

22 June 2023

Ms Yantel Burns  
Planning Officer  
Port Pirie Regional Council  
115 Ellen Street  
PORT PIRIE SA 5540

Dear Yantel,

**RE: DA FOR THE CONSTRUCTION OF A COMBINED STORE AND DOMESTIC USE LOCATED ON SECTION 865, HUNDRED OF PIRIE, 51 STEAMTRAIN ROAD AT COONAMIA**

Planning Solutions (SA) Pty Ltd have been engaged by the applicants (Ms Alanah Barr) to prepare a Planning Statement for the construction of a store (80 percent builders storage facility and 20% domestic use) located on Section 865, Hundred of Pirie, 51 Steamtrain Road in the area known as Coonamia and contained in the Certificate of Title Volume 5608 Folio 896 (a copy of the Certificate of Title has already been supplied as a part of the application documentation that was initially uploaded to the PLAN SA portal).

**PROPOSAL:**

**Proposed Storage:**

The applicant proposes to construction a store on the subject land where 80% of the total floor area will be used for the storage of plant, equipment, building materials and consumables with the remaining 20% of the floor area will be used for domestic purposes by the applicant.

- The proposed building measures 60m long x 18m wide x 3.60m wall height and an overall height of 5.349 metres.
- Located on the eastern aspect of the building is a lean-to (undercover area) measuring 6.0m wide and 16.0m long x column height of 2.475 metres.
- Adjacent to the undercover lean-to is a dedicated loading zone constructed of a concrete slab.
- The external cladding to the proposed shed will be pre-painted steel sheeting in colorbond 'paperbark' or similar approved.

**Operating Hours:**

The applicants propose to operate the building component of the proposed building between the following hours:

- Monday to Friday – 6.00am to 5.00pm
- Saturdays and Sundays – **CLOSED**
- Public Holidays - **CLOSED**

**Access:**

Access to the subject land will be gained via an existing access gate off Steamtrain Road (refer to photographs attached to this document). This existing access allows vehicle access to the existing built form already constructed on the site and shown on the site plans already supplied in support of the application).

The internal roadworks within the site in association with the operation of the proposed majority of the building will be constructed of compacted crushed rock material which will provide an all-weather surface.

This application will utilise the existing access point and nor require the construction of any additional access points to the subject land to service the proposed new building.

**Employment:**

The applicant currently employs 9 local staff from Port Pirie and surrounds and this proposal will allow for the continued employment of the existing staff.

However, should the building trade continue to remain in its current buoyant state then they may be the opportunity for the applicant to employ additional staff in the future.

**Proposed Vehicle Movements:**

Taking the vehicle movements for the proposed operations the size of the vehicles falls into the following categories, those being

- Work vehicles that will be stored undercover in the new building will leave the site in the morning and under normal circumstances return to the site prior to close of business for the day. Rarely will work vehicles return to the site unless it is to collect materials or equipment for the commencement of another project. These work vehicles as 3 tonne small trucks that are the size of a 4WD vehicle
- Deliveries of waste management bins, where the bins are used for the storage of any hard waste materials and these bins are collected on an as needs basis when the bins need replacing.
- Deliveries to the site are intermittent where goods are delivered in a variety of vehicle sizes, these could be via a trailer, ute, small tray top vehicle. Remembering that the material bought to the site are taken to the project site in a 3 tonne vehicle and therefore the goods in are in a similar size vehicle.

Again, from the operations the applicant anticipates that the vehicle movements to and from the site will range between 8 and 12 per day, which in terms of vehicles movements is deemed to be low.

**Stormwater Management:**

The applicant proposes to harvest the rainwater run-off from the proposed new building where the water will be piped and stored in 2 x 23,000 aboveground rainwater storage tanks where the stored water can be used for the irrigation of the proposed new landscaping and also for human consumption. The proposed rainwater storage tanks will be the same colour as the external cladding to the new building.

The over flow from the proposed aboveground rainwater storage tanks will be piped away from the new building to discharge at natural surface level, thus having no impact of the building or the proposed traffic movements in and around the proposed new building during loading and unloading operations.

**Signage:**

The shed will be used as a storage facility for plant, equipment and materials – there will be no business related signage displayed or installed at the facility and all items being stored at this property will be contained within the shed; no external storage will be external to the building. The proposed new building will allow all items to be housed within the structure including branded business vehicles, whereby no related branding associated with the business will be on display.

**External Lighting:**

As the proposed facility will operate only 5 days a week and from 6.00am to 5.00pm then there will be some lighting installed on the proposed new built form (especially on the western aspect of the building), however the lighting will be for security purposes and will be shielded and directed towards the ground to eliminate light spill onto adjoining properties or impact on the road users along Steamtrain Road.

**On-site Carparking:**

The applicant proposes to provide 6 on-site carparking spaces for employee vehicles. The carparking spaces will be located on the western aspect of the proposed new building as indicated on the already provided documentation. The proposed carparking spaces will measure 3.00m wide x 6.00m long which is wider and longer than the single share carparking space indicated in AS/NZS 2890.1 2004.

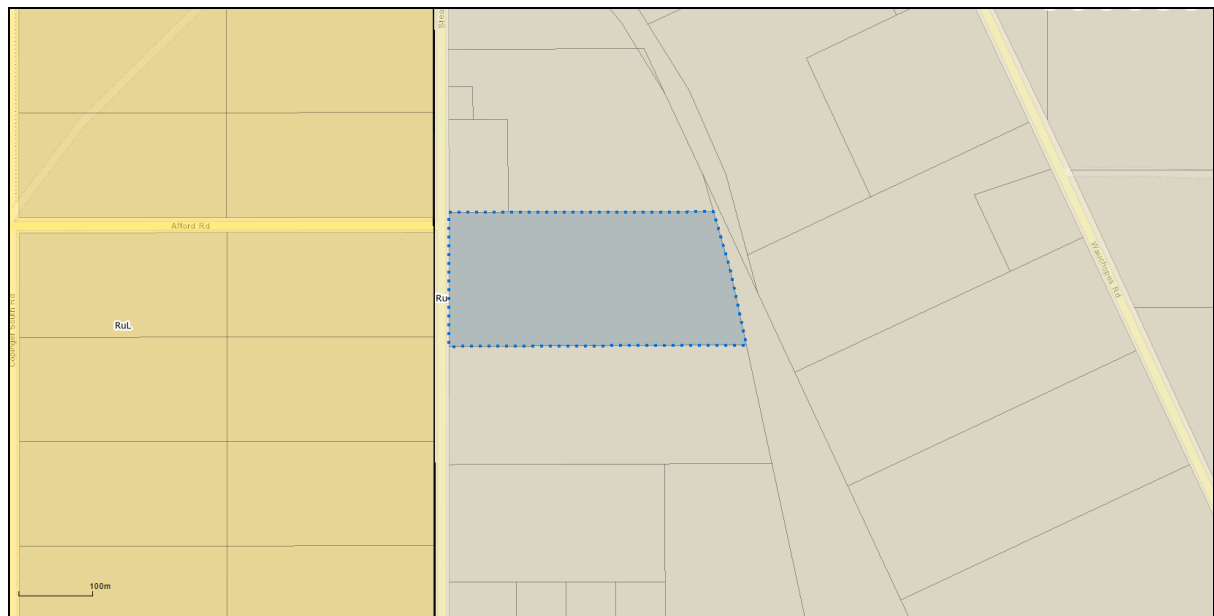
Whilst the applicant indicated that there were 9 employees, not all will be coming to the site to collect work vehicles, plant or equipment as some will go direct to the work site, especially for projects within the Port Pirie township.

**Landscaping:**

There are randomly located trees on the subject land and the applicant proposes to plant additional trees along the eastern boundary of the property (as indicated on previous documentation). The tree selection will be chosen from local indigenous trees that are common to the Port Pirie Region.

## **ZONING:**

The subject land is located within the RURAL ZONE as depicted on the interactive South Australian Property and Planning Atlas (SAPPA) map-based application.



**Figure 1:** Zoning of Subject land and locality

**Source:** SA Property and Planning Atlas (Govt SA)



**Figure 2:** Zoning of Subject land and locality

**Source:** SA Property and Planning Atlas (Govt SA)

Reference has been made to Table 4 – Restricted Development Classification and the only land use activity restricted in the Rural Zone are the following land uses – commercial forestry in the Kangaroo Island subzone, land division creating additional allotments for sensitive use, land division within the limited land division overlay, renewable energy facilities within specific overlays and a shop. As the proposal is none of the above the application will be Code Assessed – Performance Assessed.

Reference has also been made to Table 5 – Procedural Matters (PM) – Public Notification which states the following for the proposed development within the RURAL ZONE:

Class of Development	Exceptions
3. Any development involving any of the following (or of any combination of any of the following): a) industry b) <b>store</b> c) warehouse.	Except development that exceeds the total floor area limit expressed in Rural Zone DTS/DPF 4.1(c) or does not satisfy Rural Zone DTS/DPF 4.3

The proposed new building exceeds the total floor area of 500m<sup>2</sup> as expressed in Rural Zone DTS/DPF 4.1(c) and also fails to meet all of the setback requirements expressed in the Rural Zone DTS/DPF 4.3 that requires the building to be setback 100 metres from all boundaries and this proposal has the building located on 20 metres off the northern boundary of the development site and therefore the proposal has undergone public notification.

#### 4.2 DEVELOPMENT ASSESSMENT:

Reference has been made to Table 4 of the RURAL ZONE which relates to Restricted Development, which confirms that an undercover storage facility (store) in the Rural Zone is not restricted development.

#### RURAL ZONE:

Land Use and Intensity		
Performance Outcome	DTS/DPF Criteria	Comments
PO 1.1 The productive value of rural land for a range of primary production activities and associated value adding, processing, warehousing and distribution is supported, protected and maintained.	DTS/DPF 1.1 Development comprises one or more of the following: a) Advertisement b) Agricultural building c) Brewery d) Carport e) Cidery f) Dairy g) Dam h) Distillery i) Dwelling j) Dwelling addition k) Farming l) Horse keeping m) Horticulture n) Industry o) Intensive animal husbandry p) Low intensity animal husbandry q) Outbuilding r) Renewable energy facility s) Shop t) Small-scale ground mounted solar power facility u) Stock slaughter works v) Tourist accommodation w) Transport distribution x) Verandah y) Warehouse z) Winery aa) Workers Accommodation	The proposed development for the construction of a new building where 80% of the total floor area will be used for the storage of plant, equipment, material and consumables associated with the building industry and 20% of the total floor area will be used for the storage of personal items such as lawn mower, ride on mower, fishing boat and other personal items is not listed in the DTS/DPF 1.1 as an envisaged land use within the RURAL ZONE using the current P & D Code.



Siting and Design		
Performance Outcome	DTS/DPF Criteria	Comments
<p>PO 2.1</p> <p>Development is provided with suitable vehicle access.</p>	<p>DTS/DPF 2.1</p> <p>Development is serviced by an all-weather trafficable public road.</p>	<p>Access to the proposed new storage building will be via an existing access point off Steamtrain Road. The internal roadworks will be constructed of compacted dolomite crushed rock which provides an all weather surface. Steamtrain Road is a bitumen sealed public road and is capable of servicing the proposed new development – <b><u>hence the proposal complies with DTS/DPF 2.1</u></b></p>
<p>PO 2.2</p> <p>Buildings are generally located on flat land to minimise cut and fill and the associated visual impacts</p>	<p>DTS/DPF 2.2</p> <p>Buildings:</p> <ol style="list-style-type: none"> <li>are located on sites with a slope not greater than 10% (1-in-10)</li> <li>do not result in excavation and/or filling of land greater than 1.5m from natural ground level.</li> </ol>	<p>The terrain of the existing allotment in the vicinity of the proposed built form is almost flat and the existing site has been cleared of vegetation in the past and therefore there is no vegetation to be removed to allow the construction of the proposed new building.</p> <p>Due to the flat terrain the construction of the internal roadworks will require minimal cut and fill operations and any excavation will be minimal and certainly not exceed 1.50 metres as suggested by the DTS – <b><u>hence the proposal complies with DTS/DPF 2.2</u></b></p>
Rural Industry		
Performance Outcome	DTS/DPF Criteria	Comments
<p>PO 4.1</p> <p>Small-scale industry (including beverage production and washing, processing, bottling and packaging activities), <b>storage</b>, warehousing, produce grading and packing, transport distribution or similar activities provide opportunities for diversification and value adding to locally sourced primary production activities.</p>	<p>DTS/DPF 4.1</p> <p>Industries, <b>storage</b>, warehousing, produce grading and packing and transport distribution activities and similar activities (or any combination thereof):</p> <ol style="list-style-type: none"> <li>are directly related and ancillary to a primary production use on the same or adjoining allotment</li> <li>are located on an allotment not less than 20ha in area</li> <li>have a total floor area not exceeding 500m<sup>2</sup>.</li> </ol>	<p>This PO is not applicable to this development proposal as the industrial activities including storage is either directly or ancillary related to primary production activities, which does not apply to this proposal.</p> <p>This development is for the storage of building items and personal effects that clients are not able to store at their primary place of residence and as such has no connection to primary production activities on the site – <b><u>hence PO 4.1 is not applicable to this proposal</u></b></p>

Rural Industry (continued)		
Performance Outcome	DTS/DPF Criteria	Comments
<p>PO 4.3</p> <p>Industry, storage, warehousing, transport distribution or similar activities are sited, designed and of a scale that maintains rural character and function and respects landscape amenity.</p>	<p>DTS/DPF 4.3</p> <p>Buildings and associated activities:</p> <ul style="list-style-type: none"> <li>a) are set back at least 100m from all road and allotment boundaries</li> <li>b) are not sited within 200m of a sensitive receiver in other ownership</li> <li>c) have a building height not greater than 10m above natural ground level</li> <li>d) incorporate the loading and unloading of vehicles within the confines of the allotment.</li> </ul>	<p>The location selected for the construction of the proposed new storage shed does not satisfy the 100m setback from all allotment boundaries. However, the proposal is in a location that provides the maximum distance from sensitive receivers in different ownership. The proposed building heights are less than 10 metres (actually 5.349 metres). In addition, the allotment is of a size and configuration to allow for all loading and unloading to occur on the site. Hence the proposal is unable to comply with 4.3(a)</p> <p>However, the proposal can comply with DTS/DPF 4.3 (b), (c) and (d) – hence the proposal complies with the majority of DTS/DPF 4.3</p>
Built Form and Character		
Performance Outcome	DTS/DPF Criteria	Comments
<p>PO 10.1</p> <p>Large buildings are designed and sited to reduce impacts on scenic and rural vistas by:</p> <ul style="list-style-type: none"> <li>a) having substantial setbacks from boundaries and adjacent public roads</li> <li>b) using low-reflective materials and finishes that blend with the surrounding landscape</li> <li>c) being located below ridgelines.</li> </ul>	<p>DTS/DPF 10.1</p> <p>None are Applicable.</p>	<p>The terrain of the existing allotment in the vicinity of the proposed built form is almost flat and the existing site has been cleared of vegetation in the past and therefore there is no vegetation to be removed to allow the construction of the proposed new building.</p> <p>The external cladding of the proposed new storage shed will be prepainted steel sheeting which is non-reflective and therefore will have no impact on the users of adjoining public roads or adjoining landowners.</p> <p>The proposed overall development is located approximately 75 metres from the Steamtrain Road boundary, however, will have a lesser setback from the northern boundary of the subject land (actually 20 metres) - <b><u>hence the proposal complies with the majority of PO 10.1</u></b></p>

**OVERLAYS:****Building Near Airfields Overlay:**

Performance Outcome	DTS/DPF Criteria	Comments
		The Building Near Airfields Overlay is not applicable to this proposal as the outdoor lighting proposed is shielded and directed toward the ground along with none of the land use activities listed in PO 1.2 of the Overlay that has any impact on the operations of commercial or military aircraft nor is there any buildings proposed as outlined on PO 1.3 of the overlay and therefore this Overlay is <b>not applicable to this proposal</b>

**Hazards (Acid Sulfate Soils) Overlay:**

Land Use and Intensity		
Performance Outcome	DTS/DPF Criteria	Comments
PO 1.1 Development that involves excavation or a change to a water table where potential or actual acid sulfate soils are present is undertaken to minimise soil disturbance or drainage; prevent or minimise oxidation; and contain and treat any acid drainage to prevent harm or damage to the environment, primary production, buildings, structures and infrastructure or public health.	DTS/DPF 1.1 Development does not involve or cause: a. excavation of land b. change to a water table.	The only excavation will be for the column footings which will be bored piers where the applicant also intends to line the piers with plastic prior to the pouring of the footings to eliminate any oxidation to the concrete footings and contact with the soil. In addition, the cored material will also be treated with agricultural lime to reduce any soil contamination - <b>hence the proposal complies with DTS/DPF 1.1</b>

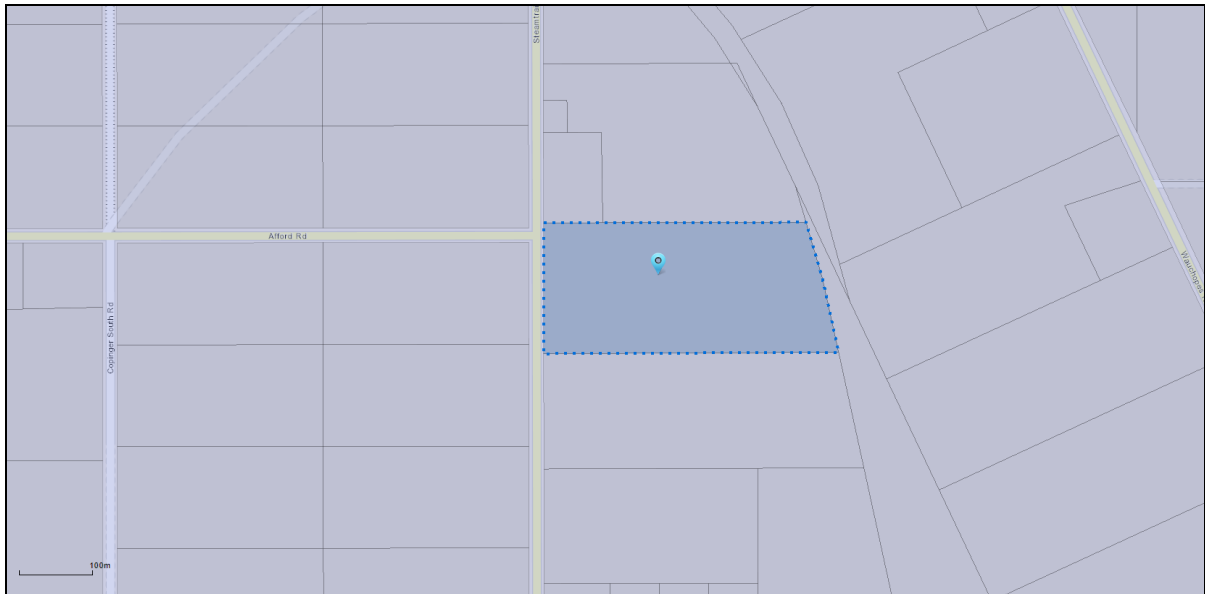
**Hazards (Bushfire – General Risk) Overlay:**

Siting		
Performance Outcome	DTS/DPF Criteria	Comments
PO 1.1 Buildings and structures are located away from areas that pose an unacceptable bushfire risk as a result of vegetation cover and type, and terrain.	DTS/DPF 1.1 None Are Applicable	The terrain of the existing allotment in the vicinity of the proposed built form is almost flat and the existing site has been cleared of vegetation in the past and therefore there is no vegetation to be removed to allow the construction of the proposed new building.  There will be areas of compacted crushed rock for manoeuvring areas and internal roadworks and therefore the risk of bushfire in an around the proposed new built form will be substantially reduced – <b>hence the proposal complies with PO 1.1</b>
PO 2.1 Buildings and structures are designed and configured to	DTS/DPF 2.1 None Are Applicable	<b>Not Applicable</b> as all future built form that will be constructed on the proposed development site will be constructed at ground level, thus alleviating the potential



reduce the impact of bushfire through using designs that reduce the potential for trapping burning debris against or underneath the building or structure, or between the ground and building floor level in the case of transportable buildings and buildings on stilts.		of materials being trapped under the proposed new buildings – <b><u>hence the proposal complies with PO 2.1</u></b>
<b>Vehicle Access – Roads, Driveways and Fire Tracks</b>		
<b>Performance Outcome</b>	<b>DTS/DPF Criteria</b>	<b>Comments</b>
<p>PO 5.2</p> <p>Development does not rely on fire tracks as means of evacuation or access for fire-fighting purposes unless there are no safe alternatives available.</p>	<p>DTS/DPF 5.2</p> <p>Access is in accordance with (a) or (b):</p> <p>a) a clear and unobstructed vehicle or pedestrian pathway of not greater than 60 metres in length is available between the most distant part of the habitable building and the nearest part of a formed public access road</p> <p>b) driveways:</p> <p>I. do not exceed 600m in length</p> <p>II. are constructed with a formed, all-weather surface</p> <p>III. are connected to a formed, all-weather public road with the transition area between the road and driveway having a gradient of not more than 7 degrees (1-in-8)</p> <p>IV. have a gradient of not more than 16 degrees (1-in-3.5) at any point along the driveway</p> <p>V. have a cross fall of not more than 6 degrees (1-in-9.5) at any point along the driveway</p> <p>VI. have a minimum formed width of 3m (4m where the gradient of the driveway is steeper than 12 degrees (1-in-4.5)) plus 0.5 metres clearance either side of the driveway from overhanging branches or other obstructions, including buildings and/or structures (Figure 1)</p> <p>VII. incorporate passing</p>	<p>Access to the subject land will be gained off Steamtrain Road via an existing access point. This proposal does not require the construction of any additional access points to the subject land.</p> <p>The internal access roadways will be less than 600 metres in length. The gradient of the allotment is less than 1:3.5, and there is adequate room on the site for 2 vehicles to pass should that need arise.</p> <p>In addition, the proposal complies with all of the requirements set out in DTS/DPF 5.2 – <b><u>hence the proposal complies with PO 5.2</u></b></p>

	<p>bays with a minimum width of 6m and length of 17m every 200m (Figure 5)</p> <p>VIII. provide overhead clearance of not less than 4.0m between the driveway surface and overhanging branches or other obstructions, including buildings and/or structures (Figure 1)</p> <p>IX. allow fire-fighting services (personnel and vehicles) to travel in a continuous forward movement around driveway curves by constructing the curves with a minimum external radius of 12.5m (Figure 2)</p> <p>X. allow fire-fighting vehicles to safely enter and exit an allotment in a forward direction by using a 'U' shaped drive through design or by incorporating at the end of the driveway either:</p> <p>A. a loop road around the building</p> <p>B. a turning area with a minimum radius of 12.5m (Figure 3)</p> <p>C. a 'T' or 'Y' shaped turning area with a minimum formed length of 11m and minimum internal radii of 9.5m (Figure 4)</p> <p>XI. incorporate solid, all-weather crossings over any watercourse that support fire-fighting vehicles with a gross vehicle mass (GVM) of 21 tonnes.</p>	
<p>PO 5.3</p> <p>Development does not rely on fire tracks as means of evacuation or access for fire-fighting purposes unless there are no safe alternatives available.</p>	<p>DTS/DPF 5.3</p> <p>None are Applicable</p>	<p>The internal roadworks will be constructed of compacted crushed rock material of a minimum width of 3 metres that will provide an all-weather surface which is significantly better than a fire track – <b>hence the proposal complies with PO 5.3</b></p>



**Figure 3:** The Extent of Hazards (Flooding – Evidence Required)

**Source:** SA Property & Planning Atlas (Govt SA)

**Hazards (Flooding – Evidence Required) Overlay:**

Flood Resilience		
Performance Outcome	DTS/DPF Criteria	Comments
<p>PO 1.1</p> <p>Development is sited, designed and constructed to minimise the risk of entry of potential floodwaters where the entry of flood waters is likely to result in undue damage to or compromise ongoing activities within buildings.</p>	<p>DTS/DPF 1.1</p> <p>Habitable buildings, commercial and industrial buildings, and buildings used for animal keeping incorporate a finished floor level at least 300mm above:</p> <ul style="list-style-type: none"> <li>a) the highest point of top of kerb of the primary street</li> <li>or</li> <li>b) the highest point of natural ground level at the primary street boundary where there is no kerb</li> </ul>	<p>Due to the size of the subject land and the flat topography of the subject land the finished floor level (FFL) of the proposed new building will be set 250mm above the natural surface levels opposite the existing access point which has an RL of 0.00, hence the finished floor level of the new building will be set at +250mm above the crest of Steamtrain Road and therefore will not be subjected to flood inundation during prolonged periods of inclement weather – <b>hence the proposal complies with DTS/DPF 1.1</b></p>

**Native Vegetation Overlay**

Performance Outcome	DTS/DPF Criteria	Comments
		<p>A Native Vegetation Declaration has been submitted by the applicant in support of the application stating that there was no native vegetation to be cleared.</p>

**GENERAL MODULES:**

**Clearance from Overhead Powerlines:**

Performance Outcome	DTS/DPF Criteria	Comments
<p>PO 1.1</p> <p>Buildings are adequately separated from aboveground powerlines to minimise potential hazard to people and property.</p>	<p>DTS/DPF 1.1</p> <p>One of the following is satisfied:</p> <p>a) a declaration is provided by or on behalf of the applicant to the effect that the proposal would not be contrary to the regulations prescribed for the purposes of section 86 of the <i>Electricity Act 1996</i></p> <p>b) there are no aboveground powerlines adjoining the sites that are the subject of the proposed development.</p>	<p>A declaration has been provided on behalf of the landowners in accordance with Section 86 of the Electricity Act 1996</p> <p>From the information provided by the applicant initially the existing powerlines are adequately separated from the proposed new building to meet the clearance requirements – <b><u>hence the proposal complies with DTS/DPF 1.1</u></b></p>

### Design:

Design – External Appearance		
Performance Outcome	DTS/DPF Criteria	Comments
<p>PO 1.5</p> <p>The negative visual impact of outdoor storage, waste management, loading and service areas is minimised by integrating them into the building design and screening them from public view (such as fencing, landscaping and built form) taking into account the form of development contemplated in the relevant zone.</p>	<p>DTS/DPF 1.5</p> <p>None are Applicable</p>	<p>The external finish on the proposed storage shed will be colorbond 'paperbark' and non-reflective. The building is setback 20 metres from the northern boundary and approximately 75 metres from the Steamtrain Road boundary. The applicant proposes to plant indigenous trees along the western boundary of the allotment to provide additional screening. The external colour scheme blends with the natural environment and therefore reduce the visual impact of the building when viewed from adjoining public roads and properties - <b><u>hence the proposal complies with PO 1.5</u></b></p>
<p>PO 7.7</p> <p>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.</p>	<p>DTS/DPF 7.7</p> <p>None are Applicable</p>	<p>The internal roadworks will be constructed of compacted crushed rock which provides an all-weather surface which is also a permeable surface as well. The overflow from the rainwater storage tanks will be used for irrigating the proposed new landscaping that will be located on the western boundary of the site- <b><u>hence the proposal complies with PO 7.7</u></b></p>

Design – Earthworks and Sloping Land		
Performance Outcome	DTS/DPF Criteria	Comments
<p>PO 8.1</p> <p>Development, including any associated driveways and access tracks, minimises the need for earthworks to limit disturbance to natural topography.</p>	<p>DTS/DPF 8.1</p> <p>Development does not involve any of the following:</p> <ul style="list-style-type: none"> <li>a) excavation exceeding a vertical height of 1m</li> <li>b) filling exceeding a vertical height of 1m</li> <li>c) a total combined excavation and filling vertical height of 2m or more.</li> </ul>	<p>The gradient of the site is predominantly flat with minimal gradient towards Steamtrain Road which is substantially less than DTS/DPF 8.1 suggests and therefore the construction of Stage 1 and associated internal roadworks will not involve cut or fill operations greater than 1.00 or combined cut and fill greater than 2.0 metres from natural ground level - <b><u>hence the proposal complies with DTS/DPF 8.1</u></b></p>

### **Infrastructure and Renewable Energy:**

Infrastructure and Renewable Energy – Water Supply		
Performance Outcome	DTS/DPF Criteria	Comments
<p>PO 11.1</p> <p>Development is connected to an appropriate water supply to meet the ongoing requirements of the intended use.</p>	<p>DTS/DPF 11.1</p> <p>Development is connected, or will be connected, to a reticulated water scheme or mains water supply with the capacity to meet the on-going requirements of the development.</p>	<p>The applicant proposes to install a 2 x 23,000 litre rainwater storage tanks located near the south-western corner of the proposed new building which can be used for fire-fighting, should the need arise.</p> <p>In addition, the stored water will be used by the applicant to water the new landscaping when planted - <b><u>hence the proposal complies with PO 11.1</u></b></p>

**Interface between Land Uses:**

Interface between land Uses – Generating Noise and Vibration (continued)		
Performance Outcome	DTS/DPF Criteria	Comments
<p>PO 4.2</p> <p>Areas for the on-site manoeuvring of service and delivery vehicles, plant and equipment, outdoor work spaces (and the like) are designed and sited to not unreasonably impact the amenity of adjacent sensitive receivers (or lawfully approved sensitive receivers) and zones primarily intended to accommodate sensitive receivers due to noise and vibration by adopting techniques including:</p> <ol style="list-style-type: none"> <li>locating openings of buildings and associated services away from the interface with the adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers</li> <li>when sited outdoors, locating such areas as far as practicable from adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers</li> <li>housing plant and equipment within an enclosed structure or acoustic enclosure</li> <li>providing a suitable acoustic barrier between the plant and / or equipment and the adjacent sensitive receiver boundary or zone.</li> </ol>	<p>DTS/DPF 4.2</p> <p>None are Applicable</p>	<p>The proposed development is deemed to be low impact as once the employees have left the site there is little activity until they return to the site at the end of the day. As indicated previously there will be the odd vehicle movement to the site during the day to collect waste bins or to drop off materials.</p> <p>Due to the nature of the proposed development the vehicle movements to and from the site are deemed to be minimal, hence during the day there will be minimal to no noise emanating from the site</p> <p>To ensure the noise that will emanate from the site is within the range allowed by the EPA noise policy the applicant engaged an acoustic engineer to undertake a noise assessment and that report has confirmed that noise from the site will fall within the range allowed for the location and the zone</p> <p><b>- hence the proposal complies with PO 4.2</b></p>
Interface between land Uses – Air Quality		
Performance Outcome	DTS/DPF Criteria	Comments
<p>PO 5.1</p> <p>Development with the potential to emit harmful or nuisance-generating air pollution incorporates air pollution control measures to prevent harm to human health or unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers) within the locality and zones primarily intended to accommodate sensitive receivers.</p>	<p>DTS/DPF 5.1</p> <p>None are Applicable</p>	<p>The proposed development does not include chimneys, exhaust flues associated with cafes, restaurants etc.</p> <p>However, any dust that may be generated from the site through the movement of vehicles to and from the facility, especially during the dry summer months will be minimised by using an on-site watercart -</p> <p><b>hence the proposal complies with PO 5.1</b></p>



Interface between land Uses – Air Quality (continued)		
Performance Outcome	DTS/DPF Criteria	Comments
<p>PO 5.2</p> <p>Development that includes chimneys or exhaust flues (including cafes, restaurants and fast food outlets) is designed to minimise nuisance or adverse health impacts to sensitive receivers (or lawfully approved sensitive receivers) by:</p> <ol style="list-style-type: none"> <li>incorporating appropriate treatment technology before exhaust emissions are released</li> <li>locating and designing chimneys or exhaust flues to maximise the dispersion of exhaust emissions, taking into account the location of sensitive receivers.</li> </ol>	<p>DTS/DPF 5.2</p> <p>None are Applicable</p>	<p>The proposed development does not include chimneys, exhaust flues associated with cafes, restaurants etc.</p> <p>However, any dust that may be generated from the site through the movement of vehicles to and from the facility, especially during the dry summer months will be minimised by using an on-site watercart - <b><u>hence the proposal complies with PO 5.2</u></b></p>
Light Spill		
Performance Outcome	DTS/DPF Criteria	Comments
<p>PO 6.1</p> <p>External lighting is positioned and designed to not cause unreasonable light spill impact on adjacent sensitive receivers (or lawfully approved sensitive receivers).</p>	<p>DTS/DPF 6.1</p> <p>None are Applicable</p>	<p>As the proposed facility will operate 5 days a week and from 6.00am to 5.00pm then there will be some lighting installed on the proposed new built form, however the lighting will be for security purposes and will be shielded and directed towards the ground to eliminate light spill onto adjoining properties or impact on road users on the adjoining public road- <b><u>hence the proposal complies with PO 6.1</u></b></p>

### **Transport, Access and Parking:**

Transport, Access and Parking – Movement Systems		
Performance Outcome	DTS/DPF Criteria	Comments
<p>PO 1.4</p> <p>Development is sited and designed so that loading, unloading and turning of all traffic avoids interrupting the operation of and queuing on public roads and pedestrian paths.</p>	<p>DTS/DPF 1.4</p> <p>All vehicle manoeuvring occurs onsite.</p>	<p>The location of the proposed new building has been designed to allow all vehicle movements to occur on the site and done so in a safe and efficient manner - <b><u>hence the proposal complies with DTS/DPF 1.4</u></b></p>

**Transport, Access and Parking: (continued)**

Transport, Access and Parking – Vehicle Access		
Performance Outcome	DTS/DPF Criteria	Comments
<p>PO 3.1</p> <p>Safe and convenient access minimises impact or interruption on the operation of public roads.</p>	<p>DTS/DPF 3.1</p> <p>The access is:</p> <ol style="list-style-type: none"> <li>a) provided via a lawfully existing or authorised driveway or access point or an access point for which consent has been granted as part of an application for the division of land or</li> <li>b) not located within 6m of an intersection of 2 or more roads or a pedestrian activated crossing.</li> </ol>	<p>The development does not require the construction of a new access point off Steamtrain Road. This will be the only access point to the site.</p> <p>The proposed existing access point is NOT be located within 6m of the intersection of any adjoining public roads - <b><u>hence the proposal complies with DTS/DPF 3.1</u></b></p>
<p>PO 3.5</p> <p>Access points are located so as not to interfere with street trees, existing street furniture (including directional signs, lighting, seating and weather shelters) or infrastructure services to maintain the appearance of the streetscape, preserve local amenity and minimise disruption to utility infrastructure assets.</p>	<p>DTS/DPF 3.5</p> <p>Vehicle access to designated car parking spaces satisfy (a) or (b):</p> <ol style="list-style-type: none"> <li>1. is provided via a lawfully existing or authorised access point or an access point for which consent has been granted as part of an application for the division of land</li> <li>2. where newly proposed, is set back: <ol style="list-style-type: none"> <li>i. 0.5m or more from any street furniture, street pole, infrastructure services pit, or other stormwater or utility infrastructure unless consent is provided from the asset owner</li> <li>ii. 2m or more from the base of the trunk of a street tree unless consent is provided from the tree owner for a lesser distance</li> <li>iii. 6m or more from the tangent point of an intersection of 2 or more roads</li> <li>iv. outside of the marked lines or infrastructure dedicating a pedestrian crossing.</li> </ol> </li> </ol>	<p>The development does not require the construction of a new access point off Steamtrain Road. This will be the only access point to the site.</p> <p>This will be the only access point to the site, even if there are any other development constructed on the subject land in the future - <b><u>hence the proposal complies with DTS/DPF 3.5</u></b></p>

Transport, Access and Parking – Vehicle Parking Areas		
Performance Outcome	DTS/DPF Criteria	Comments
<p>PO 6.1</p> <p>Vehicle parking areas are sited and designed to minimise impact on the operation of public roads by avoiding the use of public roads when moving from one part of a parking area to another.</p>	<p>DTS/DPF 6.1</p> <p>Movement between vehicle parking areas within the site can occur without the need to use a public road.</p>	<p>Access to the site will be via an existing access point off Steamtrain Road. Once on the site the movement of vehicles around the new building can be undertaken on the site without the need to use adjoining public roads - <b><u>hence the proposal complies with DTS/DPF 6.1</u></b></p>
<p>PO 6.6</p> <p>Loading areas and designated parking spaces for service vehicles are provided within the boundary of the site.</p>	<p>DTS/DPF 6.6</p> <p>Loading areas and designated parking spaces are wholly located within the site.</p>	<p>Both the loading and outloading of items to be stored in the proposed new building will be undertaken on the site and not on any adjoining public road - <b><u>hence the proposal complies with DTS/DPF 6.6</u></b></p>

## **CONCLUSION:**

Having regard to the foregoing, I consider the development to be worthy of Council approval. I believe the proposed development is not seriously at variance with the relevant provisions of the Planning and Design Code for the following reasons:

I have formed the opinion that the proposed development is a rational and practical development on the subject land, is deemed to be low impact and therefore has minimal impact on the activities in the immediate locality and warrants the granting of Planning Consent. In forming my opinion, I am mindful that:

- The 'subject land' has been substantially cleared of native vegetation in the past; however the remainder of the native vegetation is fenced off and the applicant plans to leave this in its natural state.
- The access points to the site already exist and the proposal does not require the construction of any additional access points, so that all vehicles entering and exiting the site are able to do so in a forward direction, thus providing a safe and efficient movement of vehicles on adjacent public roads.
- The orderly nature of the development in its location;
- The proposed development is adequately serviced by the necessary public infrastructure.
- The allotment is of adequate size to allow all vehicle movements to occur on the site, including staff carparking;
- The topography of the 'subject land' for the Stage 1 development requires minimal changes to the existing landform.
- The extent of fill required to create a platform for the construction of the proposed new building is minimal and is less than 1m in height and will be constructed of compacted crushed rock material. The finished floor level of the proposed new building will be approximately 250mm above the crown of the road (Steamtrain Road) at the current access point.
- The proposed development will not prejudice the attainment of the key policy provisions of the Rural Zone.
- The external colour scheme has been chosen to blend with the natural environment and also to minimise the size of the proposed building. The external finish on the building will be non-reflective as to have minimal impact on the adjoining landowners and the road users of the adjoining public road.

In my opinion, the proposal is low impact, will make a positive contribution to the locality, provides a service to the local and wider community that allows items to be placed in secure undercover storage and therefore warrants the granting of Planning Consent.



**Trevor V White**  
Managing Director

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