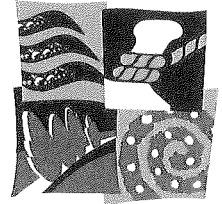


Submission No. 02

(Largs North)

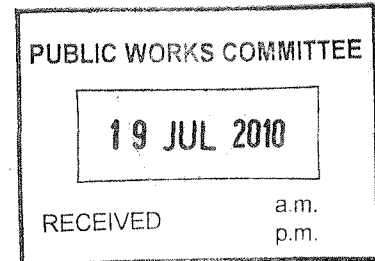
Date: 2/11/2010



CITY OF
Port Adelaide Enfield

14 July 2010

Parliamentary Standing Committee on Public Works
Parliament of Australia
PO Box 6021
PARLIAMENT HOUSE
CANBERRA ACT 2600



**PROPOSED DEVELOPMENT AND CONSTRUCTION OF HOUSING FOR DEFENCE
AT LARGS NORTH (BAYRIVER), PORT ADELAIDE, SOUTH AUSTRALIA**

I refer to your email of 16 June 2010 inviting submissions in relation to the above project.

In principle, Council supports the concept of Defence Housing on the Lefevre Peninsula bringing additional population to the Port Adelaide region. However, it is concerned with the location of the proposed development (former Meyer Oval Reserve on Strathfield Terrace referred to as "Bayriver") and its close proximity to industrial activity and a major freight rail corridor. Council is aware that activity along this rail corridor will increase significantly over time due to the State Government's long term plans for industrialisation of the Lefevre Peninsula.

Council considers it pertinent that the Committee note that in June 2009, the South Australian Government rezoned an area of approximately 25 hectares for General Industry near to the former Meyer Oval Reserve site. Some of the dwellings proposed on this site are little more than 150 metres away from this newly zoned General Industry land.

Given the nature of existing riverfront industry and the proximity of a significant rail freight line, major industries with substantial inputs and impacts can be expected to be attracted to this location. There is significant existing conflict between riverfront industries and residential development as evidenced by regular complaints about noise and dust. Experience with this conflict has shown that riverfront industries and residential development need to be much further apart than they currently are. Council is concerned that the proposed project will perpetuate and exacerbate the current problems between residential and industrial land uses.

Council would also like the Committee to note that, at its closest point, the eastern boundary of the former Meyer Oval Reserve site is approximately 70 metres from the major freight line. This measurement takes into account the set back proposed by the proponent in the Development Application submitted to the State Government's Development Assessment Commission. Council considers that this separation is inadequate and will result in inappropriate noise conditions for new residents. This situation currently exists for residents to the north and south of the former Meyer Oval Reserve site and has been the subject of recent media attention (Portside Messenger 30 June 2010).

Ongoing industrialisation of other significant portions of the Lefevre Peninsula will also see existing noise and air quality issues further exacerbated, notwithstanding individual developments operating within specific emission limits.

Aside from the specific issues referred to above, the attached letter represents Council's concerns presented to the Development Assessment Commission. You will note Council's concerns in relation to the remediation status of unmade Mersey Road (which is adjacent the site) and contaminated groundwater.

I respectfully request that the Committee considers the above issues and invite you to contact Ms Rosa Gagetti on telephone 8405 6727 or email rosa.gagetti@portenf.sa.gov.au if you require further information.

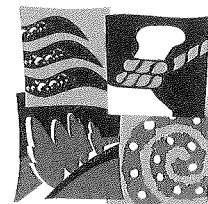
Yours faithfully



Mark McShane
Director Corporate Services

28 July 2009

COPY



CITY OF
Port Adelaide Enfield

Chairman
Development Assessment Commission
GPO Box 1815
ADELAIDE SA 5001

Dear Sir/Madam

Development Application No.: 040/1499/09
Applicant: Land Management Corporation
Proposal: Section 49 Land Division
040/G153/09-Meyer Oval
Subject Land: 142-170 Strathfield Tce LARGS NORTH SA
5016
Allotment 3 D 21006 CT Vol 5941 Folio 228

I refer to notice dated 10/6/09 received from the Commission regarding the above which is for a development proposed to be undertaken by a State agency.

Council has considered the matters contained in the notice and provides the following report pursuant to Section 49(5) of the Act to assist the Commission in preparing its report for the Minister:

- Council makes the following comments:
It is considered that residential development of the former Meyer Oval site conflicts with the State Government's overall strategic aim for the industrialisation of the eastern side of the Lefevre Peninsula, and the large public and private sector investment that is now occurring.

Development of additional housing close to existing and future industries will further add to the present compatibility problems between residential and industrial land uses, and has potential to negatively impact on the operations of existing and future industries. The residential development proposal for Meyer Oval is considered premature in light of the following:

- The recent rezoning of land directly to the east of the subject land as Light Industry, with further General Industry in the proximity, via the Minister's Northern Lefevre Peninsula Industry and Open Space Development Plan Amendment (DPA)
- Lack of analysis of cumulative environmental impacts of additional industrial development
- Lack of analysis of hazard risk
- Implications (including cumulative impacts) of:
 - The Commonwealth's announcement re: construction of additional submarines.
 - The Olympic Dam expansion project requirements.
(including industrial land demand for support industries, greater freight movement and hours of operation)

The Ministerial Northern Lefevre Peninsula Industry and Open Space DPA has rezoned approximately 40 hectares of land for industrial use in close proximity to the proposed Meyer Oval residential development site.

Of this, some 15 hectares is proposed as light industry and will directly abut the eastern boundary of the proposed development site. It has an interface boundary of over 300 metres. The proposed residential allotments are set back approximately 60 metres from this boundary. With Light Industry Zoning immediately adjacent the proposed development site and no acoustic barrier, Council is concerned with noise pollution levels from future industry and the rail track. The Bassett Acoustic study prepared as part of the Northern Lefevre Peninsula Master Plan recommends that the separation distance between housing and industry should be at least 100 metres.

Approximately 25 hectares of land have recently been rezoned as General Industry. This land has direct frontage to the Port Adelaide River. Penrice has a lease over this land for 18 years and while for that period it can be expected that the land will remain in use for Penrice's by-product management needs, the zoning of the land for General Industry will mean that the land will eventually become available for typical general industry uses. At its closest point, the Meyer Oval site is approximately 100 metres away from the proposed General Industry Zone, with the nearest proposed dwelling site being approximately 160 metres away. Given the nature of existing riverfront industry and the proximity of the rail freight line, it is not unreasonable to envisage that substantial industries with substantial inputs and impacts will be attracted to this location. It is anticipated that existing conflict between riverfront industries and residential development would be intensified by further residential development in such close proximity.

Council considers that any residential development of the Meyer Oval site should be deferred until such time as the abovementioned matters are adequately addressed. Notwithstanding this, Council has provided as **Attachment 1** comments of a technical nature in response to the amended Meyer Oval Residential Development Concept Plan presented to Council.

If the proposed land division is supported, Council requests that the conditions outlined in **Attachment 2** are included on any approval granted.

It would be appreciated if Council could be informed of the content of the Commission's report and the recommendation to be put before the Minister. If you have any queries regarding this matter, please contact the undersigned on telephone 8405 6858.

Yours faithfully

Russell Fink
Development Officer, Planning

Planning

Interface with railway

- Due to the proximity to the railway Council is concerned with the lack of information on how railway noise is proposed to be buffered.
- Consideration should be given to the DTEI commissioned Parsons Brinckhoff acoustic study undertaken on the Lefevre rail corridor.
- Outer Harbor rail traffic is expected to increase as a result of proposed industrial expansions, thus Council and the EPA must be satisfied that adequate noise amenity can be achieved for future residents.
- Additional information is required as to how the LMC is meeting all the relevant EPA criteria in relation to railway noise and surrounding land uses. (eg details of the mounding/ fencing / double glazed windows / minimised windows to the east / sound insulation /etc). Council will require that any built form measures are managed in the form of an appropriate encumbrance.
- Council seek to ensure that development outcomes for the subject land are consistent with the long-term (maximised) impact of the increased rail corridor movements proposed to take advantage of the rail upgrade.

Traffic and Road Design

- Consideration to be given to the future traffic volume numbers along Strathfield Terrace and the impact of the increase in traffic volumes on the proposed residential development. It is recommended that a service road be provided as a buffer to residential properties in the instance that it is confirmed that Strathfield Terrace will be used as a freight corridor.
- It is recommended that paired driveways are provided to locations where row dwellings on 4-10m wide properties have been shown, assuming that single width driveways are to be provided.
- Visitor car parking must meet with the provisions of the Development Plan in terms of numbers (0.5 car park spaces per dwelling) and proximity of car parking. Unit sites outside 90 degree bends have no kerb side parking and units are often the source of major issues. Hence 0.5 car park spaces per unit should be provided internally. Alternatively, unit sites to provide for street parking facilities.
- All car parking is required to be designed in accordance with AS 2890.5 Parking Facilities – On-Street parking, DTEI approval will be required for any non-standard car parking.

Stormwater Design

- A Stormwater Management Plan is required to detail how the stormwater generated by the development is to be managed in terms of peak flow discharge and water quality.
- Further discussion is required with Council in meeting with the Water Quality measures prior to the discharge of Stormwater into the Council stormwater system.
- Council is currently undertaking a Mersey Road Pump Station Catchment hydrological study in order to quantify permissible discharge regimes for this development.

- It is likely that on-site detention will be required in order to provide the necessary discharge controls. If this detention is intended to be provided by surface storage in the form of detention basin then the detail design of this basin must meet Council requirements in terms of its position, detail in accordance with Open Space Guidelines and effect on useable open space provision.
- The groundwater assessment in the Remediation Audit Report would need to be considered in relation to the excavation and functioning of any stormwater detention areas, to ensure that contaminated groundwater is not drawn into the surface water runoff. Basin lining may be required.
- Detention basins on Reserve areas will need to comply with Council's Open Space Guidelines, with specify design requirements including maximum space take up of basins, detail basin design criteria and useable open space aspects.

Open Space

- Stormwater Management using open space areas is required to comply with Council's Open Space Guidelines (a copy has been previously provided to the applicant), which specifies design requirements including maximum areas of basins, detail basin design criteria and useable open space aspects.
- The central reserve area is surrounded by terrace housing. While passive surveillance is supported, this area may be perceived as belonging to the terrace houses rather than being a public park. The design needs to ensure that the open space is inviting to all residents.
- Pedestrian/cycle links are to be maintained along Mersey Road.
- More detail is required on the landscaping adjacent Mersey Road to assist in determining stormwater and noise attenuation issues.

Environmental

Remediation Status

- Meyer Oval concept plan includes reference (diagrammatically) to the unmade Mersey Road road reserve. Council notes that remediation has been undertaken for Lot 3 only (with the exception of the areas covered by service easements). The unmade Mersey Road road reserve remains unremediated. The contamination status of Mersey Road area would need to be assessed if it is included in the development to ensure that it is suitable for open space and stormwater management functions, as per the NEPM standards for those uses.
- The Lot 3 audit report refers to the land being (with the exception of the unremediated easements) fit for residential use and related infrastructure development, with the following key conditions:
 - an Environmental Management Plan must be in place and implemented for the unremediated (easement) areas (further on this below)
 - no taking of groundwater and
 - developers and owners to be made aware of the nature of the acidity and salinity of the natural soils in relation to using optimal building materials.
(The last two points would presumably be administered via LMA's)
- An Environmental Management Plan prepared as part of the Audit Report, provides detailed requirements for management and maintenance of unremediated area. Relevant service agencies will need to follow these requirements when working in the unremediated areas in the future and development should allow for access to these areas in accordance with the Environmental Management Plan.
- Similar management and maintenance requirements would apply to the unmade

Mersey Road area if incorporated with the overall development, unless remediated.

Groundwater

- The Lot 3 area has contaminated groundwater which has not been remediated. An ongoing Groundwater Management and Monitoring Program will be undertaken (responsibility of LMC) in relation to the movement (toward the Port River) of contaminated groundwater.
- The access points/bore hole location still need to be identified for the groundwater management.
- Development will need to take into account the requirement for continued access to, and maintenance of, groundwater bore sites on Lot 3.
- The requirement for continued access to, and maintenance of, groundwater bore sites may influence the location of open space.
- The presence of groundwater contamination will require appropriate LMA's to inform and ensure future residents do not take or use groundwater.
- The contaminated groundwater plume may occur under Mersey Road. Consideration will need to be given to this if Mersey Road is incorporated into the development.

Noise and air quality

- The proposed future use of the adjacent land (to the east) for "strategic waterfront industry" (Lefevre Peninsula Master Plan) raises the issue of the capacity to adequately buffer new residents from the impacts of increased rail usage and industrial activity to the east, when full development potential is realised.
- The difficulty of noise management in particular, warrants a specific study in regard to assessment of likely noise and air impacts of future adjacent industry activities.
- Council strongly recommend that the EPA be requested to oversee a review in this regard, to ensure that appropriate buffer requirements and building design requirements are assessed and applied, to enable development function within the required noise and air quality standards for residential living. The EPA's recently finalised separation guidelines may be a useful tool to assist this study.
- Adequate buffering will provide some certainty to future industry development to the east progressing with respect to potential impacts on neighbouring communities.
- The Lefevre Master Plan indicates that an 'acoustic barrier' will be provided along Mersey Road adjacent the development site. A clear understanding of the likelihood of this being implemented is required as part of this analysis, and has implications in relation to the future of Mersey Road. Defence SA should be consulted on this matter.
- The Lefevre Master Plan shows Strathfield Tce (key northern access road for this development) as being "Primary road freight route" from Victoria Road to the proposed industrial precinct to the east, which additional function has significant implications for development and management of Strathfield Tce (and adjacent dwellings) in relation to access, noise, safety, and air quality.
- In the absence of adequate buffering, Council seeks for the Policy Area 14 provisions to be applied on the eastern side of the Meyer Oval site. Whilst open space separation has been incorporated into the subdivision plan, it is important to assess whether such provisions are adequate to provide the required noise and air standards, given ultimate development of the adjacent industrial area.

Cumulative Air Quality Issues

- Noise, dust and fumes are existing nuisance and health concern issues on the Peninsula, emanating from many point sources and contributing to overall ambient air quality and noise levels that often give rise to resident complaints.
- Ongoing industrialisation of the Peninsula will see these issues exacerbated, notwithstanding individual developments operating within specific emission limits. The more industries and residents there are in the area, the greater will be the degree of conflict and complaint.
- The cumulative air quality and noise impacts of additional industrial development on residential development in this area should be assessed.

Hazard Risk

- The issue of hazard risk should be addressed considering the nature and extent of expected future rail/road freight movements, as well as known and anticipated industrial land uses. The joint Council, State Government and Commonwealth funded Hazard Risk Minimisation Study should be considered.



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Portside Messenger

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WEDNESDAY JUNE 30, 2010

STOP THE NOISE

By HEATHER KENNETT

LE FEVRE Peninsula residents living next to the rail freight corridor are demanding noise buffers or a night curfew to shield them from screeching train wheels and blaring horns, as the line becomes the state's busiest.

About 160 freight trains use the line adjacent Mersey Rd weekly, at all hours of the day and night, up from 40 movements, since the opening of Outer Harbor's new \$135 million grain terminal earlier this year.

The rail corridor has now overtaken the Adelaide to Perth route as the most frequently used freight line in SA, which sees an average of 130 trains a week.

Rattling windows, vibrations causing cracks to form in walls, squealing brakes and thumping wheels are among the complaints from residents, who say the increased traffic has made living near the line intolerable.

The *Portside Messenger* last week doorknocked the area, with many claiming the noise mitigation measures that were promised when the grain terminal was first approved in 2003 have never materialised.

■ Continued, Page 6



INTOLERABLE: Paul Kennedy, with daughter Michii, is calling for rail freight traffic noise mitigation measures. Picture: Roy Van Der Vegt

100 game milestone for a Magpie champion

PAGE 3



WIN \$3000 TO SPEND WITH BID BUY & SAVE. PAGE 9



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Residents say enough

■ From Page One

Gail Moffatt said the train noise used to be bearable but was now much worse, "especially since they put the new tracks down making the trains screech".

"When the upgrade was first raised, they said they would plant shrubs but they haven't yet, but it's now so bad I don't think it would make any difference anyway," Mrs Moffatt said.

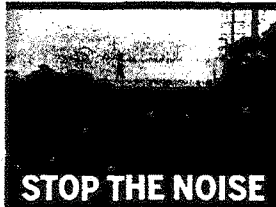
Noise buffers including landscaping and soil mounds were also flagged as part of an upgrade of the corridor in 2005, when a second line was built to cater to increased traffic when the Outer Harbor channel was deepened.

Another resident, Briony, who did not want her surname published, agreed little had been done to protect residents from the noise.

"They said it wouldn't be all night, that it would stop at 11pm - it's now got beyond a joke," she said. "Some nights it comes at 11, at 2, at 3am, it would be quite reasonable if it was at 9am."

Jim Brown questioned why a curfew could not be implemented, similar to that imposed on Adelaide Airport. "They gave us a big spiel about the trains being quieter, but it's now 24 hours a day," he said. "The airport has a curfew, yet trains get to do what they want and use their horns - it's just unreal."

Paul Kennedy argued high fencing



ing similar to what had been offered to some Victoria Rd residents should be made available to Mersey Rd residents to help them cope. "Along there they've built significant fences, yet we've 1km long freight trains travelling at reasonable speeds," he said.

Port-Enfield councillor Bruce Johansen said the council had raised the issue with the Transport Department over the past 10 years, but authorities had refused to listen to the resident's concerns.

"It's unfair these people aren't getting the same treatment that residents along Portrush Rd, in Mile End and Salisbury have got with solid brick walls being built in front of their homes."

A spokesman for Transport Minister Pat Conlon said in an emailed statement the duplication of the railway line had removed the need for passing loops, which "significantly reduced the noise associated with train movements".

"The duplication ensures noise levels along the corridor remain well within the standards required of the World Health Organisation and the EPA Rail Noise Criteria."



UNBEARABLE NOISE: Mersey Rd resident Paul Kennedy, with daughter Michii, wants high fencing made available to help combat rail freight noise.
Picture: Roy Van Der Vegt H0300270

Authority wants complaint detail

THE Environmental Protection Authority says it will investigate residents' noise complaints - with the more detail provided the better.

The EPA's Air and Noise Branch manager Rob Lyons said residents should note the time and direction of the train to help with follow-ups.

"Wheel and brake squealing, excessively loud engines - the more detail the better," he said.

"We would try and figure out which train it is and assess the engine and take action if the noise is excessive."

He said the EPA could only intervene when the train was found to be making "excessive noise".

"The operation of rolling stock if complying with normal noise frequency and the number of movements is outside the guidelines of the Act."

■ To register your noise complaint call the EPA on 8204 2004.

is enough

TRAIN NOISE WOES OF MERSEY RD RESIDENTS:

"I've lived here eight years and it's got worse. I do shift work, I get home after midnight and they're still coming through with their squeaky brakes. I know industry has got to go on but they could do it through the day – it is really annoying. The screeching brakes, you hear the wheels trumpling into the tracks as it moves along."

Donald Holmes

"We've been here 27 years and there was no trains when we came. They gave us a big spiel about trains being quieter, but it's now 24 hours a day. The airport has a curfew, trains get to do what they want and use their horns – it's unreal. I've got nothing against progress but a night curfew would be good. During consultation they told us they might put in an earth barrier but then they told us there wouldn't be enough room."

Jim Brown

"You can feel the ground shake, it's enough to wake me up at night. You can hear the crates shaking as it travels along and then the engine comes through. A sound barrier would help to cut out some of the noise."

Bud

"I can't hear the TV when they go past and the whole house vibrates. It used to be bearable but now it's ridiculous, there's many people trying to sell their homes because of it. A curfew would be really good because the trains come through at 2.30am."

Gail Moffatt

"The trains sound like its coming through the front door. They are at all hours of the night, the house vibrates and you can hear the glasses in the cupboard rattling. A barrier would be good to block out the noise or a curfew."

Bronwyn Roberts

"They said it wouldn't be all night, that it would stop at 11pm, they rattle my windows – it's got beyond a joke. Some nights it comes at 11, at 2, at 3am, it would be quite reasonable at 9am. It's also the squeaking of the brakes, it starts from two streets away down all the way through. My daughter is two-and-a-half, she needs her sleep."

Briony

"The whole house shakes and the house is cracking. The line was here before we were but there has been a significant increase, with the majority of the increase occurring after-hours. Last Saturday night, five trains came through between 10am and 6am. The track is not maintained enough. We live opposite a very straight stretch of track, yet the majority of trains screech – it's this screeching which causes the discomfort."

Paul Kennedy