

24ADL-1130  
30 APRIL 2025

# Two Wells Ambulance Station

Planning Report



SA AMBULANCE SERVICE

# Two Wells Ambulance Station

30 April 2025

|                            |  |
|----------------------------|--|
| Lead consultant            | URPS<br>27 Halifax Street<br><br>Enter via Symonds Pl<br>Adelaide SA 5000<br><br>(08) 8333 7999<br>urps.com.au |
| In association with        | Grieve Gillett Architects<br>Tonkin Engineering<br>WAX Design<br>Steed Surveyors                               |
| Prepared for               | Department for Transport and Infrastructure  |
| Consultant Project Manager | Matilda Asser, Consultant<br>masser@urps.com.au  |
| URPS Ref                   | 24ADL-1130   |

## Document history and status

| Revision | Date     | Author   | Reviewed   | Details              |
|----------|----------|----------|------------|----------------------|
| V1       | 19/11/24 | M. Asser |            | Initiation of report |
| V2       | 15/04/25 | M. Asser | P. Coombes |                      |
| V3       | 24/04/25 | M. Asser |            | Final report         |

We acknowledge the Kaurna People as the Traditional Custodians of the land on which we work and pay respect to their Elders past, present and emerging.

© URPS. All rights reserved; these materials are copyright. No part may be reproduced or copied in any way, form or by any means without prior permission. This report has been prepared for URPS' client. URPS and its associated consultants are not liable to any person or entity for any damage or loss that has occurred, or may occur, in relation to that person or entity taking or not taking action in respect of any representation, statement, opinion or advice referred to herein.

# Contents

|   |    |
|---|----|
| Executive Summary.....                      | 1  |
| 1. Introduction.....                        | 3  |
| 2. Site and Locality .....                  | 4  |
| 2.1 Subject Site .....                      | 4  |
| 2.2 Locality.....                           | 5  |
| 3. Proposed Development.....                | 6  |
| 3.1 Summary.....                            | 6  |
| 3.2 Site Operations .....                   | 8  |
| 3.3 Project Delivery .....                  | 9  |
| 3.4 Scope of Application.....               | 9  |
| 4. Procedural Matters.....                  | 10 |
| 4.1 Planning and Design Code .....          | 10 |
| 4.2 Assessment Pathway.....                 | 10 |
| 4.3 Relevant Authority.....                 | 10 |
| 4.4 Notification.....                       | 11 |
| 4.5 Referrals.....                          | 11 |
| 5. Planning Assessment.....                 | 13 |
| 5.1 Summary.....                            | 13 |
| 5.2 Land Use.....                           | 13 |
| 5.3 Built Form and Character .....          | 14 |
| 5.4 Building Height.....                    | 16 |
| 5.5 Landscaping.....                        | 16 |
| 5.6 Traffic, Access and Parking.....        | 17 |
| 5.7 Flooding and Stormwater Management..... | 18 |
| 5.8 Site Contamination.....                 | 19 |
| 6. Conclusion.....                          | 20 |



# Executive Summary

The South Australian Ambulance Service (SAAS) is the state’s primary provider of emergency ambulance transport, clinical care and patient transport services. SAAS operates a network of ambulance stations in metro Adelaide and non-metro areas and comprises approximately 2,000 staff and 1,500 volunteers.

There is a critical demand for ambulance stations in South Australia. To support the provision of ambulance services, the SAAS Operational Growth Plan sets out how the Government of South Australia will deliver a \$311.2 million investment in staffing and infrastructure. This commitment will deliver brand new, completely rebuilt or upgraded ambulance stations.

In the 2024-2025 State Budget, \$24 million in capital funding was allocated to rebuild ambulance stations in Marion and Whyalla and construct a new ambulance station in Two Wells.

Several sites were initially identified for the new Two Wells ambulance station. Locations were primarily identified for their ability to help improve local ambulance coverage and response times. The proposed site in Two Wells has been selected as the preferred location for the following reasons:

- Its central location within the township and initial recommendation by Council.
- It’s location away from residential areas and on a level site.
- It provides desirable response time mapping with easy access to four main roads in and out of Two Wells.

Importantly, the Mallala ambulance station will remain active and is not being replaced.

Paramedics have been committed for the region and will commence work in November 2025, operating from the new Gawler Station until the Two Wells build is complete.

The table below summarises the key application details:

|  |   |
|--|---|
| <b>Applicant and Owner:</b>            | Department for Infrastructure and Transport (DIT) on behalf of SAAS   |
| <b>Property Location:</b>              | Part of Lot 51 Old Port Wakefield Road, Two Wells   |
| <b>Site Area:</b>                      | Approximately 2,060m <sup>2</sup>   |
| <b>Council and Relevant Authority:</b> | Minister for Planning on the advice of the State Planning Commission (the Commission) with the State Commission Assessment Panel action as the Commission’s delegate. |
| <b>Planning and Design Code:</b>       | Version 2025.7 – 10 April 2025  |
| <b>Zone and Policy Area:</b>           | Township Main Street Zone   |
| <b>Overlays:</b>                       | <ul style="list-style-type: none"><li>• Hazards (Bushfire – Urban Interface)</li></ul>  |

|                                    |  |
|------------------------------------|--|
|                                    | <ul style="list-style-type: none"> <li>• Hazards (Flooding – General)</li> <li>• Native Vegetation</li> <li>• Prescribed Wells Area</li> <li>• Traffic Generating Development</li> </ul> |
| <b>Current Land Uses:</b>          | Car park and community facility (Scouts)   |
| <b>Description of Development:</b> | Construction of an emergency services facility (Ambulance Station)   |

# 1. Introduction

URPS has been engaged by DIT (the Applicant) to prepare this planning report in support of the proposed development at Lot 51 Old Port Wakefield Road, Two Wells.

DIT has engaged a range of independent specialists to conduct assessments on the site and in relation to the proposed development to ensure that potential impacts are identified and properly mitigated/managed. This included preliminary review of several sites identified within Two Wells.

This site has been determined as the most appropriate location for the development of the new Two Wells ambulance station.

This planning report is accompanied by:

- Certificate of Title.
- Architectural Plans prepared by Grieve Gillett Architects.
- Traffic Impact Assessment prepared by Tonkin.
- Landscape Concept Plan prepared by WAX Design.
- Survey prepared by Steed Surveyors.
- Stormwater Management Plan prepared by Tonkin.
- Preliminary Site Investigation, Detailed Site Investigation and Geotechnical Investigation Report prepared by Tonkin.

## 2. Site and Locality

### 2.1 Subject Site

The subject site forms part of Lot 51 D73399 (CR 6215/365). Lot 51 has frontages to Old Port Wakefield Road and Wells Road and has a total area of approximately 3,500m<sup>2</sup>.

The subject site is a rectangular area comprising approximately 2,065m<sup>2</sup> and adjacent to the Old Wakefield Road and Wells Road corner, see **Figure 1** below. As a result, the site has a 34m primary frontage to Old Port Wakefield Road and a 59m secondary frontage to Wells Road.

The subject site is currently used as a car park accessible via an existing crossover to Wells Road. The site also contains a shed which is used by the Scouts. The site is predominantly flat with several existing trees along the street frontages.

The remainder of Lot 51 contains the Adelaide Plains Council Office and public information centre which front Old Port Wakefield Road. Public access is also primarily provided via this frontage. Council staff and the public currently use the car parking area within the subject site.



Figure 1 – Site Plan



## 2.2 Locality

The subject site is central to the Two Wells township, located on the southern side of Old Port Wakefield Road which is the main street and primary thoroughfare through the town. This is reflected by the Zoning, with the site part of the Township Main Street Zone, see **Figure 2**.

The primary activity of the town centre occurs along Old Port Wakefield Road to the south-east of the site, although the Township Main Street Zone extends to Mallala Road approximately 285m north-west. Mallala Road provides connection to the Port Wakefield Highway to the north of the site.

Wells Road does not connect to the Port Wakefield Road. As such it currently features minimal traffic. Land to the south of the site is occupied by the SA Country Fire Service as the current Two Wells site. Land further south and west of the site is currently undeveloped.

100m north-west of the site is an angled intersection with Gawler Road. This provides key connection to the east and extends beyond the township area of Two Wells.

Land along the northern side of Old Port Wakefield Road adjacent the site features numerous land uses including the Two Wells Tavern and Motel, Two Wells Family Medical Centre, takeaway and cafes, and some vacant allotments.

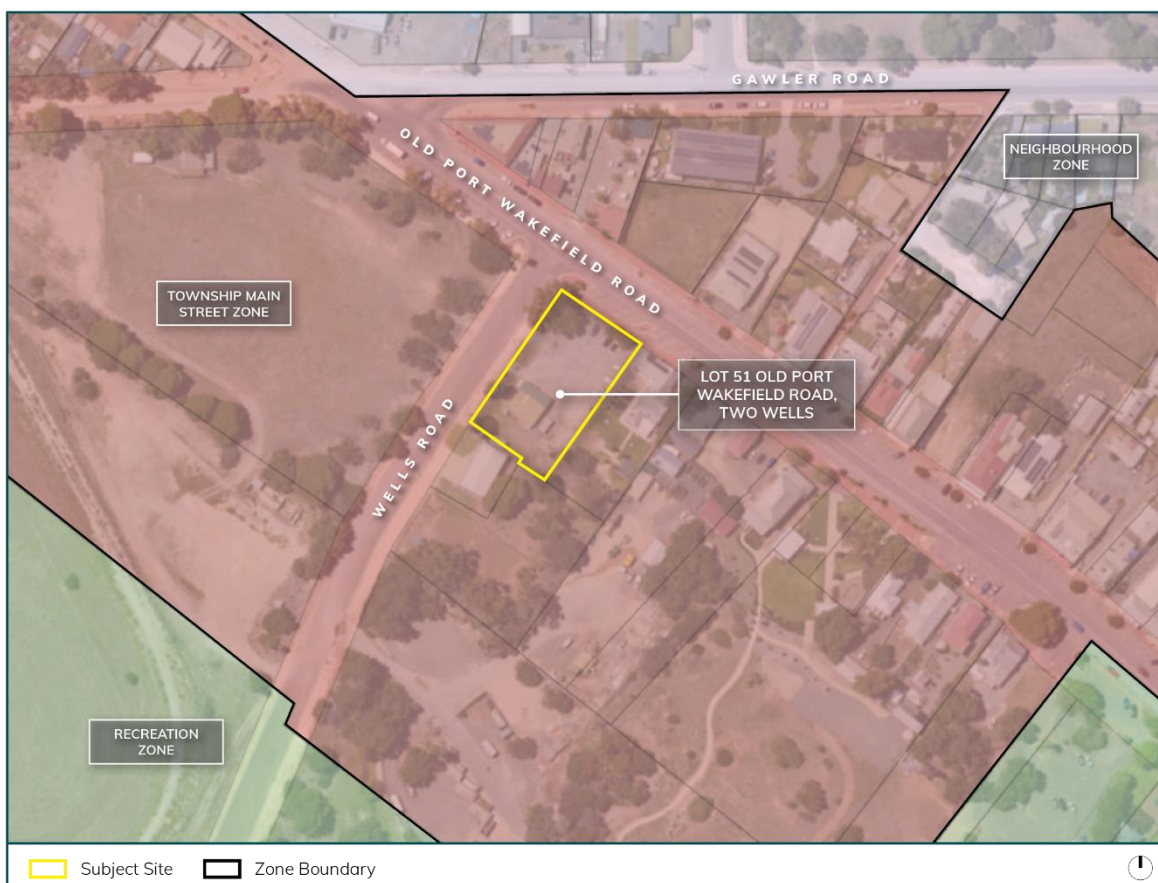


Figure 2 – Locality and Zoning Plan



## 3. Proposed Development

### 3.1 Summary

The proposal includes the construction of a new emergency services facility. This facility will function as the Two Wells Ambulance Station.

The single-storey ambulance station comprises a floor area of approximately 280m<sup>2</sup> with a 180m<sup>2</sup> garage.

The station will include:

- Ambulance vehicle parking areas accommodating 4 ambulances.
- Common support areas including training room, office areas,
- Staff amenities and facilities including crew room, kitchen, change room and bathroom facilities.
- 4 x Personal Wellbeing and Restorative Breakrooms (PWRBs).
- Storage including medical supplies, drug room, operational equipment and cleaning/linen areas.

The proposal also includes:

- Staff car parking area catering for 15 cars (excluding ambulances/ambulance light fleet vehicles).
- Secure fencing around the rear of the site.
- Business identification signage on the Old Port Wakfield Road frontage.
- Fenced area for bin storage, stormwater tanks and bicycle parking.
- Placement of a generator adjacent to the staff parking.
- Landscaped areas along street frontages and rear of the site.

The development will connect to existing reticulated sewer infrastructure with connection adjacent to Wells Road, in the south-western corner of the site.



Figure 3 – Subject site and proposed development



Figure 4 – Perspective image showing presentation to Old Port Wakefield Road

## 3.2 Site Operations

The Two Wells Ambulance Station will be serviced by a total of 12 paramedics. Only 4 paramedic staff will be operational at any one time. This is managed by rostered shifts. The site will also be used by clinical leaders, support clinicians and a small administrative team.

Paramedic shifts will start and end at the premises, with ambulances stored securely on-site during inactive periods. The nature of the shifts means ambulances do not always return to the station base when off-site. Instead, ambulances commonly transit from one case to the next with dispatch to a new case occurring when the ambulance is not at the station.

When an ambulance is dispatched from the station, traffic management measures have been provided on site or adjacent to the site to ensure safe exit from the station to the road.

Initially the facility will provide services for a single 12-hour shift period each day. Operations are expected to increase to 24-hour service as the need for this extent of coverage develops.

The proximity of the station to key road network in and out of Two Wells provides significant coverage to the region beyond the Two Wells township. **Figure 5** below illustrates the 16-minute response coverage area which will be provided from this location. This is overlaid against current 16-minute response coverage from surrounding stations.

The on-site training room can accommodate 10 staff and will be used occasionally to provide training to SAAS staff from the Two Wells Ambulance Station and SAAS staff from other locations. This allows the site to function as a hub and develop localised crews for the region.

Medical waste is generally left at hospitals following transportation; however the facility also includes designated medical waste bins which are regularly emptied by a specialist contractor.

Ambulances will be washed at commercial car wash facilities off-site.

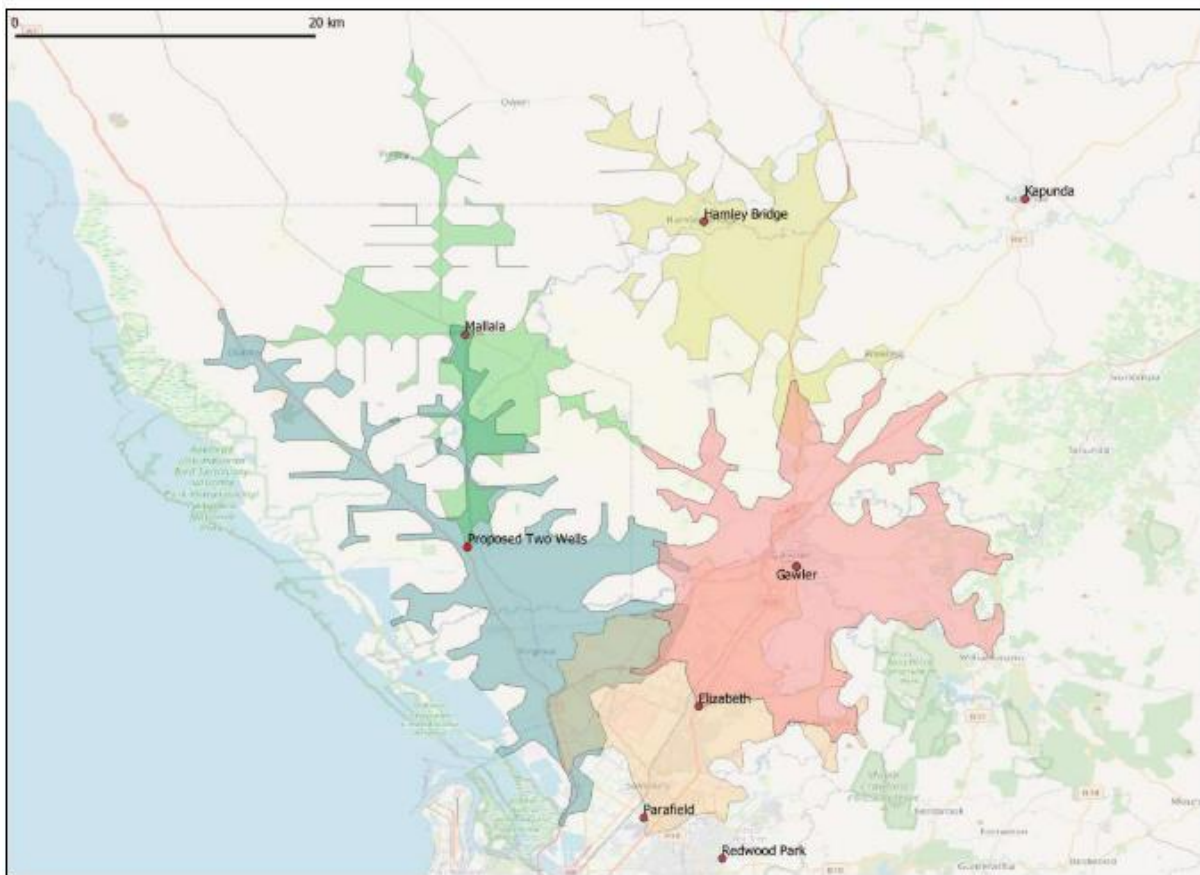


Figure 5 – 16-minute response coverage area from the proposed Two Wells site and existing coverage from existing or proposed stations in the surrounding area.

### 3.3 Project Delivery

DIT has an ambitious project schedule with construction earmarked to commence late in 2025, with completion anticipated by December 2026. This timeframe reflects the election commitments to deliver a new station in Two Wells.

### 3.4 Scope of Application

While DIT has been involved in preliminary discussions with Council and community groups, this report and application does not consider the proposed relocation of the Two Wells Scouts premises.

Documents include reference to the construction of a new Council parking area to the rear of the existing Council offices. This car park is proposed on land outside of the subject land (Lot 51) and site.



## 4. Procedural Matters

### 4.1 Planning and Design Code

The subject land is in the Township Main Street Zone.

The following Overlays in the Code apply to the land:

- Hazards (Bushfire – Urban Interface)
- Hazards (Flooding – General)
- Native Vegetation
- Prescribed Wells Area
- Traffic Generating Development

The site is identified as part of Concept Plan 99 – Two Wells, Adelaide Plains of the Code, however the subject site is outside the concept plan boundary shown on this concept plan.

### 4.2 Assessment Pathway

The proposed development is being undertaken by the Department for Infrastructure and Transport (DIT). DIT is a State agency for the purposes of section 131(1)(b) of the *Planning, Development and Infrastructure Act 2016* (PDI Act), and so the application is Crown development.

### 4.3 Relevant Authority

Section 131 of the PDI Act also sets out the procedures for the assessment of Crown development, including development undertaken by a State agency:

**131—Development assessment—Crown development**

**(2) Subject to this section, if—**

**(a) a State agency proposes to undertake development (other than in partnership or joint venture with a person or body that is not a State agency); or**

**(b) a State agency proposes to undertake development for the purposes of the provision of essential infrastructure (whether or not in partnership or joint venture with a person or body that is not a State agency); or**

**(c) a person proposes to undertake development initiated or supported by a State agency for the purposes of the provision of essential infrastructure and specifically endorsed by the State agency for the purposes of this section,**

**the State agency must lodge an application for approval containing prescribed particulars with the Commission.**

**(Underlining added)**

The application will therefore be assessed by the Minister for Planning on the advice of the State Planning Commission (Commission) with the State Commission Assessment Panel acting as the Commission's delegate.

## 4.4 Notification

The application will not require public notification as the development cost does not exceed \$10 million, in line with section 131(13) of the PDI Act.

## 4.5 Referrals

### 4.5.1 Adelaide Plains Council

Under the PDI Regulations, "Part 5 - Relevant Authorities and Accredited Professionals, Regulation 23 State Planning Commission (section 94)6", the Commission must give Council (Adelaide Plains Council in this instance) a reasonable opportunity to provide the Commission with a report (on behalf of the Council) on any matter specified under the sub-regulation, as follows:

**23—State Planning Commission (section 94)**

...

**(2) If the Commission is the relevant authority under section 94(1) of the Act—**

...

**(b) in any case relating to development within the area of a council—the Commission must give the chief executive officer of the council for the area in which the development is to be undertaken a reasonable opportunity to provide the Commission with a report (on behalf of the council) on any matter specified under subregulation (3) that is relevant to the particular case (but if a report is not received by the Commission within 15 business days after the request is made to the chief executive officer, or within such longer period as the Commission may allow, the Commission may presume that the chief executive officer does not desire to provide a report).**

**(3) The following matters are specified for the purposes of a report under subregulation (2)(b):**

**(a) the impact of the proposed development on the following at the local level:**

**(i) essential infrastructure;**

**(ii) traffic;**

**(iii) waste management;**

**(iv) stormwater;**

**(v) public open space;**

**(vi) other public assets and infrastructure;**

**(b) the impact of the proposed development on any local heritage place;**



***(c) any other matter determined by the Commission and specified by the Commission for the purposes of subregulation (2)(b).***

The Council will have 15 business days to make this report on the above matters with regard to the proposal.

We have engaged in various preliminary discussions with Adelaide Plains Council. These discussions primarily focused on traffic and car parking associated with the development. The initial concerns expressed by Council on these matters have been considered and are generally considered to be resolved.

## 5. Planning Assessment

### 5.1 Summary

The key planning considerations for the proposed development are:

- Land Use.
- Built Form and Character.
- Building Height.
- Landscaping.
- Traffic, Access and Parking.
- Flood and Stormwater Management.
- Site Contamination

An assessment of the above matters against relevant Code provisions is provided below.

### 5.2 Land Use

The Township Main Street Zone seeks:

**PO 1.1** *Retail, office, entertainment and recreation related uses are supplemented by other businesses that provide a range of goods and services to the local community and the surrounding district.*

**DPF 1.1** *Development comprises one or more of the following:*

- (a) *Advertisement*
- (b) *Child care facility*
- (c) *Cinema*
- (d) *Community facility*
- (e) *Consulting room*
- (f) *Dwelling*
- (g) *Hotel*
- (h) *Indoor recreation facility*
- (i) *Library*
- (j) *Office*
- (k) *Place of worship*
- (l) *Shop*
- (m) *Tourist accommodation.*

An “emergency services facility” is not a defined land use in the Code. It is however, the most appropriate term to define the proposed ambulance station. It is outlined within the definition of essential

infrastructure within the PDI Act and is used more broadly within provisions of the Code. This demonstrates that referring to such facilities in this way is acceptable.

An emergency services facility is not a specifically listed in DPF 1.1 of the Township Main Street Zone.

In fact, there are very few Zones which do list an emergency services facility as an envisaged use under the relevant DPF 1.1. The use is also identified in some activity centre subzones. This is because these facilities are suitable in urban centres in order to “provide services at the local and neighbourhood level”.

The Township Main Street provides a similar activity level and seeks to maintain services and facilities established for the township and community.

As shown in **Figure 5** and assessed by SAAS heat mapping, this location within the Township Main Street Zone provides a high level of coverage and timely response to service the community and surrounding district as sought by the Zone.

For these reasons, this site has been identified for the development of the Two Wells Ambulance Station and is a land use which satisfies PO 1.1 above.

## 5.3 Built Form and Character

### 5.3.1 Building Design and Siting

The Zone seeks the following:

- PO 1.5** *Development is sited and designed to achieve or maintain a vibrant and interesting streetscape within retail areas.*
- PO 2.1** *Buildings and structures are designed to complement the traditional low-scale main street built form by ensuring wall, parapet and roof height, verandah profile, and materials of construction are consistent with adjacent traditional main street buildings.*
- PO 2.2** *Buildings preserve main street character by complementing key traditional shop-front elements such as narrow building and tenancy footprint with frequently repeated frontages, clear-glazed narrow shop front displays above raised display levels (base stall boards) and recessed entries.*
- PO 2.4** *Buildings create visual interest and an active interface with the main street frontage and maximise passive surveillance.*
- PO 2.7** *Outbuildings, carports and garages are located behind the primary building facing the main street to ensure vibrancy and activity along the main street.*
- PO 2.8** *Development contributes to and does not interfere with provision of an efficient and convenient pedestrian network linking the main street to adjoining zones.*

The ambulance station and site layout has been designed by GGA to respond to the context of the locality. The building takes references from the sandstone façade and pitched roof of the adjacent Council office building. The materials and colour palette further complement buildings along the street and the slightly recessed presentation and height sit comfortably within the streetscape.

The proposal provides an appropriate built form and siting because:

- The ambulance building is sited to maintain rhythm within the streetscape and features complementary materials to maintain visual interest along the street (PO 1.5).

- The single-storey building maintains the traditional low-scale built form within the street (PO 2.1).
- The building features a minimal street setback and narrow presentation to sit comfortably with the character of built form in the street (PO 2.2).
- The design includes varied materials and colours to create visual interest, and windows have been integrated within the street façade to maximise passive surveillance to the street (PO 2.4).
- The ambulance garage is setback behind the front façade (PO 2.7).
- The development maintains a safe and continuous pedestrian linkage along the street and provides substantial sightlines for pedestrian and vehicles (PO 2.8).

### 5.3.2 Setbacks

The Zone seeks the following:

**PO 3.4** *Buildings are constructed to the front boundary to achieve a continuity of street façade to the main street, with the occasional section of building set back to create outdoor dining areas, visually interesting building entrances and intimate, active spaces.*

**PO 3.5** *Buildings are constructed to side boundaries to achieve a continuity of street façade to the main street.*

**PO 3.6** *Buildings are set back from rear boundaries (other than where these are also street boundaries) to minimise impacts on neighbouring properties, including access to natural light and ventilation.*

The ambulance building is set back a minimum of 700mm from the front boundary with Old Port Wakefield Road. The building is sited to provide a strong built form to the primary frontage adjacent to the existing Council office building.

To ensure sufficient access is provided alongside Council's office building, a 3m setback is provided between the two buildings. The development is otherwise built to the development site boundary with a secure, roofed breakout space on the eastern side of the building. This abuts the proposed site boundary.

The ambulance garage is set back from the Old Port Wakefield Road boundary to provide sufficient sightlines for vehicles and a safer environment for pedestrians. A fenced storage area extends between the garage and the boundary with Wells Road.

While the rear boundary does not adjoin residential development or a neighbourhood-type zone, the development is set back over 24m from the rear boundary. The rear of the site provides staff parking and landscaped areas and therefore promotes natural light to neighbouring properties to the south.

For these reasons, the development satisfies PO 3.4, 3.5 and 3.6 listed above.

### 5.3.3 Interface

As noted above, the development does not adjoin any residential development or land within a neighbourhood-type zone. This means the interface provisions which consider potential amenity impacts such as overlooking or overshadowing do not form part of the assessment.

Nevertheless, the development is of a height, scale and siting which does not impact neighbouring properties.

## 5.4 Building Height

The Zone seeks:

**PO 3.1** *Building height is consistent with the form expressed in any relevant Maximum Building Height (Levels) Technical and Numeric Variation layer and the Maximum Building Height (Metres) Technical and Numeric Variation layer or is low-rise, with height commensurate with the development site's frontage and depth as well as the main street width, so that the impacts of building mass on adjoining properties and the streetscape are minimised.*

**DPF 3.1** *Building height is not greater than:  
Maximum building height is 8 metres.  
Maximum building height is 2 levels.  
(Underlining added)*

The proposed ambulance station is a single-storey building with pitched roof. The development therefore provides a maximum height of 1 level with the ridge of the building 6.02m above ground level. This satisfies the building height provisions PO/DPF 3.1 listed above.

## 5.5 Landscaping

The following provisions of the Design in Urban Areas, General Development Policy are applicable to the development:

**PO 3.1** *Soft landscaping and tree planting are incorporated to:*

- (a) minimise heat absorption and reflection*
- (b) maximise shade and shelter*
- (c) maximise stormwater infiltration*
- (d) enhance the appearance of land and streetscapes.*

**PO 7.5** *Street level parking areas incorporate soft landscaping to improve visual appearance when viewed from within the site and from public places.*

**PO 7.7** *Vehicle parking areas and access ways incorporate integrated stormwater management techniques such as permeable or porous surfaces, infiltration systems, drainage swales or rain gardens that integrate with soft landscaping.*

**PO 13.1** *Development facing a street provides a well landscaped area that contains a deep soil space to accommodate a tree of a species and size adequate to provide shade, contribute to tree canopy targets and soften the appearance of buildings.*

WAX Design has been engaged to prepare a landscape concept plan for the site. This includes the provision of landscaping within the front setback, visible from Old Port Wakefield Road and landscaping surrounding the staff parking area at the rear of the site.

The landscape concept has been designed to provide a low-maintenance solution for the site and incorporates a mix of native and exotic species. The concept also includes the provision of canopy trees within the Old Port Wakefield Road and Wells Road frontages. As a result, the landscape concept for the site satisfies the above provisions.

## 5.6 Traffic, Access and Parking

Tonkin Engineering has been engaged to prepare a Traffic Impact Assessment for the development. The following sections provide a summary of their assessment and the relevant provisions of the Code.

### 5.6.1 Proposed Ambulance Access, Egress and Parking

The Zone seeks the following:

**PO 4.1 *Development minimises the need for vehicle crossovers on the main street to reduce conflicts with pedestrians and avoid disruption to the continuity of built form.***

The layout of the site and buildings prioritises the efficient movement of ambulances through the site and allows minimal impediments during emergency dispatch. Ambulances will exit the site via the frontage to Old Port Wakefield Road and return to base, entering via the Wells Road crossover.

The development provides a dedicated ambulance garage for three ambulances. One additional ambulance parking space is provided at the rear of the building. The garage provides that ambulances are concealed from the street when inactive. The garage is setback from the street to maximise sightlines and warning of approach to the Old Port Wakefield Road exit.

Tonkin's report provides an assessment of the suitability of the proposed ambulance exit and new crossover to Old Port Wakefield Road. While ambulance dispatch times have had an influence on the proposed main street access, Tonkin's report demonstrates how this access point is designed to provide safe and efficient egress for ambulances and provides a safe environment for pedestrians along the footpath.

Importantly, Tonkin's report provides consideration of alternative ambulance exit via Wells Road. This option was raised by Council as part of preliminary feedback. Tonkin reviewed this alternative however it is unsuitable for a number of reasons. This includes conflict with known development adjacent to the site and impacts to ambulance response times navigating additional intersections.

### 5.6.2 Proposed Car Access

The Zone seeks the following:

**PO 4.2 *Vehicle parking is located behind buildings away from the primary main street frontage and designed to minimise impacts on residential amenity.***

Access and egress for staff and visitors arriving by car will be via the new 6m wide crossover to Wells Road. This access point will be controlled with an automated sliding gate and will provide access to the staff parking area to the rear of the site to satisfy PO 4.2 above.

Tonkin's report acknowledges that the nature of the development is such that it will be a restricted access site. This means that access to the site via the Wells Road crossover is highly-managed and a low-speed environment.

### 5.6.3 Off-Street Car Parking Assessment

The Transport, Access and Parking, General Development Policy seeks:



**PO 5.1** Sufficient on-site vehicle parking and specifically marked accessible car parking places are provided to meet the needs of the development or land use having regard to factors that may support a reduced on-site rate such as:

- (e) availability of on-street car parking
  - (f) shared use of other parking areas
  - (g) in relation to a mixed-use development, where the hours of operation of commercial activities complement the residential use of the site, the provision of vehicle parking may be shared
  - (h) the adaptive reuse of a State or Local Heritage Place.
- (Underlining added)

The anticipated car parking needs of the ambulance station have been calculated based on staff volumes and distribution across shifts. This factors in any potential shift 'crossover' period. This is assessed in more detail in Tonkin's Traffic Impact Assessment. Tonkin concludes that the provision of 15 off-street parking spaces will provide more than sufficient off-street parking and factors in potential periods of peak demand and future expanded use of the site. This therefore satisfies PO 5.1 above.

## 5.7 Flooding and Stormwater Management

### 5.7.1 Flood Management

A portion of the site fronting Wells Road is within the Hazards (Flooding – General) Overlay. The overlay seeks:

**PO 1.1** Buildings housing vulnerable people, community services facilities, key infrastructure and emergency services are sited away from flood areas enable uninterrupted operation of services and reduce likelihood of entrapment.

**DPF 1.1** Child care facilities, educational facilities, retirement and supported accommodation, emergency services facilities, hospitals and prisons located outside the 1% AEP flood event.

The design and layout of the development is such that the ambulance station building is not within areas impacted by the overlay. Instead, these impacted areas are contained to driveways and parking areas.

Further, Tonkin Engineering have informed the FFLs for the ambulance station to ensure the operations of the station are not impacted or interrupted by flood risks. An assessment of the flood risk and mitigation for the site is included in the Stormwater Management Plan and further supported in Tonkin's Civil Plan and Drainage Schedule which accompany this application.

### 5.7.2 Stormwater Management

The Design General Development Policy seeks:

**PO 31.1** Development likely to result in risk of export of sediment, suspended solids, organic matter, nutrients, oil and grease include stormwater management systems designed to minimise pollutants entering stormwater.

A Stormwater Management Plan and Drainage Schedule has been developed by Tonkin. The stormwater strategy can be summarised as follows:

- Proposed finished floor levels provide adequate freeboard above flood levels.

- Stormwater detention will be managed via a 4,000L detention tank connected to 100% of the roofed area and discharge will be restricted via outlet pipes.
- Surface flows will be directed to landscaped areas within the site.
- Stormwater will be discharged via a new kerb outlet to Wells Road in accordance with Council requirements.

## 5.8 Site Contamination

It is our view that the proposed use of the land as an “emergency services facility” is most appropriately defined as a Commercial class 1 use which is listed as Item 5 in Table 1: Land Use Sensitivity Hierarchy in Practice Direction 14 – Site Contamination Assessment 2021.

The existing use is also most appropriately defined as a Commercial class 1 use as it includes Council’s office and associated car park.

For this reason, we do not consider it to be a change to a more sensitive land use and will not require referral to the EPA. This is confirmed in Tonkin’s PSI and DSI assessments conducted as part of their preliminary investigations for the site.

## 6. Conclusion

The proposal will provide a purpose-built, local base for SAAS in Two Wells. This development will support the existing emergency services demand in the region as well as supporting the anticipated future population growth in the area. The proposed development satisfies the relevant Planning and Design Code policies because:

- The site has been selected as the preferred location for the new ambulance station in Two Wells following several detailed site investigations conducted by DIT and SAAS in the area.
- The use of the land for as an “emergency services facility” is appropriate within the Township Main Street Zone as it will provide and maintain services at the local and neighbourhood level.
- The single-storey development is an appropriate height and its form and materials ensure it sits comfortably within the locality.
- The design and siting of the proposed building responds to the main street context and has been designed to provide a safe vehicular and pedestrian interface with Old Port Wakefield Road.
- The proposal has been designed to limit vehicular access to Old Port Wakefield Road. This is a safe and controlled environment for ambulance exit only and provides increased sightlines to minimise conflict with pedestrians.
- The development will provide an improved street presentation to Old Port Wakefield Road through landscaping and a contextually responsive built form.
- Stormwater will be appropriately managed and flood risk is mitigated through suitable finished floor levels and building siting.

### Adelaide

27 Halifax Street  
Enter via Symonds Place  
Adelaide SA 5000  
(08) 8333 7999

### Melbourne

Level 3 107 Elizabeth Street  
Melbourne VIC 3001  
(03) 8593 9650

### Perth

Level 17 1 Spring Street  
Perth WA 6000  
(08) 6285 3177



[urps.com.au](http://urps.com.au)