Inventory Reconciliation Analysis, which is completed by a qualified third party. These measures enable us to identify and manage any potential risks of leakage. We understand that all equipment installed at our sites is classified as Level 1 equipment pursuant to section 3, Table 3.1 of Australia Standard 4897: 2008. We have submitted an CEMP with this Application for assessment.
Traffic – Queuing, Parking and Access:	We have obtained the attached Traffic Report, which is supportive of the site design.
Traffic – Tanker Path:	The site has been designed to accommodate the safe movement of 19m fuel tankers in accordance with the tanker turn path attached to the Traffic Report.
Stormwater:	Any high risk stormwater under the primary and diesel canopy will be bunded and sent to a blind tank with an alarm. We confirm that the canopy drainage blind tank installed at all OTR sites have a capacity exceeding 10,000L. This tank will be emptied by contractors when required. Water outside this area (forecourt) and other impervious areas (including roof) will be captured on site and sent to the council infrastructure via a Gross Pollutant Trap. We confirm that all of our forecourt canopies, including the canopy

	at Belair, are designed to extend beyond the bunded area by 1m for every 3m of canopy height to minimise the entry of clean stormwater. We enclose stormwater drawings which have been prepared by Sagero Structural Civil Engineering Pty Ltd.
Food Odour	We do not anticipate that the proposal will generate any nuisance for neighbours by way of food odour or other air pollution on account of the co-branded food offer, Oporto. At present, Peregrine operates 44 Subway, 9 Oporto, 5 Krispy Kreme, 8 Hungry Jacks, 20 Brumbys and 15 Wok in a Box outlets in South Australia. To date we have not received any complaints from the EPA in connection with food odour. The mechanical design of canopies and kitchen extraction systems will be designed by a qualified engineer and will comply with the Building Code of Australia and the Australian Standard AS 1668.2:2012 (which is a building rules certification requirement). We adopt best industry practices in this regard to maintain the integrity of our franchises brands. Having regard to the EPA Guidelines for Separation Distances (December 2007), we note that this proposal will not generate the volume of deep frying and other food processing activities set by the Guidelines (30 kgs of deep frying per hour), such that any air separation distances apply.
Landscaping	We enclose a landscaping plan prepared by Oxigen for assessment.

Locality

6. To the north of the site are residential properties. To the east of the site is a bottle shop trading as Belair Fine Wine. To the south of the site are commercial retail businesses. To the west of the site is park reserve.

Planning Considerations

7. The site is zoned Neighbourhood Centre Zone within the Mitcham (City) Development Plan (consolidated 21 April 2016). The site is adjacent to land located in the Residential zone.

8. A petrol station is not listed as a complying nor non-complying form of development within the zone. We submit that it ought to be assigned Category 2 for public notification purposes by operation of clauses 6(1)(h) and 18 (c) of Schedule 9 of the Development Regulations.

9. The Development Plan envisages the following land uses:

   Land Use

   Objective 1: A zone primarily accommodating a range of retail, community, office, commercial, entertainment, educational, religious and recreational facilities to serve the day-to-day needs of the neighbourhood.

   Objective 2: Outdoor advertising display which is appropriate in scale and form to the broader functions and objectives of the zone.

   Objective 3: The Belair area accommodating a range of retail, community and minor service activities related to the local community it serves and where the main focus for the purchase of day-to-day goods is concentrated on the western side of Main Road; where substantial landscaping to unify building development and to shade car parking areas is provided.

10. The Development Plan specifies that the desired character of the zone is a *follows:*
    1. *Development undertaken in the Neighbourhood Centre Zone should be for a range of retail, community, office, commercial, entertainment, educational, religious, and recreational facilities related to the size of and characteristics of the population it serves.*
    2. *Retail development should provide mainly convenience goods to serve the day-to-day needs of the neighbourhood it serves, but may include a limited range of comparison goods.*

11. The proposed commercial use of the site is envisage within the zone and it has longstanding existing use rights an integrated service station. The site was previously owned and occupied by BP Australia Pty Ltd prior to be acquired by the applicant in 2013.

12. Consistent with the zone provisions, the retail development caters for the sale of fuel and convenience goods to service the needs of the local community.

Design and Appearance

13. The control building comprises a mix of architectural elements which provide interest to the building including differing colours and articulation, both vertical and horizontal components incorporated into the building, windows and variations to the facades.

14. The citing of the control building, proposed 24 hour operations and use of CCTV provide the means by which monitoring and security across the site can be maintained.

15. The proposed development will result in a high standard of presentation which will be achieved through appropriate an architecturally designed building and fuel canopies, the incorporation of signage into building facades, visible public car parking and site landscaping.

16. The site is within close proximity to residential premises. The applicant has commissioned an acoustic report and proposes to adopt the recommendations made by Sonus to incorporate fencing treatment to mitigate noise impacts (resulting predominantly from the car wash) on the surrounding neighbours.

Signage

17. The existing site has four freestanding signs as show in the below photos.

18. The application proposes one 7m pylon and one 3m price board. Notwithstanding the provisions of the Development Act, we submit that the freestanding signage is reasonable having regard to the corner location of the allotment.

Transport, Access and Parking

19. The Development Plan outlines that developments should provide safe and efficient movement for all motorised and non-motorised transport modes. The applicant has provided a Traffic Engineers Report which analyses the impact of the proposal on the surrounding area.

20. The site design has been assessed against road safety requirements and for clear unobstructed access and egress by a 19 metre semi-trailer. Queuing has been assessed as suitable with the requirement of at least 10 metres of available queuing from the property boundary to the closest petrol pump being met.

21. The parking requirement as set out in the Development Plan and there are a sufficient number of proposed car parks to satisfy this requirements. The parking will also be formalised as per the relevant Australian Standards.

Amenity

22. Generally the Development Plan aims to prevent adverse impact and conflict between land uses. Controlling the noise output from the proposal will ensure that noise does not detrimentally affect the amenity of the locality or cause unreasonable interference. The site is not in close proximity to sensitive receivers and an acoustic assessment has not been provided in support of the assessment. If you require one as part of the application, please advise.

23. We anticipate being in a position to comply with the *Environment Protection (Noise) Policy*. The site is not in close proximity to sensitive receivers.

24. We have addressed the issue of food odour above.

25. The Development Plan outlines that any development should not detrimentally affect the amenity of the locality or cause nuisance by the emission of effluent, odour, smoke, fumes, dust or other airborne pollutants.

26. We do not anticipate that our operations will generate smoke, fumes, dust or other airborn pollutants, other than during the construction phase. In this regard, we would suggest a condition of planning approval that requires us to submit a Construction and Environmental Management Plan prior to the issue of Development Approval.

Landscaping

27. Landscaping buffers are designed into the site to meet the requirements of the Development Plan. We enclose a landscaping plan by Oxigen in support of the application.

Conclusion

28. On balance and taking into consideration the site and its association with surrounding land uses, it is unlikely the proposal will significantly and detrimentally impact upon the surrounding locality. Potential impacts on adjacent properties and the locality including noise generation, food odour, traffic generation, access and parking have been assessed and we submit, should be found to be acceptable.

29. In these circumstances, we submit that the development warrants approval.

30. We hope that the above adequately addresses your requirements. If you require any further information, please do not hesitate to contact me at your convenience.

Yours Sincerely

Thuy Luu-Nguyen
Peregrine Corporation

TRAFFIC COMPLIANCE STATEMENT

PROPOSED DEVELOPMENT OF AN "ON THE RUN" INTEGRATED SERVICE STATION AT 1 MAIN ROAD, BELAIR

BACKGROUND

The following information is supplied as a site specific supplement to previous GHD findings, detailed in a report provided to Peregrine Corporation in December 2014, referenced as "On the Run" Petrol Stations Traffic Management Report, herein after referred to as the "TM Report".

This particular statement is an indication from GHD that the queuing and parking issues related to this site have been assessed against the findings of that report and that access points to / from site have also been reviewed against the requirements of applicable Australian Standards, Austroads Guidelines, DPTI requirements and best practice.

This assessment is based upon information received from the Peregrine Corporation regarding the proposed development (via ADS Architects) at the proposed site, in accordance with ADS Architect Drawing No. 1186sk01f and GHD 33-18137-03 Sketch Plans SK001 to SK006 (refer Attachment 1).

GHD staff also visited the site on 15 April 2016, to assess existing conditions.

EXISTING SITE DETAILS

The existing OTR BP site provides a variety of motor vehicle fuel, trailer hire, coffee/food, "Wendy's" products and car washing facilities which can be accessed via multiple driveways via all surrounding roads; Sheoak Rd, Russell St and Main Rd, Belair as shown on the following locality plan in Figure 1.

Figure 1 - Site Location at Belair (Source: maps.sa.gov, 2016)

TRAFFIC COMPLIANCE STATEMENT

Adjacent Road Characteristics

The southern segment of Russell Street functions as the continuation of Old Belair Road, contributing to the role of a secondary Arterial Road that links the suburbs of Mitcham with the southern Adelaide Hills.

All adjacent intersections surrounding the site (Sheoak Road / Russell Street; Sheoak Road / Belair Road & Russell Street / Main Road) are sealed urban T-intersections. Main Road has bicycle lanes and a pedestrian actuated traffic signal crossing within a raised median strip between Sheoak Road and Russell Street. The shops adjacent to the site also have direct access and egress to Main Road with the aid of a separate right turn lane. Equally the Main Road and Russell Street T-intersection has left turn lanes and pavement bars for the exit and entry at Russell Street.

Russell Street characteristics include a straight and flat geometry, with few obstructions, very good sight distance in all directions, driveway "crossovers' along Russell Street providing access to residential properties, a chevron painted median strip with pavement bars and through lanes of 4 m.

No sign posted speed limit exists on this section of Russell Street and it is accordingly governed by the general urban speed limit of 50 km/h.

Measured traffic flows on Russell Street show an average annual daily traffic (AADT) of 12,400 vehicles per day (source DPTI website).

Main Road is managed by a raised median strip with two through lanes of 3.5 m wide and has a curvilinear alignment. Governed by a sign posted speed limit of 60 km/h, this road has a measured traffic volume (AADT) of 6,000 vehicles per day (source DPTI website).

Sheoak Road has lane widths of 3 m with marked on street parking (on at least one side of the road) and no sign posted speed limit and is accordingly governed by the general urban speed limit of 50 km/h. Sheoak Road also has an AADT of 2,300 vehicles per day (source DPTI website) and is primarily servicing residential properties with St John's Grammar Junior School near the Belair Road intersection.

PROPOSAL

It is proposed (by the developer) that:

1. *A new quick service restaurant will be included as part of the new (368m^2) control building;*
2. *A single lane one way "drive-thru" is planned to be located adjacent the western and northern side of the new building with it exiting onto Sheoak Road;*
3. *A 4 pump starter gate fuel bowser configuration with 8 filling points;*
4. *The decanting position for general fuels will be located adjacent the segregated canopy area;*
5. *The existing property crossovers forming a connection to Russell Street is planned to be retained with the existing Main Road property crossovers also planned to be retained as the primary entrance for fuel canopy, fuel delivery, shop facilities, "drive-thru" entrance and vehicle cleaning and washing facilities with a separate exit for vehicles left turn out.*
6. *Two of the Sheoak Road property crossovers are to be closed.*
7. *Automatic and manual carwash facilities with one vacuum bay will be provided in the north-east sector of the site operating in an anti-clockwise rotation, separated from the fuel canopy;*
8. *New pylon signage and landscaping is planned for the Main Road and Russell Street frontages; and*

TRAFFIC COMPLIANCE STATEMENT

9. *A total supply of 23 car parking spaces inclusive of one space for people with disabilities is to be provided.*

TRAFFIC ASSESSMENT

1. Queuing

The proposed development as detailed on ADS Architect Drawing No. 14/JN1186/sk01f (14 September 2016) has been assessed and found to be in accordance with the requirements of the TM Report with adequate storage within the property provided for motorists waiting to use bowsers. A minimum of 10 m separation from the property boundary to the closest pump outlet to the access driveway is required (actual dimension 12 m is available from Main Road and 15 m is available from the Russell Street approach) to provide queuing capacity of at least two passenger vehicles and thereby create the potential to avoid congestion onto the public road.

Refer to GHD 33-18137-03 – Sketch Plans SK001 and SK002 for details of the queuing capacity for B99 vehicles.

2. Parking

The existing parking supply includes 5 spaces located at the shop front and approximately 8 car parks overlapping the northern property boundary with Sheoak Road. Additionally, 2 vacuum parking spaces are located at the car wash area, 4 trailer parks are in the south eastern corner; totalling 19 all-inclusive car parks onsite.

The proposed development includes a total car parking supply of 23 spaces (11 spaces at the shopfront; approximately 7 car parks overlapping the northern property boundary with Sheoak Road; 4 in the south eastern corner and 1 vacuum bay).

Based upon the site investigations and analysis conducted by GHD as set out in the TM Report, the retail parking generation rate which is likely to be created by this proposed development and other similar "On the Run" sites *(excluding staff car parking requirements*) are as follows;

- 2.5 spaces / 100m^2 GFA for sites < 300m^2 without quick service restaurant
- 3.3 spaces / 100m^2 GFA for sites between 300m^2 and 400m^2 with quick service restaurant
- 1.8 spaces / 100m^2 GFA for sites > 400m^2 with quick service restaurant.

The proposed development as detailed on ADS Architect Drawing No. 14/JN1186/sk01f has been assessed and found to exceed the minimum car parking rate of 3.3 spaces/100 m^2 of GFA for a control building of 368 m^2 (actual rate 6.6 spaces/100 m^2 GFA i.e. 23 parking spaces), thereby exceeding with the requirements of the TM Report.

A review of the Mitcham (City) Development Plan (consolidated 21 April 2016) indicates the site is located within a "Neighbourhood Centre (NCe) Zone" and as such the required car parking rate is to be in accordance with Table Mit/9 "Off street Vehicle Parking requirements for Designated Areas" of that Development Plan.

This table requires a "desired minimum" number of parking spaces as 3 spaces per 100m^2 of gross leasable floor area, namely for a building area of 368m^2 requires a supply of eleven (11) spaces.

This table also requires a "desired maximum" number of parking spaces as 6 spaces per 100m^2 of gross leasable floor area, namely for a building area of 368m^2 requires a supply of eleven (11) spaces. Accordingly, the proposed supply of twenty-three (23) spaces within the site exceeds the required rate of the Mitcham (City) Development Plan.

The development also proposes to supply one parking space for people with disabilities as part of the 23 car parks.

A review of The Building Code of Australia indicates the provision of one disabled parking space for every 50 parking spaces or part therefore for a service station development. On this basis, the proposed supply of one disabled parking space is considered satisfactory.

Notably, the car parking spaces proposed to be located adjacent the new control building have been designed to overhang a wheel stop or be restrained by a bollard, in accordance with Australian Standard 2890. Similarly, parking planned adjacent to the automatic carwash is also planned to overhang a wheel stop and/or proposed kerbing section.

3 Access/Egress

Pedestrian access/ egress is generally well serviced with existing sealed footpaths, refuge areas and a formal crossing on Main Road between the control building and the adjacent Shopping Centre.

The existing driveway crossovers at Main Road and Russell Street are proposed to be retained as part of the proposed development as detailed on ADS Architect Drawing No. 14/JN1186/sk01f.

These features together with the location of fixed objects, car washing facilities and 'drive-thru' within the site have been assessed against road safety requirements and for clear unobstructed access and egress by B99 vehicles, 19m semi fuel tanker and an 8.8 m SRV (for refuse collection) utilising the main fuel canopy forecourt. The analysis of the fuel tanker turn path options is provided in detail on GHD 33-18137-03 - Sketch Plans SK001 – SK006 (refer attachment 1).

The design also incorporates a clearance lane width of at least 3.5 m to bypass the fuel canopy. Appropriate line markings and / or signs indicating "No Stopping" areas, are required to prevent obstructions to fuel filling points and provide safe site circulation.

These design features are consistent with the recommendations in the TM Report, appropriate Australian Standards and Local Council / DPTI requirements.

4 Traffic Generation

Traffic generation rates applicable to the site have been sourced from the NSW Roads and Traffic Authority (RTA) Guide to Traffic Generating Development (2002) (herein referred to as the RTA Guide). The guide provides rates for service station and convenience stores and fast food outlets based on survey data. The following applicable rates are provided:

*Service Station evening peak hour vehicle trips = greater of **0.04A(S) + 0.3A(F)** or **0.66A(F)***

Where A(S) = area of site

A(F) = gross floor area of convenience store

McDonald's outlet evening peak hour vehicle trips = average of 180 veh/hr up to 230 veh/hr

It should be noted that this rate is a conservative estimate for a service station and does not account for the:

TRAFFIC COMPLIANCE STATEMENT

- Integrated and unique nature of OTR development offering multiple services which generate multi-purpose trips;
- Passing trade that is already on the road network i.e. linked trips as opposed to new trips generated. Queensland Department of Main Roads Guidelines for Assessment of Road Impacts of Development (2006) (there is no SA reference, accordingly this is the only document that is available for such an analysis) indicates that up to 60% of trips for fast food developments could be linked trips including 35% which are directly passing by the site before deciding to enter.
- Existing traffic utilising the site which would further discount the new trip estimate.

Based on a site area A(S) of 3297m^2 and an existing control building gross floor area A(F) of 220m^2, Table 1 shows the predicted peak hour traffic generated by the existing site.

Table 1 – Peak Hour Traffic Generation of existing site

Service Station	Quick Service Restaurant	Total
0.04 A(S) + 0.3 A(F) = 132 + 66 = 198 trips	N/A	**198 trips**
0.66 A(F) = 145 trips	N/A	145 trips
Passing Trade Discount (35%)		N/A
Total Projected Peak Hour Traffic Generation of Existing Site		**198 trips**

Based on a site area A(S) of 3297m^2 and a proposed control building gross floor area A(F) of 368m^2 with QSR facilities, Table 2 shows the predicted peak hour traffic generated by the proposed site.

Table 2 – Peak Hour Traffic Generation of proposed site

Service Station	Quick Service Restaurant	Total
0.04 A(S) + 0.3 A(F) = 132 + 110 = 242 trips	**180 trips**	**422 trips**
0.66 A(F) = 243 trips	180 trips	423 trips
Passing Trade Discount (35%)		148 trips
Total Additional Peak Hour Traffic Generation		**274 trips**

It is the opinion of GHD that this level of variation between the existing and proposed traffic generation rates is not expected to compromise the operation or safety of the internal site access roads or external surrounding road network.

5 Road Safety

Recorded road crash data for this location has been obtained from DPTI to assess the road safety performance of this location. It has become evident that records indicate the roads adjacent to the site have a significant crash history over the 5-year period between 2010 and 2015.

Table 3 – Road Crash Summary

Road	Crashes	Total
Sheoak Road	1 (casualty)	1
Main Road	5 (property damage) 2 (casualty)	7
Russell Street	4 (property damage)	4
Main Road/ Russell Street Intersection	8 Property damage 11 casualty	19

Notably, the Main Road and Russell Street intersection recorded nineteen (19) crashes, eleven (11) of which have been casualty crashes. Although, these incidents are considered to not directly relate to the movements to and from the development site, there are other underlying problems for this intersection which needs to be addressed by DPTI.

Two crashes can be potentially related to the development site. At the entrance on Main Road a 'right angle' crash at the entrance just before the pedestrian crossing and on Russell Street another similar 'right angle' crash.

Whilst acknowledging these two incidents, it is considered that with the use of additional signage, line marking and directional pavement markings to show entry and exit the projected additional vehicle movements to the site are not expected to significantly change the existing circumstances.

TRAFFIC COMPLIANCE STATEMENT CERTIFICATION

It is hereby certified that the proposed development installation or alteration described in this document and shown on the attached conceptual ADS Architect Drawing No. 14/JN1186/sk01f *and GHD 33-18137-03 – Sketch Plans SK001 to SK006*

- *is in accordance with the GHD report provided to Peregrine Corporation in December 2014, referenced as "On the Run" Petrol Stations Traffic Management Report.*
- *is in accordance with Austroads Guidelines*
- *and GHD verifies that the subsequent detailed design could meet the requirements of appropriate Australian Standards*

22/09/2016
Chris Dunn

ATTACHMENT 1 – ARCHITECTURAL PLAN & TURNING PROFILES

ADS Architect Drawing No. 14/JN1186/sk01f

GHD Sketch 33-18137-03 – SK001 – B99 – Queuing capacity analysis from Main Road

GHD Sketch 33-18137-03 – SK002 – B99 – Queuing capacity analysis from Russell Street

GHD Sketch 33-18137-03 – SK003a – 19m Semi turn path analysis, Left into and out of Main Road

GHD Sketch 33-18137-03 – SK004 – Refuse Collection Vehicle, Turn Path Analysis

GHD Sketch 33-18137-03 – SK005 – B99 Quick Service Restaurant, Turn Path Analysis

GHD Sketch 33-18137-03 – SK006 – B99 Car Wash, Turn Path Analysis

PASSENGER-CAR meters

Width	1.94
Track	1.84
Lock to Lock Time	6.0
Steering Angle	33.6

0 0.05 0.1 0.15 0.2 0.25m

SCALE 1:5 AT ORIGINAL SIZE

PRELIMINARY

rev	description	app'd	date
A	INITIAL ISSUE		

PEREGRINE CORPORATION PTY LTD
OTR BELAIR

TURN PATH ANALYSIS

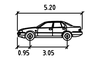
B99 QUEUING CAPACITY AT BOWSER 1

Level 4, 211 Victoria Square Adelaide SA 5000 Australia
GPO Box 2052 Adelaide SA 5001
T 61 8 8111 6600 **F** 61 8 8111 6699
E adlmail@ghd.com.au **W** www.ghd.com

scale	1:250 for A1	job no.	33-18137-03
date	September 2016	rev no.	B

approved (PD) SK001

Plot Date: 20 September 2016 - 3:05 PM Plotted by: Rachel Koch Cad File No: G:\33\18137\CADD\Drawings\03_Belair\33-18137-03-SK001.dwg



PASSENGER-CAR meters

Width	: 1.94
Track	: 1.84
Lock to Lock Time	: 6.0
Steering Angle	: 33.6

0 0.05 0.1 0.15 0.2 0.25m

SCALE 1:5 AT ORIGINAL SIZE

PRELIMINARY

rev	description	app'd	date
A	INITIAL ISSUE		

PEREGRINE CORPORATION PTY LTD
OTR BELAIR

TURN PATH ANALYSIS

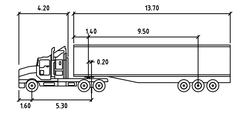
B99 QUEUING CAPACITY AT BOWSER 3

Level 4, 211 Victoria Square Adelaide SA 5000 Australia
GPO Box 2052 Adelaide SA 5001
T 61 8 8111 6600 **F** 61 8 8111 6699
E adlmail@ghd.com.au **W** www.ghd.com

scale	1:250 for A1	job no.	33-18137-03
date	September 2016	rev no.	B

approved (PD) SK002

Plot Date: 20 September 2016 - 4:15 PM Plotted by: Rachel Koch Cad File No: G:\33\18137\CADD\Drawings\03_Belair\33-18137-03-SK002.dwg



PM S 19M

	meters		
Tractor Width	: 2.50	Lock to Lock Time	: 6.0
Trailer Width	: 2.50	Steering Angle	: 27.8
Tractor Track	: 2.50	Articulating Angle	: 70.0
Trailer Track	: 2.50		

0 0.05 0.1 0.15 0.2 0.25m

SCALE 1:5 AT ORIGINAL SIZE

PRELIMINARY

rev	description	app'd	date
A	INITIAL ISSUE		

PEREGRINE CORPORATION PTY LTD
OTR BELAIR

TURN PATH ANALYSIS

19m SEMI, LEFT OUT ONTO MAIN RD

Level 4, 211 Victoria Square Adelaide SA 5000 Australia
GPO Box 2052 Adelaide SA 5001
T 61 8 8111 6600 **F** 61 8 8111 6699
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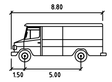
scale	1:250 for A1	job no.	33-18137-03
date	September 2016	rev no.	B

approved (PD) .....

SK003a

Plot Date: 20 September 2016 - 5:16 PM Plotted by: Rachel Koch Cad File No: G:\33\18137\CADD\Drawings\03_Belair\33-18137-03-SK003a.dwg



SERVICE VEHICLE meters

Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 38.7

0 0.05 0.1 0.15 0.2 0.25m

SCALE 1:5 AT ORIGINAL SIZE

PRELIMINARY

rev	description	app'd	date
A	INITIAL ISSUE		

PEREGRINE CORPORATION PTY LTD
OTR BELAIR

TURN PATH ANALYSIS

REFUSE VEHICLE

Level 4, 211 Victoria Square Adelaide SA 5000 Australia
GPO Box 2052 Adelaide SA 5001
T 61 8 8111 6600 **F** 61 8 8111 6699
E adlmail@ghd.com.au **W** www.ghd.com

scale 1:250 for A1 job no. 33-18137-03
date September 2016 rev no. B

approved (PD) SK004

Plot Date: 20 September 2016 - 3:06 PM Plotted by: Rachel Koch Cad File No: G:\33\18137\CADD\Drawings\03_Belair\33-18137-03-SK004.dwg

PASSENGER-CAR meters

Width	: 1.94
Track	: 1.84
Lock to Lock Time	: 6.0
Steering Angle	: 33.6

0 0.05 0.1 0.15 0.2 0.25m

SCALE 1:5 AT ORIGINAL SIZE

PRELIMINARY

rev	description	app'd	date
A	INITIAL ISSUE		

PEREGRINE CORPORATION PTY LTD
OTR BELAIR

TURN PATH ANALYSIS

B99 QUICK SERVICE RESTAURANT

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scale	1:250 for A1	job no.	33-18137-03
date	September 2016	rev no.	B

approved (PD) .....

SK005

Plot Date: 20 September 2016 - 3:07 PM Plotted by: Rachel Koch

Cad File No: G:\33\18137\CADD\Drawings\03_Belair\33-18137-03-SK005.dwg

PASSENGER-CAR meters

Width	: 1.94
Track	: 1.86
Lock to Lock Time	: 6.0
Steering Angle	: 33.6

0 0.05 0.1 0.15 0.2 0.25m

SCALE 1:5 AT ORIGINAL SIZE

PRELIMINARY

rev	description	app'd	date
A	INITIAL ISSUE		

PEREGRINE CORPORATION PTY LTD
OTR BELAIR

TURN PATH ANALYSIS

B99 CAR WASH

Level 4, 211 Victoria Square Adelaide SA 5000 Australia
GPO Box 2052 Adelaide SA 5001
T 61 8 8111 6600 **F** 61 8 8111 6699
E adlmail@ghd.com.au **W** www.ghd.com

scale	1:250 for A1	job no.	33-18137-03
date	September 2016	rev no.	B

approved (PD) SK006

Plot Date: 20 September 2016 - 3:07 PM Plotted by: Rachel Koch Cad File No: G:\33\18137\CADD\Drawings\03_Belair\33-18137-03-SK006.dwg

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On The Run Belair

1 Main Road, Belair

Environmental Noise Assessment

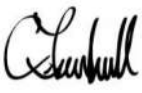
S4928C1
6 June 2016

Document Title : On The Run Belair
Environmental Noise Assessment

Reference Number: S4928C1

Date : 6 June 2016

Project Number : S4928

	Prepared by	**Reviewed by**
Signature		
Name	Jason Turner	Chris Turnbull
Position	Senior Associate	Principal
Date	6 June 2016	6 June 2016

INTRODUCTION

An environmental noise assessment has been made of the proposed redevelopment of an existing integrated service facility at 1 Main Road, Belair.

The existing facility comprises a control building, a transformer enclosure, eight fuel bays, an automatic car wash facility and a standalone vacuum unit. The planning approval for the existing facility restricts the operation of the automatic car wash to between 6am and 12 midnight on any day, with unhindered operation for all other components of the site.

The proposal is to redevelop the site to incorporate a new control building, eight fuel bays, an automatic car wash, three manual carwash bays, a vacuum bay, a drive through facility and additional car parking, all of which can to operate 24 hours.

The assessment considers the noise impacts at the closest dwellings from the proposed development. It ensures that the noise at the site does not unreasonably interfere with the amenity of the residences and specifically considers the following new and modified existing noise sources:

- mechanical plant serving the control building;
- vehicle movements and car park activity;
- activity at the fuel filling bays;
- automatic car wash;
- manual car wash bays;
- plant room associated with the car washes;
- vacuum unit;
- use of the drive through;
- rubbish collection, and;
- fuel delivery to site.

The closest dwellings to the site front Main Road, Sheoak Road and Russell Street (refer to the figure in Appendix A). The existing acoustic environment of the area is generally dominated by traffic on these roads, however the influence is reduced late in the evening and at night when there is significantly less traffic.

The assessment has been based upon:

- ADS Architects drawing “14/JN1186/sk01a”, dated 5 May 2016, and drawings “14/JN1186/sk02” and “14/JN1186/sk03”, both dated 3 May 2016;
- an inspection of the existing site and noise measurements of the operation of the existing automatic car wash facility and vacuum unit, conducted on 20 May 2016; and,
- previous noise measurements of car park activity, vehicle movements, automatic and manual car wash bays and associated plant, vacuum bays and mechanical plant at other similar facilities.

ASSESSMENT CRITERIA

Development Plan

The subject site is located in a Neighbourhood Centre Zone, whilst the surrounding residences are located in a Residential (Hills) Zone within the City of Mitcham Development Plan[1]. The Development Plan has been reviewed and particular regard has been given to the following Council Wide Principle of Development Control provision:

Commercial Development

82 *Development near residential zones should not impair the amenity of the residential area. Entry and exit points should be located in such a way as to discourage related traffic movements through adjacent residential streets. Activities likely to create significant impacts in terms of noise or odour, smoke fumes, dust or other airborne pollutants should not be located adjacent to residential zones.*

Environment Protection (Noise) Policy 2007

In the absence of any objective criteria relating to environmental noise within the Development Plan, reference has been made to the *Environment Protection (Noise) Policy 2007* (the Policy).

The Policy is based on the World Health Organisation Guidelines to prevent annoyance, sleep disturbance and unreasonable interference on the amenity of an area. Therefore, compliance with the Policy is considered to be sufficient to satisfy the relevant provision of the Development Plan.

<u>Noise from General Activity</u>

The Policy provides goal noise levels (L_{Aeq}) to be achieved at noise receivers (the dwellings), based on the principally promoted land use where the noise source (the development) and the noise receivers are located.

A “compliance” goal noise level is applied to an existing noise source over its approved period of operation, such as the mechanical plant, fuel delivery, vehicle movements and car park activity over a 24 hour period and the automatic car wash facility and the vacuum unit before midnight and after 6am.

[1] Consolidated 21 April 2016.

The Policy applies a more onerous "development" goal noise level (by a margin of 5 dB(A)) for new noise sources or for an extension in the operating period of an existing noise source, in recognition of the increased sensitivity of such activity. In addition, a maximum instantaneous noise level (L_{Amax}) of 60 dB(A) at night time is also applied to new noise sources when assessed at a dwelling within an area which principally promotes residential land use.

Based on the above, the new noise sources to the site will be assessed against the "development" criteria. These sources include the drive through facility, the manual car washes and the automatic car wash (for the period between 12 midnight to 6am). It will also be ensured that the combined operation of the new and modified existing noise sources at the redeveloped facility will achieve the "compliance" goal noise level of the Policy.

When measuring or predicting noise levels for comparison with the Policy, penalties may be applied to the average goal noise level for each characteristic of tone, impulse, low frequency and modulation of the noise source. In order to apply a penalty, the characteristic must be dominant when considered within the context of the existing acoustic environment at the dwellings. Due to influence of traffic during the day, a penalty for modulation may not be applicable, however has been applied to both the day-time and night-time criteria for conservatism.

The table below summarises the assessment criteria which includes a 5 dB(A) penalty for modulation:

Noise Source	Assessment Criteria, dB(A)		
	Daytime L_{Aeq}	Night-time L_{Aeq}	Night-time L_{Amax}
New	47	40	60
All (new and existing)	52	45	NA

Noise from Rubbish Collection

The Policy deals with rubbish collection by effectively limiting the hours to the least sensitive period of the day. Division 3 of the Policy requires rubbish collection to only occur between the hours of 9am and 7pm on Sundays or public holidays, and between 7am and 7pm on any other day, except where it can be shown that the maximum (L_{max}) noise level from such activity is less than 60 dB(A).

ASSESSMENT

Noise levels at the dwellings in the vicinity of the development have been predicted based on a range of previous noise measurements, manufacturer's data and observations at other similar facilities, which include:

- mechanical plant serving the control building;
- car park activity such as vehicle movements, the opening and closing of vehicle doors and getting in and out of cars;
- wash and dry cycles for an automatic car wash, manual car wash bay and the associated plant room;
- operation of a standalone vacuum unit;
- operation of a customer order device at a drive through facility; and,
- fuel delivery and truck movements.

The predictions of noise from the facility have been based on the following operational assumptions for the level of activity that occurs in any 15 minute[2] period:

Day Time (7am to 10pm)	*Night Time (10pm to 7am)*
• continual use of the automatic car wash facility; • continual use of the high pressure spray in all three manual car wash bays; • continual use of the vacuum; • continual use of the drive through facility; • continuous operation of mechanical plant; • car park activity associated with one vehicle in each of the designated car park bays, the vacuum bay and fuel filling bays; and, • a fuel delivery truck at the site.	• a single use of the automatic car wash facility; • continual use of the high pressure spray in a manual car wash bay; • continual use of the vacuum; • 15 cars using the drive through facility; • continuous operation of mechanical plant; • car park activity associated with one vehicle in each of the designated car park bays, the vacuum bay and fuel filling bays; and, • a fuel delivery truck at the site.

[2] Default assessment period of the Policy.

Based on the predictions, the following acoustic treatment measures are recommended for the site in order to achieve the noise criteria of the Policy:

Mechanical Services Plant

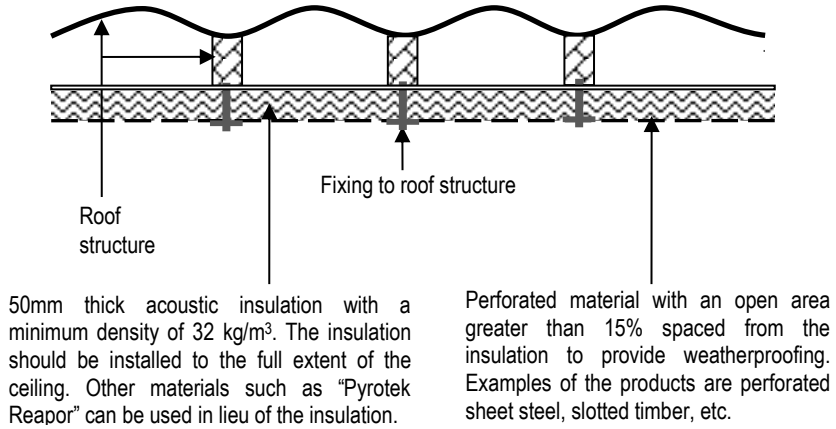
- Locate all mechanical services plant and equipment within the designated area on the control building roof, behind the mechanical plant screen (as indicated by the shaded yellow area on the figure in Appendix B).
- Ensure that the mechanical plant screen is constructed to a height that is at least equivalent to the tallest piece of equipment it surrounds. The screen should be sealed airtight along all vertical joins and be constructed from sheet steel or a material with an equivalent or greater surface density. The bottom of the screen should continue as close as practicable to the roof deck below. It is noted that a small gap may be left between the bottom of the screen and the roof deck, as may be required for drainage.
- Ensure a proprietary in-line attenuator is incorporated to the discharge side of any significant exhaust fan.

It is noted that the above extent of treatment has been based on typical equipment selection at other similar OTR facilities, as listed in Appendix C. These treatment measures should be reviewed during the detailed design phase of the project, once final equipment selections have been made.

Automatic Car Wash

- Construct a 2.5m solid barrier along the northern boundary for the extent shown by the red line on the figure in Appendix B. The barrier should be constructed from ‘Colorbond’ sheet steel (or similar) and be airtight at all junctions including with the ground.
- Restrict the maximum opening height of the automatic car wash entry to 2.5m and exit to 3m. The material used for the infill should have a surface density of at least 8kg/m^2 (such as 6mm thick compressed fibre cement sheet or 10.38mm thick laminated glass) and should be sealed airtight at all junctions.

- Install glass doors to the entry and exit of the automatic car wash that automatically close during operation of the car wash (i.e., closed before the start of the wash cycle, and do not open until the wash cycle, including any drying, has ceased). The doors should be constructed from 10.38mm thick laminated glass (or a material with a higher surface density in kg/m^2) and be sealed as close to airtight[3] as possible at all junctions when closed.
- Incorporate 50mm thick acoustic insulation (having minimum density of 32 kg/m^3) to the underside of the roof structure, in accordance with Detail 1.

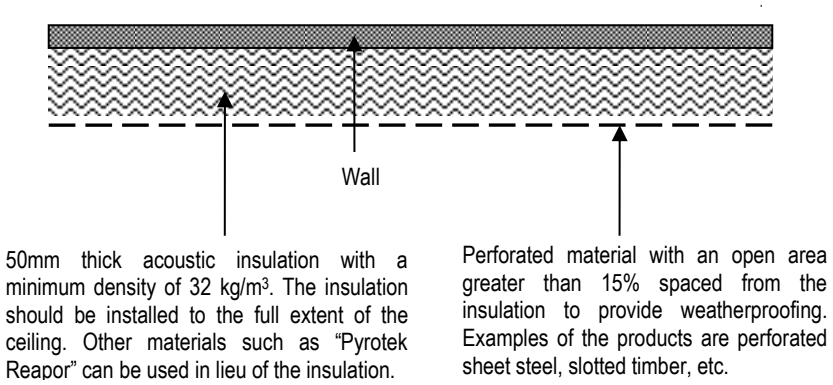


Detail 1: Underside of roof insulation (section view).

Manual Car Wash Bays

- Restrict the maximum opening height of the car wash bays entry (northern side) to 2.5m. The material used for the infill should have a surface density of at least 8kg/m^2 (such as 6mm thick compressed fibre cement sheet or 10.38mm thick laminated glass) and should be sealed airtight at all junctions.
- Install acoustic insulation to the internals walls of the bays (shown as by the green lines on the figure in Appendix B) in accordance with Detail 2 below. The insulation should extend from 1m above the ground for the full height of the internal wall.
- Incorporate 50mm thick acoustic insulation (having minimum density of 32 kg/m^3) to the underside of the roof structure, in accordance with Detail 1 above.

[3] Achieving an airtight seal around the doors may not be practicable due to operational limitations, however a reasonable seal can be provided with the use of brush seals around the gaps, as incorporated to the glass door system at the On The Run Hyde Park facility.



Detail 2: Acoustic insulation to wall (plan view).

Drive Through Facility

- Construct a 1.5m solid barrier along the northern boundary for the extent shown by the blue line on the figure in Appendix B. The barrier should be constructed from 'Colorbond' sheet steel (or similar) and be airtight at all junctions including with the ground.

Rubbish Collection

- Restrict the hours for rubbish collection from the site to the hours of Division 3 of the Environment Protection (Noise) Policy 2007. That is, only between the hours of 9am and 7pm on a Sunday or public holiday, and 7am and 7pm on any other day.

Others

- Reduce noise from alarms produced by equipment (such as tyre filling stations, car wash pay station and vacuum bays) as far as practical.
- Ensure that the ground surface is smooth and all inspection points, grated trenches, etc. are correctly fixed to remove the potential for impact noise being generated when driven over.

With the above acoustic measures in place, the predicted noise levels from the proposed development will achieve the relevant requirements of the Policy at all dwellings in the vicinity of the facility.

CONCLUSION

An environmental noise assessment has been made of the proposed integrated service facility redevelopment at 1 Main Road, Belair.

The assessment considers noise at the closest dwellings from:

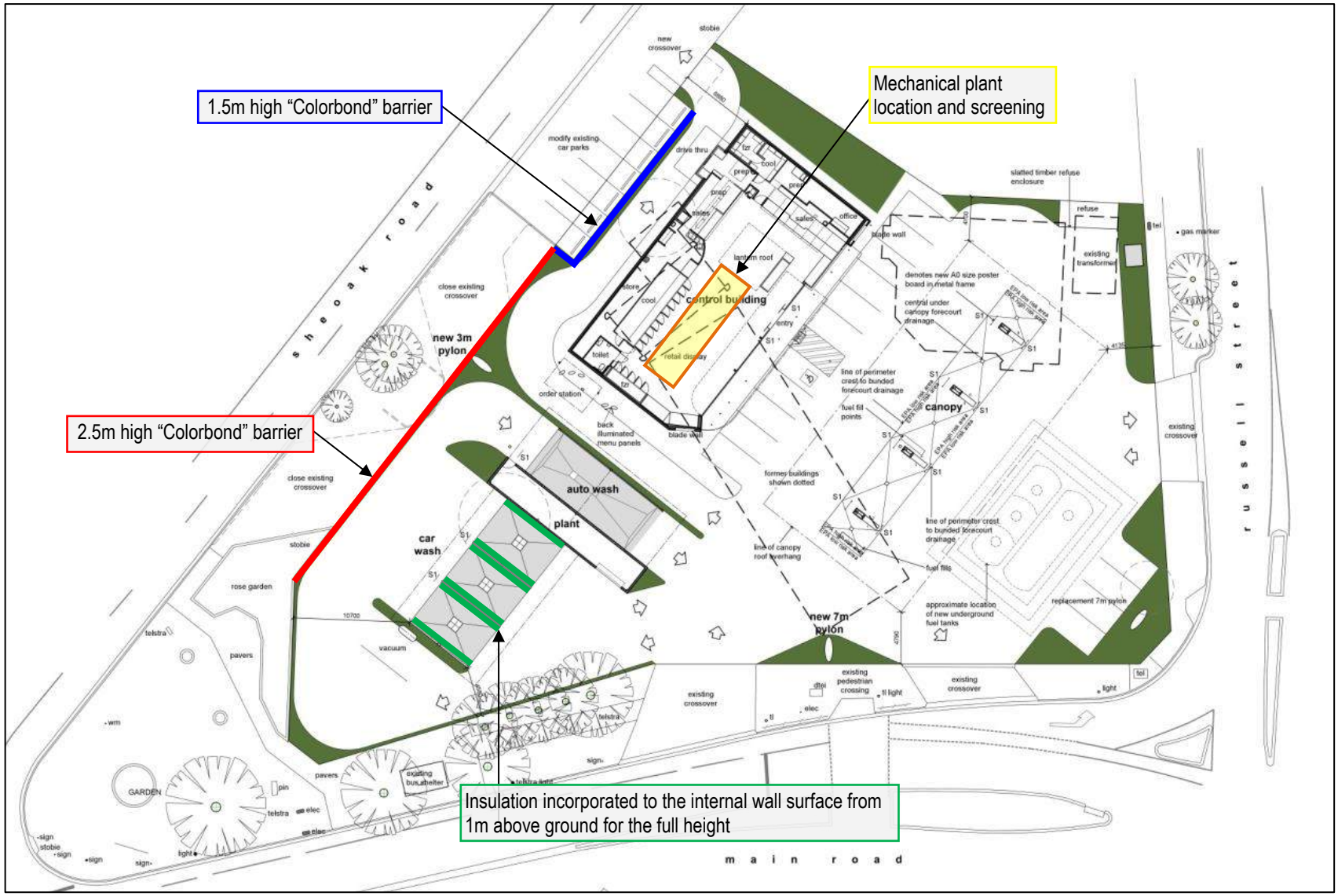
- the new noise sources at the facility, comprising the drive through and the operation of the upgraded car wash facility during the period between midnight and 6am; and,
- the modified existing noise sources at the facility, comprising the mechanical plant, the car wash facility and plant room, the standalone vacuum unit, vehicle movements and car park activity within the site, rubbish collection and fuel deliveries.

Acoustic treatment measures have been recommended to comply with criteria developed in accordance with the *Environment Protection (Noise) Policy 2007*, utilising specific design features that have been incorporated at other operational sites.

Based on the above, it is considered that the proposal will not cause a nuisance or impair the amenity of the locality, thereby achieving the relevant provisions of the Mitcham Council Development Plan.

APPENDIX A: SITE LOCALITY

APPENDIX B: EXTENT OF ACOUSTIC TREATMENT



APPENDIX C: MECHANICAL SERVICES PLANT AND EQUIPMENT

Indicative mechanical services plant and equipment selection based on other similar On The Run facilities:

Air Conditioning and Ventilation

Unit	Make	Model
Packaged Air Conditioner	Temperzone	OPA186RKTGH
Packaged Air Conditioner	Temperzone	OPA201RKTGH
Packaged Air Conditioner	Temperzone	OPA201RKTGH
Packaged Air Conditioner	Temperzone	OPA370RKTBH
Evaporative Unit	Braemar	RPA400
Amenities Exhaust Fan	Fantech	CE284V
Kitchen Exhaust Fan with Attenuator	Fantech	AP0714AP10/14 with C2-040QS
Kitchen Exhaust Fan with Attenuator	Fantech	AP0312AP10/22 with C1-031QS

Refrigeration

Refrigeration Condensing Unit	Make	Model
Cool Room	Kirby Polar	FBH116MHZ1-2
Cool Room	Kirby Polar	FBH116MHZ1-2
Cool Room	Kirby Polar	FBH043MHZ1-2
Freezer Room	Kirby Polar	PPH028LA1-2 PPH050LA1-2

TMK Consulting Engineers
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Geotechnical • Mechanical • Electrical
Fire • Green ESD • Lifts • Hydraulics
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PROJECT MEMORANDUM
Number: 001

			Date:	18/04/2017	**Job Number:** 1703226
To:	PEREGRINE CORP	**Attention:**	THUY LUU NGUYEN	Email:	TL.Nguyen@percorp.com.au
cc:		**Attention:**		Email:	
From:	Adrian Ko				
Project:	BP On The Run – Belair 1 Main Road, Belair				
Subject:	External Lighting modeling report				

Dear Thuy,

1.0 INTRODUCTION

TMK Consulting Engineers were engaged to provide documentation to address lighting requirement for the proposed “On The Run (OTR)” car park relating to illumination (lux) levels on the car park and also light spill across to adjoining properties.

The objective of this report is to:

a) Provide certification/commentary on the light spill across the boundary line to adjoining properties on the North boundary during pre-curfew hours, for compliance to AS4282-1997 Table 2.1 criteria.
b) Provide recommendation on the illumination level on the car park area, for compliance to AS1158.3.1 -2005 for P11a & P12 criteria.
c) Analysis of how the veiling luminance from the advertising signs will not exceed 0.25cd/m throughout the motorists approach to the signs.

The various steps undertaken in the investigation were:

a) Computer modeling using readily available software & luminaire photometric (.IES) files received from lighting supplier.
b) Cross referencing & examination of all relevant standards to ensure the requirement is achieved.
c) Coordination with nominated signage contractor on construction details of illuminated signs.

The following was excluded from the assessment:

a) Site survey visual walk through to examine the condition around the site.

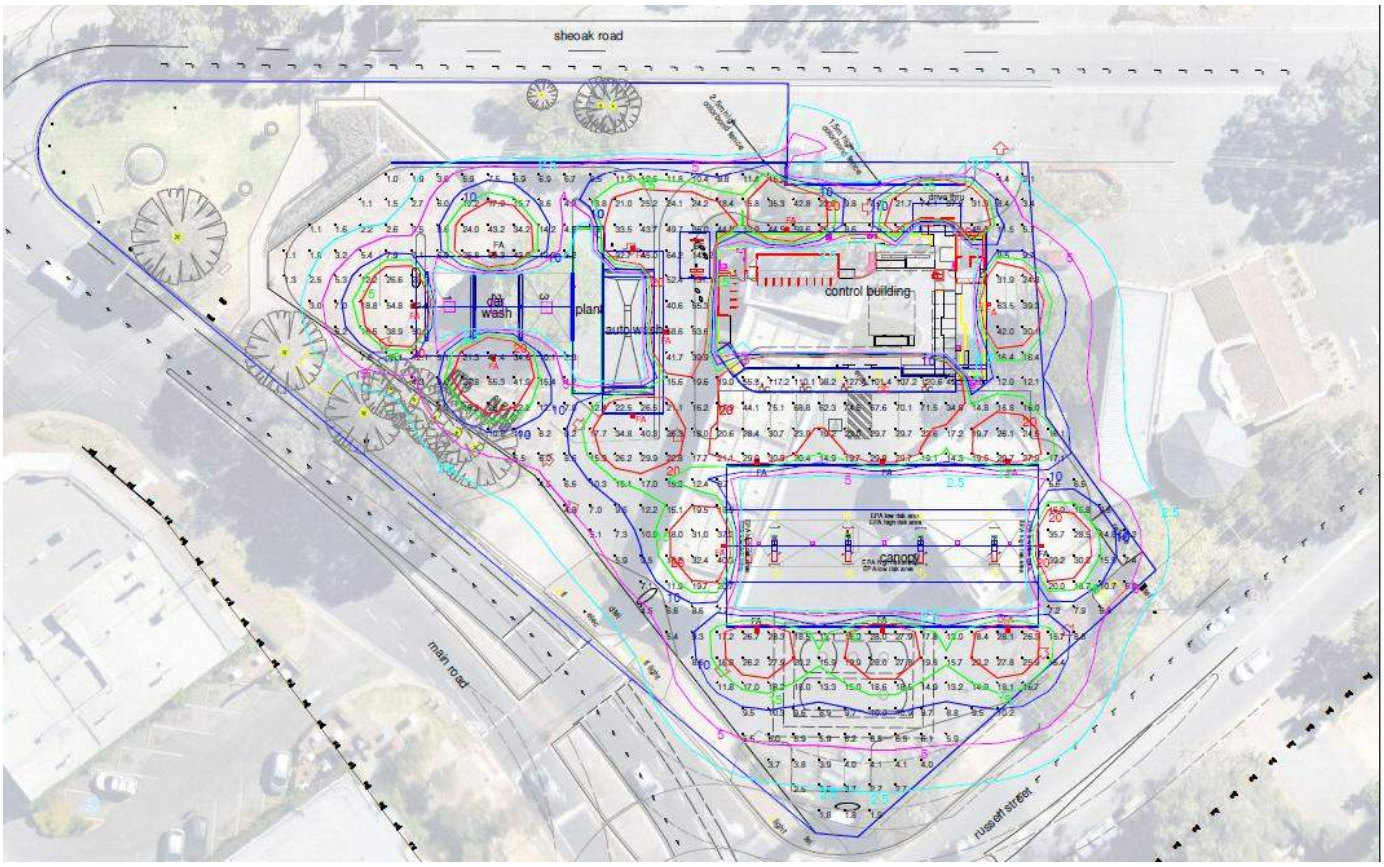
2.0 PROPOSED LIGHTING LAYOUT

The lighting layout proposed is based on the use of:

- 16 x 55W LED luminaire, building canopy mounted. (Light fitting type: Thorn Yardlight LED: Model 96541935 Yardlight LED L55W L840). The light fittings shall be installed with 30 degree tilt.
- 5 x 36W LED downlight, recessed in external soffit at control building. (Light fitting type: Thorn clinic LED: Model 96541879 Clinic LED 3000HF L930 FP), for lighting to the disable car park and car parking facing the control building.
- 4X 41W LED batten, surface mounted underside of drive thru & order station canopy (Light fitting type: Thorn Poseidon LED: Model 96545191 Poseidon LED 4000-840 L1200).

Figure 1 provides an indication of the proposed lighting layout.

No lights assessment had been conducted under the fuel pump area, the canopy & control building, as these areas are being lit separately from the car park lighting.



Luminaire Schedule

Symbol	Label	Qty	SAP code	Description	Lumens/Lamp	MF
	BE	4	96545191	THORN 96545191 POSEIDON LED4000-840 L1200	3878	0.800
	DC	5	96541879	THORN 96541879 CLINIC LED 3000 HF LS90 FP	2264	0.800
	FA	16	96541935	THORN 96541935 YARDLIGHT LED L 56W L840	4240	0.800

Calculation Summary

Label	Description	Avg	Max	Min	Min/Avg	Min/Max
Evs_1_II_Seg1	Vertical wall illuminance on Sheoak Rd residential boundary	0.76	2.0	0.1	0.13	0.05
Evs_2_II_Seg1	Vertical wall illuminance on Russell St residential boundary	0.33	1.3	0.0	0.00	0.00
Evs_3_II_Seg1	Vertical wall illuminance on Sheoak Rd commercial boundary	0.37	0.7	0.1	0.27	0.14
Evs_3_II_Seg2	Vertical wall illuminance on Sheoak Rd commercial boundary	0.26	0.5	0.1	0.38	0.20
TI_1	Threshold increment calculation on Sheoak Rd westbound	0.00	0	0	N.A.	N.A.
TI_2	Threshold increment calculation on Russell St north east bound	0.03	1	0	0.00	0.00
TI_3	Threshold increment calculation on Main Rd south east bound	0.00	0	0	N.A.	N.A.

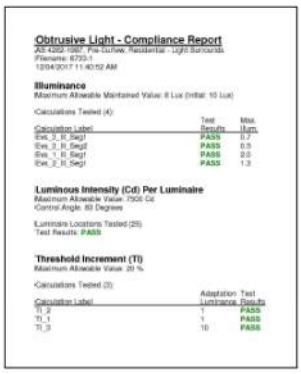

Type DC


Type FA

Luminaire Location Summary

LumNo	Label	X	Y	Z	Orient	Tilt
1	BE	-1.963	11.755	2.8	0	-10
2	BE	-1.963	14.755	2.8	0	-10
3	BE	20.594	16.923	2.8	0	0
4	BE	22.594	16.923	2.8	0	0
5	DC	16.417	0.57	4.199	90	0
6	DC	12.417	0.57	4.199	90	0
7	DC	8.417	0.57	4.199	90	0
8	DC	4.417	0.57	4.199	90	0
9	DC	20.417	0.57	4.199	90	0
10	FA	26.475	8.446	4.75	0	30
11	FA	-5.212	5.719	4.958	0	30
12	FA	28.562	-7.199	6.8	90	30
13	FA	16.235	-7.199	6.8	90	30
14	FA	3.909	-7.199	6.8	89.998	30
15	FA	-8.295	-2.385	6	270	30
16	FA	28.562	-23.385	6.8	270	30
17	FA	16.235	-23.385	6.8	270	30
18	FA	3.909	-23.385	6.8	270	30
19	FA	0.849	-15.291	5.8	180	30
20	FA	31.622	-15.292	5.8	0	30
21	FA	-8.295	13.779	6	89.998	30
22	FA	-21.909	3.295	4.75	270	30
23	FA	-21.909	13.202	4.75	90	30
24	FA	-29.648	8.249	4	180	30
25	FA	6.862	15.626	4.75	90	30

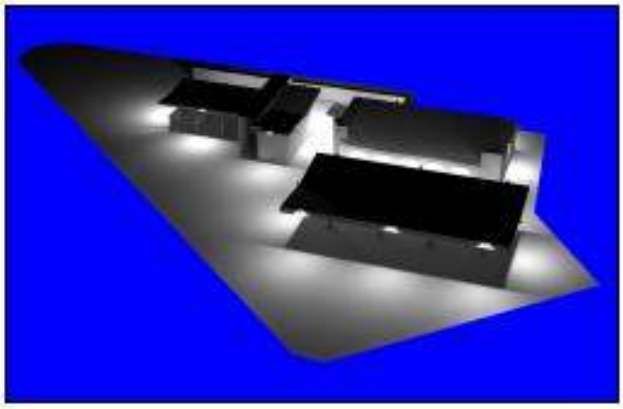
Total Quantity: 25


Obtrusive Light - Compliance Report

Illuminance
Maximum Allowable Maintained Value: 8 Lux (Initial: 10 Lux)

Luminous Intensity (Cd) Per Luminaire

Threshold Increment (TI)



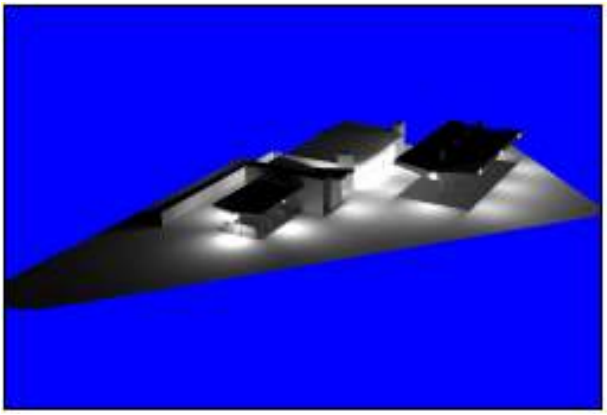


Figure 1: Proposed lighting layout

3.0 LIGHT SPILL ASSESSMENT

The criteria for vertical light spills outline in AS 4282-1997 - Control of The obtrusive effects of outdoor lighting, Table 2.1:

- Pre-curfew hour (between 6am – 11pm) - maximum of 25 lux across the boundary line,
- Curfew hour (between 11pm – 6am) – maximum of 4 lux across the boundary line.

Assessment had been conducted based on the north & east boundary line, with no fence along east boundary and a combination of 1.5 & 2.5m high fence on the northern boundary line of the proposed property, with no obstruction from trees or vegetation. Boundary vertical spill had been measured at ground level, and 4.5m into the road reserve of Sheoak road, and a 4.0m into the adjoining eastern property

Table 2 & 3 below indicates the measured points for light spills.

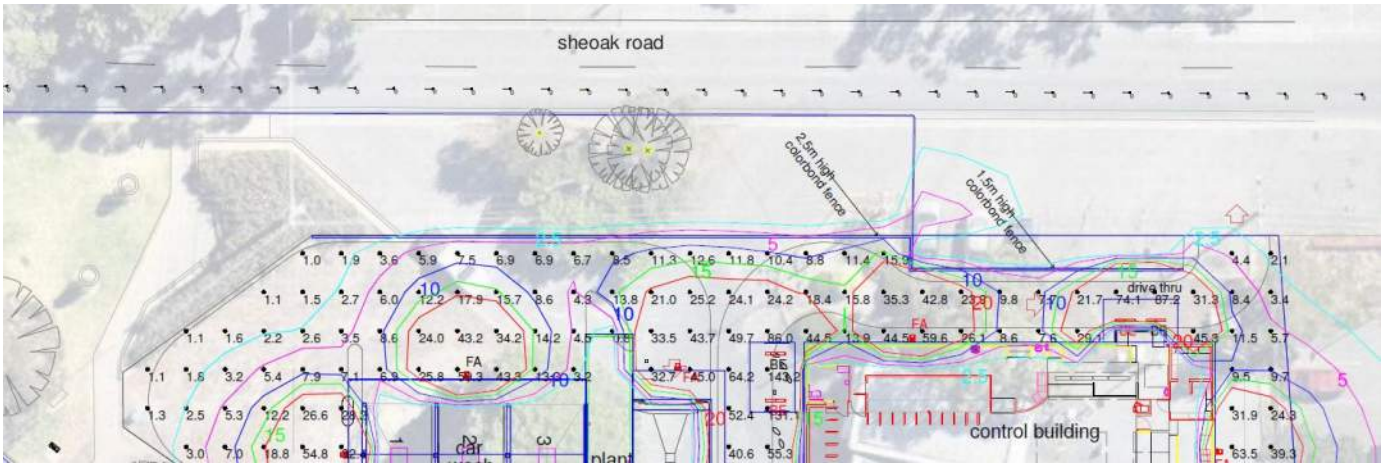


Table 2: Light spill reading at Northern Boundary (Rear fence Residential)

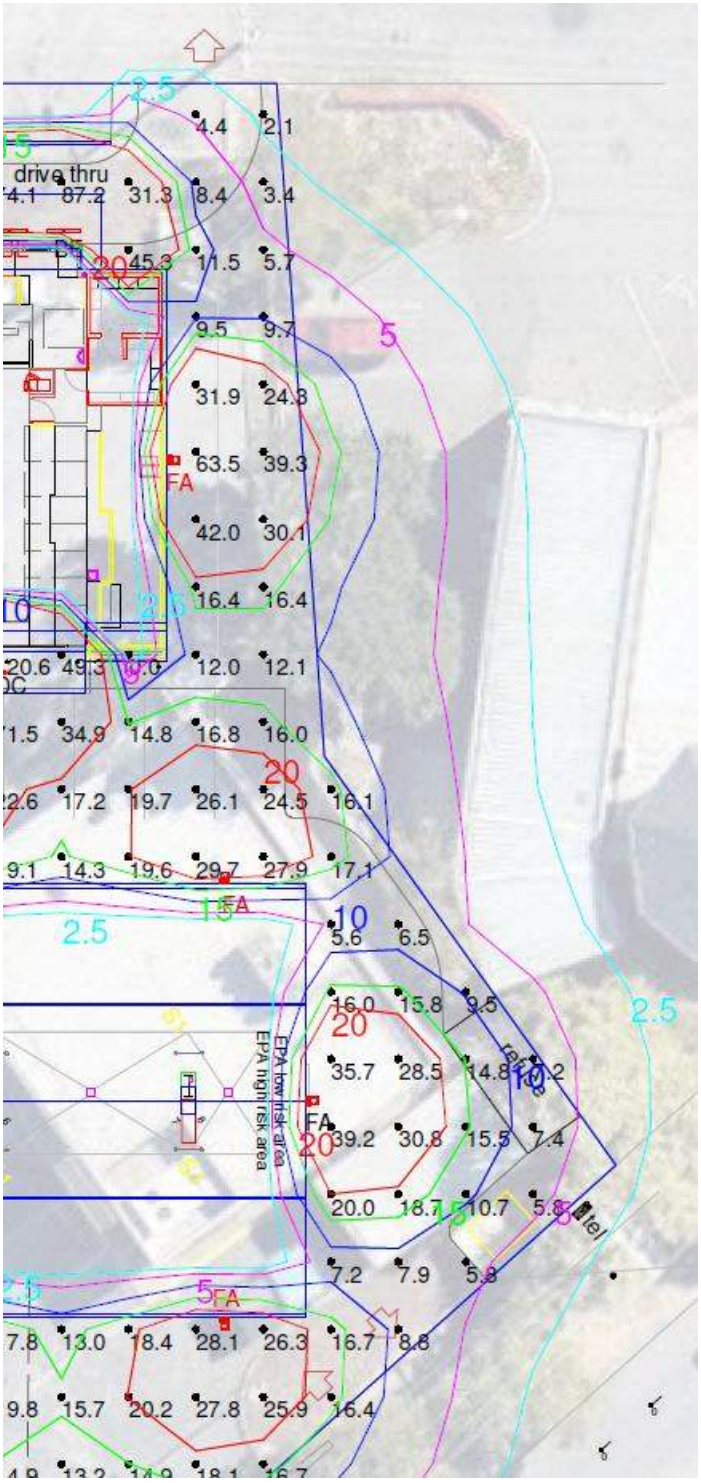


Table 3: Light spill reading at East boundary (Side Fence Commercial)

4.0 ILLUMINATION LEVEL ASSESSMENT

The illumination level on the proposed car park had been conducted based on the recommendation of AS1158.3.1.

Table 2.5 of AS1158.3.1 recommendation for a public access outdoor car park lighting category:
Parking space – P11a, for high night time vehicle movement & high night time occupancy rate
Designated disabled park – P12

Table 2.9 of AS1158.3.1 recommendation for illumination level:
Parking space – 14 lux in average with point horizontal & vertical illuminance of 3 lux
Designated Disabled Park – above 14 lux, and greater than the average of the overall car park lux level.

Based on the proposed lighting layout, the lighting level measured:
Parking space – min. 17.2 lux achieved.
Designated Disabled Park – min. 19.2 lux achieved.

Figure 4 provides the light level for the car park & disabled park area of the property. The reading indicates that the design complies with the requirement of AS1158.3.1.

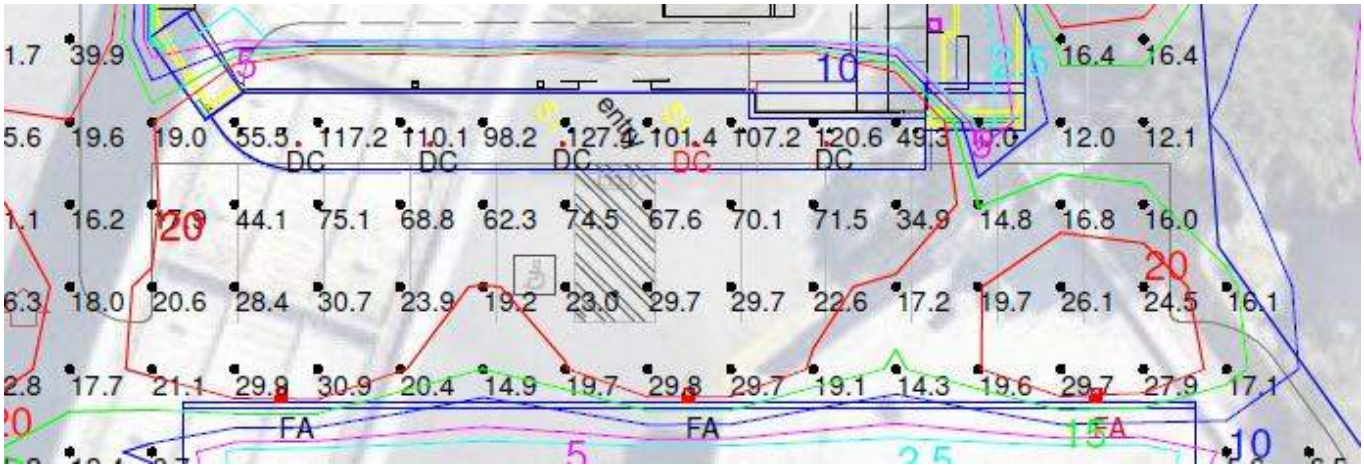


Table 4: Lighting reading for car park area (Southern side of Control Building)

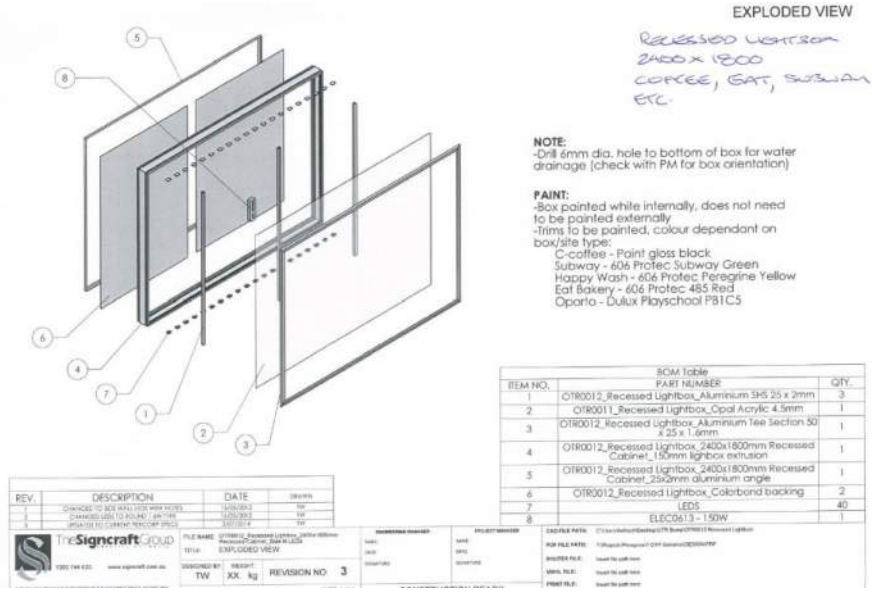
5.0 SIGNAGE ILLUMINANCE LEVEL ASSESSMENT (AMENDED)

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

Hence further investigation and coordination with the nominated signage manufacturer (SIGNCRAFT) had been conducted. Which includes the provision of details of the signage construction.

Illuminated Sign Brand Light box - for Coffee, Eat, Happy Wash, Oporto and Subway

The illuminated signs for Coffee, Eat, Happy Wash, Oporto and Subway are illuminated with side mounted LED strips. The led strips have a 160 degree beam angle which will provide no direct glare to the signage panel and a softer and even light to the signage box.



Two different led (0.48Watts and 1.4 watts had been included in the sign to accommodate a smoother intensity on the illuminated signs.)

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

Illuminated Sign Brand Light box - for Coffee, Eat, Happy Wash, Oporto and Subway
The illuminated signs for Coffee, Eat, Happy Wash, Oporto and Subway are illuminated with side mounted LED strips. The led strips have a 160 degree beam angle which will provide no direct glare to the signage panel and a softer and even light to the signage box.

We recommended that a dimmable controller ELEC0613-150Watt is installed for pylon signs. Pylon signs are suggested to be dimmed to meet the pre-curfew hours limited to a maximum of 25 lux across the boundary line, and the curfew hour limited to a maximum 4 lux.

6.0 CONCLUSION

The criteria for vertical light spills outline in AS 4282-1997 - Control of The obtrusive effects of outdoor lighting, Table 2.1:

- Pre-curfew hour (between 6am – 11pm) - maximum of 25 lux across the boundary line,
- Curfew hour (between 11pm – 6am) – maximum of 4 lux across the boundary line.

The modelled maximum spill on the boundary for external lighting based on the above lighting layout and type complies with the criteria outlined in AS4282. (Refer Compliance report in Appendix A.)

Based on the construction and capability of dimming for the illuminated advertising signs, we confirm that the advertising illuminated signs will not *exceeds 0.25cd/m throughout the motorists approach to the signs* .

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

For and on behalf of
TMK Consulting Engineers

Adrian Ko
SENIOR ELECTRICALENGINEER

APPENDIX A – OBSTRUSIVE LIGHT COMPLIANCE REPORT

Obtrusive Light - Compliance Report

AS 4282-1997, Pre-Curfew, Residential - Light Surrounds
Filename: 6733-1
12/04/2017 11:40:52 AM

Illuminance
Maximum Allowable Maintained Value: 8 Lux (Initial: 10 Lux)

Calculations Tested (4):

Calculation Label	Test Results	Max. Illum.
Evs_3_III_Seg1	PASS	0.7
Evs_3_III_Seg2	PASS	0.5
Evs_1_III_Seg1	PASS	2.0
Evs_2_III_Seg1	PASS	1.3

Luminous Intensity (Cd) Per Luminaire
Maximum Allowable Value: 7500 Cd
Control Angle: 83 Degrees

Luminaire Locations Tested (25)
Test Results: PASS

Threshold Increment (TI)
Maximum Allowable Value: 20 %

Calculations Tested (3):

Calculation Label	Adaptation Luminance	Test Results
TI_2	1	PASS
TI_1	1	PASS
TI_3	10	PASS

Luminaire Location Summary

LumNo	Label	X	Y	Z	Orient	Tilt
1	BE	-1.963	11.755	2.8	0	-10
2	BE	-1.963	14.755	2.8	0	-10
3	BE	20.594	16.923	2.8	0	0
4	BE	22.594	16.923	2.8	0	0
5	DC	16.417	0.57	4.199	90	0
6	DC	12.417	0.57	4.199	90	0
7	DC	8.417	0.57	4.199	90	0
8	DC	4.417	0.57	4.199	90	0
9	DC	20.417	0.57	4.199	90	0
10	FA	26.475	8.446	4.75	0	30
11	FA	-5.212	5.719	4.958	0	30
12	FA	28.562	-7.199	6.8	90	30
13	FA	16.235	-7.199	6.8	90	30
14	FA	3.909	-7.199	6.8	89.998	30
15	FA	-8.285	-2.365	6	270	30
16	FA	28.562	-23.385	6.8	270	30
17	FA	16.235	-23.385	6.8	270	30
18	FA	3.909	-23.385	6.8	270	30
19	FA	0.849	-15.291	5.8	180	30
20	FA	31.622	-15.292	5.8	0	30
21	FA	-8.285	13.779	6	89.998	30
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23	FA	-21.909	13.202	4.75	90	30
24	FA	-29.648	8.249	4	180	30
25	FA	6.862	15.626	4.75	90	30

Total Quantity: 25

CONSTRUCTION ENVIRONMENT MANAGEMENT PLAN

ON THE RUN BELAIR SERVICE STATION, 1 MAIN ROAD, BELAIR, SA.

80017-23-1

PREPARED FOR | Peregrine Corporation

PREPARED BY | Fyfe Pty Ltd

ABN | 57 008 116 130

ADDRESS | L3, 80 Flinders Street, Adelaide SA 5000

CONTACT | Marc Andrews, Division Manager - Environment

TELEPHONE | office 61 8 8201 9600 direct 61 8 8201 9794

FACSIMILE | 61 8 8201 9650

EMAIL | marc.andrews@fyfe.com.au

DATE | 24/05/2016

REFERENCE | 80017-23 REVA

Proprietary Information Statement

Document Information

Prepared by: Tiffany Banh	Environmental Scientist, Fyfe Pty Ltd	Date: 24/05/16
Reviewed by: Marc Andrews	Environmental Manager, Fyfe Pty Ltd	Date: 24/05/16
Approved by: Marc Andrews	Environmental Manager, Fyfe Pty Ltd	Date: 24/05/16
Client acceptance by: Thuy Luu-Nguyen	Corporate Lawyer, Peregrine Corporation	Date: 24/05/16

Revision History

Revision	Revision Status	Date	Prepared	Reviewed	Approved

CONTENTS

LIST OF TABLES

1. INTRODUCTION

1.1 Background

Fyfe Pty Ltd (Fyfe) was commissioned by Peregrine Corporation (Peregrine) to produce a construction and environmental management plan (CEMP) pertaining to proposed upgrade works at the On the Run (OTR) service station site located at 1 Main Road, Belair, South Australia (the site).

Peregrine has an ongoing commitment to protect the environment. The purpose of this CEMP is to identify the environmental protection measures, systems and tools to be implemented by Peregrine and its contractors during the development and construction works. These measures are aimed at preventing potentially adverse environmental impacts arising during project development and construction activities and achieving compliance with environmental regulatory requirements. In addition, the CEMP also outlines a system for hazard and risk identification and determines appropriate management strategies to be adopted by Peregrine and its contractors to mitigate or eliminate these risks.

This CEMP has been prepared in accordance with the *Guidelines for Environmental Management of On-site Remediation* (SA EPA, 2006) and is subject to the review of the South Australian Environment Protection Authority (SA EPA). It is recommended that this CEMP be reviewed and revised if necessary following receipt of development consent for the project to ensure all conditions of the consent are adequately addressed in this CEMP.

1.2 Objectives of the CEMP

The key performance objective set by the CEMP is to ensure compliance with all environmental legislation and approvals, minimise the potential for pollution, reduce waste, and implement effective controls to mitigate environmental impact. Table 1.1 details specific environmental objectives and targets relevant to the redevelopment project.

Table 1.1 Objectives and Targets

Number	Objective	Target
1	To employ best management practices to ensure that the construction project meets environmental legislative requirements.	• No breach of environmental legislative or regulatory requirements. • No *significant* environmental incidents.
2	To employ best environmental management practice to ensure compliance with all planning approvals and environmental authorisations	• No non-compliance with planning approvals or applicable legislative requirements.
3	To employ best environmental management practice to minimise noise and vibration impacts.	• Maintain noise levels to comply with Environment Protection (Noise) Policy 2007. • Maintain vibration levels within human comfort and structural damage criteria.

Number	Objective	Target
4	To apply best environmental management practice to soil and water (surface water and groundwater) quality management.	• No breach of environmental legislative or regulatory requirements.
5	To minimise air pollution from construction and associated activities.	• Levels to comply with Environment Protection Regulation 2005.
6	To protect any vegetation adjacent to the construction zone.	• No impacts on trees or other native vegetation outside the construction zone.
7	To avoid pollution of the environment caused by fuels, oils or chemicals stored or used on the Project.	• No major spills of fuel, oil or chemicals.

1.3 Site Location and Surrounding Land Use

The site is situated at the 1 Main Road, Belair and is surrounded to the;

- **north** by Sheoak Road, beyond which lies residential properties;
- **west** by Main Road, beyond which lies residential and commercial properties (Belair Supermarket and Australia Post);
- **south** by the intersection of Main Road and Russell Street, beyond which lies residential and commercial properties; and
- **east** by Russell Street, beyond which lies residential properties.

1.4 Project Description

The site is a relatively flat area, occupying an area of approximately 6,160 m^2. The current infrastructure includes a convenience store building, an automatic car wash and a canopy covering the fuel dispensing bowsers. The site also has several underground storage tanks (USTs).

According to design information provided by ADS Architects and standard industry practice for construction and earthworks programs, the proposed development would likely involve the following tasks:

- Establishment of a work zone (including appropriate signage) delineated by fencing (covered where necessary) which complies with the requirements of Australian Standards (AS 4687-2007).
- Establishment (where necessary) of site contractors' offices, mess and toilet facilities, designated car parking areas, vehicle access and vehicle loading, unloading and lay down areas, commissioning of equipment, plant and operations and establishment and maintenance of on-site work areas.
- Installation of environmental and safety controls prior to commencement of works. This shall include occupational health and safety measures (personal protective equipment, first aid supplies, signage and barriers if needed) and environmental management measures (spill kits, booms, stormwater control, sampling and monitoring equipment, abatement and mitigation equipment as outlined in the various environmental management plans and control measures listed in Section 5.3).
- Clearing of the work zone, including striping and removal of existing pavements and hardstand areas where necessary;
- Establishment of a level base for construction works;
- Removal of existing USTs;
- The installation of two new (including one segmented UST) in the south of the site;
- Removal of existing control building and canopy;
- Construction of new control building and canopy;
- Construction of new fuel infrastructure (bowsers);
- Remove existing automatic carwash;
- Construction of new automatic car wash and three new self-serve carwash bays;
- Replace one and construct one new pylon signs; and
- Resealing and landscaping of the site.

The proposed Site Demolition Plan and Development/Layout Plan is provided below.


control building
auto wash
plant
car wash
canopy
new 3m pylon
new 7m pylon
m a i n r o a d
s h e o a k r o a d
r u s s e l l s t r e e t

2. SITE CONTAMINATION STATUS

There were no historical reports made available to Fyfe at the time of writing this CEMP.

The contaminants of concern are consistent with the use of the site as a service station, and the risks typically associated with the development of sites such as this are discussed in sections 4.0 and 5.3.

3. PLANNING

3.1 Regulations and Legislative Requirements

The demolition and redevelopment works to be undertaken will comply with applicable environmental regulatory and legislative requirements. The following provides a summary of the general requirements for the proposed works.

Table 3.1 Applicable Legislation Relevant to the Development

Legislation/Regulation/Policy	Key Project Requirements
Development Act 1993	Development Approvals for the works will be sought through the SA Planning and Land Authority.
• *Environment Protection Act 1993* (the Act) *and Environment Protection Regulation 2009* • *Handbook for Pollution Avoidance on Commercial and Residential Building Sites, second edition, SA EPA.*	Undertake all activities so as to minimise harm to the environment (in particular pollution of air and water and noise emissions) and not cause an offence under the Act. Some transporters of waste are required to be licensed under the Act. Some waste disposal/processing facilities are required to be licensed under the Act.
• *EPA Guidelines for Environmental Management of On-Site Remediation (2006)* • *Site Contamination – Guidelines for the Assessment and Remediation of Groundwater Contamination (2009)* • *NEPM 1999 (as amended) Guideline on Investigation Levels for Soil and Groundwater. National Environment Protection (Assessment of Site Contamination) Measure Schedule B(1). National Environment Protection Council.*	Works onsite associated with the excavation of contaminated soils and management of tank pit water shall be undertaken in such a manner as to meet the mandatory requirements and expectations of the SA EPA to ensure the ongoing protection of human health and the environment.
• *Environment Protection (Waste to Resources) Policy 2010* • *Waste Disposal Information Sheet EPA 889/10, SA EPA (2010), Current Criteria for the Classification of Waste – Including Industrial and Commercial Waste (Listed) and Waste Soil Standard for the production and use of Waste Derived Fill (WDF), dated October 2013*	*The project should aim to achieve sustainable waste management by applying the waste managem*ent hierarchy consistently with the principles of ecologically sustainable development set out in section 10 of the Act.

Legislation/Regulation/Policy	Key Project Requirements
• *Air quality impact assessment using design level pollutant concentrations, January 2006, EPA Guideline 386/06* • *NEPM 1999 (as amended), Schedule B(9) Guideline on Protection of Health and the Environment during the Assessment of Site Contamination* • *National Environment Protection (Ambient Air Quality) Measure (2003)* • *enHealth (2002), Environmental Health Risk Assessment—Guidelines for assessing human health risks from environmental hazards*	Potentially offensive vapours encountered during the works will be will be managed in accordance with the policies.
• *Environment Protection (Water Quality) Policy 2015* • *Code of Practice—Industrial, Retail and Commercial Stormwater Management (in draft at date of publication)* • *Water Industry Act 2012* • *Restricted Wastewater Acceptance Standards (1/1/2012)* by SA Water	Ensure that all environmental values are protected during the development works, including: · maintenance of aquatic ecosystems · drinking water · agriculture and aquaculture (including irrigation and livestock) · recreational uses (e.g. swimming or boating) and aesthetics (visual appearance and enjoyment) · industrial uses. · Obtain an authorisation to discharge restricted wastewater from SA Water and comply with the conditions attached to that authorisation.
• *Environmental Noise (October 2004), EPA Information Sheet 424/13* • *Environment Protection (Noise) Policy 2007* • *Construction Noise (April 2014), EPA Information Sheet 425/14* • *Handbook for Pollution Avoidance on Building Sites (2nd ed. June 2004), EPA*	Noise levels during construction works will be managed in accordance with the policies.

3.2 Compliance Standards

Construction activities associated with the development will comply with a number of Australian Standards, including but not limited to the following:

· AS 4482.1 *Guide to the Sampling and Investigation of Potentially Contaminated Soil*

- AS 2436 *Guide to Noise Control on Construction, Maintenance and Demolition Sites*
- AS 1940 *The Storage and Handling of Flammable and Combustible Liquids*
- AS 5667.1-1998 *Guidance on the design of sampling programs, sampling techniques and the preservation and handling of samples*
- AS 1940-2004 *The storage and handling of flammable and combustible liquids*
- AS 2550.10-2006 *Cranes, hoists and winches - Safe use - Mobile elevating work platforms*
- AS 2885.1-2007 *Pipelines - Gas and liquid petroleum - Design and construction*
- AS 3745-2002 *Emergency control organization and procedures for buildings, structures and workplaces*

3.3 Construction Hours of Operations

In accordance with information obtained from the EPA, construction hours are limited to 7 am – 6 pm Monday to Saturday.

Construction noise resulting in noise with an adverse impact on amenity is subject to the following restrictions:

- must not occur on a Sunday or other public holiday, and
- must not occur on any other day except between 7 am and 6 pm.

However, a particular operation may occur on a Sunday or Public Holiday between 9 am and 6 pm or may commence before 7 am on any other day to:

- avoid an unreasonable interruption of vehicle or pedestrian traffic movement, or
- if other grounds exist that the EPA or administering agency determines to be sufficient.

3.4 Site Establishment and Security

Site establishment may (as required) include the establishment of site contractors' offices and mess and toilet facilities, designated car parking areas, vehicle access and vehicle loading, unloading and lay down areas, commissioning of equipment, plant and operations and establishment and maintenance of on-site work areas.

- The fencing and gate access establishment prior to the construction works will be upgraded as appropriate to secure the site and preclude public access.
- *Warning deep excavation* signs shall be placed around the external perimeter as appropriate.

4. ENVIRONMENTAL ASPECTS, IMPACTS AND RISKS

Environmental aspects as referred to in this document are those activities associated with the project that have the potential to cause, or result in, adverse environmental impacts. Due to the nature of the development, different aspects of the project would present different degrees of environmental risk which need to be managed accordingly.

Effective environmental management should be proactive rather than reactive. In order to facilitate a proactive style of environmental management, a risk management style of assessment has been utilised to identify and assess environmental aspects associated with the project, and to implement appropriate mitigation strategies to minimise the likelihood of environmental risks associated with each aspect. This process involves:

1. Identifying the risk/aspect
2. Analysing the risk/aspect (determining likelihood and consequence)
3. Evaluating the risk/aspect
4. Treating the risk.

All identified aspects are assessed based on the risk assessment matrix displayed in Table 4.1.

Risk assessment is based on (1) the likelihood of an impact occurring as a result of the aspect; and (2) the consequences of the impact if the event occurred. Following this assessment, each impact is assigned a risk category which range from “low” (low likelihood and consequence) to “extreme” (high likelihood and consequence).

A risk category identified as having an extreme or high risk (a significant impact) may be downgraded if appropriate environmental controls and measures are implemented and maintained. Proactive planning, installation and maintenance of appropriate environmental controls and ongoing monitoring will reduce the risks associated with each environmental impact identified for the project. Table 4.2 details the environmental aspects identified for the development project, the initial risk category prior to appropriate management strategies, the proposed management strategy and a revised risk category.

Table 4.1 Risk Matrix and Qualitative Measures of Likelihood Scale

	Consequences					
	Likelihood	**1**	**2**	**3**	**4**	**5**
		Negligible Discharge	Uncontrolled Discharges in minor quantities	Moderate breach of environmental statutes	Major breach of environmental statutes	Shutdown of project due to Environmental breach
A	Almost Certain	H	H	E	E	E
B	Likely	M	H	H	E	E
C	Moderate	L	M	H	E	E
D	Unlikely	L	L	M	H	E
E	Rare	L	L	M	H	H

Level	Categorisation of Likelihood	Description
A	Almost Certain	Is expected to occur during the project, 90% or > probability
B	Likely	Will probably occur during the project, ~50% probability
C	Moderate	Might occur at sometime during the project, ~10% probability
D	Unlikely	Could occur at some time during the project, ~1% probability
E	Rare	Only occur in exceptional circumstances, < 1% probability

Table 4.2 Key Aspects, Potential Impacts and Risk Analysis for the Proposed Development

Aspect	Potential Impact	Untreated Risk Category	Mitigation Measure (refer to Table 5.1)	Revised Risk Category
Bulk Earthworks and Site Preparation Phase	Odours and vapours emanating from fill materials and natural soils exposed through excavation e.g. deeper tank pit excavation, providing both an off-site nuisance and on-site health risk.	(C3) High	(1)	(D1) Low
	Incorrect off-site disposal of odorous or potentially hydrocarbon contaminated soils.	(B4) Extreme	(1) (16)	(E1) Low
	Incorrect management or off-site disposal of excess groundwater and water that accumulates in tank pit excavations resulting in pollution of stormwater and surface waters.	(B4) Extreme	(19)	(D2) Low
	Excessive noise generated during the breaking and loading of concrete.	(C2) Medium	(15)	(D2) Low
	Erosion and sedimentation of potentially contaminated disturbed and natural soils resulting in pollution off site to the adjacent stormwater system.	(A5) Extreme	(2) (3) (4) (6) (7) (8)	(D2) Low

Aspect	Potential Impact	Untreated Risk Category	Mitigation Measure (refer to Table 5.1)	Revised Risk Category
	Poorly maintained or inadequate erosion and sediment control measures not effectively treating construction run-off on site resulting in a pollution event.	(B5) Extreme	(2) (3) (4) (6) (7) (8)	(D2) Low
	Excessive dust emissions during hardstand removal and earthworks resulting in a community complaint.	(B4) Extreme	(12)	(C1) Low
	Inappropriate stockpiling of material potentially resulting in a pollution event.	(C3) High	(2)	(D1) Low
	Exposed areas/surfaces contributing to increased dust emissions on site.	(B4) Extreme	(12)	(C1) Low
	Vibrations associated with compaction and bulk earthworks impacting on sensitive receivers.	(C2) Medium	(15)	(D2) Low
	Excessive smoke emissions and fumes into the atmosphere due to poorly maintained equipment	(C2) Medium	(14)	(D2) Low
	Excessive noise generated during bulk earthworks resulting in a community complaint.	(C2) Medium	(15)	(D2) Low
	Spills and leaks during plant maintenance/operation resulting in soil/groundwater contamination.	(C2) Medium	(9) (10)	(E2) Low
	Leaking site amenities (toilets) resulting in pollution off site.	(C2) Medium	(4)	(E2) Low
Site Establishment (including fuel and chemical storage)	Inappropriate storage of fuels and chemicals resulting in soil contamination or pollution of waterways.	(C4) Extreme	(4) (10)	(D2) Low
	Increased rates of erosion and sedimentation of hardstand areas and unsealed surfaces.	(B4) Extreme	(3) (4) (6) (7) (8)	(D2) Low
	Tracking of sediment onto public roads from construction fleet leaving site.	(B3) High	(13)	(D2) Low
Construction Phase	Excessive noise generated by construction fleet resulting in community complaints or public nuisance.	(B3) High	(15)	(D2) Low
	Poorly maintained or inadequate erosion and sediment control measures not effectively treating construction run-off on site resulting in a pollution event.	(B3) High	(3) (4) (6) (7) (8)	(D2) Low
	Inappropriate management of sediment trap discharge resulting in stormwater pollution.	(B3) High	(3) (4) (6) (7) (8)	(D2) Low
	Soil contamination or groundwater pollution as a result of a fuel or chemical spill/leak.	(D4) High	(4) (10)	(D2) Low
	Soil contamination as a result of the importation of contaminated fill material for backfilling of former tank pit excavation	(D3) Moderate	(11)	(E1) Low
	Cleaning of agitators or concrete trucks resulting in ground contamination and/or water pollution.	(C3) High	(4) (9)	(D2) Low

Aspect	Potential Impact	Untreated Risk Category	Mitigation Measure (refer to Table 5.1)	Revised Risk Category
	Disposing of clean fill soils and waste construction materials to land fill without the consideration of recycling or reuse.	(B1) Medium	(16) (17)	(D2) Low

5. ROLES AND RESPONSIBILITIES

The responsibility and authority pertaining to environmental performance of the project is specified below.

5.1 All Personnel

All personnel (including sub-contractors) have a general environmental duty of care (as defined in the Environmental Protection Act 1993) and are responsible for their own environmental performance whilst on the project.

As a minimum, personnel are required to:

- Comply with the requirements of applicable environmental legislation and environmental authorities including the specific requirements of the project approvals and supporting documentation.
- Undertake all activities in an environmentally responsible manner.
- Undertake all activities in accordance with this CEMP, procedures and any subsequent work method statements.
- Identify and report any non-conformances with environmental management, legislative or approvals requirements.
- Ensure that they are aware of the contact person regarding environmental matters and report any activity that has resulted in, or has the potential to result in an environmental harm.
- Ensure that they attend any environmental training provided relevant to their role and responsibilities.
- Support the construction team in planning and implementing environmental requirements.

5.2 Key Personnel

5.2.1 Project Manager

The Project Manager is responsible for delivery of the construction phase of the Project to ensure that environmental impacts are minimised and obligations are met. The Project Manager will be working in conjunction with the Environmental Management Representative (EMR), as required to ensure that the construction team delivers the prescribed environmental outcomes. Key tasks include:

- Ensure compliance with all applicable legal, approval and project environmental obligations including but not limited to this CEMP.
- Ensure all project staff have a clear understanding of the environmental requirements relevant to their area/scope of work.

- Ensure all project staff are competent to undertake their duties including fulfilment of the general environmental duty, with regard to appropriate education, training and experience.
- Ensure the necessary resources and processes are in place for implementation of required environmental controls.
- Ensure all site superintendants/supervisors are familiar with environmental obligations, project approvals, CEMP and site level plans, relevant environmental management plans and associated documents, and their responsibilities within them.
- Participate and provide guidance in the regular review of the CEMP and any associated documents.
- Take action in the event of an emergency and allocating the required resources to minimise environmental impact.
- Ensure non-conformances are identified, recorded and reported and that required corrective and remedial actions are implemented.
- Report any activity that has resulted in an environmental incident to the EMR and Peregrine within two hours of the incident occurring

5.2.2 Site Supervisor/Foreman

Supervisors/Foreman report to the Project Manager. They will have a direct role in the compliance with identified environmental procedures and controls. They will also be responsible for checking the site on a regular basis and ensuring that regular maintenance is undertaken to minimise environmental impacts and that personnel are provided with appropriate environmental “toolbox” training, prepared by the Environment Management Representative (if required). Where applicable the Supervisor/Foreman will be responsible for ensuring that any work performed by external parties meets with the requirements of this CEMP, including identifying and documenting the environmental risks of the proposed works. Key tasks include:

- Ensure all personnel and subcontractors are made aware of the requirements for compliance with this CEMP, environmental obligations and site specific environmental issues.
- Implement all environmental requirements as outlined in this CEMP as required to avoid and minimise actual or potential environmental harm.
- Support the Environment Management Representative in planning and implementing environmental requirements (if required).
- Ensure non-conformances are identified, recorded and reported.
- Ensure implementation of preventative and corrective actions.
- Co-ordinate the implementation and maintenance of environmental control measures.

- Provide necessary resources required for implementation of the CEMP.
- Co-ordinate action in emergency situations and allocating required resources accordingly.
- Ensure that instructions are issued and adequate information provided to field based employees which relate to environmental risks on site including via regular toolbox meetings that address environmental issues and controls including the requirements of this CEMP.

5.2.3 Environmental Management Representative (EMR)

The EMR is an individually appointed and independent third party, with experience and qualifications in environmental management. The EMR has primary responsibility for managing all aspects of environmental management and compliance for the construction phase of the Project. The key responsibilities of the EMR are to:

- Develop and implement this CEMP;
- Conduct (or assist the Project Manager in) environmental briefings and toolboxes to construction staff;
- Conduct environmental site inspections;
- Identify and report non-conformances;
- Monitor the implementation and effectiveness of the CEMP;
- Complete environmental reporting requirements;
- Provide advice and direction on environmental matters, incident response and corrective actions, and
- Review statutory compliance and check all approvals are complied with.

5.2.4 Construction Personnel

In addition to the key positions outlined above, with respect to environmental management, all staff working on the project including but not limited to construction workers, personnel involved in preparatory works for construction, surveyors, geotechnical consultants and any other persons undertaking investigations or works for preparatory works have responsibility for environmental performance of the project. The responsibilities of these personnel include:

- Attend all environmental training required and adhere to and remain familiar with the principles covered in the training session(s);
- Undertake all activities in accordance with agreed procedures and work methods;
- Ensure that they are aware of the contact person for environmental matters;
- Ensure that any clearances are obtained from the EMR where required; and

- Report any activity that has resulted in an environmental incident.

5.2.5 Sub-contractors

It is recognised that often sub-contractors present the greatest environmental risks to a project due to:

- Their detachment from the main construction delivery teams, and therefore the potential for poor communication regarding environmental risks;
- Sub-contractors having different certification standards for quality assurance and environment;
- The potential for large number of subcontractors on site; and
- Sub-contractors operating under a different management system from the rest of the construction team.

It is Peregrine's responsibility to ensure that all persons on the Project including sub-contractors and their employees are notified on their need to comply with the relevant environmental requirements. As a minimum, sub-contractors and their employees will be required to comply in full with the CEMP.

All sub-contractors' personnel are considered equivalent to the construction team personnel in all aspects of environmental management and control, and their responsibilities in this respect mirrors those of the construction team personnel.

Sub-contractors working on the Project will be required to:

- Observe sub-contract and statutory requirements relating to environmental protection and other environmental legislation and to follow instructions issued by the Project Manager and supervisory personnel;
- Nominate site representatives to liaise with the construction team with respect to, and take responsibility for, environmental requirements for the site activities;
- Adhere to the Site management system as it applies to their operations on the site;
- Co-operate fully with site emergency incident procedures and consultative arrangements; and
- Follow procedures incorporated in this CEMP.

The Project Manager, will ensure that the work of sub-contractors is monitored through the site inspection process. Observations will be made by relevant personnel to assess the effectiveness of the environmental protection measures being used on site by the sub-contractor and to determine compliance with the requirements of the CEMP.

5.3 Environmental Control Measures and Procedures

5.3.1 General Approach

The timing of installation of control measures will be critical to ensuring that environmental obligations are met within the required timeframe and that controls are effective in achieving their purpose.

Control measures and safeguards to minimise and manage environmental risks identified in Table 4.2 are detailed in Table 5.1 below. A program of routine maintenance will be conducted on environmental controls. Daily inspections of work areas will be undertaken by Project Managers and Site Foreman and inspections will be undertaken by the EMR as required. These inspections will provide a means for identifying maintenance requirements before they reach a critical stage.

Table 5.1 Control Measures and Safeguards to Manage and Minimise Environmental Risks

Ref. No	Control Measures and Safeguards	Responsibility for Co-ordination	Timing/Frequency
1	There is a possibility that impacted soils will be encountered beneath some existing infrastructure such as beneath the existing tank farm, fuel dispensing bowsers and fuel delivery lines. In order to avoid the incorrect disposal of contaminated soils from site as "clean material" (waste fill), soils will be stockpiled and sampled for site contaminants of concern prior to classification and off-site disposal. All surplus soils marked for offsite disposal must conform with criteria provided within the Waste Soil Disposal Information Sheet produced by the SA EPA (2010) entitled *Current criteria for the classification of waste—including Industrial and Commercial Waste (Listed) and Waste Soil.* It is also recommended that deep excavations are inspected by the Environmental Management Representative and the status of the soils assessed. **No soil is to be transported from site for disposal without classification and prior approval by the Environmental Management Representative**	Project Manager EMR	Pre-construction
2	Prior to construction, identify appropriate locations for stockpiles away from site boundaries if possible especially if adjoining properties are occupied or used by the general public (e.g. parks and footpaths); • adjacent to drainage/creek lines • low lying areas subject to inundation (flooding) or areas subject to excessive surface water run-off • drains and sumps in hardstand areas. Depending on how long material/s will be held in stockpile/s consideration should be given to covering the stockpile/s. The benefits of covers include reduction in wind generated dust, reduction in odours, reduced surface water run-off and in the case of tarpaulins and plastic covers cleaner surface water run-off.	Site Supervisor	Pre-construction

Ref. No	Control Measures and Safeguards	Responsibility for Co-ordination	Timing/Frequency
3	Establish appropriate sediment and erosion controls onsite, which comply with applicable state and council legislative requirements, namely: • *Environment Protection (Water Quality) Policy 2003* • *Local Government Act 1999*	Project Manager	Pre-construction
4	Prior to commencing work on site all personnel will undergo a site specific induction which will include environmental aspects associated with the project and relevant mitigation measures to be implemented on site. Activities which have the potential to generate significant environmental risk will be incorporated into a specific Construction Method Statement (CMS) detailing specific environmental risks and mitigation measures applicable to that activity.	Project Manager Site Supervisor	Pre-construction
5	Regularly during construction activities and after significant rain events (>10 mm/24h) inspect and maintain erosion controls to ensure they are operational and undertake maintenance repair works as required.	Site Supervisor	Construction
6	All liquids encountered on site displaying a visible hydrocarbon sheen or odour whether they be pooled rainwater collected within earthen sumps, perched groundwater or the contents of underground structures (including any un-identified USTs) must be considered potentially hazardous and therefore be transported to a liquid waste treatment facility. Persons transporting liquid waste are required to be licensed to do so under the Environment Protection Act. All liquids as defined above, not displaying obvious signs of contamination should be retained on site where possible for inspection and testing by a qualified Environmental Consultant prior to disposal.	Project Manager Site Supervisor	Construction
7	Records regarding functionality of erosion and sediment control devices will be kept, including details of rainfall events, use of any flocculants, discharge, sediment removal and dewatering activities in accordance with the Environmental Authorisation.	Project Manager	Construction
8	Regularly update sediment control plans when construction activities change and/or new areas are exposed and/or when current plans are deemed inadequate.	Project Manager	Construction
9	Construction machinery and equipment will be refuelled, cleaned and serviced in designated locations or where appropriate measures have been installed to ensure that any spills or leaks are adequately contained and remediated.	Site Supervisor	Construction
10	Specified personnel will be provided with spill management and emergency response training including the location and application of spill kits and associated remediation products.	Site Supervisor	Construction

Ref. No	Control Measures and Safeguards	Responsibility for Co-ordination	Timing/Frequency
11	Only fill material that meets the physical and chemical requirements of *waste derived fill* (WDF) in accordance with the *Standard for the production and use of Waste Derived Fill* (WDF), dated October 2013 can be imported onto the site for backfilling or site levelling purposes. The supplier of the material (virgin and waste fills) is to provide certification that material is chemically and aesthetically suitable and not contaminated prior to acceptance by the authorisation holder. Records of all imported material shall be maintained on site and made available to the Environmental Management Representative for review prior to delivery of the material to site. All soils that are to be reused onsite, that being excavated soils to be used as fill material onsite, and all remaining in-situ soils onsite must be confirmed as being suitable to remain on a commercial/industrial site, meaning concentrations of all analytes must be less than those commercial/industrial criteria (HIL-D) specified within Table 1A (1 and 3), Schedule B1, of the amended ASC NEPM (1999). All soils intended for importation onsite and reuse onsite must firstly be approved by the EMR.	Project Manager	Construction
12	Construction activities will be undertaken in a manner which minimises the generation of dust emission on site. This includes utilising water carts for dust suppression, restricting vehicle speeds on site, restricting vehicles to authorised access roads, modifying construction activities during high wind period, stabilising hardstand areas, and covering vehicle loads prior to leaving site.	Site Supervisor	Pre-Construction and Construction
13	Adequate controls will be implemented on site to minimise the potential of mud tracking onto public roads. Regular inspections of public roads adjacent to the construction works will be undertaken (especially during wet weather conditions). Any tracked sediment will be removed from public roads where possible and effectiveness of mitigation controls will be reassessed.	Site Supervisor	Pre-Construction and Construction
14	Construction plant and equipment will be maintained and operated in a manner that minimises smoke emissions and fumes into the atmosphere. This includes switching off plant and equipment when not in use and undertaking regular maintenance services.	Site Supervisor	Pre-Construction and Construction
15	Construction activities will occur in a manner which minimises the potential for noise and vibration impacts on sensitive receivers, recreational users, adjacent buildings, heritage structures etc. This includes operating during approved construction hours, turning off machinery and equipment when not in use, minimising reversing and horn signals, ensuring plant and equipment are operated and maintained in a satisfactory manner and abiding by proximity limits.	Site Supervisor	Pre-Construction and Construction

Ref. No	Control Measures and Safeguards	Responsibility for Co-ordination	Timing/Frequency
16	Appropriate waste management and recycling strategies will be established on site to manage wastes generated as a part of the construction works. The waste management strategy should aim to achieve sustainable waste management by applying the waste management hierarchy consistently with the principles of ecologically sustainable development set out in section 10 of *the Environment Protection Act 1993*. Records of all waste removed from site will be in recorded in the site waste management register. **No soil is to be transported from site for disposal without classification and prior approval by the Environmental Management Representative**	Project Manager Site Supervisor EMR	Pre-Construction and Construction
17	Where possible, wastes will be segregated into recycling components.	Site Supervisor	Construction
18	All construction plant will be equipped with certified fire extinguishers	Site Supervisor	Construction
19	Excavations may need dewatering. Water is not to be discharged to the stormwater drainage system due to the potential for it to contain silt and suspended solids and hydrocarbon contaminants. Rather an authorisation to discharge restricted wastewater must be obtained from SA Water and the conditions of that authorisation complied with.	Site Supervisor	Construction

5.3.2 Erosion and Sediment Control Plan (ESCP)

Appropriate planning is crucial to effective management of erosion and sedimentation on site. Erosion and Sediment Control Plans (ESCPs) are planning documents which clearly show the site layout and the approximate location of erosion and sediment control structures on site.

For the works proposed, only limited earthworks and stockpiling of soils will be required, so a formal ESCP is not required. The measured described in this CEMP are considered adequate for the works proposed.

5.3.3 Construction Method Statements (CMSs)

A construction method statement (CMS) will be prepared for specific activities to ensure sound environmental practices are implemented and to manage and minimise the risk of environmental incidents or system failures. CMS will be developed jointly by the Project Manager with input from the EMR as required, with the contents of the CMS tool boxed to all relevant parties prior to the activity being undertaken on site.

5.3.4 Health and Safety Management Plan (HASP)

A detailed Health and Safety Management Plan (HASP), which will include a health and safety risk assessment for the planned construction works will be prepared by the Contractor for the site.

The HASP shall include, but not be limited to:

- naming key personnel responsible for site safety

- describing the risks associated with each operation conducted
- confirming that on-site personnel are adequately trained to perform their job responsibilities
- describing the protective clothing and equipment (such as gloves, boots and hard hats) to be worn by personnel during various site operations
- describing the actions to be taken to mitigate existing hazards to make the work environment less hazardous
- describing the type of emergency equipment to be available during the works
- setting out a contingency plan for safe and effective response to emergencies. The plan would include telephone numbers for emergency services and a map showing the route to the closest hospital.

5.3.5 Traffic Control

All traffic to and from the site will be through the main site entry point(s) on Main Road. Parking for site workers and visitors will be provided on site in a location that does not allow vehicles to come into contract with excavated material, or in nearby street parking or off-street parking.

Transportation of “over-sized” equipment will be performed outside peak hours and school zone hours with appropriate signage and in accordance with DPTI regulations.

In addition to the above:

- designated transport routes will be used regularly over the duration of the proposed construction works which will be communicated to haulage contractors
- no vehicles are to arrive at the site outside the site working hours
- trucks will only leave the site when they have reached their capacity loads wherever possible

5.4 Contingency Measures

Any additional environmental or health and safety issues that arise should be reported immediately to the Project Manager so that specific management measures can be implemented. These may include:

- the uncovering of asbestos containing building materials
- un-identified abandoned fuel infrastructure including storage tanks and pipe works
- areas of highly odorous or stained soils indicating potential hydrocarbon contamination.

6. TRAINING, AWARENESS AND COMPETENCE

6.1 General

Three main forms of training will be provided on site:

- site induction
- environmental management training
- "toolbox" training.

6.2 Site Induction (Environment & OHS)

Prior to working on site, all personnel and sub-contractors will undertake an induction incorporating Environmental and OHS requirements. The induction will address a range of environmental awareness issues including, but not limited to:

- the CEMP (purpose, objectives, nature of site contamination, CMS & key issues)
- legal requirements including due diligence, duty of care and potential consequences of infringements
- environmental responsibilities under State and Federal legislation
- conditions of licences, permits and approvals
- significant environmental issues and areas of the site including identification of boundaries for location of refuse bins, washing, refuelling and maintenance of vehicles, plant and equipment
- incident management and emergency plans
- reporting process for environmental harm/ incidents

6.3 "Toolbox Training"

"Toolbox" training will help to ensure that relevant information is communicated to the workforce and that feedback can be provided on issues of interest or concern. "Toolbox" training will generally be prepared and delivered by the Project Manager. These toolboxes can be integrated into Construction Method Statements (CMSs) delivered to personnel prior to commencing specific high risk activities or can be used as a stand alone training tool.

"Toolbox" training topics may include:

- efficient use of plant and materials
- waste management, minimisation and recycling
- noise and vibration minimisation

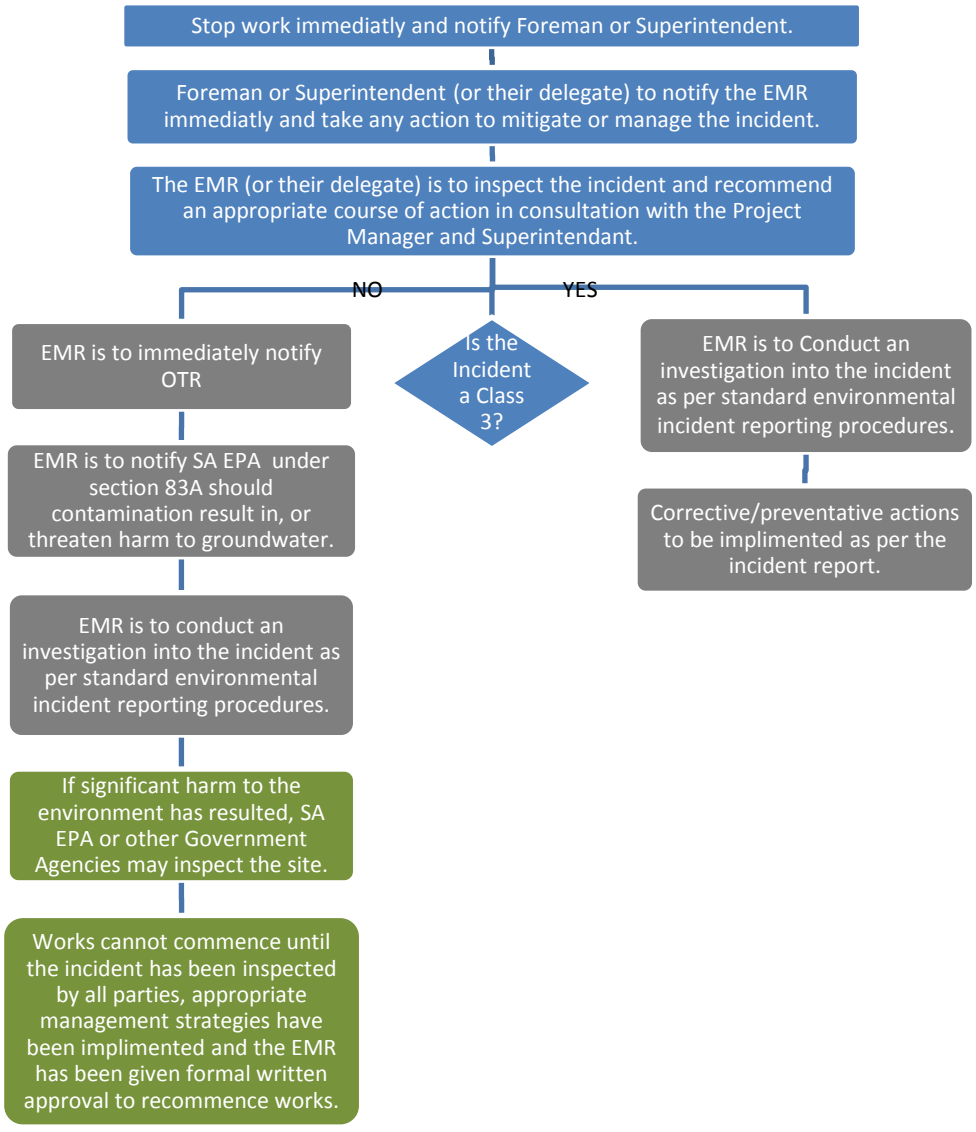
- dust control
- wastewater control
- management of contaminated soil
- installation and maintenance of erosion and sediment control devices
- storm management procedures
- other general site issues.

7. INCIDENT AND EMERGENCY PLANNING, PREPAREDNESS AND RESPONSE

7.1 Emergency Planning

Emergency planning and incident management procedures are included in following in Figure 7.1 and Tables 7.1 and 7.2. Included is a list of emergency contact details and various specific management procedures for potential emergencies. **Prior to any action, identify materials involved and obtain appropriate PPE.**

Figure 7.1 Procedure in Dealing with Environmental Incidents



Notes:
*An unexpected event may result in harm to the environment and requires some action to minimise the impact or restore the environment.

Environmental Incident Classes:

Class 1 – Causes or has the potential to cause permanent environmental damage and results in remediation costs of >$100,000

Class 2 – Causes or has the potential to cause damage to the environment which can be rectified and in results in remediation costs of >$5,000 to $100,000

Class 3 – Causes or has the potential to cause damage to the environment which can be easily rectified and results in remediation costs of <$5,000

Table 7.1 Environmental Incident Management Procedure for Minor Hydrocarbon Spills

	Action	Responsibilities	Comments
1	Stop further leak	Person causing/ finding leak	If leak from drum take action to stop the leak. For example, roll drum so that leak area is uppermost. If leak from pipe close valve.
2	Inform Superintendant/Supervisor	Project Manager/ Supervisor	Stop human and vehicular traffic and isolate area.
3	Determine the magnitude and destination of the leak	Supervisor	For major spills on site or If spill has escaped off site contact the EMR immediately.
4	Form a barrier around leak/spill to contain	Project Manager/ Supervisor	Soil or sand can be utilised. Absorbent booms (usually provided within spill kits) are effective.
5	Empty the spill source	Project Manager/ Supervisor	Transfer fuel/ oil from failed container into another drum etc.
6	Place barriers around drains and outlets	Project Manager/ Supervisor	Seal drain entry points by blocking with sand bags or other available material.
7	Obtain oil spill kit and apply absorbent material	Project Manager/ Supervisor	Use 'absorbent' or equivalent.
8	Clean up and remove absorbent material to waste bin	Project Manager/ Supervisor	Either shovel or use bob cat loader for larger quantities.
9	Clean up surface soil by excavating	Project Manager/ Supervisor	Stockpile contaminated material in designated area. Validate remediation by sampling.
10	Inform Project Engineer and complete incident log	Project Manager/ Supervisor	Record incident and investigate.

Table 7.2 Environmental Incident Management Procedure for Impending Wet Weather

	Action	Responsibilities	Comments
1	Keep aware of weather conditions and impending significant storm events and inform all supervisors.	Project Manager/ Supervisor	Forecasts from Weather Bureau
2	Inspections to be undertaken of sediment control devices in critical areas	Supervisor	Assessment of their condition or status
3	Ensure silt fences/hay bales/ sandbagging repairs performed	Supervisor	Sediment build-up removed, controls in good condition.
4	Sumps to be able to function at full capacity and diversion drains are in place. All accumulated waters should be removed and properly disposed so that on-site storage capacities are maximised.	Supervisor	It should be assumed all surface water is contaminated. Onsite storage and removal of waters must be by licensed waste transport company, or in compliance with the conditions of a restricted wastewater acceptance approval issued by SA Water.
5	Ensure stockpiles are in a state of stability and not in a position to impact on public thoroughfares/watercourses	Supervisor	Sealed/covered with plastic, surrounded on low side with sediment fencing.
6	Ensure that hazardous substances storage areas/ bunds are in order	Supervisor	Stored appropriately
7	Ensure adequate supplies of control devices are on hand	Supervisor	Supplies sediment fencing/sandbags/hay bales.
8	Personnel to be on hand for emergency work during storm event	Supervisor	Pumping of excavations, handling of excess potentially contaminated surface water.

7.2 Notification

In the event that an incident has caused, is causing, or is likely to cause material or serious environmental harm, whether the harm occurs on or off the site, the construction team will follow the procedure in dealing with environmental incidents (Figure 7.1).

In addition to notifying key government agencies in accordance with the procedure detailed in Figure 7.1 the Project Manager and EMR will also liaise closely to ensure Peregrine, the EPA and any other responsible agencies are kept well informed.

Key emergency contacts are provided in Table 7.3 below.

Table 7.3 Emergency Contacts List

Organisation	Name	Number(s)
Superintendent (TBA)		
Project Manager (TBA)		
Site Foreman (TBA)		

Organisation	Name	Number(s)
EMR		
SA EPA/Emergency (After Hours)	Pollution Line	1800 623 445
SA Police		000 Mobile 112
Adelaide Metropolitan Fire Brigade		000 Mobile 112
SA Ambulance Services		000 Mobile 112
Poisons Information		131 126
Nearest Hospital	Flinders Private Hospital	08 8275 3333
Local contractor services (e.g. waste collection, spill clean up)	Transpacific Industries	08 8344 0900

7.2.1 Incident Investigation and Reporting

All incidents will be documented, investigations conducted and action plans established in order that the event does not occur again.

Where lessons are learnt from the investigation or current procedures are identified as being ineffective, the CEMP, and any associated documentation, will be revised by the EMR, or their nominated delegate, to include the improved procedures or requirement.

In complying with EPA's expectations regarding incident reporting, an environmental investigation report is expected to include the following basic elements:

- incident or activity that has caused contamination or environmental harm
- nature of contamination and chemicals of concern
- area affected (on or off site)
- aspects of the environment affected
- any other relevant information.

Further to this, an environmental investigation will also include:

- identifying and implementing the necessary corrective action
- identifying the personnel responsible for carrying out the corrective action
- implementing or modifying controls necessary to avoid a repeat occurrence of the incident
- recording any changes in written procedures required.

All Incident Investigation reports and associated documentation will be forwarded to Peregrine and the EMR. The findings, outcomes and corrective actions required will be communicated back to the construction team as to the outcomes of lessons learnt.

8. COMPLIANCE

8.1 Environmental Monitoring, Inspections and Auditing

8.1.1 Site Checklists

The site Foremen and/or Superintendents will be required to track activities on the construction site. Information recorded will include, but not be limited to:

- the general conditions on the site including weather conditions and status of environmental controls
- activities carried out on the site.

8.1.2 Environmental Site Inspection Checklist

The effectiveness of environmental protection measures will be assessed from time to time by Superintendents, or their nominated delegate, unless otherwise specified. The purpose of the checklist is to:

- provide a surveillance tool to ensure that safeguards are being implemented
- identify where issues might be occurring
- facilitate the early resolution and action of issues.

Any actions that are identified in these site inspections and recorded on these checklists are prioritised. The checklist will remain “open” until:

- the issue has been resolved / closed out
- a new or revised procedure has been established and implemented
- training has been provided to relevant personnel/ sub-contractors.

8.2 Environmental Monitoring

Environmental monitoring will involve monitoring the CEMP to assist in the auditing of safeguard measures to ensure they achieve their objectives and to facilitate modification where necessary.

Monitoring would address the following aspects:

- air quality monitoring
- water quality
- erosion and sediment control
- implementation of Construction Method Statements (CMS)
- wastes and hazardous substances.

8.2.1 Monitoring Technique and Frequency

Monitoring programs developed for the project (including sample collection, analysis and documentation) will be compliant with those standards specified in Section 3.2. Monitoring may include the collection of soil samples (stockpiles, UST/triple interceptor pit excavations, sediment traps or whenever odorous soils are encountered), water samples (storm water, perched groundwater) or simply visual inspection and vapour (head space) measuring.

Irrespective of the type of monitoring conducted, the results will be used to identify potential or actual problems arising from construction processes. Where monitoring methods permit, results will be obtained at the time of the assessment and analysed by the EMR.

Generally, monitoring by the EMR will be undertaken on an as needs basis, and may include but not be limited to the following specific tasks/events:

- removal of concrete hardstand around existing monitoring wells
- decommissioning of any wells
- any deep excavations (assessment of soil condition and vapour issues)
- prior to off-site disposal of any surplus soils (stockpiled or direct loaded)
- after any significant rain events (surface water and erosion control).

8.2.2 Monitoring Non-Conformances

Where a non-conformance is detected or monitoring results are outside of the expected range:

- The results will be analysed by the Environmental Management Representative in more detail with the view of determining possible causes for the non-conformance.
- A site inspection will be undertaken by the Project Manager or EMR.
- Relevant personnel will be contacted and advised of the situation.
- An agreed action plan will be identified, or an action will be implemented to rectify the problem.
- The EMR, or their delegate, will notify the EPA should this be a requirement of the Environmental Authorisation.

An Environmental Incident Report (EIR) or an Environmental Improvement Notice (EIN) may be issued by the Project Manager/EMR to the non-conforming party in response to the problem if it is found to be construction related. The timing for any improvement will be agreed between the Project Manager and the EMR based on the level of risk. For example, a significant risk will require immediate action.

9. REVIEW AND IMPROVEMENT OF CEMP

The EMR will review the CEMP and its operation and implementation from time to time. Between the reviews, a register of issues will be maintained to ensure that any issue raised by internal and external personnel associated with any Peregrine construction project are recorded for later inclusion into the CEMP. The purpose of the review is to ensure that the system is meeting the requirements of the standards, policies and objectives and, if not, to amend the CEMP to facilitate continuous improvement. A report will be provided to Peregrine with any recommendations for change to the system. The review will consider:

- client's comments;
- site personnel comments;
- authority comments;
- audit findings;
- environmental monitoring records;
- complaints;
- details of corrective and preventative actions taken;
- environmental non-conformances;
- incident reports;
- changes in organisation structures and responsibilities;
- the extent of compliance with objectives and targets; and
- the effect of changes in Standards and Legislation.

The EMR will review the various policies and objectives and approve any changes in consultation with Peregrine.

10. LIMITATIONS

Fyfe has prepared this CEMP for the use of Peregrine Corporation, in accordance with the usual care and thoroughness of the consulting profession. It is based on generally accepted practices and standards at the time it was prepared. No other warranty, expressed or implied, is made as to the professional advice included in this report.

The methodology adopted and sources of information used by Fyfe are outlined in this report. Fyfe has made no independent verification of this information beyond the agreed scope of works and Fyfe assumes no responsibility for any inaccuracies or omissions. No indications were found during our investigations that information contained in this report as provided to Fyfe was false.

This CEMP is based on the information provided by Peregrine Corporation and reviewed at the time of preparation. Fyfe disclaims responsibility for any changes that may have occurred after this time. This CEMP should be read in full. At the time of writing the CEMP Fyfe was not engaged as the EMR. No responsibility is accepted for use of any part of this CEMP in any other context or for any other purpose or by third parties. This CEMP does not purport to give legal advice. Legal advice can only be given by qualified legal practitioners.

Environment Protection Authority
www.epa.sa.gov.au

EPA South Australia
GPO Box 2607 Adelaide SA 5001
250 Victoria Square Adelaide SA
T (08) 8204 2000 F (08) 8204 2020
Country areas 1800 623 445

EPA Reference: 33924

11 November 2016

Mr Daniel Pluck
Planning Officer
Development Assessment Commission
GPO Box 1815
ADELAIDE SA 5001

Dear Mr Pluck

ADVICE FOR REGARD - Activity of Environmental Significance

Development Application No.	080/E021/16
Applicant	Shahin Enterprises Pty Ltd T/a Peregrine Corporation
Location	A7 FP151162, A8 FP151163, Hundred Adelaide, 1 Main Road, Belair SA 5052.
Activity of Environmental Significance	Schedule 8 Item 10(b); Schedule 21 Item
Proposal	Demolition of existing structures and construction of petrol filling station with associated car wash facility, co branded drive through facilities, signage, landscaping and car parking.

Decision Notification	A copy of the decision notification must be forwarded to: Client Services Officer Environment Protection Authority GPO Box 2607 ADELAIDE SA 5001

I refer to the above development application forwarded to the Environment Protection Authority (EPA) in accordance with Section 37 of the *Development Act 1993*. The proposed development involves an activity of environmental significance as described above.

The following response is provided in accordance with Section 37(4)(a)(i) of the *Development Act 1993* and Schedule 8 Item 10(b) of the *Development Regulations 2008.*

In determining this response the EPA had regard to and sought to further the objects of the *Environment Protection Act 1993*, and also had regard to:

- the General Environmental Duty, as defined in Part 4, Section 25 (1) of the Act; and
- relevant Environment Protection Policies made under Part 5 of the Act.

Please direct all queries relating to the contents of this correspondence to Michael Guy on telephone (08) 82042129 or facsimile (08) 81244673 or email Michael.Guy@epa.sa.gov.au.

THE PROPOSAL

It is proposed to demolish an existing petrol station at the site and construct a new integrated service station complex comprising:

- new control building
- fuel infrastructure (including two 70,000 litre underground fuel tanks)
- one automatic car was facility, three manual car wash bays and one vacuum bay
- car parking
- fast food and drive through facilities
- landscaping, and
- associated signage.

SITE DESCRIPTION

The site of the proposed development is described as 1 Main Road, Belair on Certificates of Title Volume 5705 Folio 90 and Volume 5715 Folio 788.

The site is located within the Neighbourhood Centre Zone of the Mitcham Council Development Plan (consolidated 19 February 2015.

CONSIDERATION

The 'Discussion Relating to Advice' and 'Advice' sections of the following response are provided in accordance with Section 37(4)(a)(I) of the *Development Act 1993* and Schedule 8 Item 10(b) of the *Development Regulations 2008.*

As per Schedule 21 1(3) of the *Development Regulations 2008,* the referral trigger to the EPA for assessment is for petroleum storage purposes. Therefore, the EPA has only provided an assessment of the potential environmental impacts associated with the proposed petroleum storage activity.

The 'Other Comments' section is provided to assist the relevant authority undertake an environmental assessment of those parts of the application outside the scope of the activity of environmental significance that triggered the referral to the EPA.

ENVIRONMENTAL ISSUES

DISCUSSIONS RELATING TO ADVICE

Separation Distances

The EPA's *Evaluation distances for effective air quality and noise management* (August 2016)

recommends an evaluation distance of 200 metres between a service station/retail outlet (operating 24 hours a day which is not on a highway/freeway) and a sensitive receiver (i.e. dwelling). This publication is available at: http://www.epa.sa.gov.au/files/12193_eval_distances.pdf

Sensitive receivers (dwellings) are located approximately 20 metres to the north (on other side of Main Road) and south east (on other side of Russell Street) from the subject site, which is within the recommended evaluation distance of 200 metres. As such, air quality impacts are discussed further below. As the referral trigger to the EPA relates to petroleum storage, noise impacts are discussed in the 'Other Comments' section below.

Air Quality

Petrol vapour emissions at retail petrol stations are a significant and growing source of air pollution in South Australia. Emissions of volatile organic compounds contribute to air pollution and are emitted from storage systems holding hydrocarbon (other than diesel and LPG), as well as from tanker deliveries.

Vapour recovery systems are designed to reduce petrol emissions into the atmosphere from underground storage systems. As a minimum, the EPA recommends that a Stage 1 vapour recovery system be fitted to underground storage tanks, including underground storage tank vent pipes being fitted with a pressure vacuum relief valve to minimise loss during the unloading and storage of fuel. The EPA is satisfied that the applicant proposes to install a Stage 1 vapour recovery system and a condition has been advised in this regard.

For further information, please refer to the NSW Department of Environment, Climate Change and Water document *Standards and Best Practice Guidelines for Vapour Recovery at Petrol Service Stations*, which can be found at:
http://www.environment.nsw.gov.au/resources/air/vapourecov09758.pdf

Water Quality

Potentially contaminated stormwater runoff can be generated at petrol stations from hard surfaced forecourt areas that include refuelling areas, footpaths, parking and loading zones and other trafficable areas. Following the installation of the in-ground fuel tanks, all trafficked areas are proposed to be hard surfaced using either bitumen, concrete or other impervious material. This is satisfactory to the EPA and a condition has been advised in this regard.

The fuel storage tanks are proposed to consist of double-walled fibreglass tanks. Automatic tank gauging would be utilised to automatically detect discrepancies in the levels of the tanks. In conjunction, all fuel lines between the tanks and dispensers are proposed to be doubled walled and fitted with a pressure leak detection system. In the event of a fuel leak, the lines would lose pressure and immediately signal an alarm which must be promptly investigated. This is satisfactory to the EPA and conditions are advised in this regard.

All run-off (including spillages) within the 'high risk' area (located under the canopy), namely the refuelling and fuel delivery area (fuel fill points), would be bunded and directed to a blind tank (with a capacity exceeding 10,000 litres) which would be fitted with an alarm and emptied by contractors as required. This is satisfactory to the EPA and a condition is advised in this regard.

Any material, including sludge and oily waste collected within the blind tank is considered waste and must be removed as necessary by an EPA licensed waste transporter to an appropriate waste facility. A condition is advised in this regard.

To minimise the entry of clean stormwater within the bunded area, the forecourt canopy has been designed to extend beyond the bunded area by one metre for every three metres of canopy height. This is satisfactory to the EPA and a condition is advised in this regard.

The proposed fuel storage methods and protection measures for minimisation and/or detection of leakage are satisfactory to the EPA. Conditions have been advised in this regard.

Site Contamination

A CEMP (*Construction Environment Management Plan, On The Run Belair Service Station, 1 Main Road, Belair SA* prepared by Fyfe Pty Ltd, ref 80017-23-1 Rev A, dated 24 May 2016) was submitted with the application and addresses the mitigation or minimisation of environmental impacts during the construction phase.

The EPA does not hold any information in relation to the site contamination at the site. The CEMP details that no environmental assessment reports in relation to site contamination were provided to the consultant who prepared the CEMP.

The EPA is satisfied that the CEMP appropriately identifies the issues likely to arise from the site works and indicates the control measures that would be put in place to mitigate and/or manage those issues. The EPA recommends conditions in relation to the following:

- undertake the development in accordance with the CEMP, which includes the removal and disposal of underground storage systems (USS) in accordance with relevant standards and guidelines; and
- engage a suitably qualified and experienced site contamination consultant to implement the CEMP, and to:
    - manage and dispose of contaminated soil in accordance with EPA and other relevant guidelines; and
    - validate the USS excavations in accordance with the *National Environment Protection (Assessment of Site Contamination) Measure 1999* (as amended 2013) and relevant EPA guidelines prior to backfilling or replacement of USS.
- provide a copy of the validation report for the USS excavations to the Development Assessment Commission and the EPA prior to occupancy of the re-developed site.

If, in carrying out the activity, contamination is identified which poses actual or potential harm to the health or safety of human beings or the environment that is not trivial, taking into account the land use, or harm to water that is not trivial, the applicant may need to remediate the contamination in accordance with EPA guidelines. A note in this regard is advised.

In addition, if at any stage contamination is identified which poses actual or potential harm to water that is not trivial, a notification of contamination which affects or threatens groundwater (pursuant to section 83A of the *Environment Protection Act 1993*) must be submitted to the EPA. A note is advised in this regard.

OTHER COMMENTS

Stormwater falling in 'lower risk' areas

'High risk' areas are defined as the area under the canopies where refuelling takes place and is discussed in detail above. 'Lower risk' areas are defined as all other hard surfaced areas used for short term car parking for the convenience store etc.

Stormwater falling in the 'lower risk' areas are proposed to be captured on-site and directed to Council infrastructure via a gross pollutant trap. The EPA acknowledges that this represents a lesser risk than the fuel dispensing area. However, vehicles may drive through the 'high risk' areas and potentially track/deposit hydrocarbons into the 'lower risk' areas. Therefore, Council is advised that untreated stormwater from 'lower risk' areas may still divert potentially contaminated material directly into the stormwater system.

Waste

Dedicated waste facilities should be provided for general waste and rubbish collection associated with the visitation of vehicles to the site. Such containers should not be used for the containment or storage of any toxic material, chemicals, solvents, liquids or sludge.

It is suggested that the planning authority consider applying the following conditions to ensure the appropriate management of waste:

- Dedicated rubbish containers must be provided for the collection of all solid waste material generated at the site.
- All containers used to store waste must be:
  - covered at all times to prevent the entry of stormwater or wind dispersal;
  - sealed to prevent leakage;
  - not used for toxic materials, chemicals, solvents, any liquids or sludge; and
  - located on hard stand areas.

Noise

Integrated service station complexes comprise many varied noise sources, including the following:

- cars and trucks entering, operating within and leaving the premises;
- the closing of vehicle doors and customer voices;
- fuel deliveries and rubbish collection;
- operation of fixed plant equipment (including refrigeration and air conditioning plant); and
- fast food facilities (including drive through).
- car wash and vacuuming facilities

An Environmental Noise Assessment (by Sonus, reference S4928C1, dated 6 June 2016) was submitted that addresses noise impacts from the proposed development.

As the referral category for this development application specifically relates to 'petroleum storage', the EPA has not undertaken a noise assessment.

The planning authority is advised to consider this report and its recommendations prior to making a decision on the development application, particularly given there are nearby dwellings (approximately 20 metres) and the proposed facility would operate 24 hours, seven days a week. The planning authority should be satisfied that the proposed development would comply with the *Environment Protection (Noise) Policy 2007.*

CONCLUSION

There is an inherent risk of contamination of water resources and air pollution from retail service stations and care must be taken to ensure the construction and ongoing management of the site is undertaken in an environmentally sensitive manner. Provided the following conditions are included on any subsequent approval, the EPA considers the activity of 'petroleum storage' at the site would not result in unacceptable air quality, water quality or site contamination/construction impacts.

ADVICE

The planning authority is advised to attach the following conditions to any approval:

1. Construction activities must be undertaken in accordance with the *Construction Environment Management Plan, On The Run Belair Service Station, 1 Main Road, Belair SA* prepared by Fyfe Pty Ltd, ref 80017-23-1 Rev A, dated 24 May 2016.
2. The applicant must engage a suitability qualified and experienced site contamination consultant to implement the *Construction Environment Management Plan, On The Run Belair Service Station, 1 Main Road, Belair SA* prepared by Fyfe Pty Ltd, ref 80017-23-1 Rev A, dated 24 May 2016, and to
    a. manage and dispose of contaminated soil in accordance with EPA and other relevant guidelines;
    b. validate the Underground Storage Systems (USS) excavations in accordance with the *National Environment Protection (Assessment of Site Contamination) Measure 1999* (as amended 2013) and relevant EPA guidelines prior to backfilling or replacement of USS (this must include the preparation of a validation report).
3. A copy of the validation report for the underground storage systems (USS) excavations must be provided to the Development Assessment Commission and the EPA prior to occupancy of the redeveloped site.
4. The forecourt canopy must be designed to extend beyond the bunded area by one metre for every three metres of canopy height to minimise the entry of clean stormwater.
5. All fuel storage tanks (apart from diesel and LPG) must be fitted with a Stage 1 vapour recovery system (which includes the underground storage tank vent pipes being fitted with a pressure vacuum relief valve) that directs the displaced vapours back into the tank during filling.
6. All underground fuel storage tanks must be double-walled fibreglass tanks and fitted with an Automatic Tank Gauging (ATG) system to monitor tank levels and detect leaks.
7. All fuel lines between the tanks and dispensers must be doubled walled and fitted with a pressure leak detection system. In the event of a fuel leak, the lines must lose pressure and immediately signal an alarm which must be promptly

investigated.

8. Following the installation of the in-ground fuel tanks, all trafficked areas must be hard surfaced using either bitumen, concrete or other impervious material.
9. All run-off (including spillages) from hard paved areas in the refuelling and fuel delivery area must be bunded and diverted to a blind tank (with alarm) with a capacity exceeding 10,000 litres.
10. Any material including sludge and oily residue collected within the blind tank is considered waste and must be removed by an EPA licensed waste transporter to a licensed waste depot authorised to receive such waste.

The following notes provide important information for the benefit of the applicant and are requested to be included in any approval:

- The applicant is reminded of its general environmental duty, as required by Section 25 of the *Environment Protection Act*, to take all reasonable and practicable measures to ensure that the activities on the whole site, including during construction, do not pollute the environment in a way which causes or may cause environmental harm.
- If, in carrying out the activity, contamination is identified which poses actual or potential harm to the healthy or safety of human beings or the environment that is not trivial, taking into account the land use, the applicant may need to remediate the contamination in accordance with EPA guidelines.
- If, at any stage, contamination is identified which poses actual or potential harm to water that is not trivial, a notification of contamination which affects or threatens groundwater (pursuant to section 83A of the *Environment Protection Act 1993*) mist be submitted to the EPA.
- EPA information sheets, guidelines documents, codes of practice, technical bulletins etc can be accessed on the following web site: http://www.epa.sa.gov.au

Yours faithfully

Courtney Stollznow
Delegate
ENVIRONMENT PROTECTION AUTHORITY

In reply please quote 2016/00198/01*, Process ID:* 424498
Enquiries to Matthew Henderson
Telephone 0419 747 010
Facsimile (08) 8226 8330
E-mail dpti.luc@sa.gov.au

Government of South Australia
Department of Planning, Transport and Infrastructure

SAFETY AND SERVICE – Traffic Operations

GPO Box 1533
Adelaide SA 5001

Telephone: 61 8 8226 8222
Facsimile: 61 8 8226 8330

ABN 92 366 288 135

31/08/2017

State Commission Assessment Panel
C/- Mr Daniel Pluck
Department of Planning, Transport and Infrastructure
GPO Box 1815
ADELAIDE SA 5001

Dear Mr Pluck,

SCHEDULE 8 - REFERRAL RESPONSE

Development No.	080/E021/16
Applicant	Shahin Enterprises Pty Ltd T/A Peregrine Corporation
Location	1 Main Road, Belair
Proposal	Demolition of existing structures and construction of a petrol filling station with associated car wash facility, co-branded drive through facilities, signage, landscaping and car parking

I refer to the above development application forwarded to the Safety and Service Division of the Department of Planning, Transport and Infrastructure (DPTI) in accordance with Section 37 of the *Development Act 1993*. The proposed development involves development adjacent a main road as described above.

The following response is provided in accordance with Section 37(4)(b) of the *Development Act 1993* and Schedule 8 of the *Development Regulations 2008*.

THE PROPOSAL

The application seeks approval for the redevelopment of an existing service station. The subject site is bounded by Main Road, Russell Street and Sheoak Road, all of which are arterial roads under the care, control and management of DPTI.

Main Road, Russell Street and Sheoak Road are identified as Peak Hour Routes, with Main Road and Sheoak Road also identified as Major Cycling Routes, under DPTI's *"A Functional Hierarchy for South Australia's Land Transport Network"*. The adjacent section of Main Road carries approximately 6,000 vehicle per day, the adjacent section of Russell Street carries approximately 12,400 vehicles per day and the adjacent section of Sheoak Road carries approximately 2,300 vehicles per day. The posted speed limit on the adjacent sections of Main Road, Russell Street and Sheoak Road is 60 km/h.

SSD has undertaken extensive liaison with the applicant and their traffic consultant since referral of the application. These discussions have revolved around a number of themes, including:

- The department's future plans for the Main Road/Russell Street junction and any potential for impact on the proposed development.

- The location of and turning movements available at the Russell Street access point.

- The management of internal traffic flows adjacent the Main Road ingress.

CONSIDERATION

Main Road/Russell Street Junction

The department has a short/medium term proposal to convert the Main Road/Russell Street junction to a roundabout to improve road safety and traffic flow. This was flagged in the Road Management Plan for Main Road and Shepherds Hill Road released in February 2015. As a result of the proposed roundabout, SSD has advised that some alterations to site access and infrastructure are likely to be required to maximise road safety at this location. These would include:

- Removing the existing exit to Main Road. In lieu of this, a two-way access could be installed around the location of the existing ingress from Main Road.

- Restricting the Russell Street access to left in and left out movements only, and locating the access as far as possible from the Main Road/Russell Street corner.

- Relocating the pylon sign at the Main Road/Russell Street corner to accommodate the land required for the upgrade and maximise sightlines across the corner.

However, given that the possible upgrade of the Main Road/Russell Street junction is not currently funded, SSD is prepared for the status quo to remain at the Russell Street access in terms of the movements available at the access, and for the development to be constructed as proposed.

Access

Russell Street Access

In addition to the changes identified as likely to be required to accommodate the proposed roundabout, SSD has concerns regarding the ongoing safety of right turn movements into the Russell Street access point. Whilst, consistent with the above, SSD is prepared for right turn movements to remain as per the current status quo for the time being, should road safety concerns arise, the department reserves the right to make alterations to Russell Street and in doing so prevent right turn movements to/from the site.

Should the applicant require right turns to be retained in such a scenario or post-installation of a roundabout at the Main Road/Russell Street junction, the department is prepared to consider the installation of a solid channelised right turn treatment within Russell Street to provide right turn ingress movements. All costs associated with this would be borne by the applicant. It should be noted that right turn egress movements will not be provided in this scenario as good circulation will be available via Main Road.

Main Road Access

SSD has raised concerns regarding the number of potentially conflicting traffic flows adjacent the Main Road entry. The applicant has considered these concerns and made some minor amendments to the proposal in an effort to address these concerns, primarily in the form of some line marking adjacent the car wash exit to encourage vehicles to prop prior to entering the access area and give an opportunity

for those vehicles to sight entering vehicles. Whilst SSD would have preferred more comprehensive design solutions to be implemented, SSD is prepared to tolerate the proposed layout. Some amendments to the internal kerbline, providing a landscaped protuberance in a teardrop island shape adjacent the Main Road entry would also be beneficial to improve the angle of exit from the car wash area.

Sheoak Road Access

The development proposes an egress to Sheoak Road which is located at the end of a bay of 90 degrees on-street parking. Whilst SSD does not object to the egress itself, cars parked within these bays will obscure sightlines at the exit. Furthermore, these parks result in undesirable reversing movements that are likely to result in vehicular conflict on Sheoak Road. Accordingly, it is recommended that this area of on-street parking be removed and reinstated with kerb, gutter and footpath to Council specification.

Internal Manoeuvring and Car Parking

The applicant has provided turn paths that demonstrate a 19 metres semi-trailer can circulate within the site for the purpose of undertaking fuel deliveries, an 8.8 metres service vehicle can undertake refuse collection and a B99 passenger vehicle can utilise all fuel pumps in addition to the drive-through lane. All vehicles are able to enter and exit the site in a forward direction.

The State Commission Assessment Panel should be satisfied that the number of car parks is sufficient to service the proposed use and that all on-site car parking complies with *AS/NZS 2890.1:2004* and *AS/NZS 2890.6:2009*. On-site commercial vehicle manoeuvring areas should be consistent with *AS 2890.2:2002*.

Signage Assessment

The application proposes to install illuminated signage to the fascia of the building, on the canopy and in the form of three new pylon signs. The fuel price boards are proposed to incorporate LED screens for the fuel prices.

Signage adjacent to arterial roads can present a risk of distraction to motorists, conflict with traffic signals and interfere with driver sightlines. DPTI has released the *"Advertising Signs - Assessment Guidelines for Road Safety"* (August 2014) publication to assist with the review and assessment of advertising signs abutting the arterial road network.

Although SSD considers that the signage has minimal potential to impact on passing motorists, SSD recommends the use of white LEDs on a black background for the fuel price boards as this will minimise the likelihood of confusion for motorists and maximise legibility of the fuel prices. In view of the above, provided that SSD's recommendations are adhered to, the introduction of the LED price boards is not expected to result in a reduction in road safety on or adjacent the arterial roads.

Metropolitan Adelaide Road Widening Plan

This site is affected by requirements shown on the Metropolitan Adelaide Road Widening Plan from the Main Road and Russell Street and Sheoak Road frontages of the site for possible future upgrading of the adjacent road network. The Plan shows that a strip of land up to 12.0 metres in width may be required from the Sheoak Road frontage. The Plan also shows that an additional strip of land up to 4.5 metres in width may be required from the Main Road, Russell Street and Sheoak Road frontages, together with corner cut-offs. The consent of the Commissioner of Highways under

the Metropolitan Adelaide Road Widening Plan Act is required to all new building works located on or within 6.0 metres of the possible requirements.

ADVICE

SSD does not object in-principle to the proposed development. Accordingly, SSD recommends the planning authority attach the following conditions to any approval given in order to maximise road safety:

1. Access to serve the development shall be located, designed and constructed in general accordance with site plan 14/JN1186/sk01g dated 16.11.16. A landscaped protuberance shall be provided adjacent the Main Road entry to improve the angle of exit from the car wash area.

2. Any obsolete sections of crossover along the adjacent roads shall be closed and reinstated to Council standard kerb and gutter at the applicant's expense prior to operation of the development.

3. The 90 degrees on-street parking adjacent the Sheoak Road frontage of the site shall be removed and reinstated with kerb, gutter and footpath/verge to Council specification at the applicant's expense prior to operation of the development.

4. Line marking and/or signage shall be provided to reinforce the desired traffic flow to, from and through the site.

5. All servicing of the site by heavy vehicles shall be undertaken outside of peak trading periods and peak traffic periods in order to minimise the potential for vehicular conflict on/adjacent to the abutting arterial roads.

6. The largest vehicle permitted to access the development shall be a 19.0 metres semi-trailer.

7. All vehicles shall enter and exit the site in a forward direction.

8. All car parking facilities shall be designed and constructed in accordance with *AS/NZS 2890.1:2004* and *AS/NZS 2890.6:2009*.

9. All heavy vehicle manoeuvring areas shall be consistent with *AS 2890.2:2002*.

10. The pylon signs shall be located so as to not encroach on the sight triangles shown in *AS/NZS 2890.1:2004 Figure 3.3 Minimum Sight Lines for Pedestrian Safety*.

11. The signs shall not contain any element of LED or LCD display, except for the fuel prices, which shall be limited to static white text on a black background only.

12. No element of the signs shall flash, scroll, move or change, with the exception of the fuel prices, which may change on an infrequent basis.

13. The change of fuel prices shall be instantaneous (i.e. less than 0.1 seconds).

14. The operational system for any electronic signage on the site shall incorporate an automatic error detection system which will turn the display off or to a blank, black screen should the screen or system malfunction.

15. The illuminated pylon sign shall not be permitted to operate in such a manner that could result in impairing the ability of a road user by means of high levels of

illumination or glare. The following luminance levels shall be incorporated into an automatic stepped dimming system:

Ambient Conditions	Sign Illuminance Vertical Component (Lux)	Sign Luminance (Cd/m^2) Max
Sunny Day	40000	6300
Cloudy Day	4000	1100
Twilight	400	300
Dusk	40	200
Night	<4	150

16. All other illuminated signage shall be limited to a low level of illumination so as to minimise distraction to motorists (≤ $150cd/m^2$).

17. The surface of the signs shall have an effective anti-reflection coating to avoid the possibility of specular reflection.

18. Any stormwater run-off shall be collected on-site and disposed of safely without jeopardising the safety of the adjacent arterial roads. Any alterations to the existing road drainage infrastructure as a result of this development shall be at the expense of the applicant.

The following note provides important information for the benefit of the applicant and is required to be included in any approval:

- This site is affected by requirements shown on the Metropolitan Adelaide Road Widening Plan from the Main Road, Russell Street and Sheoak Road frontages of the site for possible future upgrading of the adjacent road network. The Plan shows that a strip of land up to 12.0 metres in width may be required from the Sheoak Road frontage. The Plan also shows that an additional strip of land up to 4.5 metres in width may also be required from the Main Road, Russell Street and Sheoak Road frontages, together with corner cut-offs. The consent of the Commissioner of Highways under the Metropolitan Adelaide Road Widening Plan Act is required to all new building works located on or within 6.0 metres of the possible requirements. The attached consent from should be completed by the applicant and forwarded to DPTI, with three copies of the approved plans.

Yours sincerely,

MANAGER, TRAFFIC OPERATIONS

For **COMMISSIONER OF HIGHWAYS**

A copy of the decision notification form should be forwarded to dpti.developmentapplications@sa.gov.au

18 October 2017

Tim Pride
080/E021/16 080/1416/2016

Chairperson
Development Assessment Commission
G P O Box 1815
ADELAIDE SA 5001

ATTENTION: DANIEL PLUCK

Dear Daniel

DEVELOPMENT NO:	**080/E021/16** 080/1416/2016
APPLICANT:	**Shahin Enterprises Pty Ltd**
PROPOSAL:	**DEMOLITION OF EXISTING STRUCTURES AND CONSTRUCTION OF PETROL FILLING STATION WITH ASSOCIATED CAR WASH FACILITY, CO BRANDED DRIVE THROUGH FACILITIES, SIGNAGE, LANDSCAPING AND CAR PARKING**
SUBJECT LAND:	**1 Main Road BELAIR 5052**

Pursuant to Section 33(1) of the *Development Act 1993* and Regulation 38(2) of the *Development Regulations 2008*, Council has reviewed the application and prepared a response for your consideration.

Council has no objection to the demolition of the existing structures on the site and the construction of a new petrol filling station and association control building and drive through shop. The construction of the car wash station is considered acceptable with the inclusion of the acoustic fence along the northern boundary.

The proposal also requires the removal of two street trees. Council has no objection to removal of the trees with all associated cost to be paid by the applicant. Council advises the removal and replacement of the two trees will cost $1331. If the application is approved the applicant will need to contact Council on 8372 8888 to arrange for Council to remove the trees.

Control Building

Council has no objection to the overall size and appearance of the control building. The building is considered to be of a reasonably high design standard to complement

131 Belair Road
Torrens Park SA 5062

Street Address:
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Mitcham Shopping Centre
mitcham@mitchamcouncil.sa.gov.au
Torrens Park SA 5062
www.mitchamcouncil.sa.gov.au

Postal Address:

Fax: (08) 8372 8101

the locality and is appropriately set off the boundaries to allow for landscaping to screen the site. The inclusion of a 1.5 metre high fence to the northern boundary adjacent the control building will minimise noise impacts from the driveway through service area.

Stormwater

Council stormwater requirements for development sites of this nature are to ensure that post development stormwater flows do not exceed pre development flows and to maintain the existing capacities if the surrounding stormwater system.
These requirements have not been clearly demonstrated in this instance of which Council request that the following stormwater criteria be incorporated into the civil stormwater calculations as follows :-

- Suitable stormwater management techniques including detention systems must be designed to reduce the post development flows to the equivalent flow derived from an effective run-off coefficient of 0.25 for a 5 year ARI event, and 0.45 in a 100 year ARI event. In addition for the 5 year ARI event, the peak outflow from the detention system must be checked to ensure the outflow after 90 minutes for the critical storm duration from the detention system is not greater than the flow that would arise from a 90 minute storm based on a predevelopment catchment with a 0.25 runoff coefficient. Should this flow be larger, then the detention volume must be further increased to reduce the outflow to this undetained 0.25 runoff coefficient level. The directly connected time of concentration must be appropriate for the development as described in “Australian Rainfall & Runoff” Volume 1.
- A “Limited Out Flow” from the development must be achieved by incorporating into the stormwater drainage design, measures for either On-site Stormwater Retention (OSR) and/or On-Site Stormwater Detention (OSD).
- The “Limited Out Flow” from the development may be discharged to either Council infrastructure or to an area for On-Site Stormwater Retention (OSR) within the property (landscape area, soakage trench, etc.).
- Stormwater that is retained on-site (OSR) by utilising landscaped areas within the property, soakage trenches, or additional tank storage, must be contained within the site. Stormwater resulting from a storm, up to and including a 20 year ARI, must not flow or discharge onto land of adjoining owners, lie against any building or create insanitary conditions.
- Detention tank capacity must be in addition to any proposed rainwater storage tanks for domestic supply or On-site Stormwater Retention.
- The stormwater design for the development must be certified by a “Charted Professional Engineer” in the field of stormwater management.
- The maximum stormwater discharge rate to the street water table, from any single outlet, must be limited to 20 litres per second, with a maximum discharge velocity of 2 metres per second.
- Stormwater sump / pumps must be fitted with an external power plug to enable alternative power supply in the case of emergencies

Access

The proposed "drive thru" egress to Sheoak Road whilst having clear vison in either direction of approaching vehicles does not clearly delineate the location of the crossover which may result in vehicle conflict for movements to the on street car parks or adjoin business premises, therefore :-

- The "drive thru" egress from the development site to Sheoak Road is to be clearly delineated with appropriate line marking to eliminate any possible vehicle confrontations.

Taking into consideration that it is intended to close the existing two crossovers to the site from Sheoak Road, there is an opportunity to provide a safe and convenient pedestrian footpath to coincide with the kerb reinstating.

- The applicant to liaise with the City of Mitcham staff with the view of providing a 1.5 metre minimum width pedestrian footpath adjacent to Sheoak Road to coincide with the closure of crossover and reinstating of the kerb profile

Carwash

Council has no concerns in regards to the built form of the car wash buildings. Council notes whilst the petrol filling station was granted approval to operate 24 hours a day in application 080/1686/2000 the following condition was included limited the hours of use of the carwash

- *The carwash shall not be operated between midnight and 6 am.*

Given the inclusion of the 2.5 metre acoustic fence along the Sheoak Road frontage, the proposal to operate the car wash 24 hours a day the proposal will have minimal impact on the locality.

Water Management

The application does not have enough detail with respect to mitigation of potential environmental impacts

With respect to implementation of a compliant solution to prevent future discharges of pollution it is recommended proponent engage a licensed and qualified plumber to seek advice on an SA Water and SA EPA compliant tailored solution.

If trade waste is generated from car wash and is discharged to the sewer then an "Authorisation for Trade Waste is required. It is recommended that the applicant provide additional information to show/explain how the following SA EPA and SA Water guidelines will be met as part of the application:

- Assessment of Petrol Stations
  www.epa.sa.gov.au/files/11117_planning_petrolstations.pdf

- Assessment of Underground storage Systems – SA EPA
  www.epa.sa.gov.au/files/4771278_guide_uss.pdf

- SA EPA Storm water Management for Wash Bays Guideline
  www.epa.sa.gov.au/files/7593_water_wash.pdf

- Authorizations for Trade Waste
  https://www.sawater.com.au/business/trade-waste/authorisations-for-trade-waste-discharge

- SA Water Vehicle Washing Trade Waste Guideline

  https://www.sawater.com.au/__data/assets/file/0010/11431/VehicleWashing.pdf

- SA Water Trade Waste Bunding and Blind Tank Guideline
  http://www.sawater.com.au/__data/assets/file/0019/11395/Bundingandblindtanks.pdf

Lighting

Council notes that the proposed lighting is within the requirements of AS 4282 1997. Therefore Council has no objection in regards to the proposed lighting.

Signage

Council has no objection to either of the proposed signage on the control building or the canopy. However there are no details regarding the illuminated signs on the fence fronting onto Sheoak Road regarding their proposed colour. Under Schedule 8 of the Development Regulations these signs may require a referral to DPTI depending on the colours proposed.

Council notes there is no approval for the illumination of the freestanding price signs.

Bin Storage

Council notes that the bins storage area is located to the eastern side of the site and will be appropriately screened from view.

Landscaping

Council is supportive of the landscaping as proposed in the plans provided by Oxigen Design. The plans includes a sufficient range of species to soften the appearance of the site and the inclusion of the crepe myrtle teams will provide colour to the site to maintain the character of the hills area.

Please contact Michael Gates on 8372 8814 if further information regarding this advice is required.

Kind regards

for
MANAGER DEVELOPMENT ASSESSMENT

Pluck, Daniel (DPTI)

From: DPTI:PD DAC & Major Developments Panel
Sent: Thursday, 2 March 2017 4:18 PM
To: Pluck, Daniel (DPTI)
Subject: FW: DAC - Peregrine appliction, 1 Main Road, Belair ans proposed Child Care Centre, Sheoak Road, Belair - DAP assessment
Attachments: BBDCA - Peregrine and child care centre on Sheoak Road.docx; BBDCA -BP Belair - Child Care, Sheoak Road.pdf

Importance: High

From: BBDCA [mailto:bbdcahills@ozemail.com.au]
Sent: Tuesday, 28 February 2017 4:44 PM
To: DPTI:PD DAC & Major Developments Panel <DPTI.PDDAC&MajorDevelopmentsPanel@sa.gov.au>; Mayor Glenn Spear, MCC <gspear@mitchamcouncil.sa.gov.au>; Matthew Pears, CEO <mpears@mitchamcouncil.sa.gov.au>; Tony Carbone <Tony.Carbone@transport.sa.gov.au>
Cc: Craig Harrison, MCC <charrison@mitchamcouncil.sa.gov.au>
Subject: DAC - Peregrine appliction, 1 Main Road, Belair ans proposed Child Care Centre, Sheoak Road, Belair - DAP assessment
Importance: High

The Blackwood/Belair and District Community Association Inc. (BBDCA) has some concerns in regard to both these applications and the placement of access and exit points which we hope can be considered in the assessment of both application. See attachments.

The continual growth of businesses is accepted but it should not be to the detriment of the local community. We consider that with careful planning this can be avoided.

On behalf of the BBDCA
Heather Beckmann
President

phone: 8278 2150
email: bbdcahills@ozemail.com.au

THE BLACKWOOD/BELAIR AND DISTRICT COMMUNITY ASSOCIATION (Inc.)

P.O. Box 15
Belair 5052

27th February 2017

Attention : Members, Development Assessment Commission

Mayor Spear and CEO Matthew Pears, Mitcham City Council

Tony Carbone, Manager Traffic Operations, DTEI & Julian Yii, Blackwood RMP

The following are two proposed Development applications near the Belair Triangle which are currently under consideration. Both of them will impact on traffic flow if accepted and not developed carefully. They are less than fifty metres apart but being assessed by two different bodies -

1. Belair BP/Peregrine application to the State Development Assessment Commission - Cat. 2
2. A Child Care Centre, 7 Sheoak Road, Belair application to Mitcham Council - Cat. 3.

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1. **Belair BP (OTR)- Peregrine application**

Belair BP (OTR) have applied to the Development Assessment Commission (DAC) for changes to their Belair site. They had indicated the alterations will cost $5 million, this allows them to apply to DAC rather being assessed by Council's Development Assessment Panel which is a more open procedure. As well they sought for the application to be listed as Category 2 which means that only residents and businesses adjoining can comment on the application.

Development Number	Applicant	Subject Land	Close Date
080/E021/16 Notification Documents (PDF, 8532 KB)	Peregrine Corporation Pty Ltd	**1 Main Road, Belair** Demolition of existing structures and construction of petrol filing station with associated car wash facility, co branded drive through facilities, signage, landscaping and car parking	1 March 2017

BBDCA recognises that businesses have every right to upgrade their businesses. However as the business is very well supported locally, both in fuel, supermarket as well as 'take away' food there seem little point to the changes which will include several hand wash bays and a different type of take away food with a drive through servery.

Our main concern is that the proposed access/ egress points, while keeping the current points on Main Road and Russell Street (major traffic roads), there will only be an exit onto Sheoak Road. While this is a council road it does bear the majority of east /west bound traffic from

western Belair which travels from Old Belair Road to Gloucester Ave (main access route for west Belair.
In having no access into the BP Belair site from Sheoak Road we are likely to see more accidents at the intersection of Main Road / Gloucester Ave (a bad intersection) with vehicles having to turn right into Main Road in order to access the Belair BP.

2. **Proposed Child Care Centre on Sheoak Road**

Recently a property, 7 Sheoak Road, Belair has been sold and it appears there is an application to the Mitcham City Council for a child care centre to be established there.

This means that Belair residents may lose a safe entrance when entering Old Belair Road traffic (city bound). The Child Care Centre will be situated near the intersection of Russell Street and Sheoak Road at the beginning of Old Belair Road.

While BBDCA considers 7 Sheoak Road is an inappropriate site for a child care centre, we are aware that there are requests for more availability.

There is already one Belair child care centre developed years ago, again not well placed on Main Road just south of the Belair Triangle which has poor parking placement with 'pick up' cars having to either back in/back out into busy Main Road traffic.

The Blackwood/Belair and District Community Association believes the Mitcham Council DAP needs to give serious consideration to this application. If approved there must be enough parking spaces on site so that 'pick up/ drop off' traffic enters Sheoak Road through a single entranceway and in a forward movement.

BBDCA believes that it is important the Mitcham Council 's road engineers and DTEI work in close consultation regarding these two applications.

On behalf of the Blackwood/Belair and District Community Association Inc.

HD Beckmann

Heather Beckmann
President, BBDCA
Chair, BBDCA Roads and Traffic s/c.

cc. Mitcham City Council - Mayor Glenn Spear, Matthew Pears, CEO,
DTEI - Tony Carbone, Manager, Traffic Operations, Julian Yii, Blackwood RMP.

Attachment B:
Diagram indicating the placement of the two Belair applications - BP Belair and proposed Child Care Centre, Sheoak Road, Belair

Pluck, Daniel (DPTI)

From: DPTI:PD DAC & Major Developments Panel
Sent: Thursday, 2 March 2017 4:19 PM
To: Pluck, Daniel (DPTI)
Subject: FW: Re Development number 080/E021/16

From: H & F Zevenboom [mailto:zeve@adam.com.au]
Sent: Monday, 27 February 2017 6:06 PM
To: DPTI:PD DAC & Major Developments Panel <DPTI.PDDAC&MajorDevelopmentsPanel@sa.gov.au>
Subject: Re Development number 080/E021/16

Dear Sir/Madam

My name is Henk Zevenboom and i live at 1 Sheoak Rd Belair. The proposed development by Peregrine Corporation Pty Ltd (080/E021/16) is directly across the road from our dwelling.
I would like to make a representation regarding my concerns with this proposal.
One of my main concerns is that the residential amenity of Sheoak Rd will be badly degraded, particularly at night. Some of the worst impacts would result from the introduction of 24 hour manual car washing bays with high pressure washers and vacuuming facilities. These proposed facilities would be directly across from our home with potential noise from these activities, including car stereos etc, having a detrimental impact on our enjoyment of our property.
The visual amenity is another concern with the shear scale of this development ie fence heights, building walls etc. Also introducing 24 hour drive through with only exit being on to Sheoak rd is of concern due to headlights consistently shining into neighbouring homes and potential anti social behaviour as patrons leave.

Please take these comments under advisement when discussing the merits of the application.

Regards

Henk Zevenboom

Pluck, Daniel (DPTI)

From: Doug Ashton <doug@dougashton.com>
Sent: Wednesday, 1 March 2017 10:50 AM
To: DPTI:PD DAC & Major Developments Panel
Cc: Pluck, Daniel (DPTI); James Ashton
Subject: Representation on Development Number 080/E021/16
Attachments: BP_submissionFinal.pdf

Re: Representation on Development Number 080/E021/16

Attention: The Secretary, Development Assessment Commission.

Please find my attached formal representation on the development proposed in Development Number 080/E021/16 at 1 Main Road Belair.

This representation is 5 pages in length and includes a completed "REPRESENTATION ON APPLICATION - CATEGORY 2" form.

Please contact me if you require further information.

Best Regards

Doug Ashton

mb. 0427 408 758

B J ASHTON
103 GOUGER ST
TORRENS ACT 2607

SOUTH AUSTRALIAN DEVELOPMENT ACT, 1993
REPRESENTATION ON APPLICATION – CATEGORY 2

Applicant:	Peregrine Corporation Pty Ltd
Development Number:	080/E021/16
Nature of Development:	Demolition of existing structures and construction of petrol filling station with associated car wash facility, co branded drive through facilities, signage, landscaping and car parking
Type of development:	Merit
Zone / Policy Area:	Neighbourhood Centre Zone
Subject Land:	1 Main Road, Belair
Contact Officer:	Daniel Pluck
Phone Number:	7109 7196
Close Date:	1 March 2017

My name: Doug Ashton (Joint executor and beneficiary of the estate of the late B.J Ashton.)

My phone number: 0427 408 758

PRIMARY METHOD(s) OF CONTACT: Email address: doug@dougashton.com

Postal address: 103 Gouger Street TORRENS

ACT Postcode 2607

You may be contacted via your nominated PRIMARY METHOD(s) OF CONTACT if you indicate below that you wish to be heard in support of your submission.

My interests are:
- [X] owner of local property
- [ ] occupier of local property
- [ ] a representative of a company/other organisation affected by the proposal
- [ ] a private citizen

The address of the property affected is 3, 3A and 5 Sheoak Road Belair Postcode 5052

The specific aspects of the application to which I make comment on are:

The following points summarise my detailed objections as outlined on subsequent pages.

1) The proposal is in serious non compliance with principles and objectives of the Development Plan Mitcham (City) Consolidated – 21 April 2016.

2) The proposed development will jeopardise the health and safety of near by residents, pedestrians and other road users .

3) The application contains some discrepancies and references to later reviews that are potentially confusing.

4) Conclusion.

Should the Development Assessment Commission conduct a public hearing for this Development Application:

I
- [X] wish to be heard in support of my submission
- [ ] do not wish to be heard in support of my submission

(Please tick one)

By
- [x] appearing personally
- [x] being represented by the following person:

(Please tick one)

I wish to decide how I will be represented only once the timing of the hearing is known to me. If this is not possible under the legislation, I will appear personally.

Date 28/2/2017 Signature Doug Ashton

Return Address: The Secretary, Development Assessment Commission, GPO Box 1815, Adelaide SA 5001 or dacadmin@sa.gov.au

1. **The proposal is in serious non compliance with principles and objectives of the Development Plan Mitcham (City) Consolidated – 21 April 2016**

"14 Non-residential development adjacent to residential development and/or zones should, where appropriate, be designed, sited, constructed, landscaped and operated in a manner which will minimise the impact of such activities on adjacent residential development and occupants."

- The proposal involves directing large volumes of new traffic (from the fast food drive through) onto a residential street at literally all hours of the day and night. This design decision in no way minimises the impact on adjacent residential development and occupants on Sheoak Road.
- The proposed 24 hour 7 day operation of the car washes, vacuums and drive through doesn't minimise the impact on residences. It maximises it and is not consistent with current permitted use.

"67 Development within centre zones should conform to the following access, movement and car parking principles:

(k) Car parking areas should be located and designed in such a way as to ensure safe and convenient pedestrian access from vehicles to facilities, safe and convenient traffic circulation, minimal conflict between customer and service vehicles and should include adequate provision for manoeuvring into and out of parking bays;
(l) The layout of all parking areas should be designed so as to obviate the necessity for vehicles to reverse onto public roads;

- The car parking area overlapping the northern boundary is non compliant with this provision (k). Due to the proposed changes there is no safe and convenient pedestrian access from vehicles parked there into the facility.
- It is also non compliant with provision(l). Vehicles parked there to do need to reverse onto a public road. This situation is made more dangerous under the new proposal given that the car park is adjacent to new drive through exit.

"68 Development within centre zones should conform with the following design principles:

(d) Development should provide:
(ii) lighting for building and ancillary areas, with no light-spill causing nuisance or hazard;"

- Light spill was not adequately addressed in the proposal:
  The application should be required to clarify what measures they are taking to minimise light spill from at least the following:
  The lantern roof, the high glazing on the car wash bays, lighting required for the drive through drive way, the drive through ordering and pick up booths and car headlight wash from cars leaving the drive through.

(g) Landscaping should be provided and maintained to:
(i) soften the hard outline of the built-form
(ii) establish a buffer between development in the zone and adjacent areas;
(iv) shade, define and create windbreaks for pedestrian paths and spaces;

- There is insufficient landscaping proposed on the northern boundary to comply with any of these provisions.

"81 Development should be of a high architectural standard and be set-back from road frontages to allow for landscaping in scale with the development."

- Landscaping and setbacks along northern boundary are not sufficient to minimise the impact of noise, light pollution and loss of visual amenity for the residences on Sheoak Road. Setbacks should be sufficient to allow trees and high shrubs be planted along the northern boundary to minimise the impact of the 6.75 meter tall buildings along that boundary.

"82 Development near residential zones should not impair the amenity of the residential area. Entry and exit points should be located in such a way as to discourage related traffic movements through adjacent residential streets. Activities likely to create significant impacts in terms of noise or odour, smoke fumes, dust or other airborne pollutants should not be located adjacent to residential zones"

- Increased and new traffic flows (drive through exit), noise, odour, light pollution and the scale of the proposed development will all impair the residential amenity of the area, particularly at night.The Environment Noise Assessment has not adequately addressed the increased noise pollution expected from the new 24 hour traffic flow from the proposed fast food drive through exit onto Sheoak Road.
- The proposal will turn what is currently a relatively quiet residential street late at night into a busy through way.
- Far from locating exits to discourage traffic movements through residential streets the proposal makes the use of Sheoak Road the only possible exit for the drive through.
- The proposed drive through food outlet will have impacts in terms of noise and odour, smoke fumes, or other airborne pollutants and should not be located adjacent to residential zone. Pollution from fast food exhaust fans have been shown to have adverse health effects.
- The proposed drive through food outlet with its high exterior walls, lantern roof and roof mounted utilities is not of an appropriate scale for the site.
- The proposed 24 hour automatic car wash and vacuuming facilities are a not compatible with the adjacent residential zone. As noted in the application such activities are not currently permitted on the site between midnight and 6 am.
- The proposed introduction of 3 manual car washing facilities is a new use. The high fences and walls, high glazed areas and overall inappropriate scale of the manual wash bays will significantly impact the visual amenity of the adjacent residential zone. Noise at night particularly from high pressure washes and vacuums are also of significant concern.
- Unacceptable levels of noise pollution have been experienced at other Peregrine owned redevelopments as evidenced by the number of noise complaints reported to the EPA.
- The reverberation of traffic noise back into the adjacent residential zone reflecting from the proposed "solid barrier along the northern boundary" and the resultant amplification of traffic noise, especially noticeable during the dormant period of the night has not been considered.
- Any one of the new and extended uses outlined above would be enough to significantly impact the amenity of the adjacent residential zone. The cumulative effects will greatly impair the amenity of residents on Sheoak Road.

2. **The proposed development will jeopardise the health and safety of near by residents, pedestrians and other road users.**
    - As set out in detail above, (67) the proposed carpark on the northern boundary does not offer adequate provision for the mix and protection of pedestrian and vehicle traffic flow around the proposed exit of the drive through.
    - Of particular concern are particles emitted from the planned kitchen exhaust system. Discharged particles consist of partially burnt fats emitted from the flame grilling of chicken meat. They are known to contain materials detrimental to health. Particles include polycyclic aromatic hydrocarbons (PAHs) which are are known carcinogens. PAHs have also been associated with developmental delays and reproductive abnormalities.

3. **The application contains some discrepancies and references to later reviews that are potentially confusing.**
    - Points **22** and **23** of the main application are inconsistent with point **16.** Clearly the site is in close proximity to sensitive receivers and an acoustic report was commissioned and provided, points **22** and **23** are incorrect.
    - The Traffic Compliance Statement has a list of attachments which is inconsistent with the attachments actually attached.
        - There are two very different attachments labelled as SK005
        - There are two very different attachments labelled as SK006.
        - There is both a SK003 and a SK003a attached. (According to the list of attachments only SK003a should be attached.)
    - The following section of the Environmental Noise Assessment suggests that a further review of some their recommended acoustic treatments will be required:
      "It is noted that the above extent of treatment has been based on typical equipment selection at other similar OTR facilities, as listed in Appendix C. These treatment measures should be reviewed during the detailed design phase of the project, once final equipment selections have been made."

      Who will undertake such a review? How will the DAC ensure the recommendations of such a review are implemented?

4. **Conclusion**
    - To avoid unacceptable impairment of residential amenity I submit that all existing uses of the site that currently operate under restricted hours should remain under those restrictions. No automatic car washing or vacuum operation to occur between the hours of midnight and 6 am.
    - To avoid unacceptable impairment of residential amenity I submit that any new noise generating uses of the site, in particular the fast food drive through and the 3 manual car wash bays, should only operate between the hours of 6am and midnight consistent with the existing restrictions on automatic car wash and vacuum.
    - To avoid unacceptable impairment of residential visual and acoustic amenity I submit that a substantial landscaped buffer, including new plantings of trees and tall shrubs, be created along the entire northern boundary including on the site of the existing car park area adjacent to the proposed drive through exit.
    - To avoid unacceptable impairment of residential amenity I submit that the applicants should provide to the DAC details of measures that they will undertake to minimise

light pollution along the northern boundary as outlined in the detailed discussion above. In particular the issue of car headlight wash into residences from cars leaving the proposed fast food drive through needs to be addressed.

- To avoid unacceptable impairment of residential visual amenity I submit that free standing or wall mounted advertising should not be allowed along the northern boundary as there are no proposed entry points along that boundary. This particularly applies to illuminated signage that could impair night time residential amenity.
- To avoid unacceptable impairment of residential amenity on Sheoak Road I submit that every effort should be made by the applicants to locate the exit of the drive through onto a street that doesn't border a residential zone.

Pluck, Daniel (DPTI)

From: DPTI:PD DAC & Major Developments Panel
Sent: Thursday, 2 March 2017 4:19 PM
To: Pluck, Daniel (DPTI)
Subject: FW: Representation on D/A 080/E021/16 at 1 Main Road, Belair
Attachments: Dev Appl 080 E021 16 at 1 Main Road Belair.pdf; ATT00001.txt

-----Original Message-----
From: Vicki Liebetrau [mailto:vicki.kjel@gmail.com]
Sent: Tuesday, 28 February 2017 4:10 PM
To: DPTI:PD DAC & Major Developments Panel <DPTI.PDDAC&MajorDevelopmentsPanel@sa.gov.au>
Subject: Representation on D/A 080/E021/16 at 1 Main Road, Belair

Attention: Mr Daniel Pluck

Dear Sir,

Please find attached my Representation in relation to the proposed development by Peregrine Corporation Pty Ltd at 1 Main Road, Belair - Development Number 080/E021/16.

I wish to point out that whilst I would very much like the opportunity to be heard personally, I might be overseas at the time of the hearing, in relation to my father's Deceased Estate. In this event, I would like to be able to either be represented by my lawyer, Mr David Tillett of Duncan Basheer Hannon, my son, Jonathan Fletcher or by way of a more detailed written submission.

In addition, I understand that my tenant, Turrett Hill Pty Ltd or its representative, Mr Boyd McGowan, may also be lodging a Representation detailing its concerns.

Looking forward to being advised of the date and time of the relevant hearing/session for this Development Application in due course.

In the meantime, would you please acknowledge receipt of my email and Representation?

Yours sincerely,

Victoria D Liebetrau

This file scanned using Epson iPrint.

V D LIEBETRAU
PO BOX 1018
STRATHALBYN SA 5255

SOUTH AUSTRALIAN DEVELOPMENT ACT, 1993
REPRESENTATION ON APPLICATION – CATEGORY 2

Applicant:	Peregrine Corporation Pty Ltd
Development Number:	080/E021/16
Nature of Development:	Demolition of existing structures and construction of petrol filling station with associated car wash facility, co branded drive through facilities, signage, landscaping and car parking
Type of development:	Merit
Zone / Policy Area:	Neighbourhood Centre Zone
Subject Land:	1 Main Road, Belair
Contact Officer:	Daniel Pluck
Phone Number:	7109 7196
Close Date:	1 March 2017

My name: VICTORIA DEBORAH LIEBETRAU
My phone number: 0432 902 915
PRIMARY METHOD(s) OF CONTACT: * Email address: vicki.kjel@gmail.com
Postal address: PO BOX 1818, STRATHALBYN SA
Postcode 5255

You may be contacted via your nominated PRIMARY METHOD(s) OF CONTACT if you indicate below that you wish to be heard in support of your submission.

My interests are:
- [x] owner of local property
- [ ] occupier of local property
- [ ] a representative of a company/other organisation affected by the proposal
- [ ] a private citizen

The address of the property affected is 9 RUSSELL ST, BELAIR, SA Postcode 5052

The specific aspects of the application to which I make comment on are:

1. CENP 1.3 Site location & Surrounding Land Use makes no reference to my property which directly adjoins the subject site.
2. Insufficient details regarding fence and/or plant screenings between our properties.
3. Close proximity of proposed development/construction to my Buildings, in particular at S/W Corner on Russell St.
4. Inconsistency in operating hours, in particular re: Car Wash + Vacuum.
5. Location of Soil Stockpiles in relation to our boundary.
6. Possible decrease of exposure of my premises to Main Road.
7. Impact on my Tenant re: Dust + Access
8. Other Deceased Estate

Should the Development Assessment Commission conduct a public hearing for this Development Application:

I
- [x] wish to be heard in support of my submission
- [ ] do not wish to be heard in support of my submission

(Please tick one)

By
- [x] appearing personally OR (Depending on my availability as I need to travel overseas within the next few months on Business
- OR [x] being represented by the following person: DAVID TILLETT of DBH (Lawyers)

(Please tick one)

Date 28TH FEBRUARY, 2017 Signature V D Liebetrau

Return Address: The Secretary, Development Assessment Commission, GPO Box 1815, Adelaide SA 5001 or dacadmin@sa.gov.au

Govett, Malcolm (DPTI)

From: Victoria D Liebetrau <vicki.kjel@gmail.com>
Sent: Wednesday, 11 October 2017 3:20 PM
To: Govett, Malcolm (DPTI)
Cc: David Tillett
Subject: Re: OTR Belair

Dear Mr Govett,

Thank you for your email regarding the upcoming hearing.

Unfortunately, I am in Germany dealing with the Estate of my late father, and my representative is also unavailable to attend on my behalf.

If it is at all possible to have the following read out or presented to the Panel on the day I would appreciate it.

Having left for Germany on 26th September and not being aware that the hearing was coming up during my absence from SA, I have no relevant paperwork with me. However, I am attempting to elaborate on my key concerns/points.

To the Members of the Panel -

ELABORATION ON MY REPRESENTATION IN MY ABSENCE

I trust the Panel will accept my apologies for not being able to attend the hearing in person.

Given the extenuating circumstances, ie my absence overseas dealing with the Estate of my late father, Karl Liebetrau, I ask that the Panel take into account my written Representation, which I had hoped to elaborate on in person, together with the following.

Re: Signage and Visibility

I wish to raise concerns about the new development impacting on the visibility of the business that operates from my property at 9 Russell Street, Belair, known as Belair Fine Wines. It would be appreciated if appropriate signage could be positioned to ensure the continued presence of Belair Fine Wines is known to the public, especially to passing traffic at either the corner of Main Road and Russell Street, or the intersection of Belair Road, Sheoak Road and Main Road, or possibly both positions, as access into the carpark of Belair Fine Wines is gained from both Sheoak Road and Russell Street.

Re: Boundary Fence

Given the Development Application provided details of proposed fencing, screening and plantings on all boundaries of the development property except the adjoining boundary of my property at 9 Russell Street, Belair, I would like the opportunity to have some discussion regarding appropriate fencing or screening on this particular boundary. I would welcome this at the earliest convenience upon my return, as perhaps a new boundary fence could be erected during Construction phase when this boundary might be more accessible. The structure or type of fence should be related to the proposed structures which are to be constructed or erected on the development side of this boundary.

Re: Disruption to Business

As the landlord, I am concerned about any disruption that may be caused to my tenant during the demolition and construction period, whether it be traffic control which may seriously impact on trade due to restricted or limited access, or noise and, more so, dust nuisance in relation to presentation of stock to customers.

Thanking the Panel for taking the time to read my elaboration of my original Representation in relation to this Development Application.

Yours sincerely,
Victoria D Liebetrau

Sent from my iPhone
Victoria D Liebetrau
Koblenz, Germany

On 9 Oct 2017, at 8:26 am, Govett, Malcolm (DPTI) <Malcolm.Govett@sa.gov.au> wrote:

> Dear Ms Liebetrau,
>
> | | |
> |---|---|
> | **Application Number:** | 080/E021/16 |
> | **Applicant:** | Peregrine Corporation Pty Ltd |
> | **Proposed Development:** | Demolition of existing structures and construction of petrol filling station with associated car wash facility, co-branded drive through facility, signage, landscaping and car parking. |
> | **Subject Land:** | 1 Main Road, Belair |
>
> I refer to the written submission you made to the State Commission Assessment Panel in respect of the above mentioned proposal and in which you indicated you wished to be heard in support of your submission.
>
> The application will be heard by the Commission on Thursday 26 October 2017 in its offices at 28 Leigh Street, Adelaide.
>
> I will write to you again on 19 October to confirm the time of the hearing.
>
> Kind regards
>
> **Malcolm Govett**
> Planning Officer
> Strategic Development Assessment I Planning and Development Division
> Department of Planning, Transport and Infrastructure
> **T** 7109 7094 (97094) • **E** malcolm.govett@sa.gov.au
> Level 5, 50 Flinders Street Adelaide SA 5000 • GPO Box 1815 Adelaide SA 5001 • DX 171 • www.dpti.sa.gov.au
>
> <image001.gif> <image002.gif> <image003.gif> <image004.gif>
>
> **collaboration . honesty . excellence . enjoyment . respect**

V D LIEBETRAU
PO BOX 1018
STRATHALBYN SA 5255

SOUTH AUSTRALIAN DEVELOPMENT ACT, 1993
REPRESENTATION ON APPLICATION – CATEGORY 2

Applicant:	Peregrine Corporation Pty Ltd
Development Number:	080/E021/16
Nature of Development:	Demolition of existing structures and construction of petrol filling station with associated car wash facility, co branded drive through facilities, signage, landscaping and car parking
Type of development:	Merit
Zone / Policy Area:	Neighbourhood Centre Zone
Subject Land:	1 Main Road, Belair
Contact Officer:	Daniel Pluck
Phone Number:	7109 7196
Close Date:	1 March 2017

My name: BOYD McGOWAN

My phone number: 8278 5222

PRIMARY METHOD(s) OF CONTACT: Email address: BOYD@BELAIRFINEWINES.COM.AU

Postal address: 9 RUSSELL ST

BELAIR Postcode 5052

You may be contacted via your nominated PRIMARY METHOD(s) OF CONTACT if you indicate below that you wish to be heard in support of your submission.

My interests are:

- ☐ owner of local property
- ☑ ~~occupier~~ of local property
- ☐ a representative of a company/other organisation affected by the proposal
- ☐ a private citizen

The address of the property affected is 9 RUSSELL ST, BELAIR Postcode 5052

The specific aspects of the application to which I make comment on are:

- NOISE DURING CONSTRUCTION – LENGTH OF CONSTRUCTION?
- ROAD TRAFFIC RESTRICTIONS – RESTRICTING CUSTOMER ACCESS TO MY BUSINESS
- DUST & DEBRIS DURING THE BUILD
- MY CAR PARK BEING USED & BLOCKED
- DECREASE OF TRADE & LOSS OF INCOME – RISK
- GENERAL DISRUPTION IN AREA – DOWNTURN TRADE
- ACCESS RESTRICTION IN RECEIVING GOODS & SERVICES

Should the Development Assessment Commission conduct a public hearing for this Development Application:

I

- ☐ wish to be heard in support of my submission
- ☑ ~~do~~ not wish to be heard in support of my submission

(Please tick one)

By

- ☐ appearing personally
- ☐ being represented by the following person:

(Please tick one)

Date _____ Signature _____

Return Address: The Secretary, Development Assessment Commission GPO Box 1815 Adelaide SA 5001

PEREGRINE
CORPORATION

15 March 2017

Mr Daniel Pluck
Planning Officer - Strategic Investment
Department of Planning, Transport and Infrastructure

By email

Dear Daniel

Development Application 080/E021/16 – OTR Belair

We refer to your email of 6 March 2017 enclosing the copies of the representations received in relation to the above application.

We provide the following responses to the issues raised:

1. **The need for the car washes and different food offers with associated drive thru facilities**: This is ultimately a business decision for the applicant. Our customer feedback suggests that there is demand for these proposed additions. We do not consider this to be a relevant planning consideration which necessitates justification.

2. **Egress and access points:** Whilst the access points off Sheoak Road are proposed to be closed (with the exception of the drive thru exit lane), the access points on Main Road is an existing access point. The access point has been assessed by GHD and we not believe that there are reasonable grounds to believe that the closure of the Sheoak Road will lead to more accidents on the Main Road/Gloucester Ave intersection.

3. **Traffic related concerns** The traffic generation have been calculated and assessed by qualified traffic engineers, GHD, who have concluded that:

   > *It is the opinion of GHD that this level of variation between the existing and proposed traffic generation rates is not expected to compromise the operation or safety of the internal site access roads or external surrounding road network.*

   Regarding the crash risks associated with the site, GHD has noted that there have been 19 vehicle crashes on the surrounding road network, with only 2 crashes being potentially related to the OTR Site. Both involved right angle crashes. GHD opined that:

   > *Whilst acknowledging these two incidents, it is considered that with the use of additional signage, line marking and directional pavement markings to show entry and exit the projected additional vehicle*

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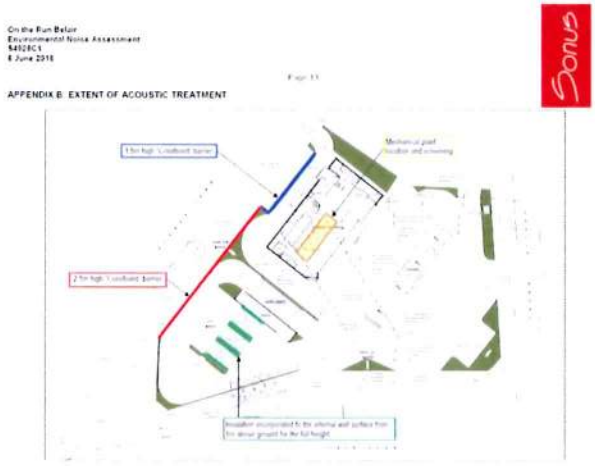
Tel: 08 8333 9777 Fax: 08 8333 9788 E: email@perecorp.com.au

movements to the site are not expected to significantly change the existing circumstances.

We submit that there is no evidence to suggest that proposal is inherently unsafe or will compromise the safety of the existing road network. The access points are designed to comply with all relevant Australian standards regarding line of sight and other safety requirements.

4. **Fencing and Plant Screening:** The applicant will construct the recommended fencing and plant screening as recommended in Acoustic report prepared by Sonus – refer below diagram.



5. **Operating Hours of Car Wash and Vacuum**: In accordance with the assessment by Sonus, there is no reasonable grounds to limit the hours of operation of these facilities. The EPA's Noise Policy will be achieved where the applicant adopts the noise attenuation measures recommended in the Sonus report (which we agree to do). We are amenable to a condition of approval requiring that all measures recommended by Sonus be adopted in the construction of the site.

6. **Construction related matters (stockpile, dust and access)**: The applicant has submitted a CEMP and will comply with it in the construction of this site to mitigate impacts on surrounding occupants during the construction phase. We will also communicate with surrounding occupants as part of the consultation process in implementing the CEMP. Construction is anticipated to take up to 22 weeks. We note the concerns raised by surrounding businesses regarding restrictions on access and loss of trade/income. The redevelopment of the site will only impact the applicant's site and we have to cause physical or other obstructions to other properties. Other properties will be able to continue to use their existing site and access points in the ordinary course.

7. **Glare from headlights of vehicles exiting drive through:** Representors have raised concerns regarding headlights shining into properties from the drive through exist. The access point for the drive through is property depicted below. This property contains dense vegetation at the front of the property. We submit that the impact, in these circumstances will be minimised.

8. **Seriously at variance with the development plan:** This site has operated as a service station for many years. The locality is characterised by a mix of commercial and residential uses. The applicant has demonstrated through its expert reports (traffic, acoustic, CEMP) that the impacts on the amenity of surrounding land owners and occupiers will be not be adversely impacted through the redevelopment of the site.

9. **Lightspill**: As seen from all OTR sites across metropolitan Adelaide, the method of lighting used for our sites will be a mix of bollard and pole lighting (fitted with spill guards to direct light back into the site) which will be located in manner designed to keep light within our site and not spill onto adjoining properties.

10. **Antisocial behaviour**: The representors assert that the redevelopment gives rise to the potential for antisocial behaviour as patrons leave the property. In Reichelt & Ors v City of Charles Sturt & Anor [2016] SAERDC 38 the ERD Court was asked to consider anti-social behaviour which was likely to occur as a result of the development of a McDonalds restaurant. The Court found that:

> *59.There is no evidence that the operations of this type of facility or of this particular operator have resulted in any unusual level of anti-social behaviour . The nature of the proposal in terms of its layout, lighting and opportunities for surveillance suggest to us that instances of anti-social behaviour are perhaps less likely to occur (in the event that approval is given) at this site than at many others. We do not regard the possibility of anti-social behaviour occurring as in any way justifying a refusal of the proposal.*

11. **Bus Stop on Main Road**: The bus stop in located on Council land and the development of this site does not in any way impact the existing bus stop.

12. **Alleged particles emitted from kitchen exhaust systems:** There is no evidence to suggest that any emissions from the equipment utilised at the sites pose a risk to human health. We note that the EPA is a referral agency in respect of this application and to date we have not had queries relating to the impacts on air quality in relation to the operation of our sites (which number in excess of 130 in South Australia).

PEREGRINE CORPORATION

If you have any queries please contact me at your convenience.

Yours faithfully

Thuy Luu-Nguyen

NEIGHBOURHOOD CENTRE ZONE

OBJECTIVES

Objective 1: A zone primarily accommodating a range of retail, community, office, commercial, entertainment, educational, religious and recreational facilities to serve the day-to-day needs of the neighbourhood.
Objective 2: Outdoor advertising display which is appropriate in scale and form to the broader functions and objectives of the zone.
Objective 3: The Belair area accommodating a range of retail, community and minor service activities related to the local community it serves and where the main focus for the purchase of day-to-day goods is concentrated on the western side of Main Road; where substantial landscaping to unify building development and to shade car parking areas is provided.

PRINCIPLES OF DEVELOPMENT CONTROL

1 Development undertaken in the Neighbourhood Centre Zone should be for a range of retail, community, office, commercial, entertainment, educational, religious, and recreational facilities related to the size of and characteristics of the population it serves.
2 Retail development should provide mainly convenience goods to serve the day-to-day needs of the neighbourhood it serves, but may include a limited range of comparison goods.
3 Development, including renovations and minor additions, should provide for an improved pedestrian environment by way of covered walks, seating, landscaping and accessible, conveniently located car parking areas.

TABLE Mit/9

Off-street Vehicle Parking Requirements for Designated Areas

Interpretation
1. The vehicle parking rates table applies to Designated Areas listed below except where:
(a) any applicable condition(s) is/are not met
(b) the zone provisions require a lesser amount of on-site vehicular parking spaces than the amount determined using the vehicle parking rates table below.

Designated Areas

2. The following are Designated Areas:

Designated Area	Conditions
District Centre Zone Neighbourhood Centre Zone Local Centre Zone Mixed Use (Belair Road) Zone Commercial (Main Road) Zone	Any part of the development site is located in accordance with at least one of the following: (a) within 200 metres of any section of road reserve along which a bus service operates as a high frequency public transit service(2) (b) within 400 metres of a bus interchange(1) that is part of a high frequency public transit service(2) (c) within 400 metres of an O-Bahn interchange(1) (d) within 400 metres of a passenger rail station(1) that is part of a high frequency public transit service(2) (e) within 400 metres of a passenger tram station(1) (f) within 400 metres of the Adelaide Parklands

(1) *Measured from an area that contains any platform(s), shelter(s) or stop(s) where people congregate for the purpose waiting to board a bus, tram or train, but does not include areas used for the parking of vehicles*

(2) *A high frequency public transit service is a route serviced every 15 minutes between 7.30am and 6.30pm Monday to Friday and every 30 minutes at night, Saturday, Sunday and public holidays until 10pm.*

Applicable off-street vehicular parking requirements

3. Development should provide off-street vehicle parking in accordance with the table(s) below. A lesser number of parking spaces may be provided based on the nature of the development and parking conditions in the wider locality including (but not limited to) the following:

(a) the development is a mixed use development with integrated (shared) parking where the respective peak parking demands across the range of uses occurs at different times

(b) the development is sited in a locality where the respective peak demands for parking for the range of uses (existing and proposed) occurs at different times and suitable arrangements are in place for the sharing of adjoining or nearby parking areas

(c) the development involves the retention and reuse of a place of heritage value, where the provision of on-site parking is constrained

(d) suitable arrangements are made for any parking shortfall to be met elsewhere or by other . (including a contribution to a car parking fund)

(e) generous on-street parking and/or public parking areas are available and in convenient proximity, other than where such parking may become limited or removed by future loss of access, restrictions, road modifications or widening

(f) the site of the development is located within distances specified in the conditions applicable to Designated Areas for at least two different public transit modes.

VEHICLE PARKING RATES TABLES
Table 1: Non-residential development excluding tourist accommodation

Location of development	Desired minimum number of vehicle parking spaces	Maximum number of vehicle parking spaces
All *Designated Areas* (unless otherwise stated)	3 spaces per 100 square metres of gross leasable floor area	6 spaces per 100 square metres of gross leasable floor area

COUNCIL WIDE

Objective 7: A movement system which provides for the safety of pedestrian, cycle and vehicular traffic.

Stormwater Management
Objective 19: Development which maximises the use of stormwater.
Objective 20: Development designed and located to protect stormwater from pollution sources.

Surface water (inland, marine, estuarine) and ground water has the potential to be detrimentally affected by water run-off from development containing solid and liquid wastes. Minimising and possibly eliminating sources of pollution will reduce the potential for degrading water quality and enable increased use of stormwater for a range of applications with environmental, economic and social benefits.

Objective 21: Development designed and located to protect or enhance the environmental values of receiving waters.
Objective 22: Development designed and located to prevent or minimise the risk of downstream flooding.
Objective 23: Development designed and located to prevent erosion.

Development involving soil disturbance may result in erosion and subsequently sedimentation and pollutants entering receiving waters. Design techniques should be incorporated during both the construction and operation phases of development to minimise the transportation of sediment and pollutants off-site.

PRINCIPLES OF DEVELOPMENT CONTROL

Vegetation and Landscaping
33 (a) Development should minimise the removal of existing vegetation on the site and provide appropriate replacement of any vegetation that is required to be removed. Development should not involve the removal of any remnant native vegetation or other vegetation that contributes to the character of the site and the desired character of the locality.
(b) Development should preserve the long-term stability and health of existing vegetation by avoiding construction, excavation and filling of land close to the trunks of trees and minimising impervious surfaces beneath the canopy of trees. In particular, the construction of dwellings and in-ground swimming pools, or the excavation or filling of land that alters the natural ground level by more than 300 millimetres, should not be undertaken beneath the canopy of any tree.
(c) Development should provide landscaping that enhances the appearance and amenity of the site and complements the desired character of the locality. Landscaping should incorporate species of a type and size appropriate to their location, and have regard to the species contained in Table Mit/2. In particular development of group dwellings,

residential flat buildings, row dwellings, multiple dwellings, boarding houses or accommodation for the aged should provide effective landscaping to assist in enhancement of buildings, screening and shading private open space and car parking areas, and screening utility and storage areas.

Stormwater Management and Flooding

37 (a) Major development and land division should incorporate stormwater management that directs major stormwater flows through areas of open space designed and controlled to prevent erosion and the likely entry of floodwaters into buildings based on an Annual Exceedence Probability of 1 percent.
(b) New dwellings or any dwelling addition increasing the floor area of the existing dwelling by more than 50 percent should incorporate the following measures to limit the rate of stormwater discharged from the site:
(i) collection and direction of stormwater run-off from at least 60 percent of the roof area
(A) to landscaped or otherwise unpaved land, and contained so as not to cause flooding nuisance or damage, or
(B) to a rear of allotment drain
(appropriate solutions may include, for example, a rainwater detention tank or other stormwater detention system)
(ii) not less than 50 percent of the hard paved areas being designed and constructed to allow surface run-off to be dispersed predominantly to landscaped or otherwise unpaved land on the site.
(c) Dwellings are able to be sited and designed such that ground floor levels will not be inundated by floodwaters generated by a 1-in-100 year flood event.
38 Development of stormwater management systems should be designed and located to improve the quality of stormwater, minimise pollutant transfer to receiving waters, and protect downstream receiving waters from high levels of flow.
Design Techniques *(Design Techniques illustrate ONE WAY of satisfying the above principle)*
38.1 The integrated use of open space for appropriate recreation and stormwater management through the installation of water treatment devices such as, wetlands, aquifer storage and recovery, detention and retention basins, gross pollutant traps, trash racks.
38.2 The reservation, through land division, of drainage channels, drainage easements, watercourses and land within the 1 in 100 year flood event.
39 Development affecting existing stormwater management systems should be designed and located to improve the quality of stormwater, minimise pollutant transfer to receiving waters, and protect downstream receiving waters from high levels of flow.
Design Techniques *(Design Techniques illustrate ONE WAY of satisfying the above principle)*
39.1 The retention of natural watercourses through:
(a) The control of development and activities within the 1 in 100 year flood event, including the placement of fill, excavation, building work, the placement of structures and fences, the storage of materials, the keeping of animals, the piping of watercourses;
(b) The planting of local native flora along watercourses and the replacement of exotic plants.
39.2 The restoration of lined watercourses.
39.3 Maximise the road frontage onto open space areas in subdivision design.
40 Development should incorporate appropriate measures to minimise any concentrated stormwater discharge from the site.
Design Techniques *(Design Techniques illustrate ONE WAY of satisfying the above principle)*

40.1 For residential and non-residential development rainfall run-off should be retained and used as much as possible through the application of an appropriate range of the following techniques:
(a) The collection and use of roof run-off in rain saver gutters and rainwater tanks for irrigation and internal purposes (drinking when considered safe to do so, flushing toilets, washing, and bathing);
(b) The use of on-site detention tank/s with an appropriately sized orifice;
(c) The direction of rainfall run-off onto landscaped areas;
(d) The installation of appropriate soakage devices (soakage trenches or wells) having regard to the availability of unbuilt upon or unsealed areas, the ability of soils to absorb and drain water, the potential impact on building foundations and footings on or adjacent to the site, and the ability to safely direct surplus flows to a public street without causing nuisance to adjoining properties; and
(e) The use of permeable forms of paving for public and private parking areas, open storage, display, and work areas, driveways, vehicle and pedestrian carriageways.
41 Development should incorporate appropriate measures to minimise the discharge of sediment, suspended solids, organic matter, nutrients, bacteria and litter and other contaminants to the stormwater system and may incorporate systems for treatment or use on site.
Design Techniques *(Design Techniques illustrate ONE WAY of satisfying the above principle)*
41.1 For residential and non-residential development:
(a) rainfall run-off from the roof of any building, where not to be retained on site, is discharged directly to the street water table or to the council stormwater system and not mixed with rainfall run-off originating from surfaces such as car parks, outdoor storage areas and display areas.
(b) rainfall run-off from ground surfaces is directed to a stormwater treatment system capable of removing litter, sediment, grease, oil and other substances capable of contaminating stormwater. Also, a high flow bypass is provided to enable water from extreme rainfall events to discharge direct to stormwater swales or to council stormwater systems. The stormwater treatment system is to discharge on site to storage; grassed swales; stone filled trenches; small infiltration basins; a constructed water feature; bores approved for aquifer recharge; or off site to the council stormwater system.
41.2 Wastewater from air conditioning units, cooling towers and compressors should not to be discharged into any stormwater drainage system.
42 Development should not cause deleterious effect on the quality or hydrology of groundwater.

Centres and Shops
67 Development within centre zones should conform to the following access, movement and car parking principles:
(a) Development should provide safe and convenient access for private cars, cyclists, pedestrians, service vehicles, emergency vehicles and public utility vehicles;
(b) Except for traffic movement on major through roads, pedestrian movement within centres should be the movement mode of most importance and be given predominance in design of movement paths in the centre;
(c) Pedestrians should be channelled onto pedestrian paths by use of barriers to reduce the possibility of pedestrian and vehicular conflict within the centre;
(d) Pedestrian paths should be:
(i) constructed with minimal grade changes or steps and require driveways to change level where they cross; and
(ii) paved with a material which contrasts with driveway and parking area paving;
(e) Areas and facilities should be provided for the parking and securing of bicycles, storage of shopping trolleys and hitching of dogs, provided that the facilities for the hitching of dogs are not within pedestrian movement areas;

(f) Access points onto public roads should be designed and located to minimise traffic hazards, queuing on public roads and intrusion into adjacent residential areas;
(g) The number, location and design of access points onto the arterial roads shown on Map Mit/1 (Overlay 1) should be such as to minimise traffic hazards, queuing on the roads, right turn movements and interference with the function of intersections, junctions, and traffic control devices;
(h) Development in the form of retail showrooms trading in bulky goods merchandise, should provide adequate manoeuvring and circulation areas in order to accommodate truck and trailer movements.
(i) Shopping development should provide for separate parking spaces for the disabled;
(j) Development should provide sufficient off-street parking to accommodate customer, employee and service vehicles;

68 Development within centre zones should conform with the following design principles:
(a) Development should provide for the integration of existing and future facilities so as to promote ease of pedestrian movement and sharing of facilities, while retaining opportunities for future expansion within the zone;
(b) Minimal grade separation should exist between and within development which is to be accessible to the public. Where grade separation does occur, the different levels should be connected by ramps with slopes of not more than 1-in-14 and/or alternative facilities for access by disabled persons between the different levels should be provided;
(c) Development should:
(i) comply with the objectives for the zone or where otherwise appropriate be compatible with the predominant character of other developments in the locality;
(ii) preserve and enhance localities, spaces, buildings, structures, items and sites of architectural, historical, or scientific interest; and localities, spaces and sites of natural beauty;
(iii) preserve buildings of heritage significance listed on Table Mit/3 and encourage the retention and utilization of compatible buildings and land uses around them; and
(iv) utilize and adapt the existing building stock in preference to new buildings where those buildings contribute to the character of the zone;
(d) Development should provide:
(i) off-street loading, service areas and service vehicle manoeuvring areas;
(ii) lighting for building and ancillary areas, with no light-spill causing nuisance or hazard;
(iii) for the location, screening, construction and operation of storage yards, refuse removal facilities, air conditioning motors, cool room motors and similar accessory facilities, in such a manner as to obviate nuisance caused to occupiers of adjacent properties by way of noise, vibration, smell or fumes;
(iv) public entrances to buildings and pedestrian access within centres that are sheltered and screened from south-westerly and northerly winds;
(v) a verandah or similar shelter at least three metres wide along the total ground floor frontage of a building, where the area abutting that frontage is designed and/or used for pedestrian movement; and
(vi) public facilities including toilets, infant changing facilities for parents, seating, telephones and community information boards;
(e) Development should not cause a nuisance or hazard arising from:
(i) microclimatic conditions;
(ii) excessive noise;
(iii) odours;
(iv) overlooking;
(v) overshadowing; or
(vi) visual intrusion;
(f) Where appropriate and practicable, development should:
(i) provide parking, access and facilities for the physically handicapped;
(ii) minimise energy consumption for lighting, heating, cooling and ventilation;
(iii) provide public spaces such as malls, plazas and courtyards;

(iv) provide public facilities including toilets, seating, telephones and community information boards; and
(v) provide access for public transport and sheltered waiting areas for passengers;
(g) Landscaping should be provided and maintained to:
(i) soften the hard outline of the built-form;
(ii) establish a buffer between development in the zone and adjacent areas;
(iii) complement and re-inforce the landscaping associated with adjacent development, except where such adjacent landscaping is inadequate, so as to enhance the visual appearance and character of the zone;
(iv) shade, define and create windbreaks for pedestrian paths and spaces;
(v) screen service yards, loading areas and outdoor storage areas;
(vi) screen, shade and enhance the appearance of car parking areas by utilizing clean trunked trees with high canopies and by planting between roadways and car parking areas; and
(vii) divide large car parking areas into smaller, visually separate areas;
(h) Species of plants used in landscaping should be of type which:
(i) complements the naturally occurring vegetation within the locality; and
(ii) will not cause a hazard or nuisance by way of dropped berries, fruit or nuts, or by the profuse display of flowers which may attract large numbers of bees; and
(i) Outdoor signs, both free-standing or attached to buildings, should be designed and located so as to:
(i) be in scale with the overall development or buildings to which they relate, and by sympathetic to the desired character of the zone, and the character of the locality;
(ii) not impair the view of, or from, nearby developments; and
(iii) not distract attention from traffic control information or devices.

Movement of People and Goods

77 Development should conform with the following principles relating to traffic, parking and vehicles access, in addition to any relevant land use specific parking standards:
(a) Development should provide safe and convenient access for private vehicles, cyclists, pedestrians, service vehicles, emergency vehicles and public utility vehicles.
(b) Development adjacent to arterial roads and outside centre or mixed use zones should be confined to land uses which generate low traffic volumes.
(c) Access points onto public roads should be designed and located so as to minimise traffic hazards, queuing on public roads, and intrusion into adjacent residential areas.
(d) The number, design and location of access points onto the arterial roads shown on Map Mit/1 (Overlay 1) should be such as to minimise traffic hazards, queuing on the roads, right turn movements and interference with the function of intersections, junctions and traffic control devices.
(e) Where development is located adjacent to an intersection it should not create an obstruction or impair the visibility for drivers of motor vehicles entering arterial roads.
(f) Development should provide sufficient off-street parking to accommodate resident, visitor, customer, employee, and service vehicles.
(g) (i) Where a development is required to provide car parking of 25 spaces or more, at least one car parking space should be provided in every 25 spaces for the disabled; and
(ii) Parking spaces for the disabled should be conveniently located in relation to building entrances, ramps, and other specialised access facilities required or necessary for use by the disabled.
(h) Car parking areas should be designed and located so as to ensure safe and convenient pedestrian access from vehicles to facilities, and safe and convenient traffic circulation. Adequate provision should be made for manoeuvring into and out of parking bays, and, in the case of centre type development, parking areas and access ways should be designed to minimise conflict between customers and service vehicles.
(i) The layout of all parking areas should be designed so as to obviate the necessity for vehicles to reverse onto public roads.
(j) Car parking areas should be sealed with material which will minimise any mud or dust hazard and provide an even, low maintenance pavement.

(k) Car parking areas should be:
(i) line marked to indicate parking bays, movement aisles and direction of traffic flow;
(ii) graded and drained to efficiently remove surface water; and
(iii) landscaped to screen and shade vehicles in the parking area whilst retaining suitable lines of sight for safe vehicle and pedestrian movements.
(l) Individual car parking areas should, wherever possible, be designed and located so that:
(i) vehicular movement between them does not require the use of public roads; and
(ii) the number of access points is minimised.
(m) Development should provide an opportunity for shared use of car parking facilities, and integration of car parking areas with adjacent development so as to reduce the total extent of car parking areas and reduce the number of access points.
(n) Where traffic control measures, public works and other relevant facilities are required as a direct result of a development being undertaken, the cost of such works or facilities should be borne by the developer.
(o) Residential development located within centre zones should have access and car parking facilities separate from any access and car parking areas serving centre facilities.
(p) Landscaping should be provided and maintained to screen, shade and enhance the appearance of car parking area. To this end parking spaces should not be located closer than two metres from any adjacent street alignment to allow the provision of adequate screen planting.

78 All development should be adequately serviced by providing:
(a) unobtrusive, screened areas for the storage and removal of waste materials;
(b) in the case of centre-type development, adequate provision on the site to enable the loading, unloading and manoeuvring of vehicles without the necessity to use public roads, and in a manner which results in minimal conflict between customer and service vehicles; and
(c) and adequate on-site area which enables the manoeuvring, loading, unloading, fuelling and storage of vehicles associated with the use of the site, and which facilitates the entry and exit of vehicles in a forward direction.