



**Port Augusta**  
CITY COUNCIL



**Port Pirie**  
Regional Council



**UNEARTH**  
**WHYALLA**

## **AGENDA**

### **UPPER SPENCER GULF REGIONAL ASSESSMENT PANEL**

**Tuesday 27 June 2023, Council Chamber,  
Whyalla City Council, Darling Terrace,  
Whyalla, commencing at 5pm.**



# AGENDA

## UPPER SPENCER GULF REGIONAL ASSESSMENT PANEL

Notice is hereby given that a meeting of the Upper Spencer Gulf Regional Assessment Panel will be held on Tuesday 27 June 2023, Whyalla Council Chamber, Whyalla City Council, Darling Terrace, Whyalla, commencing at 5pm.

Jodie Perone  
ASSESSMENT MANAGER  
22 June 2023

1. **Welcome – Stewart Payne, Presiding Member**

2. **Present**

3. **Apologies**

4. **Confirmation of Minutes**

That the minutes of meeting held on 28 March 2023 be received and adopted.

5. **Business Arising from the Previous Minutes**

6. **Conflict of Interest Declarations**

7. **Hearing of Representations – Planning, Development and Infrastructure Act applications**

Refer Item 8.1 – One representation

Refer Item 8.2 – One representor - wishes to be heard

8. **Officer Reports**

8.1 Development Application 22042636

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Alterations and additions to existing Museum (State Heritage) – including various conservation and restoration works, associated café and function area, relocation of steam locomotive, new amenities building, covered shelter, veranda, fencing and carparking – 73-77 Ellen Street, Port Pirie.

Store (80% builders' storage & 20% domestic use) – 51 Steamtrain Rd, Coonamia.

Response to representation to be tabled as a late item

**9. Other business**

**10. Close**

4. Confirmation of Minutes



## MINUTES

### UPPER SPENCER GULF REGIONAL ASSESSMENT PANEL

Minutes of the Upper Spencer Gulf Regional Assessment Panel meeting held in the Whyalla City Council Conference Room, Darling Terrace, Whyalla, on Tuesday 28 March 2023, commencing at 5pm.

1. **Welcome – Stewart Payne, Presiding Member**

2. **Present**

Panel Members: S Payne (Presiding Member), N Stassinopoulos  
Attendance via Microsoft Teams - F Barr Zoom, R Donaldson & Angie Stokes

Staff/advisors: J Perone, (Assessment Manager), L Trevisan, Planning Officer (WCC),  
C Schubert, Minute Taker (WCC).  
Attendance via Microsoft Teams - Kevan Delaney Director Infrastructure (PACC)

Applicant: Attendance via Microsoft Teams M Rolfe (URPS)

Property Owner: Attendance via Microsoft Teams – D Steele (EDP Hotels)

3. **Apologies,**

Nil

4. **Confirmation of Minutes**

Moved N Stassinopoulos, seconded F Barr

**RAP20/23 That the minutes of meeting held on 14 March 2023 be received and adopted**

**CARRIED**

**5. Business Arising from the Previous Minutes**

Nil

**6. Conflict of Interest Declarations**

S Payne declared his band occasionally played at the Spencer but did not consider it a conflict of interest.

**7. Hearing of Representations**

Nil

**17:02pm R Donaldson entered the meeting.**

**8. Officer Reports**

**8.1 Development application 22040761 – Partial demolition and carpark, 1-3 Forsyth Street, Whyalla**

A Stokes considered as the subject building is to the rear of the beer garden it may have an effect on reducing the noise from the site. She queried whether consideration was given to the noise impact on nearby residential properties when the subject building is removed.

S Payne advised that as the application was for a demolition and not a change in use, the noise impact should not form part of this assessment. He added, typically, bands played in the beer garden between 4pm and 9pm on Sundays. Any potential nuisance would be dealt with under other legislation and subject to those controls.

R Donaldson declared, pursuant to Clause 21 Code of Conduct, he was the Deputy Chair of the State Heritage Council around the time the Hotel was listed on the State Heritage Register but did not consider it a conflict of interest.

R Donaldson stated he had considered the report and the referral comments and was happy to approve the approval.

S Payne discussed the history of the site as per the report provided and stated it was clear from the Heritage Impact Assessment and the Referral Response that the accommodation wing had no material impact on the Heritage value of the site and the important facets of the main building would not be affected by the demolition.

**Moved, R Donaldson, seconded F Barr**

- RAP21/23**
- 1. Pursuant to Section 107(2)(c) of the Planning, Development and Infrastructure Act 2016, and having undertaken an assessment of the application against the Planning and Design Code, the application is NOT seriously at variance with the provisions of the Planning and Design Code; and**
  - 2. Development Application Number 22040761, by EDP Hotels is granted Planning Consent subject to the following reasons/conditions:**

## **CONDITIONS:**

### **Conditions imposed by the planning authority**

#### **Condition 1**

The development granted Planning Consent shall be undertaken and completed in accordance with the stamped plans and documentation, except where varied by conditions below (if any).

#### **Condition 2**

In order to maintain and protect council assets, any cost associated with the damage to any roads, signs, road ways, footpaths and medium strips or any other Council property or device, by any machinery or vehicle operated while demolishing the building, shall be borne by the applicant.

#### **Condition 3**

All vehicle parks shall be set out, sealed, and line marked in accordance with the approved plans and in accordance with Australian Standards.

#### **Condition 4**

That all practical measures shall be employed to ensure that no nuisance is created to the general public as a result of wind blown dust during demolition. Such measures may include the use of water truck, water sprinkling or airborne capture.

#### **Condition 5**

Materials used to secure the building once demolition is complete shall be in keeping with the materials and finishes of the remaining State Heritage Place.

### **Conditions imposed by Minister responsible for the administration of the Heritage Places Act 1993 under Section 122 of the Act**

#### **Condition 6**

Prior to demolition, the accommodation building, and garage proposed are to be historically recorded (by measured drawings and photographs) to an appropriate standard with copies made available to Heritage South Australia.

#### **Condition 7**

Demolition of building fabric within 1m of the structure of the main hotel must be done by hand methods, without large machinery. Significant heritage fabric impacted on the demolition must be carefully protected and repaired using acceptable heritage conservation practice.

## **ADVISORY NOTES:**

### **Notes imposed by the planning authority**

**Advisory Note 1**

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

**Advisory Notes imposed by Minister responsible for the administration of the Heritage Places Act 1993 under Section 122 of the Act**

**Advisory Note 2**

Please note the following requirements of the *Aboriginal Heritage Act 1988*.

If Aboriginal sites, objects or remains are discovered during excavation works, the Aboriginal Heritage Branch of the Aboriginal Affairs and Reconciliation Division of the Department of the Premier and Cabinet (as delegate of the Minister) is to be notified under Section 20 of the *Aboriginal Heritage Act 1988*.

**Advisory Note 3**

Please note the following requirements of the *Heritage Places Act 1993*.

- (a) If an archaeological artefact believed to be of heritage significance is encountered during excavation works, disturbance in the vicinity must cease and the SA Heritage Council must be notified.
- (b) Where it is known in advance (or there is reasonable cause to suspect) that significant archaeological artefacts may be encountered, a permit is required prior to commencing excavation works. For further information, contact the Department for Environment and Water.

**CARRIED**

**9. Other business**

Nil

**9 Close**

S Payne declared the meeting closed at 5:16pm



**Stewart Payne  
PRESIDING MEMBER**

8.1 Development Application 22042636 - Alterations and additions to existing Museum (State Heritage), 73-77 Ellen Street, Port Pirie.

<b>Application No:</b>	22042636
<b>Relevant Authority:</b>	Upper Spencer Gulf Regional Assessment Panel
<b>Applicant:</b>	The National Trust - Swanbury Penglase Architects
<b>Owner:</b>	National Trust of South Australia
<b>Description of development:</b>	Alterations and additions to existing Museum (State Heritage) – including various conservation and restoration works, associated café and function area, relocation of steam locomotive, new amenities building, covered shelter, veranda, fencing and carparking.
<b>Property details:</b>	73-77 Ellen Street, Port Pirie.
<b>Zoning:</b>	Urban Activity Centre. Strategic Employment.
<b>Planning and Design Code version:</b>	Lodgement 10 February 2023
<b>Referrals</b>	Coast Protection Board. State Heritage. Council.
<b>Nature of Development</b>	Performance Assessed
<b>Notification</b>	Yes - 2 representations – none to be heard.
<b>Recommendation:</b>	Approval
<b>Days left on clock</b>	28 days as of 27 June 2023.
<b>Officer</b>	David Altmann for Port Pirie Council

**CONTENTS:**

**ATTACHMENT A:** Plans and documentation

**ATTACHMENT B:** Agency Referrals

**ATTACHMENT C:** Representations and Applicant’s response

**RELEVANT AUTHORITY**

The Upper Spencer Gulf Regional Assessment Panel is the relevant authority for this application under the Planning, Development and Infrastructure Act 2016 – as the application was subject to a Performance Assessment process (Planning & Design Code) with Notification.

**BACKGROUND – CONTEXT OF LAND/BUILDINGS**

The buildings on the subject land are owned and operated by the National Trust as a Museum – they are located in the Port Pirie Historic Area.

The buildings previously formed the Railway Station and Customs House, both being State Heritage listed – and also the former Police Watchhouse, which is not included on the State Heritage Register, but forms an important part of the precinct’s overall heritage value.

**PROPOSED DEVELOPMENT**

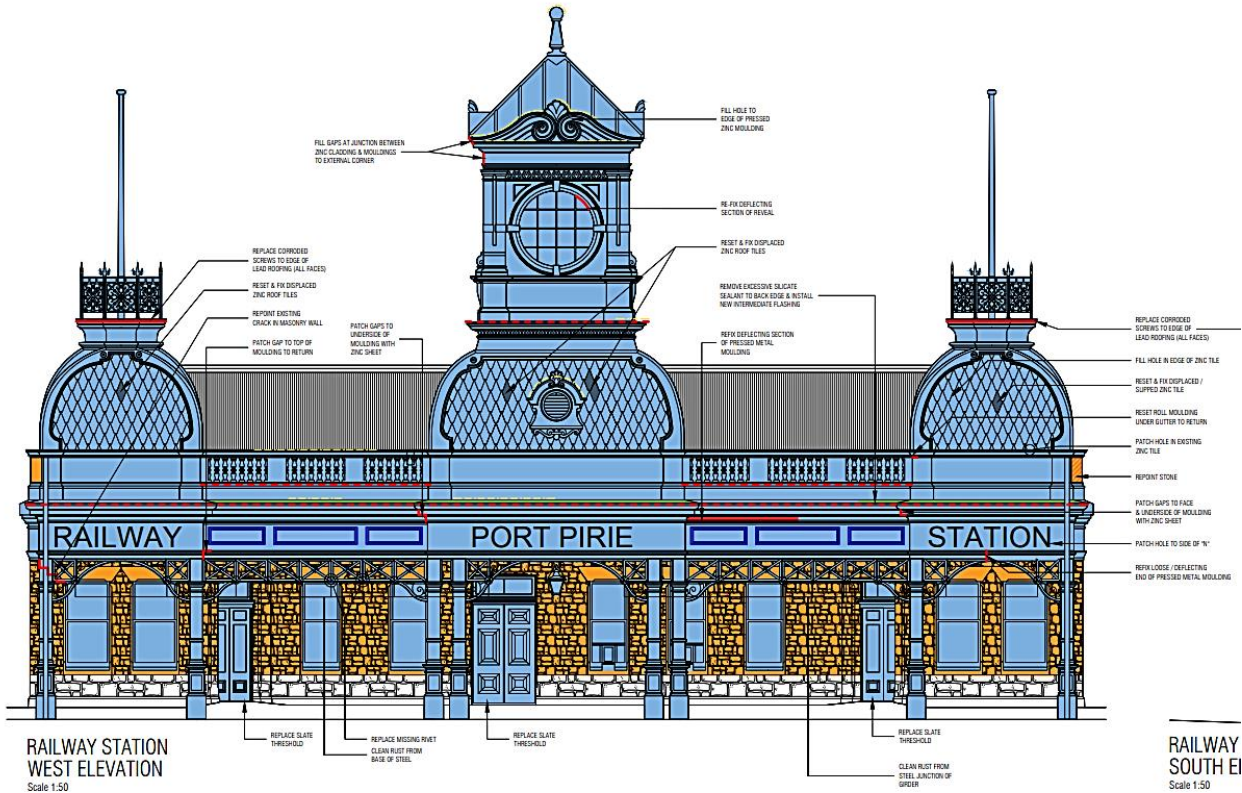
The applicant is the National Trust, assisted/prepared by heritage architects, Swanbury Penglase, in consultation with the State Heritage Branch and the Council.

The proposed development includes alterations and additions to existing Museum (State Heritage) – including various conservation and restoration works, associated café and function area, relocation of steam locomotive, new amenities building, covered shelter, veranda, fencing and carparking.

The heritage buildings will be retained and continue to be used for museum purposes.



A detailed outline of the proposed heritage conservation and new works are described in the Heritage Impact Statement, Swanbury Penglase, December 2022.



**Graphic of proposed conservation/restoration works – front elevation - former railway station building.**

The estimated number of seats will be 37-40 in the cafe (being the combination of both indoor and outdoor) and 300 standing or 150 seated in the outdoor events space. The cafe would be open between 8am and 6pm. The event space would be open after business hours during the week between 5.30pm and midnight, 12 noon and 12 midnight Saturday, and 9am and 12 midnight Sunday.

Additional carparking (14 car parks) on the site to the north would be developed in associated with the Port Pirie Regional Council, plus adjacent street parking.

A copy of the application plans and other relevant information is attached - **Attachment A**.

## SUBJECT LAND AND LOCALITY

The subject land is located at 73-77, Lot 26, Lot 141 and Lot 401, Ellen Street, Port Pirie.

The existing Museum buildings are located on Lot 26 and Lot 401 (owned by the National Trust) – the triangular part of the land to the north of the Museum is Lot 141 (owned by the Crown – the National Trust is the Custodian).

More specifically the land is described in the following Certificates of Title:

- Certificate of Title 6212/23
  - Lot 26
  - State Heritage Register
- Certificate of Title 6019/859
  - Lot 401 in DP 75081
  - Registered easements to rear of land for services
  - State Heritage Register
- Crown Record 6206/343

- Lot 141
- Dedication for National Trust purposes under Crown Lands Act.



**Subject land and locality**

The subject land has an area of 1,823sqm.

The land fronts Ellen Street and the rail corridor to the rear of the land.

The locality is characterised by its town centre location with a mix of retail, business and commercial activity – the rail corridor and wharf area are located to the east of the land.

The buildings on the subject land and those within the locality form part of the Port Pirie Historic Area.

## **REFERRALS**

### **State Heritage Branch**

The proposed development was considered to be acceptable to the State Heritage Branch - conditions were directed.

Refer to **Attachment B** for copy of advice.

### **Coast Protection Board**

No objection - recommended a general advisory note.

Refer to **Attachment B** for copy of advice.

## **Port Pirie Regional Council**

The Council reviewed matters relating to traffic, car parking and council services. Council advised of its support for the proposal.

Council also reviewed the HDS Australia "Parking Impact Statement", May 2023, and had no issue with the use of the Council road verge as part of the proposed carparking area shown on the application plans – Council advised that an Infrastructure Agreement is being prepared for the applicant to enter into with Council regarding such, specifically for the car park upgrade on Ellen Street.

### **PUBLIC NOTIFICATION**

The application was Notified in accordance with the requirements the Planning and Design Code and the Planning, Development and Infrastructure Act, with notification to adjoining owners and sign on the land.

Two representations were received, from:

1. Rachel Eiffe (4 Howard Street, Risdon Park) - in support but with some concerns
2. JLL for Australia Post - in support but with some concerns.

Concerns, in summary, related to:

- The availability of car parking.
- Some Australia Post staff park their cars on the National Trust land – concerned if the development is going to use those parks solely for the museum, and as to what parking restrictions might apply.

Neither of the representors wish to be heard.

A copy of the representations and the applicant's response is contained in **Attachment C**.

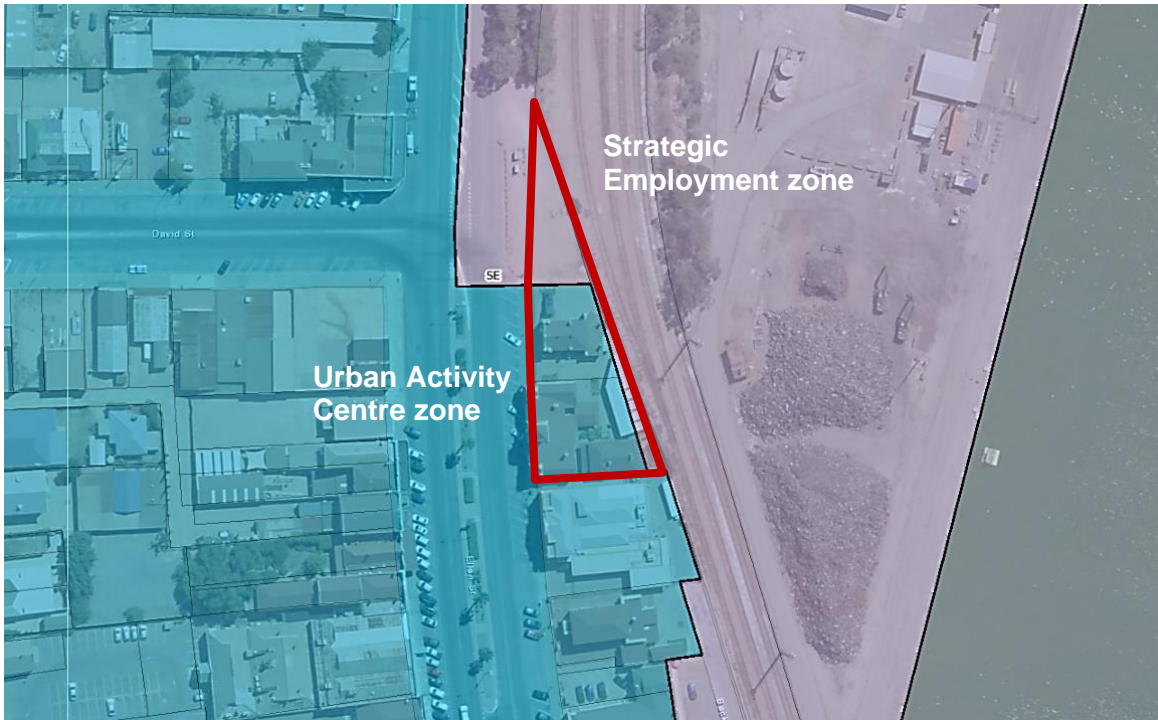
### **PLANNING AND DESIGN CODE**

The subject land is located within the Urban Activity Centre zone and also the Strategic Employment zone of the Planning and Design Code.

The land is within the Overlays of Affordable Housing, Coastal Areas, Coastal Flooding, Historic Area, Heritage Adjacency, Hazards (Flooding - Evidence Required), Native Vegetation, and State Heritage Place.

In addition, the following Technical Numeric Variations applies to the land:

- Finished Ground and Floor Levels (Minimum finished ground level is 3.15m AHD; Minimum finished floor level is 3.4m AHD).



**Zone map**

An assessment against the Planning and Design Code follows.

**Land Use**

As outlined earlier, the subject land is located within the Urban Activity Centre zone and also the Strategic Employment zone of the Planning and Design Code - the primary part of the development site is located in the Urban Activity Centre zone.

There is no change in use of the land proposed, except for the proposed café and function area, as the land is already used for public purposes as a functioning museum – the facility will remain as a functioning museum.

Notwithstanding the above, the Urban Activity Centre zone envisages a wide range of commercial and business activities, including shop/café and entertainment type activities, with a focus on promoting after hours use and social activity, as identified in Desired Outcome 1 and 2 and Performance Outcome 1.1, 1.2 and 1.7 of the zone.

**Urban Activity Centre zone**

Desired Outcome 1

A cohesive and legible environment supporting a broad spectrum of regional level business, shopping, entertainment and recreational facilities that can cater for large crowds, smaller social gatherings and events over extended hours.

Desired Outcome 2

Primary business, shopping and entertaining areas are integrated with public transport facilities, pedestrian and cycling networks, and community transport infrastructure, and designed to enhance the quality of the public realm.

Performance Outcome 1.1

Shops, offices, entertainment, health, education and recreation related uses and other businesses that provide a comprehensive range of goods and services to the region.

Performance Outcome 1.2

Facilities within the centre sited and designed with a view to promoting after hours use to reinforce the centre as the focus of social activity.

#### Performance Outcome 1.7

Changes in the use of land encourage the efficient reuse of commercial premises to maintain and enhance vibrancy within activity centres.

While the primary part of the development site is located in the Urban Activity Centre zone, the Strategic Employment zone also envisages a wide range of commercial and business activities – this zone is more orientated towards higher-impacting land uses such as industry, warehousing and transport distribution. This zone primarily occupies the car parking area, being a land use that is not inconsistent with that envisaged in the zone.

The land use is also consistent with the Tourism Development (General) policies of the Code in that the proposed development complements tourism development that caters for visitors and positively contributes to South Australia's visitor economy, in a suitable location.

From a land use aspect, the proposed development meets with the land use test of the Planning and Design Code.

## **Design**

### Heritage aspects

The Planning and Design Code has a wide range of policy relating to heritage aspects, such as but not limited to:

#### **Heritage Adjacency Overlay**

##### Desired Outcome 1

Development adjacent to State and Local Heritage Places maintains the heritage and cultural values of those Places.

##### Performance Outcome 1.1

Development adjacent to a State or Local Heritage Place does not dominate, encroach on or unduly impact on the setting of the Place.

#### **Historic Area Overlay**

##### Desired Outcome 1

Historic themes and characteristics are reinforced through conservation and contextually responsive development, design and adaptive reuse that responds to existing coherent patterns of land division, site configuration, streetscapes, building siting and built scale, form and features as exhibited in the Historic Area and expressed in the Historic Area Statement.

##### Performance Outcome 1.1

All development is undertaken having consideration to the historic streetscapes and built form as expressed in the Historic Area Statement.

##### Performance Outcome 4.2

Ancillary development, including carports, outbuildings and garages, is located behind the building line of the principal building(s) and does not dominate the building or its setting.

#### **State Heritage Place Overlay**

##### Desired Outcome 1

Development maintains the heritage and cultural values of State Heritage Places through conservation, ongoing use and adaptive reuse consistent with Statements of Significance and other relevant documents prepared and published by the administrative unit of the Public Service that is responsible for assisting a Minister in the administration of the Heritage Places Act 1993.

#### Performance Outcome 2.2

Adaptive reuse and revitalisation of State Heritage Places to support their retention in a manner that respects and references the original use of the State Heritage Place.

In relation to these heritage policies, the proposed development was thoroughly assessed in the Heritage Impact Statement, Swanbury Penglase, December 2022, acting for the National Trust.

Having reviewed the Heritage Impact Statement and the application plans and documentation, the proposed development was considered to be acceptable to the State Heritage Branch for the following reasons:

- The proposed removal of sections of the walls in the station building will take place towards the rear and will not impact on the primary spaces of significance associated with the station building. Retention of wall nibs will allow for interpretation of the original room lay out. The opening up of these rooms will allow for the conversion to café space which will assist in activation and adaptive re-use of the site.
- Proposed alterations to the interior of the Customs House will retain the original room lay out and is considered to respect and reference the original use of the State Heritage Place.
- The existing toilet block and shelter structure do not contribute to the heritage values of the site. Their removal will have no heritage impact.
- The redesign of the rear section of the site will assist in activating the space behind the station building and establish better connection to the adjoining rail network and dock. The scale and siting of the development will maintain the heritage values of the State Heritage Place.
- The proposed fencing, while modern in design, will retain visual access to the rear of the site and is considered to be of a scale and form appropriate for the State Heritage Places.
- The proposed works include conservation work to existing significant fabric which will assist in maintaining the heritage values of the site.

#### General design aspects

The proposed development also accords with general design policy of the Code, noting that:

- Much of the proposed development is limited to conservation and restoration works to the existing buildings – limited new building work
- The new shelter structure is located to the rear of the site, is low in profile, is partially screened by existing buildings and replaces an existing shelter
- The development promotes a vibrant and interesting streetscape in a town centre location and is integrated with town centre facilities
- It is fit for purpose (an existing museum), promotes heritage conservation and environmental initiatives.

#### **Urban Activity Centre zone**

##### Performance Outcome 1.6

Development sited and designed to achieve or maintain a vibrant and interesting streetscape within retail areas.

##### Performance Outcome 2.1

Development throughout the zone that integrates with existing development through building scale, connections and complementary land uses.

#### Performance Outcome 2.6

Buildings and facilities are sited and designed to provide an active frontage to the public realm, contributing to streetscapes and spaces that encourage social interaction.

### **Design (General)**

#### Desired Outcome 1

Development is:

- a) contextual - by considering, recognising and carefully responding to its natural surroundings or built environment and positively contributes to the character of the immediate area
- b) durable - fit for purpose, adaptable and long lasting
- c) inclusive - by integrating landscape design to optimise pedestrian and cyclist usability, privacy and equitable access, and promoting the provision of quality spaces integrated with the public realm that can be used for access and recreation and help optimise security and safety both internally and within the public realm, for occupants and visitors
- d) sustainable - by integrating sustainable techniques into the design and siting of development and landscaping to improve community health, urban heat, water management, environmental performance, biodiversity and local amenity and to minimise energy consumption.

### **Infrastructure and Services**

The following considerations are outlined in relation to services.

#### Car parking

HDS Australia prepared a "Parking Impact Statement" for the proposed development, dated May 2023.

The parking generation rates for the proposed development were calculated based on the rates given in the Planning and Design Code – noting that the land is located within a designated zone, being the Urban Activity Centre zone, where special (or discounted) parking provision rates are outlined for non-residential development (excluding tourist accommodation) as follows:

- Minimum parking provision - 3 spaces per 100m<sup>2</sup> of gross leasable floor area
- Maximum parking provision - 6 spaces per 100m<sup>2</sup> of gross leasable floor area.

The total gross leasable floor area of the site, outlined by HDS, is approximately 470m<sup>2</sup>, comprising of 250m<sup>2</sup> for the former Railway Station, 130m<sup>2</sup> for the Theatre Building and 90m<sup>2</sup> for the rear office building. Outdoor areas were not included in the calculation but is discussed below.

When applying the Planning and Design Code guidelines, the required number of parking spaces is 14 (minimum) to and 28 spaces (maximum). The proposed on-site parking area north of the site, provides 14 parking spaces, which accords with the minimum guideline requirement.

In addition, HDS has flagged that additional on street parking can be provided.

HDS acknowledges that during adhoc events, that the demand for parking would likely exceed the on-site parking provision, which would result in attendees seeking on-street parking nearby. In response, HDS says that such events would be held on weekends and evenings, generally after business hours. The on-street parking demand during these events may compete with other

parking generators such as hotels and restaurants in the evening, or cafés and shops on weekends. However, HDS advised that a large volume of on-street parking is available within a reasonable walking radius and considered that on-street parking will be sufficient to absorb the temporary spike in parking demand due to events.

HDS also responded to the issue raised by Australia Post, where Australia Post staff informally park on the vacant land to the north owned by the National Trust (the Crown Land in National Trust custodianship). HDS advised that as the new carpark would be used for short term parking for visitors to the Museum, the existing users of the informal parking area would be expected to seek parking on nearby on-street parking, where it appears there is sufficient unrestricted (all-day) parking in the vicinity of the site.

As outlined earlier, the Council reviewed matters relating to traffic, car parking and council services - Council advised of its support for the proposal. Council also reviewed the HDS parking assessment report and had no issues with the use of the Council road verge as part of the proposed carparking area shown on the application plans – Council advised that an Infrastructure Agreement is being prepared for the applicant to enter into with Council regarding such, specifically for the car park upgrade on Ellen Street.

The above outcome is considered acceptable.

### Other services

The site has availability of other town services, inclusive of reticulated water, street stormwater system, kerb side waste service and sewerage.

Council's EHO had no concerns with the proposal, noting that toilet facilities are provided and that the land is serviced by SA Water sewerage. The EHO did not consider portable toilets would be necessary for events given that an event is generally expected to not last more than a single day.

Day-day operation and management of the facility would be by the National Trust - for patron bookings, patron management, cleaning and the like.

Excellent linkages are available for pedestrians and cyclists to the town centre and other facilities in the immediate and broader location.

### **General**

The Historic Area, the Heritage Adjacency and the State Heritage Place Overlays have been addressed in particular detail in the assessment above, with reference to the Heritage Impact Statement (Swanbury Penglase, December 2022) and the review and support of the State Heritage Branch.

The Coastal Areas and Coastal Flooding Overlay has been addressed via review of the Coast Protection Board. In relation to the Technical Numeric Variation (TNV) for Finished Ground and Floor Levels (Minimum finished ground level is 3.15m AHD; Minimum finished floor level is 3.4m AHD), it is noted that the spot levels on the Swanbury Penglase plans shows site levels in the order of 2.89-3.11 metres, being less than the TNV envisages. In response, it is noted that apart from open shelter type areas and replacement toilets, that no new buildings are proposed – and that the proposed development is essentially for the use of long-standing buildings. An advisory note has been recommended by the Coast Protection Board that relates.

Similar to the comments above, with regard to the Hazards (Flooding - Evidence Required) Overlay, the primary built development on the land already exists and is serviced by an existing stormwater management system.

The Affordance Housing Overlay is not relevant to the development application.



No vegetation is proposed to be removed, as it relates to the Native Vegetation Overlay.

No significant interface issues are envisaged given the town centre location and its inherent busy nature – any activities would need to comply with the Environment Protection (Noise) Policy.

No site history reporting was called for by Council, given the land is already used for public purposes.

## **Summary**

The proposed development meets with the land use test of the Planning and Design Code.

The proposed development is an excellent example of re-use, conservation and adaptation of heritage buildings.

The development will provide for activity and vibrancy within a town centre location, as encouraged by the Urban Activity Centre zone.

While parking demand will be high during events, the HDS parking report considers that acceptable parking arrangements are available onsite and within the locality – this has also been deemed acceptable to the Council.

The subject land is well located with good integration with the town centre and other facilities in the location.

The proposed development accords with the Planning and Design Code to a degree where it warrants approval.

## **RECOMMENDATION**

It is recommended that the Upper Spencer Gulf Regional Assessment Panel resolves that:

1. Pursuant to Section 107(2)(c) of the Planning, Development and Infrastructure Act 2016, and having undertaken an assessment of the application against the Planning and Design Code, the application is NOT seriously at variance with the provisions of the Planning and Design Code.
2. Development Application Number 22042636, by Swanbury Penglase Architects, at 73-77 Ellen Street, Port Pirie, be granted Planning Consent, subject to the following reserved matter and conditions.

### **Reserved matters**

That pursuant to Sections 102(3)(c) of the Planning, Development and Infrastructure Act 2016, the Applicant shall obtain the following approval prior to the granting of Development Approval for the application:

- The applicant must obtain relevant authorisations from the Council under the Local Government Act, for undertaking development (being portion of the car park area) on Local Government land on Local Government land, on terms acceptable to the Council.

That the Upper Spencer Gulf Regional Assessment Panel Assessment Manager be authorised to receive the above approval and, if satisfied that the relevant approval has been obtained, determine that the reserved matter is fulfilled and impose any additional conditions of planning consent related to the reserved matter as the Assessment Manager deems necessary and appropriate.

## Conditions

### General

1. The development is to take place in accordance with the supporting documentation and plans relating to Development Application Number 22042636, except as modified by any conditions attached to this Decision Notification.
2. That all car parks, driveways and vehicle manoeuvring areas shall be set out and line marked in accordance with the approved plans and in accordance with Australian Standard - Off Street Parking - Car Parking Facilities and be constructed, drained and paved with bitumen, concrete or paving bricks in accordance with sound engineering practice to the reasonable satisfaction of the Council prior to use of the development.
3. All external lighting must be of a nature, and be shielded, to prevent light spill or light nuisance to adjoining land.
4. Stormwater run-off from the proposed development must be managed to prevent erosion or pollution of the site and the environment and prevent runoff on to adjoining land.

### State Heritage

5. Lime mortars must be used in all masonry works to the State heritage place (nominally 1 part lime to 3 parts washed, well-graded sharp sand). Slaked lime putty (with or without pozzolanic agents) or natural hydraulic limes is to be used. Cement, cement-based additives, salt retarders and the like must not be added to any mix.
6. Cleaning of any metal work must be done using stiff bristle brush. The use of wire brushes and power grinding tools is not acceptable.
7. Paint removal must not be done using mechanical sanding or abrasive blasting. A test sample of paint removal must be provided for approval by the Heritage Architect to determine the most appropriate method which avoids damage to the masonry.
8. Removal of internal walls must be done by hand without power tools to avoid damage to surrounding walls and floors.
9. Colour schedule for all paint work must be provided for approval prior to painting taking place.

### **State Heritage Notes**

- Any changes to the proposal for which Planning Consent is sought or granted may give rise to heritage impacts requiring further consultation with the Department for Environment and Water, or an additional referral to the Minister for Climate, Environment and Water. Such changes would include for example:
  - an application to vary the Planning Consent, or
  - Building Rules documentation that incorporates differences from the proposal as documented in the development application.
- Please note the following requirements of the Heritage Places Act 1993:
  - If an archaeological artefact believed to be of heritage significance is encountered during excavation works, disturbance in the vicinity must cease and the SA Heritage Council must be notified.
  - Where it is known in advance (or there is reasonable cause to suspect) that significant archaeological artefacts may be encountered, a permit is required prior to commencing excavation works.

For further information, contact the Department for Environment and Water.

- Please note the following requirements of the Aboriginal Heritage Act 1988:
  - If Aboriginal sites, objects or remains are discovered during excavation works, the Aboriginal Heritage Branch of the Aboriginal Affairs and Reconciliation Division of the Department of the Premier and Cabinet (as delegate of the Minister) is to be notified under Section 20 of the Aboriginal Heritage Act 1988.

### **Coast Protection Board Notes**

- The Coast Protection Board advises that any part of the development site which does not achieve site and finished floor levels of 3.15 metres and 3.4 metres Australian Height Datum respectively may be at risk of coastal flooding from a significant storm surge event unless the site is protected from this risk. (The Board notes that the site is set back from the waterfront and has not determined the actual extent of flood risk in this case.) The above levels are recommended to reduce coastal flooding risk to 2050 and take into account 0.3 meters of sea level rise and 1% AEP storm surge conditions. The Board advises that a potential further 0.7m of sea level rise to the year 2100 may increase the above flood risk.

### **General Notes**

- Building Rules approval and final Development Approval must be sought and obtained prior to undertaking any development.
- Planning approval will lapse at the expiration of 2 years from its operation date, unless Development Approval is granted or unless an extension is granted by the Relevant Authority.
- The applicant is reminded of its obligation to seek any necessary approvals from the service authorities who hold registered easements over Lot 401, as it relates to any proposed works over those easements.
- The applicant is reminded of its obligation to seek any necessary approval from the Crown, under the Crown Lands Management Act, for use of land that is held in the custodianship of the National Trust.

**ATTACHMENT A:** Plans and documentation



The Registrar-General certifies that this Title Register Search displays the records maintained in the Register Book and other notations at the time of searching.



## Certificate of Title - Volume 6019 Folio 859

Parent Title(s) CT 5980/47, CT 6004/682  
Creating Dealing(s) RTC 10910548  
Title Issued 02/10/2008 Edition 1 Edition Issued 02/10/2008

### Estate Type

FEE SIMPLE

### Registered Proprietor

THE NATIONAL TRUST OF SOUTH AUSTRALIA  
OF BEAUMONT HOUSE 631 GLYNBURN ROAD BEAUMONT SA 5066

### Description of Land

ALLOTMENT 401 DEPOSITED PLAN 75081  
IN THE AREA NAMED PORT PIRIE  
OUT OF HUNDREDS (BURRA), OUT OF HUNDREDS (WHYALLA) AND HUNDREDS OF PIRIE AND TELOWIE

### Easements

SUBJECT TO EASEMENT(S) OVER THE LAND MARKED E TO DISTRIBUTION LESSOR CORPORATION (SUBJECT TO LEASE 8890000) (TG 9707742)

SUBJECT TO EASEMENT(S) OVER THE LAND MARKED A (GG 22.2.1990 PAGES 532 AND 533)

SUBJECT TO EASEMENT(S) OVER THE LAND MARKED Q (GG 19.8.1976 PAGES 576 AND 577)

### Schedule of Dealings

NIL

### Notations

Dealings Affecting Title NIL

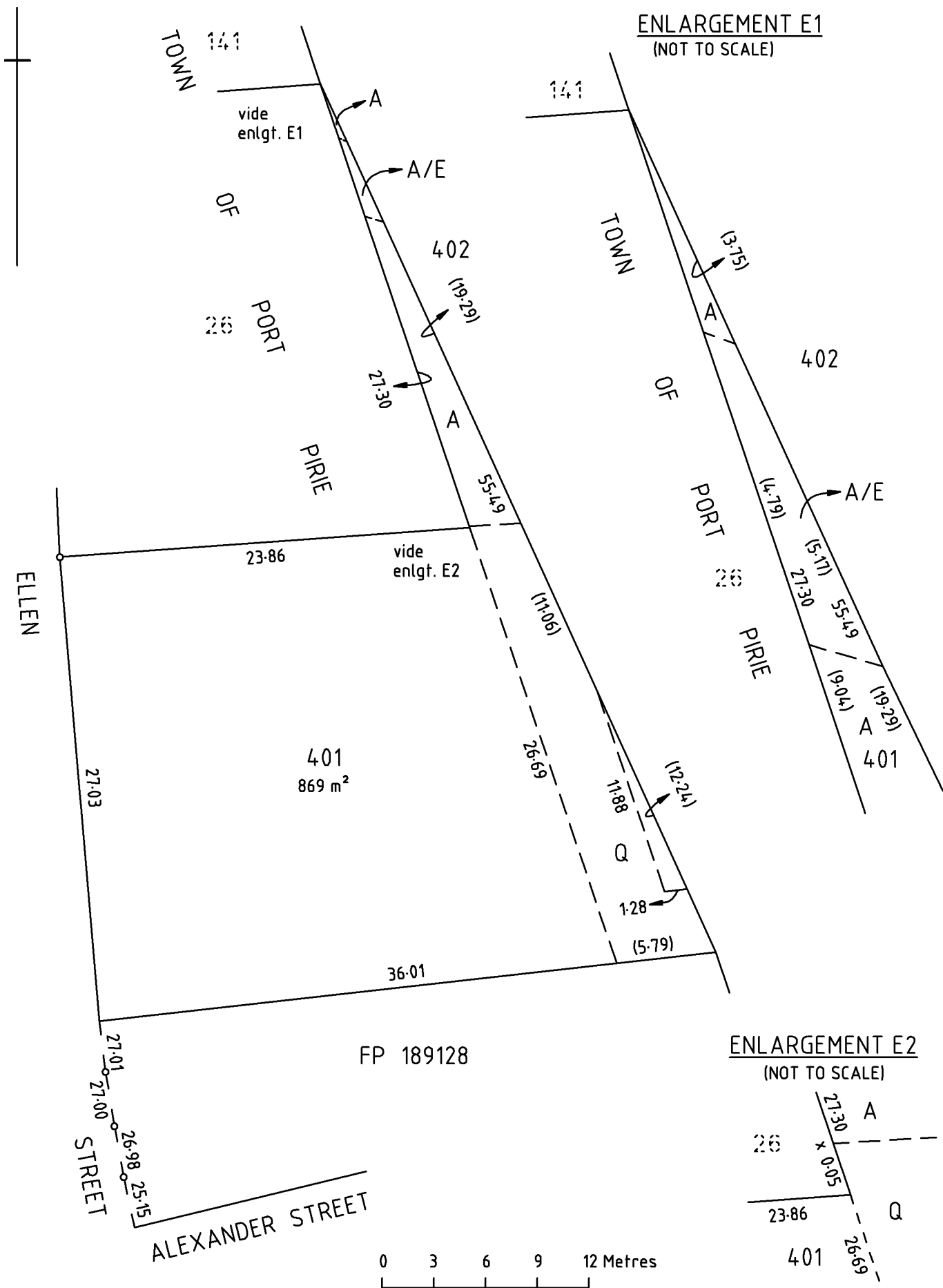
Priority Notices NIL

Notations on Plan NIL

Registrar-General's Notes NIL

### Administrative Interests

CONFIRMED IN SA HERITAGE REGISTER 26/11/1981



REAL PROPERTY ACT, 1886



The Registrar-General certifies that this Title Register Search displays the records maintained in the Register Book and other notations at the time of searching.



## Certificate of Title - Volume 6212 Folio 23

Parent Title(s) CR 6211/179  
Creating Dealing(s) RT 12951718  
Title Issued 16/08/2018 Edition 1 Edition Issued 16/08/2018

### Estate Type

FEE SIMPLE

### Registered Proprietor

THE NATIONAL TRUST OF SOUTH AUSTRALIA  
OF BEAUMONT HOUSE 631 GLYNBURN ROAD BEAUMONT SA 5066

### Description of Land

ALLOTMENT 26 TOWN OF PORT PIRIE  
HUNDRED OF PIRIE

### Easements

NIL

### Schedule of Dealings

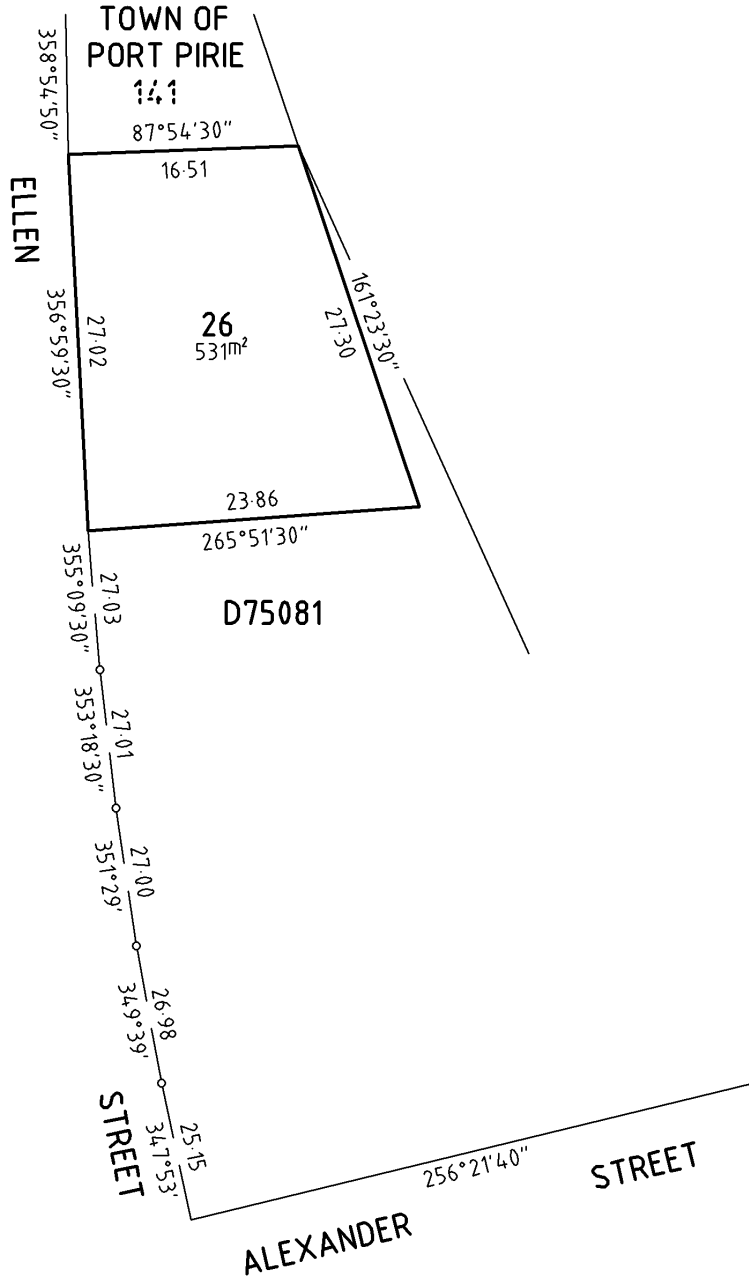
NIL

### Notations

Dealings Affecting Title NIL  
Priority Notices NIL  
Notations on Plan NIL  
Registrar-General's Notes NIL

### Administrative Interests

CONFIRMED IN SA HERITAGE REGISTER 24/07/1980





This Crown Record Register Search is a true and correct extract of the Register of Crown Records maintained by the Registrar-General. Crown Land is administered pursuant to the Crown Land Management Act 2009 by the Department for Environment and Water.

## Crown Record - Volume 6206 Folio 343

<b>Parent Title(s)</b>	CR 5758/177				
<b>Creating Dealing(s)</b>	RT 12910354				
<b>Title Issued</b>	26/04/2018	<b>Edition</b>	1	<b>Edition Issued</b>	26/04/2018

## Estate Type

CROWN LAND (ALIENATED)

## Owner

THE CROWN

## Custodian

THE NATIONAL TRUST OF SOUTH AUSTRALIA  
OF BEAUMONT HOUSE 631 GLYNBURN ROAD BEAUMONT SA 5066

## Description of Land

ALLOTMENT 141 TOWN OF PORT PIRIE  
HUNDRED OF PIRIE

TOTAL AREA: 425M<sup>2</sup> (CALCULATED)

DIAGRAM BOOK PAGE 217 AND ROAD PLAN 6480

## Easements

NIL

## Schedule of Dealings

<b>Dealing Number</b>	<b>Description</b>
12910835	LAND DEDICATED FOR NATIONAL TRUST PURPOSES PURSUANT TO THE CROWN LANDS ACT, 1929 BY GAZETTE 04/06/1987

## Notations

<b>Dealings Affecting Title</b>	NIL
<b>Priority Notices</b>	NIL
<b>Registrar-General's Notes</b>	NIL
<b>Administrative Interests</b>	NIL

# Development Application – Native vegetation declaration

## Native Vegetation Declaration

Date of application:		
Location of proposed development:		
House no.:	Lot no.:	Street:
Town/Suburb:		
Section no.:	Hundred:	
Volume:	Folio:	

Nature of proposed development:
---------------------------------

I: \_\_\_\_\_ declare that:

- The proposed development will not or would not, involve the clearance of Native Vegetation under the *Native Vegetation Act 1991*, including any clearance that may occur in connection with a relevant access point and/or driveway, and/or within 10 metres of a building (other than a residential building or tourist accommodation), and/or within 20 metres of a dwelling or addition to an existing dwelling for fire prevention and control, and/or within 50 metres of residential or tourist accommodation in connection with a requirement under a relevant overlay to establish an asset protection zone in a bushfire prone area.
- The application is supported by a report prepared in accordance with Regulation 18(2)(a) of the Native Vegetation Regulations 2017 that establishes clearance is categorised as 'Level 1 clearance' (for more information, please use the link below\*). Please upload the report in relation to native vegetation on the next page.
- No report or declaration supplied with this application.

[\\*Regulation 18\(2\)\(a\) of the Native Vegetation Regulations 2017](#)

Signed: \_\_\_\_\_

Date: \_\_\_\_\_

If being lodged electronically please tick to indicate agreement to this declaration.

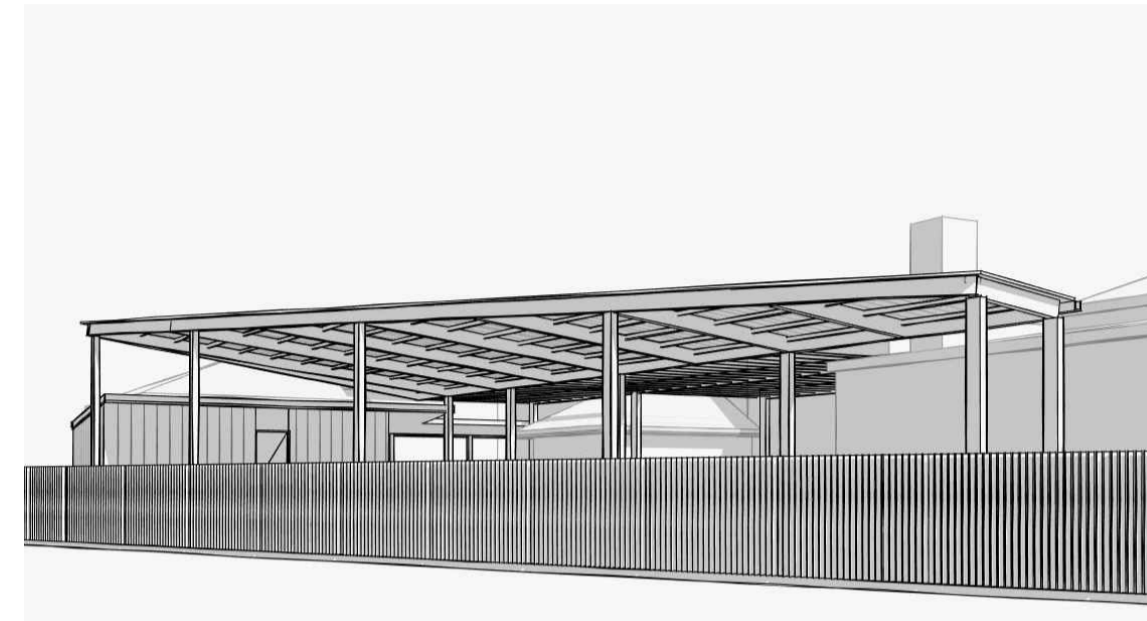
Published by the Chief Executive of the Department of Planning, Transport and Infrastructure on 31 July 2019



**Government of South Australia**  
Attorney-General's Department

# PORT PIRIE HISTORIC PRECINCT CONSERVATION, MODIFICATION & NEW WORKS

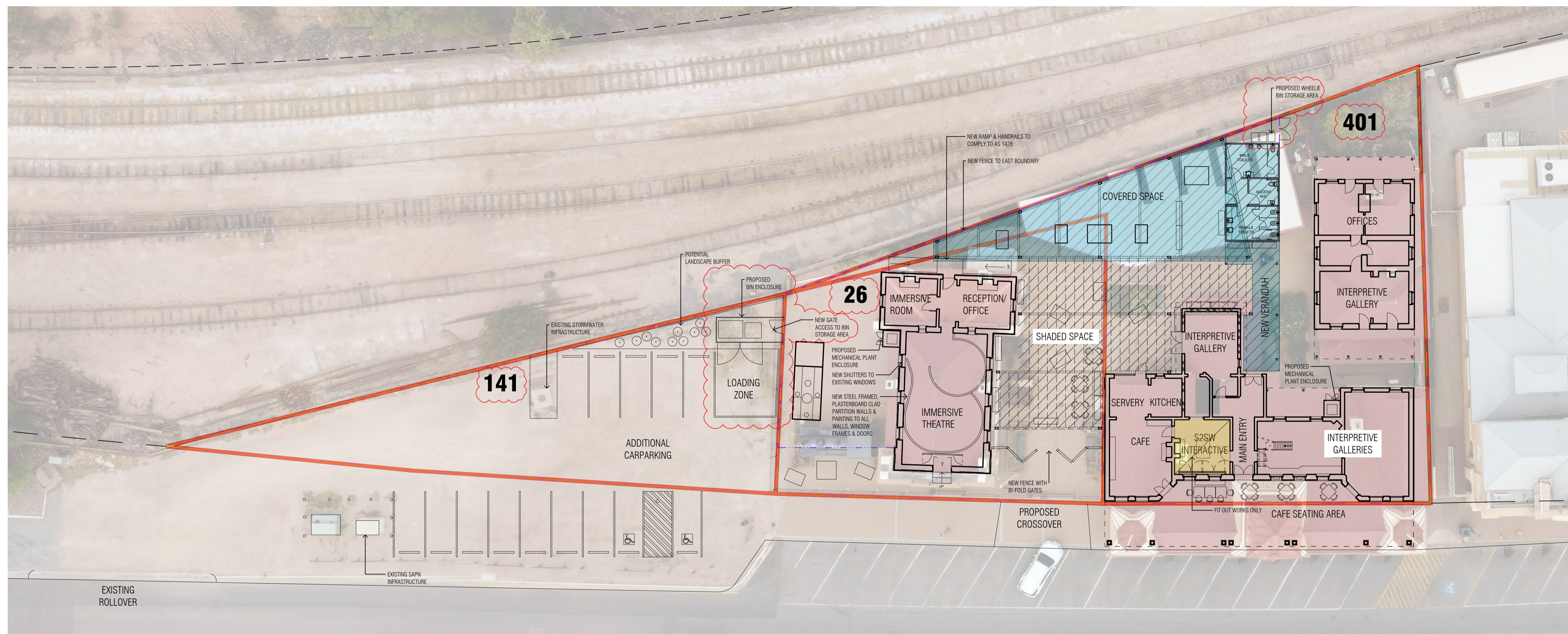
- SK01 SITE PLAN & LOCATION PLAN
- SK02 DEMOLITION PLAN
- SK03 PROPOSED PLAN
- SK04 PROPOSED SHELTER & AMENITIES: ELEVATIONS
- SK05 PROPOSED LANDSCAPE PLAN
- SK07 PROPOSED SHELTER & AMENITIES: SECTIONS AND ELEVATIONS
- SK08 SECTIONS
- SK09 INTERNAL & DETAIL ELEVATIONS
- SK10 CONSERVATION WORKS: RAILWAY STATION VERANDAH RCP
- SK11 CONSERVATION WORKS: RAILWAY STATION ELEVATIONS 1
- SK12 CONSERVATION WORKS: RAILWAY STATION ELEVATIONS 2
- SK13 CONSERVATION WORKS: CUSTOMS HOUSE ELEVATIONS
- SK14 STORMWATER PLAN**



PERSPECTIVE  
NOT TO SCALE



LOCATION PLAN  
NOT TO SCALE



- LEGEND**
- PROPERTY LINE
  - ADJACENT PROPERTY
  - EXISTING FENCE TO REMAIN
  - NEW FENCE / GATE
  - EXISTING PERMANENT FENCE TO REMAIN
  - ALLOTMENT NUMBER BOUNDARY
  - FIT OUT WORKS
  - PROPOSED UNCOVERED VERANDAH
  - PROPOSED SHELTER, AMENITIES AND NEW VERANDAH

SITE PLAN  
SCALE 1:200

1:1 WHEN PRINTED @A1

**Swanbury  
Penglase**

Date	Description	Issue
10.03.23	RESPONSE TO COUNCIL RFI	P4
19.12.22	FOR PLANNING APPROVAL	P3
06.12.22	PRELIMINARY	P2
14.10.22	PRELIMINARY	P1

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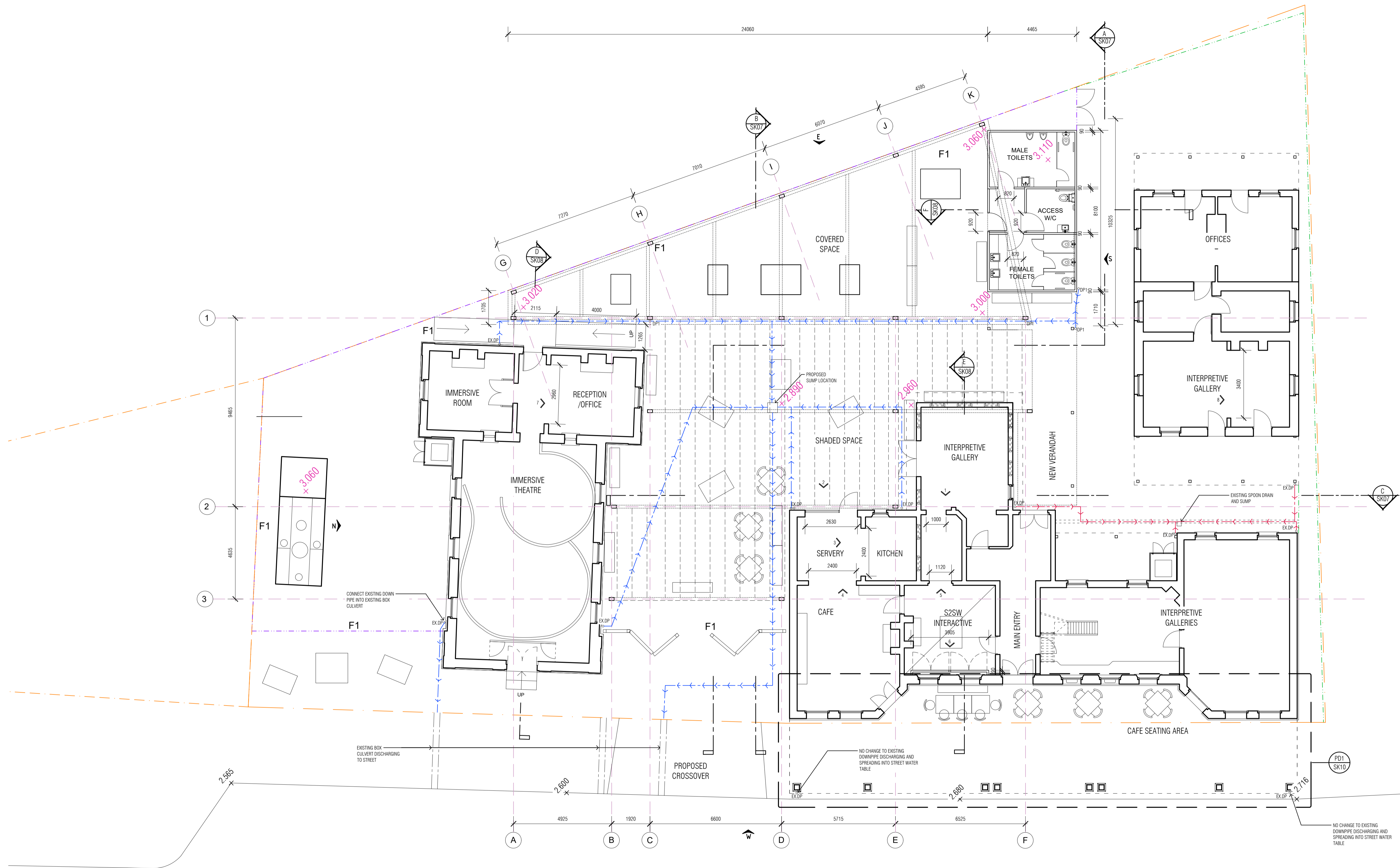
**PORT PIRIE HISTORIC PRECINCT  
CONSERVATION, MODIFICATION  
& NEW WORKS**  
NATIONAL TRUST OF SA  
77 ELLEN STREET, PORT PIRIE

**PROPOSED SHELTER & AMENITIES  
SITE PLAN & LOCATION PLAN**

Drawn	Approved	Date	Scale
DW	AK	10.03.23	AS INDICATED @ A1
<b>20133 - SK01</b>		<b>P4</b>	

VERIFY ALL DIMENSIONS ON SITE BEFORE COMMENCING ANY WORK OR MAKING SHOP DRAWINGS

ORIGINAL SHEET SIZE A1 PRINTED ON: 26/08/2022 8:20:44 AM



- LEGEND**
- F1 FEATURE FENCE TO ALLOW VISUAL CONNECTION WITH SURROUNDING AREAS
  - PROPERTY LINE
  - ADJACENT PROPERTY
  - EXISTING FENCE TO REMAIN
  - NEW FENCE / GATE
  - EXISTING STORMWATER SYSTEM
  - NEW STORMWATER SYSTEM

PROPOSED PLAN  
SCALE 1:100

1:1 WHEN PRINTED @A1

**Swanbury  
Penglase**

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NOT FOR CONSTRUCTION**

**PORT PIRIE HISTORIC PRECINCT  
CONSERVATION, MODIFICATION  
& NEW WORKS**  
NATIONAL TRUST OF SA  
77 ELLEN STREET, PORT PIRIE

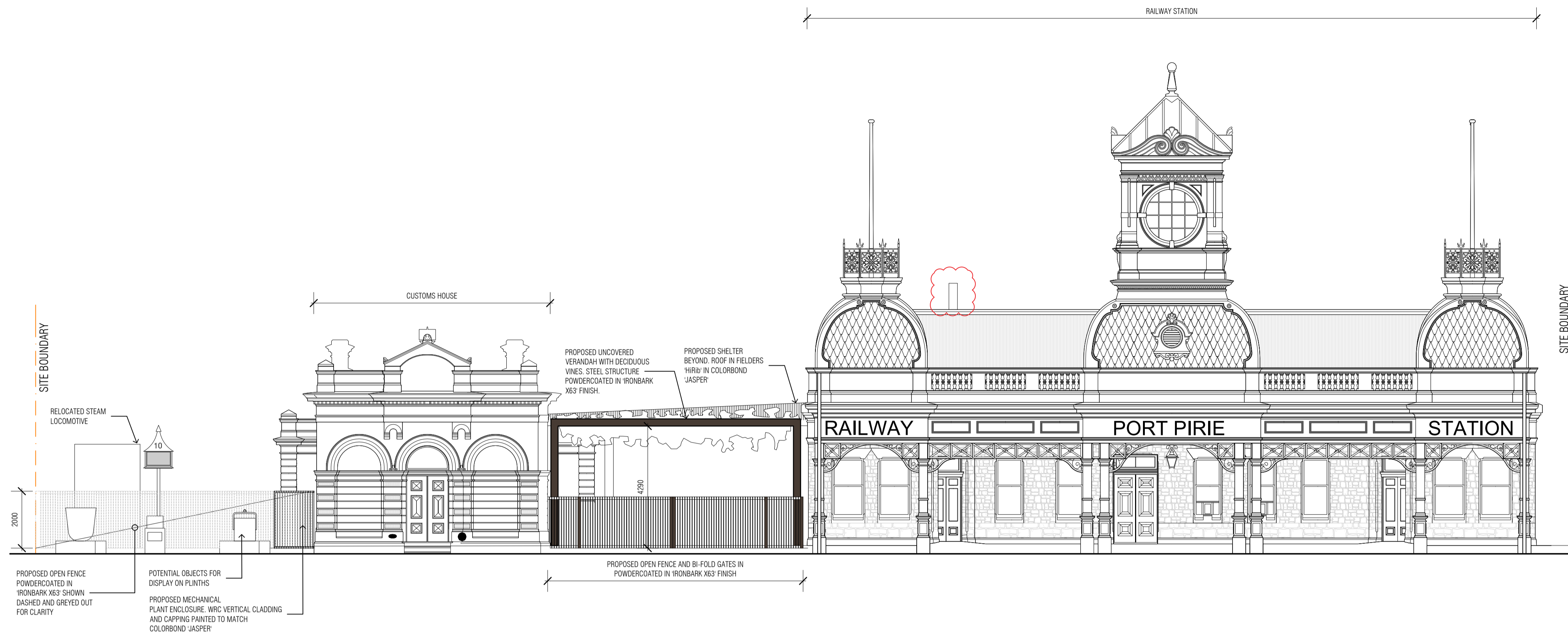
**STORMWATER PLAN**

Date	Description	Issue
10.03.23	RESPONSE TO COUNCIL RFI	F1

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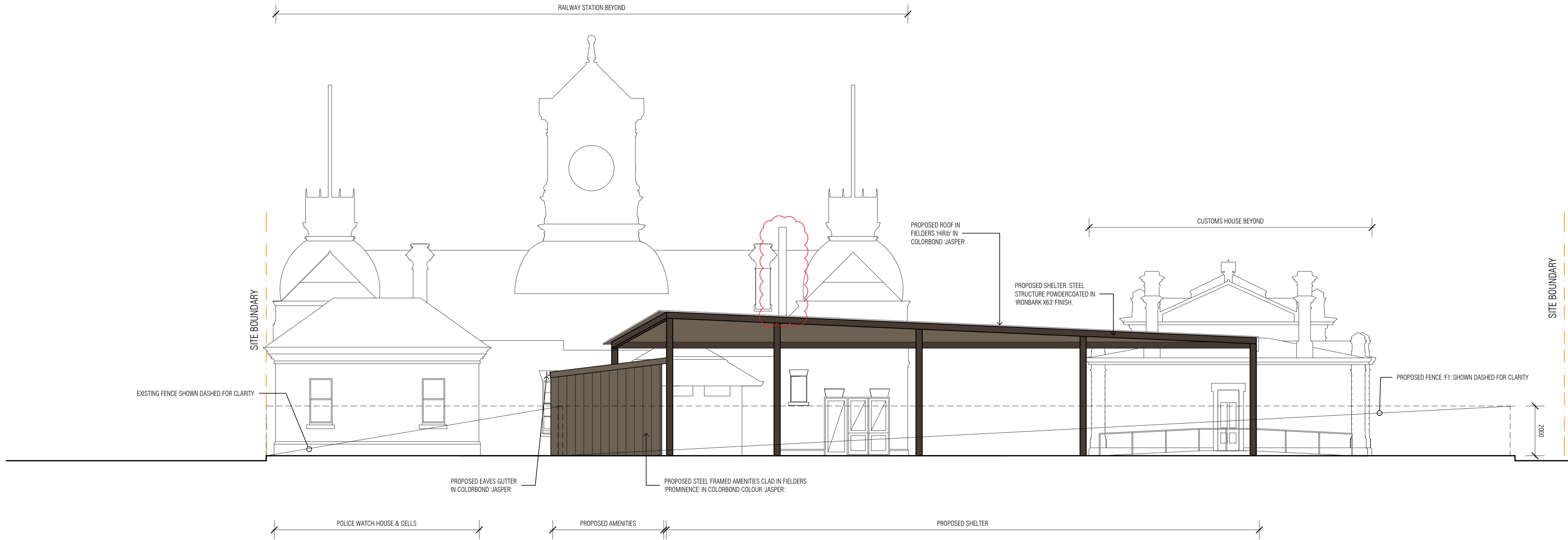
Drawn	Approved	Date	Scale
HS	AK	10.03.23	AS INDICATED @ A1

**20133 - SK14 P1**  
VERIFY ALL DIMENSIONS ON SITE BEFORE COMMENCING ANY WORK OR MAKING SHOP DRAWINGS  
ORIGINAL SHEET SIZE A1 PRINTED ON: 26/08/2022 8:20:44 AM



RAILWAY STATION PRECINCT - WEST ELEVATION

SCALE 1:100



RAILWAY STATION PRECINCT - EAST ELEVATION

SCALE 1:100

1:1 WHEN PRINTED @A1

**Swanbury  
Penglase**

Date	Description	Issue
10.03.23	RESPONSE TO COUNCIL RFI	P4
19.12.22	FOR PLANNING APPROVAL	P3
06.12.22	PRELIMINARY	P2
14.10.22	PRELIMINARY	P1

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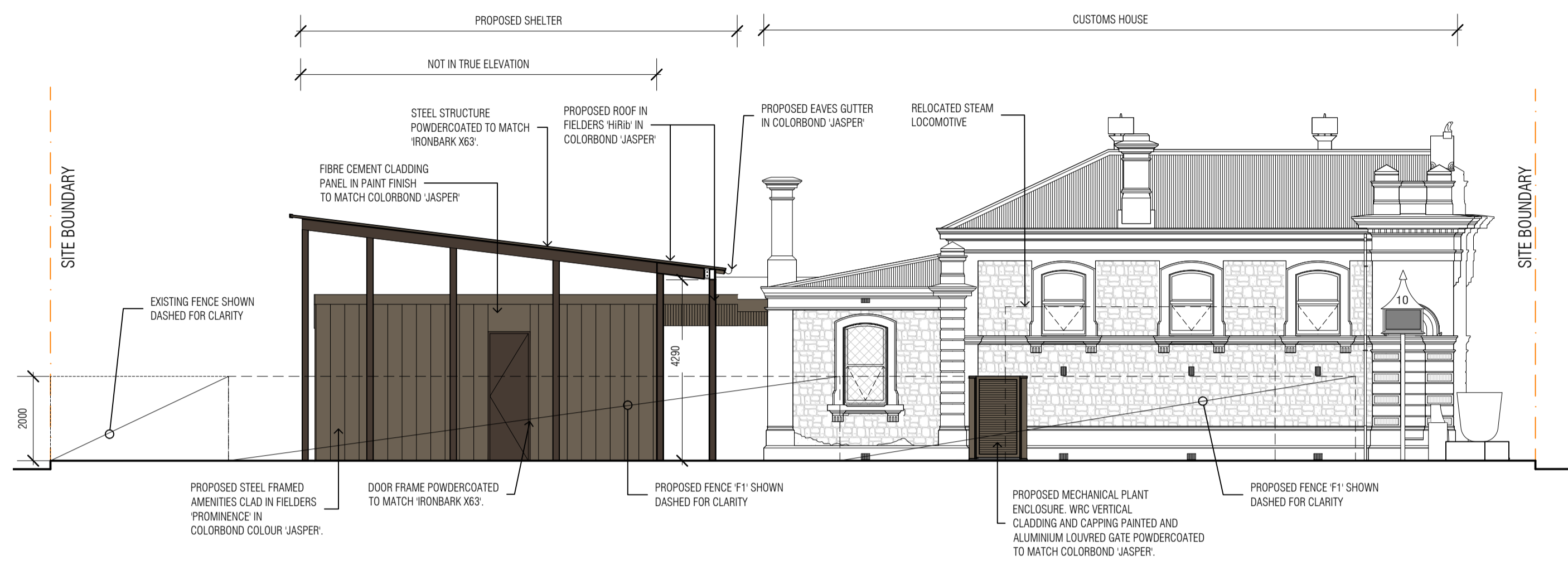
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**PORT PIRIE HISTORIC PRECINCT  
CONSERVATION, MODIFICATION  
& NEW WORKS**  
NATIONAL TRUST OF SA  
77 ELLEN STREET, PORT PIRIE

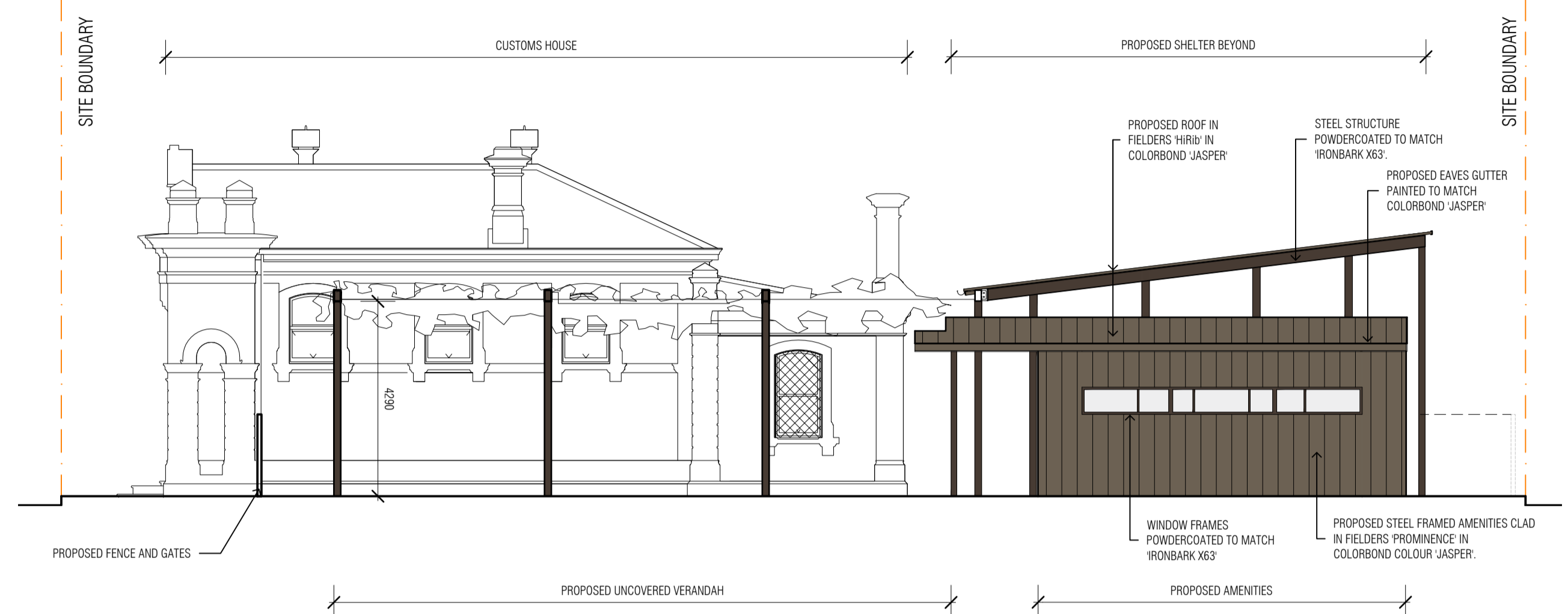
**PROPOSED SHELTER & AMENITIES  
ELEVATIONS**

Drawn	Approved	Date	Scale
DW	AK	10.03.23	1:50 @A1 @ A1

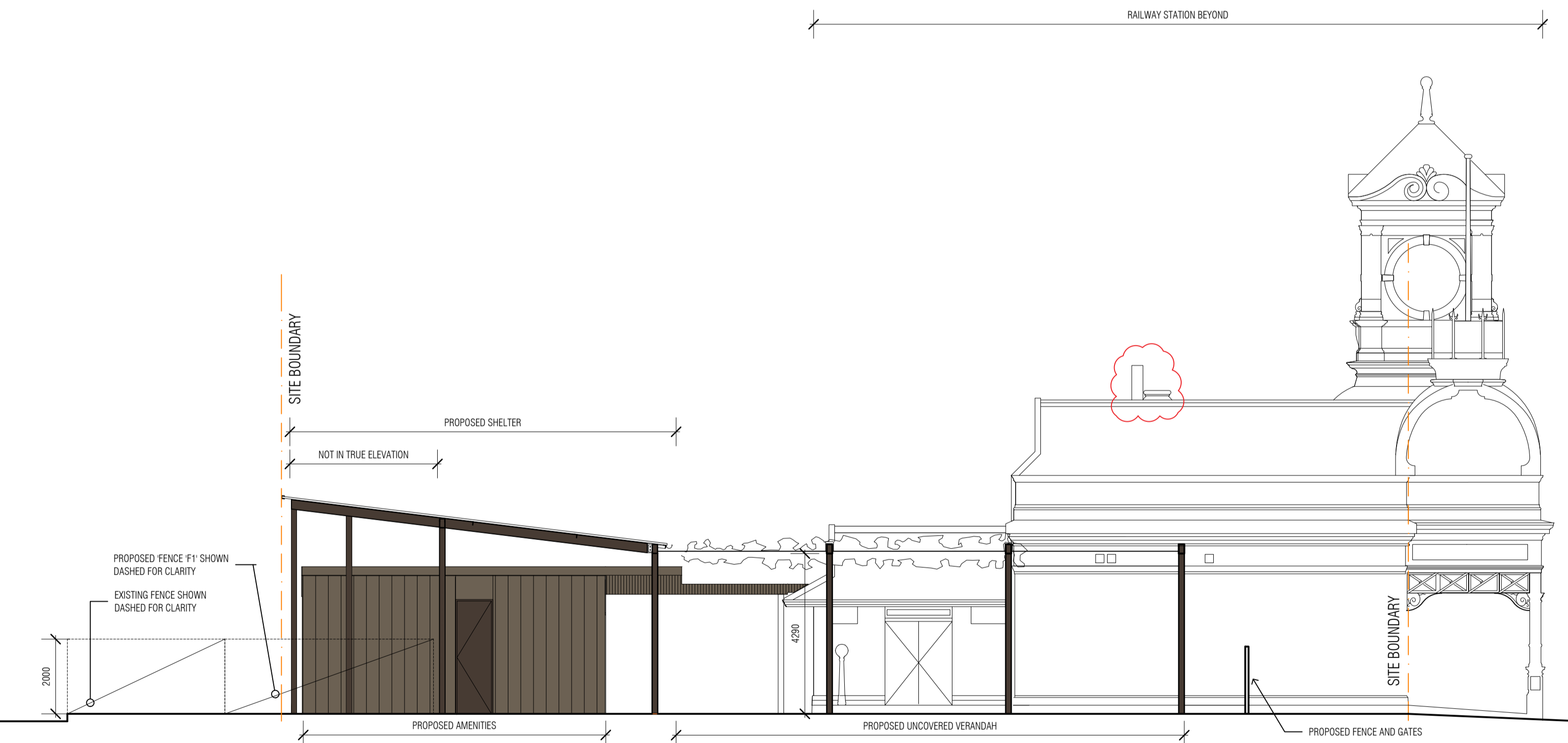
**20133 - SK04 P4**  
VERIFY ALL DIMENSIONS ON SITE BEFORE COMMENCING ANY WORK OR MAKING SHOP DRAWINGS  
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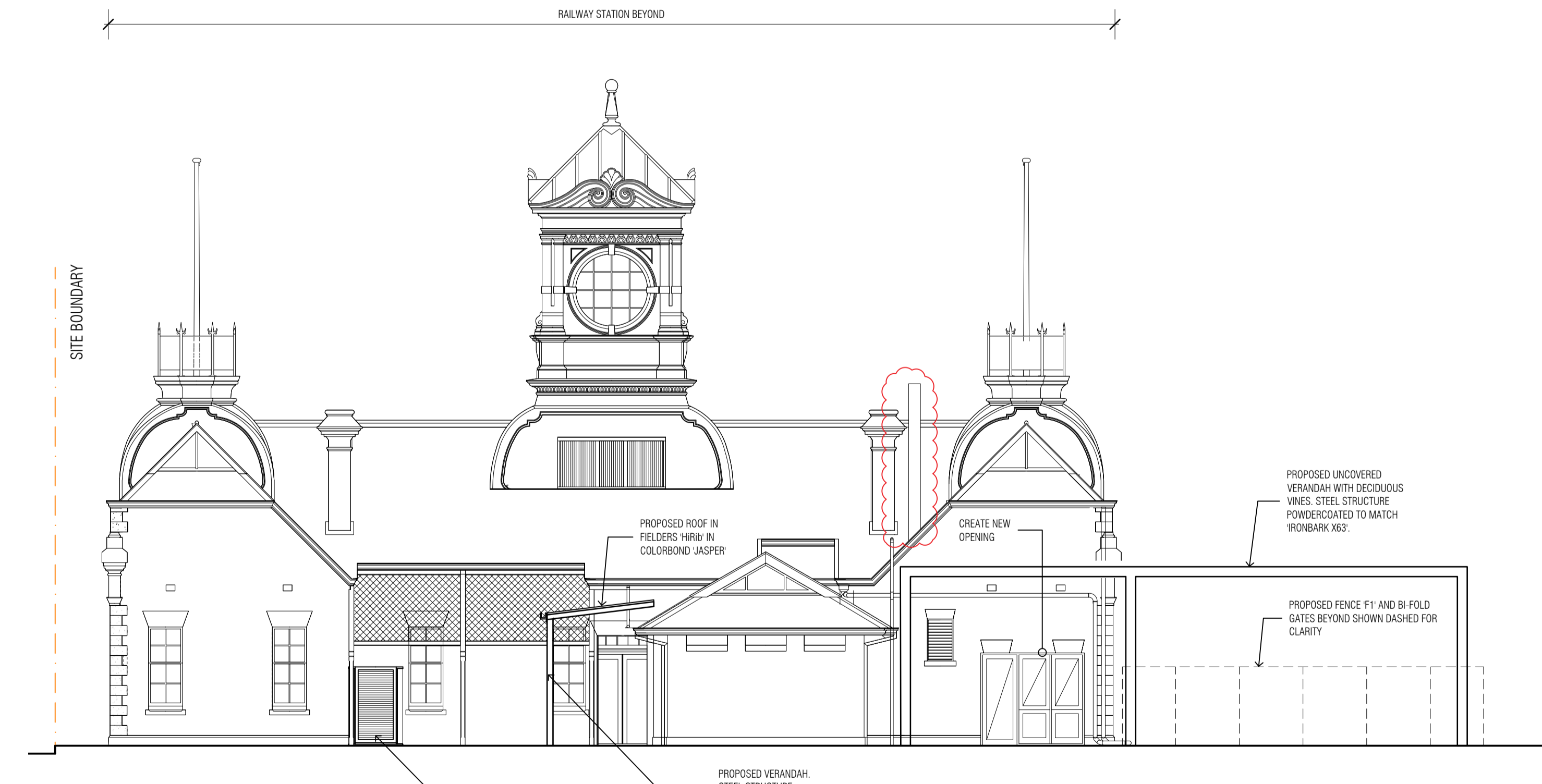
RAILWAY STATION PRECINCT - NORTH ELEVATION  
SCALE 1:100



RAILWAY STATION PRECINCT - SECTION A  
SCALE 1:100



RAILWAY STATION PRECINCT - SECTION B  
SCALE 1:100



RAILWAY STATION PRECINCT - SECTION C  
SCALE 1:100

1:1 WHEN PRINTED @A1

**Swanbury  
Penglase**

Date	Description	Issue
10.03.23	RESPONSE TO COUNCIL RFI	P4
19.12.22	FOR PLANNING APPROVAL	P3
06.12.22	PRELIMINARY	P2
14.10.22	PRELIMINARY	P1

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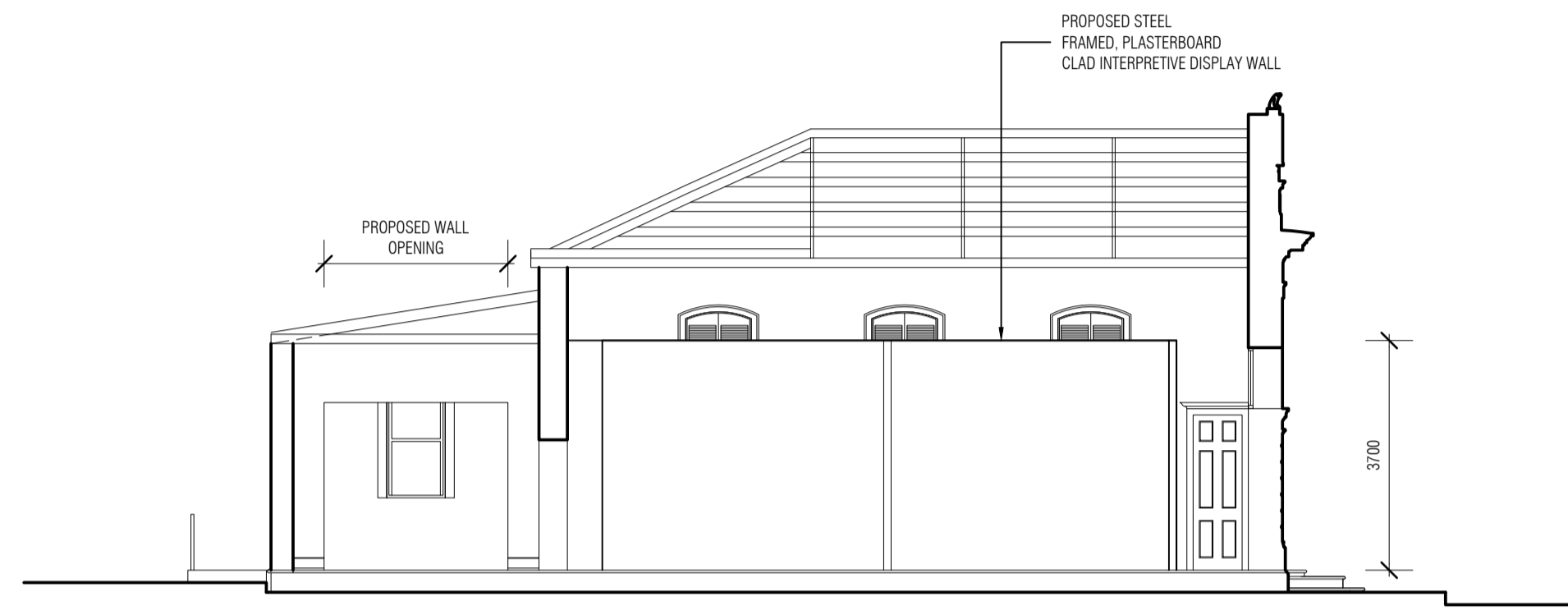
**PORT PIRIE HISTORIC PRECINCT  
CONSERVATION, MODIFICATION  
& NEW WORKS**  
NATIONAL TRUST OF SA  
77 ELLEN STREET, PORT PIRIE

**PROPOSED SHELTER & AMENITIES  
SECTIONS AND ELEVATIONS**

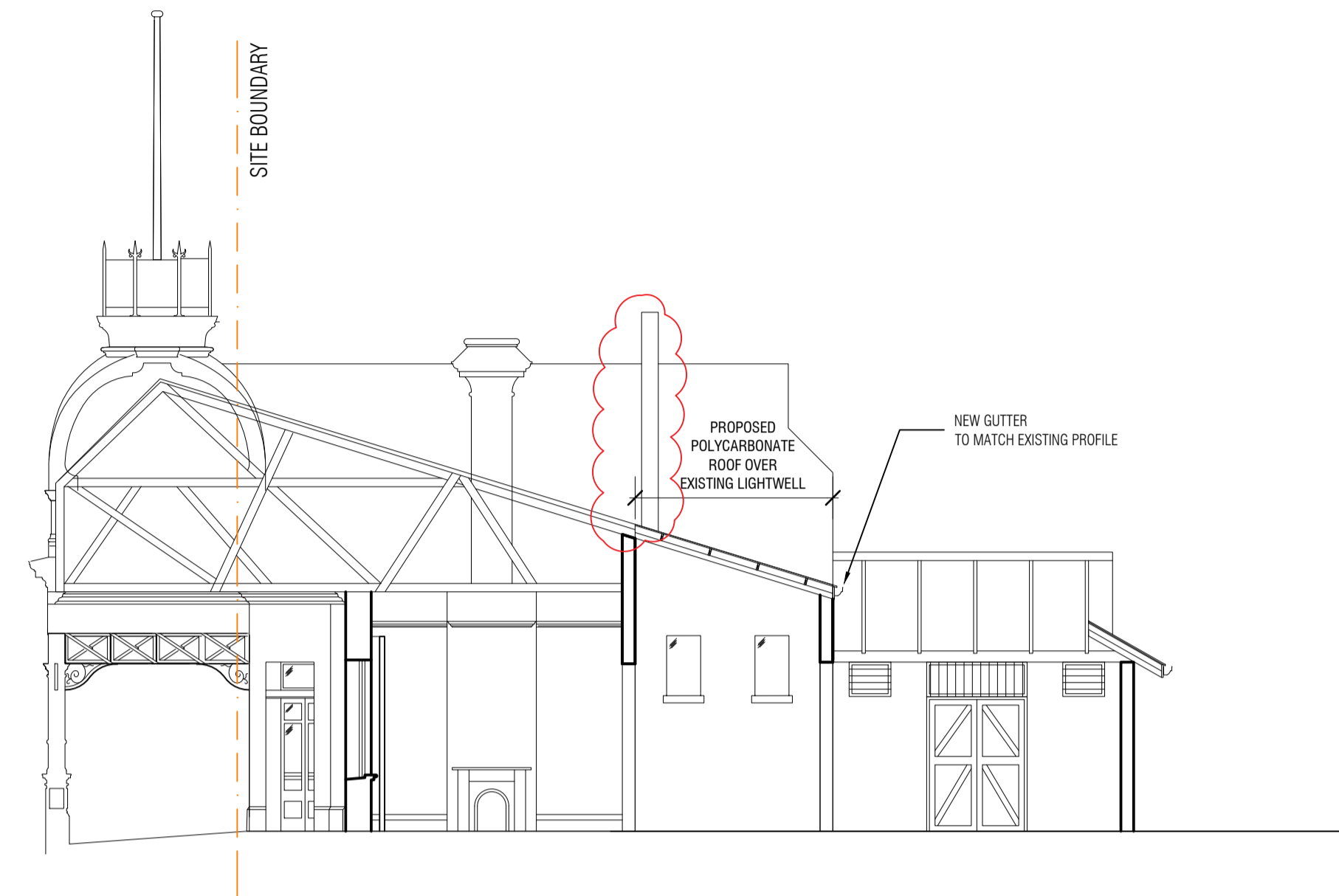
Drawn	Approved	Date	Scale
DW	AK	10.03.23	AS INDICATED @ A1

**20133 - SK07 P4**  
VERIFY ALL DIMENSIONS ON SITE BEFORE COMMENCING ANY WORK OR MAKING SHOP DRAWINGS

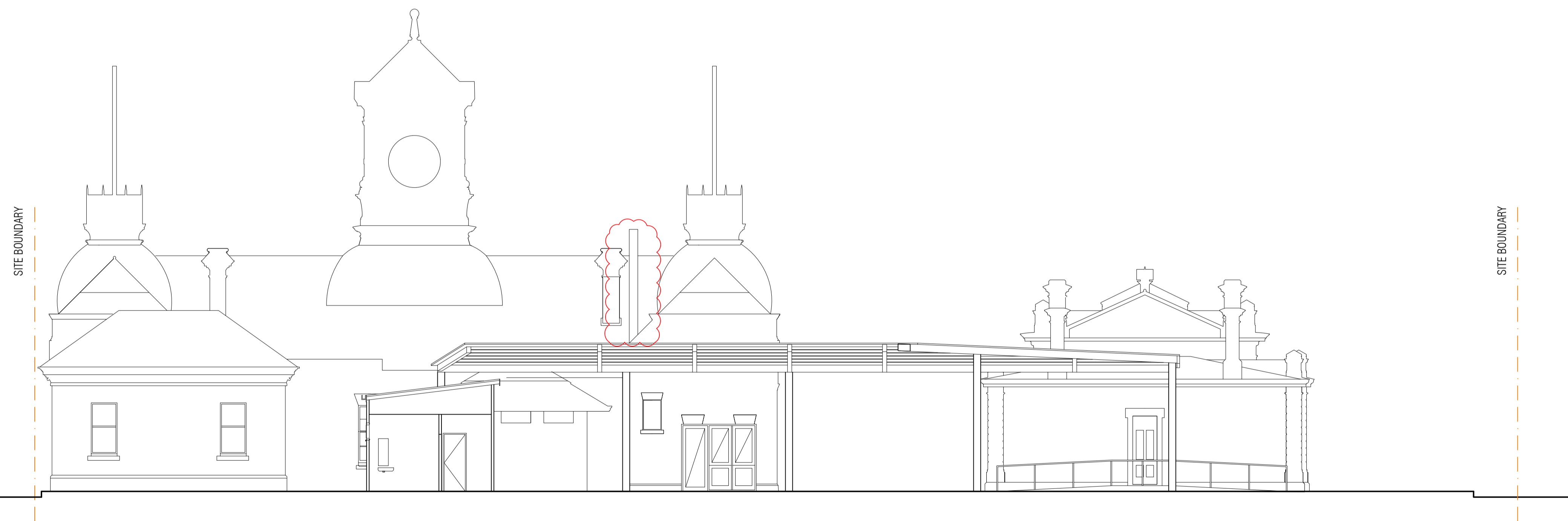
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SECTION D  
SCALE 1:100



SECTION E  
SCALE 1:100



SECTION F  
SCALE 1:100

1:1 WHEN PRINTED @A1

**Swanbury  
Penglase**

Date	Description	Issue
10.03.23	RESPONSE TO COUNCIL RFI	P4
19.12.22	FOR PLANNING APPROVAL	P3
06.12.22	PRELIMINARY	P2
18.11.22	PRELIMINARY	P1

**FOR APPROVAL  
NOT FOR CONSTRUCTION**

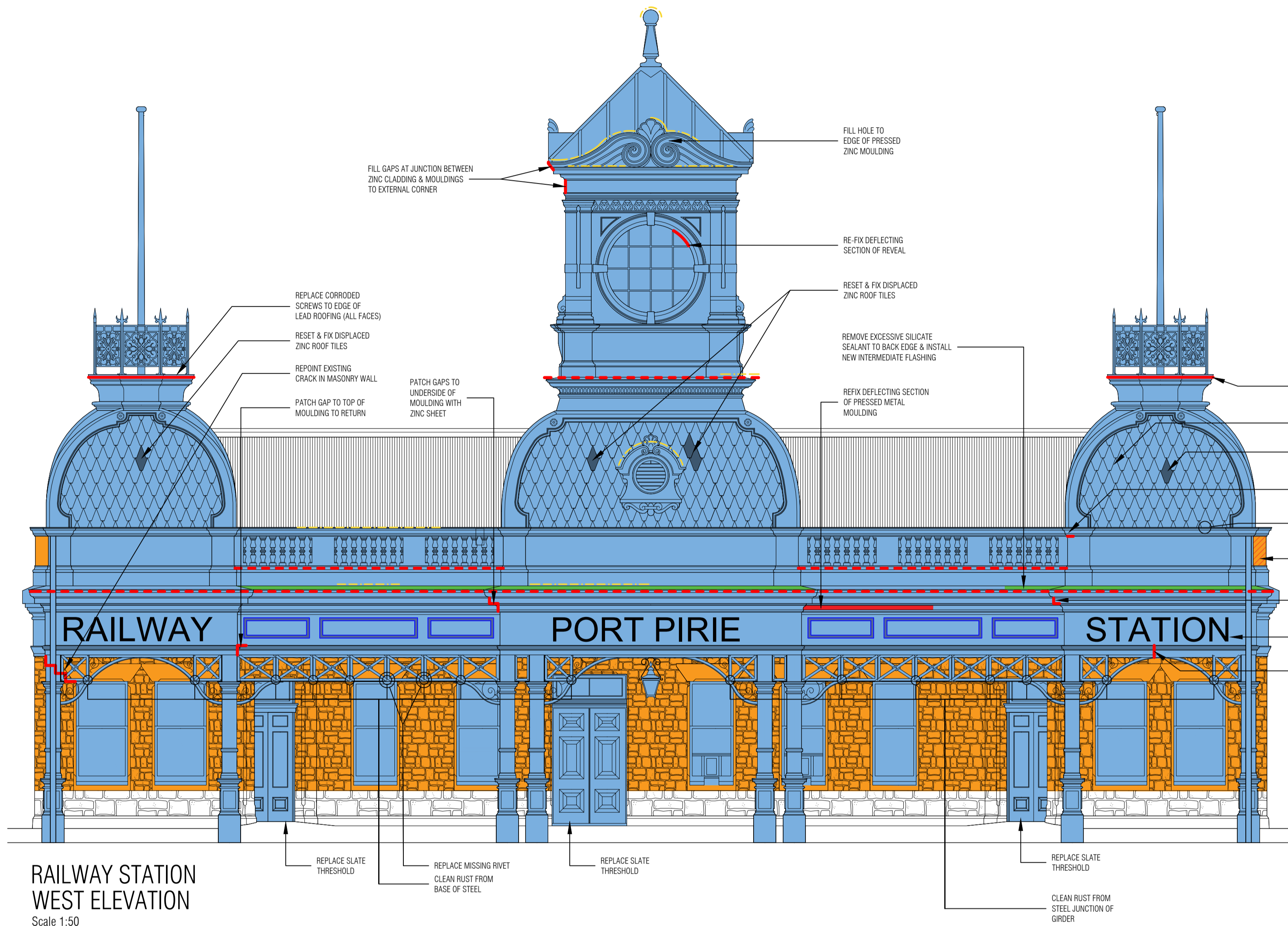
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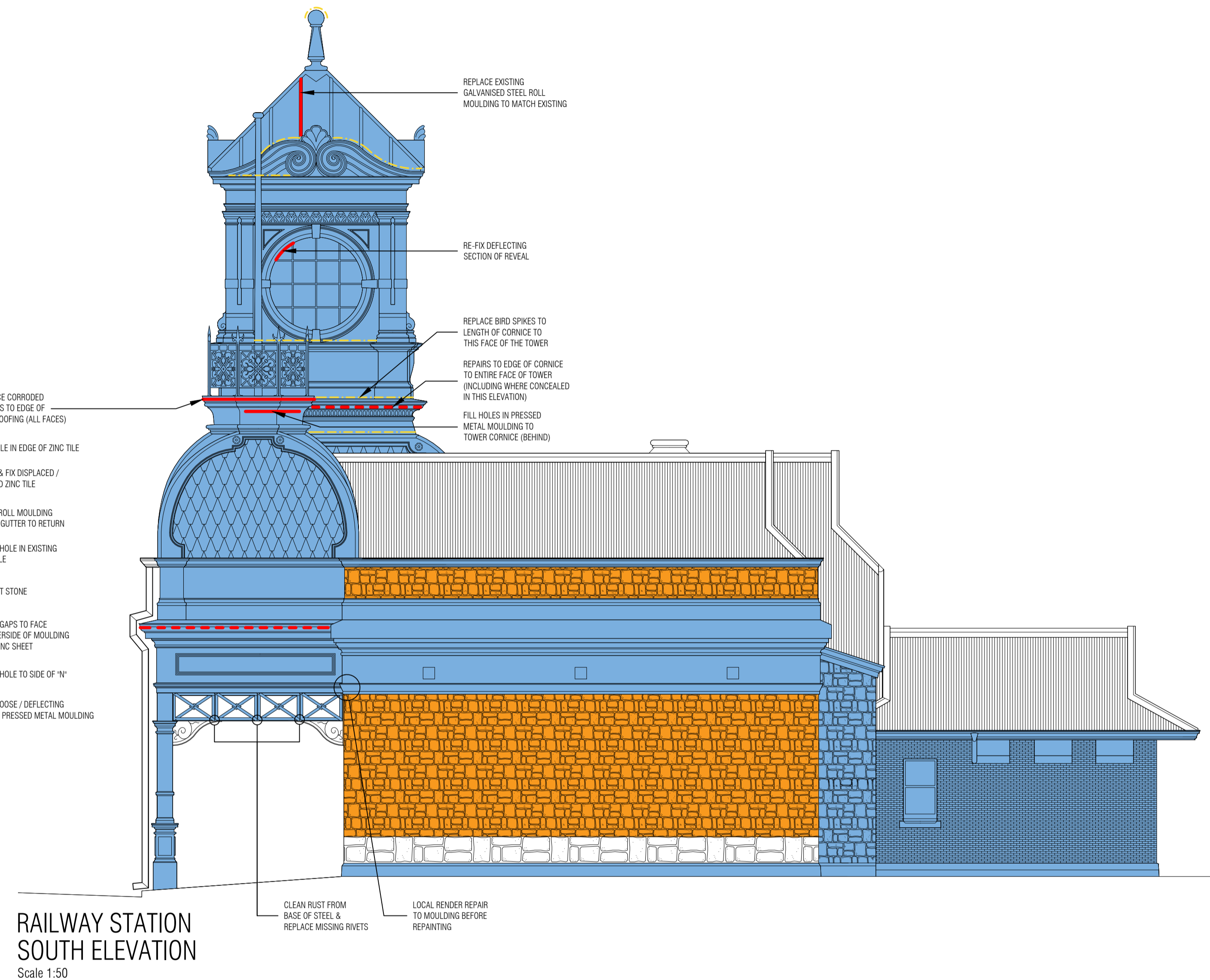
**PORT PIRIE HISTORIC PRECINCT  
CONSERVATION, MODIFICATION  
& NEW WORKS**  
NATIONAL TRUST OF SA  
77 ELLEN STREET, PORT PIRIE

**SECTIONS**

Drawn	Approved	Date	Scale
HS	AK	10.03.23	AS INDICATED @ A1
<b>20133 - SK08</b>			<b>P4</b>
<small>VERIFY ALL DIMENSIONS ON SITE BEFORE COMMENCING ANY WORK OR MAKING SHOP DRAWINGS</small>			
<small>ORIGINAL SHEET SIZE A1 PRINTED ON: 26/08/2022 8:28:42 AM</small>			



RAILWAY STATION  
WEST ELEVATION  
Scale 1:50



RAILWAY STATION  
SOUTH ELEVATION  
Scale 1:50

GENERAL NOTES

FREE UP ALL ORIGINAL DOUBLE HUNG SASHES TO ALLOW FOR PAINTING, INCLUDING REPLACEMENT OF MISSING OR DAMAGED SASH CHORDS, NOTING THIS MIGHT REQUIRE COORDINATION WITH INTERNAL WORKS FOR THE WINDOWS CURRENTLY CONCEALED INTERNALLY BY PANELS.

LEGEND

- REPAINT EXISTING PAINTED SURFACE - REMOVE & REINSTALL ALL BIRD SPIKES
- STRIP PAINT FROM EXISTING PAINTED STONE
- REFOLDING OF LIP TO EXISTING ZINC CAPPING & INSTALLATION OF NEW ZINC TRANSITION STRIP
- APPLICATION OF PAINTED WATERPROOF MEMBRANE
- REMOVE EXISTING BIRD WIRE & REPLACE WITH NEW
- NEW STAINLESS STEEL BIRD SPIKES
- REMOVE EXCESSIVE SEALANT & INSERT NEW FLASHING
- REMOVE SEALANT TO MOULDINGS & RESEAL WITH FLEXIBLE SEALANT PRIOR TO PAINTING

1:1 WHEN PRINTED @A1

**Swanbury  
Penglase**

Date	Description	Issue
19.12.22	FOR PLANNING APPROVAL	P3
06.12.22	PRELIMINARY	P2
26.08.22	PRELIMINARY	P1

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**PORT PIRIE HISTORIC PRECINCT  
CONSERVATION, MODIFICATION  
& NEW WORKS**  
NATIONAL TRUST OF SA  
77 ELLEN STREET, PORT PIRIE

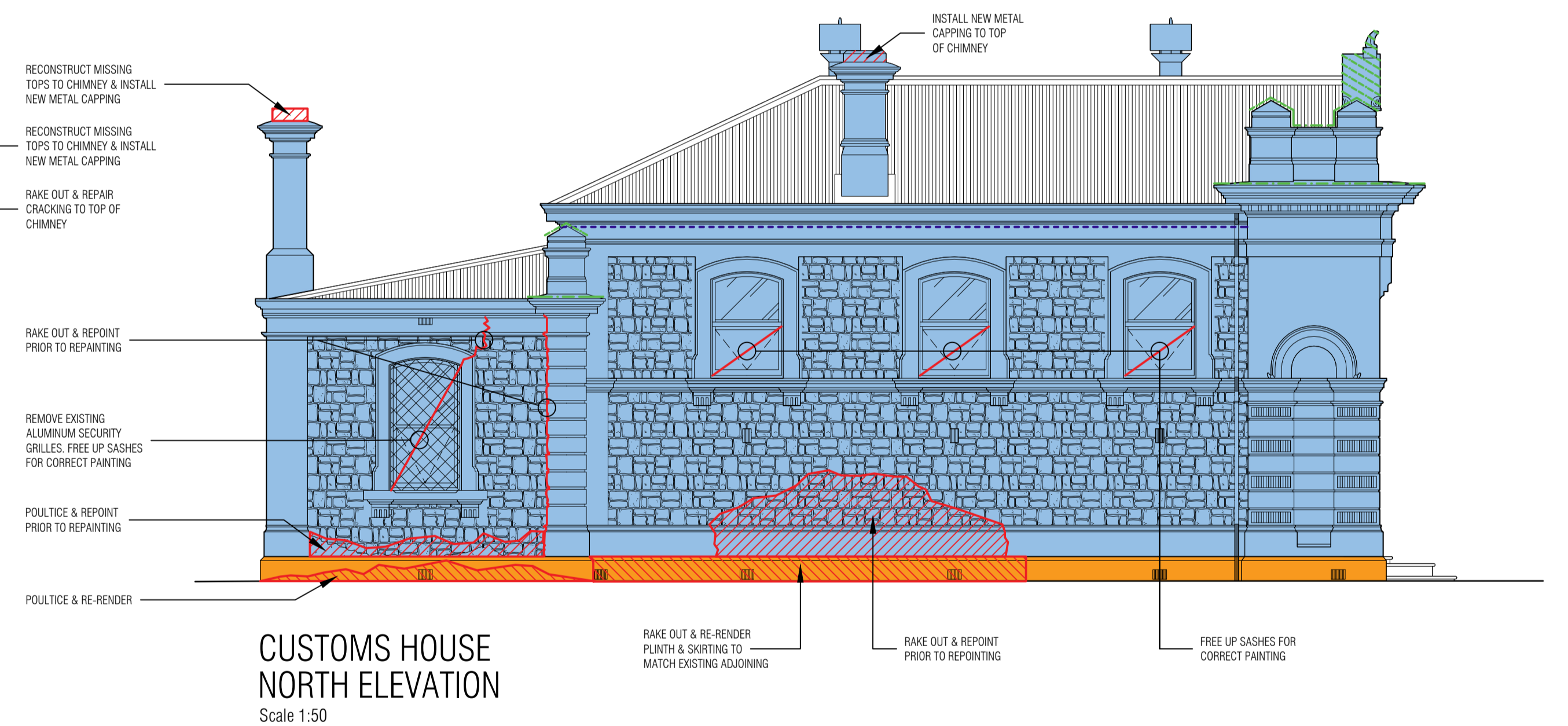
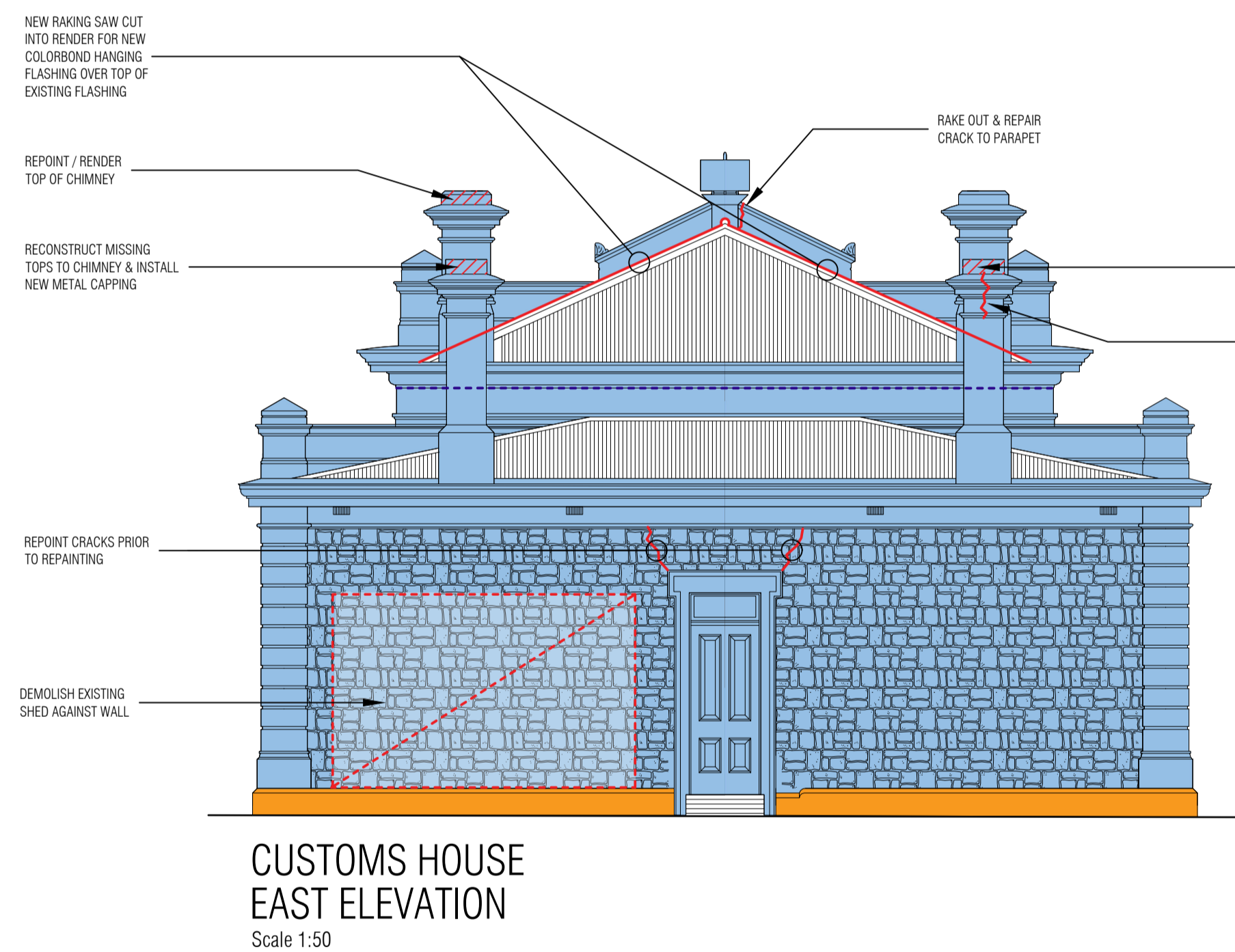
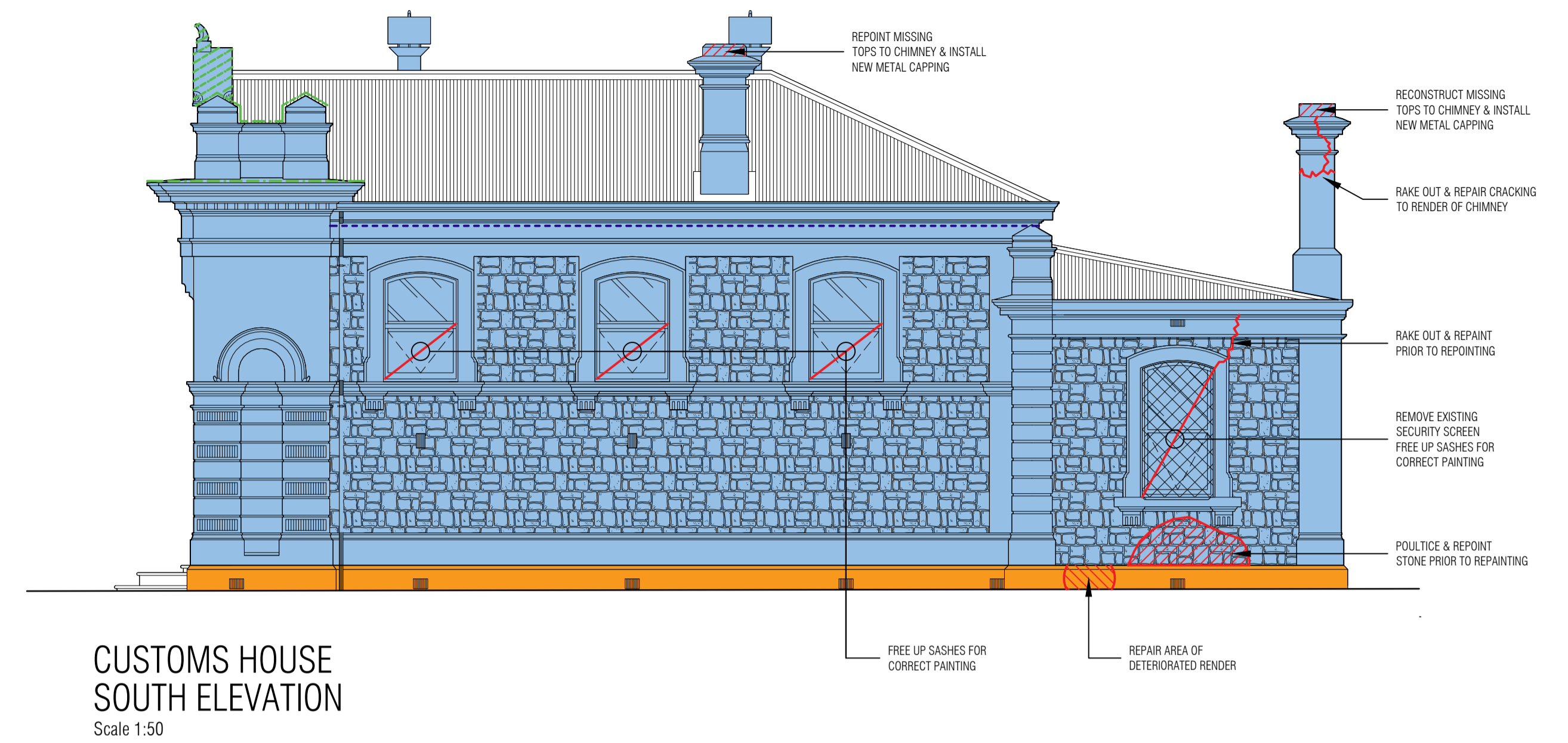
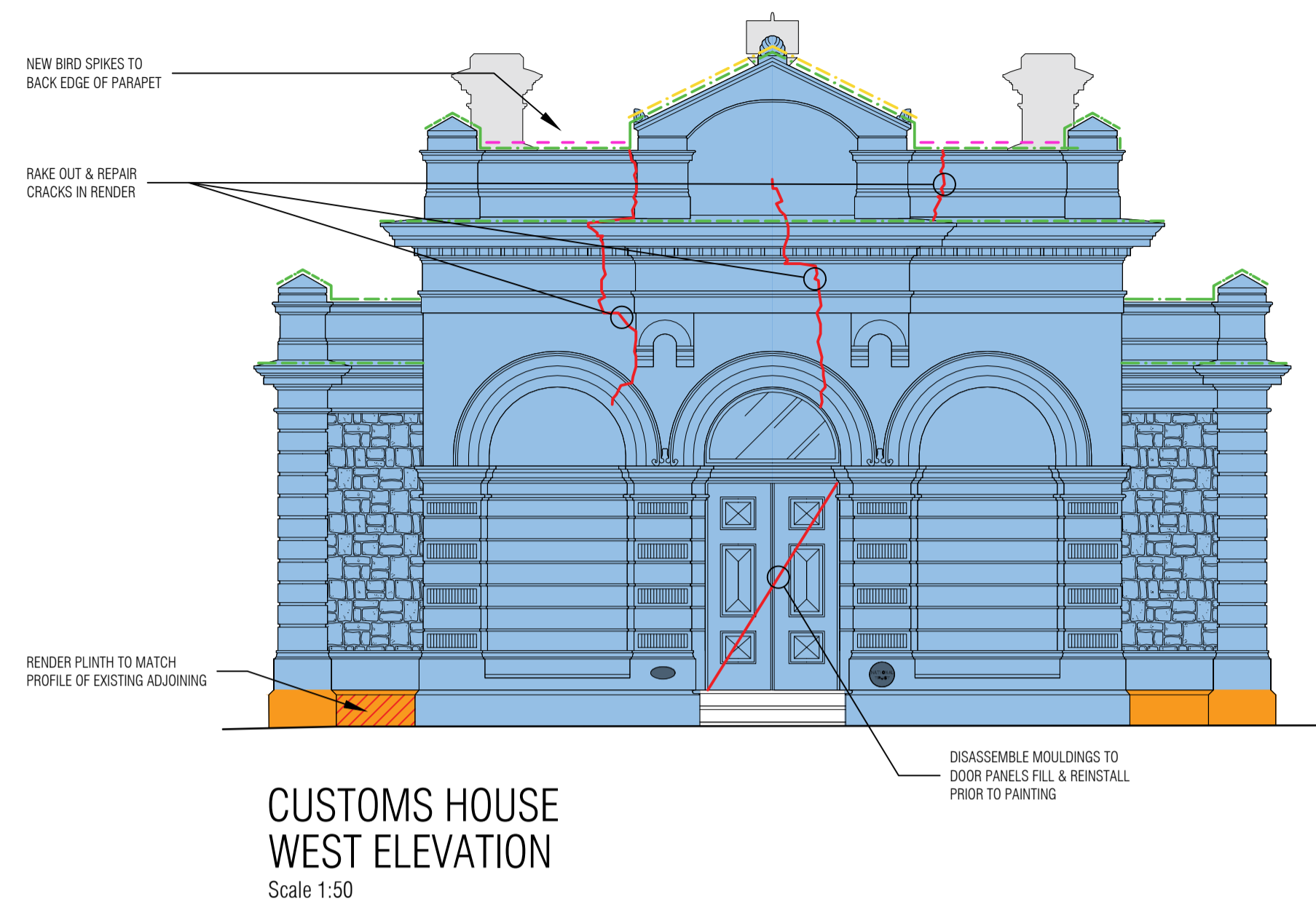
**PORT PIRIE RAILWAY STATION  
ELEVATIONS 2**

Drawn	Approved	Date	Scale
DB	AK	19.12.22	1:50 @A1 @A1

**20133 - SK12 P3**  
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ORIGINAL SHEET SIZE A1 PRINTED ON: 26/08/2022 8:20:44 AM





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**LEGEND**

- REPOINT EXISTING PAINTED SURFACE - REMOVE & REINSTALL ALL BIRD SPIKES
- STRIP PAINT FROM EXISTING PAINTED STONE
- REFOLDING OF LIP TO EXISTING ZINC CAPPING & INSTALLATION OF NEW ZINC TRANSITION STRIP
- APPLICATION OF PAINTED WATERPROOF MEMBRANE
- REMOVE EXISTING BIRD WIRE & REPLACE WITH NEW
- NEW STAINLESS STEEL BIRD SPIKES
- REMOVE EXCESSIVE SEALANT & INSERT NEW FLASHING
- REMOVE SEALANT TO MOULDINGS & RESEAL WITH FLEXIBLE SEALANT PRIOR TO PAINTING

1:1 WHEN PRINTED @A1

Date	Description	Issue
19.12.22	FOR PLANNING APPROVAL	P3
06.12.22	PRELIMINARY	P2
26.08.22	PRELIMINARY	P1

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**PORT PIRIE HISTORIC PRECINCT  
CONSERVATION, MODIFICATION  
& NEW WORKS**  
NATIONAL TRUST OF SA  
77 ELLEN STREET, PORT PIRIE

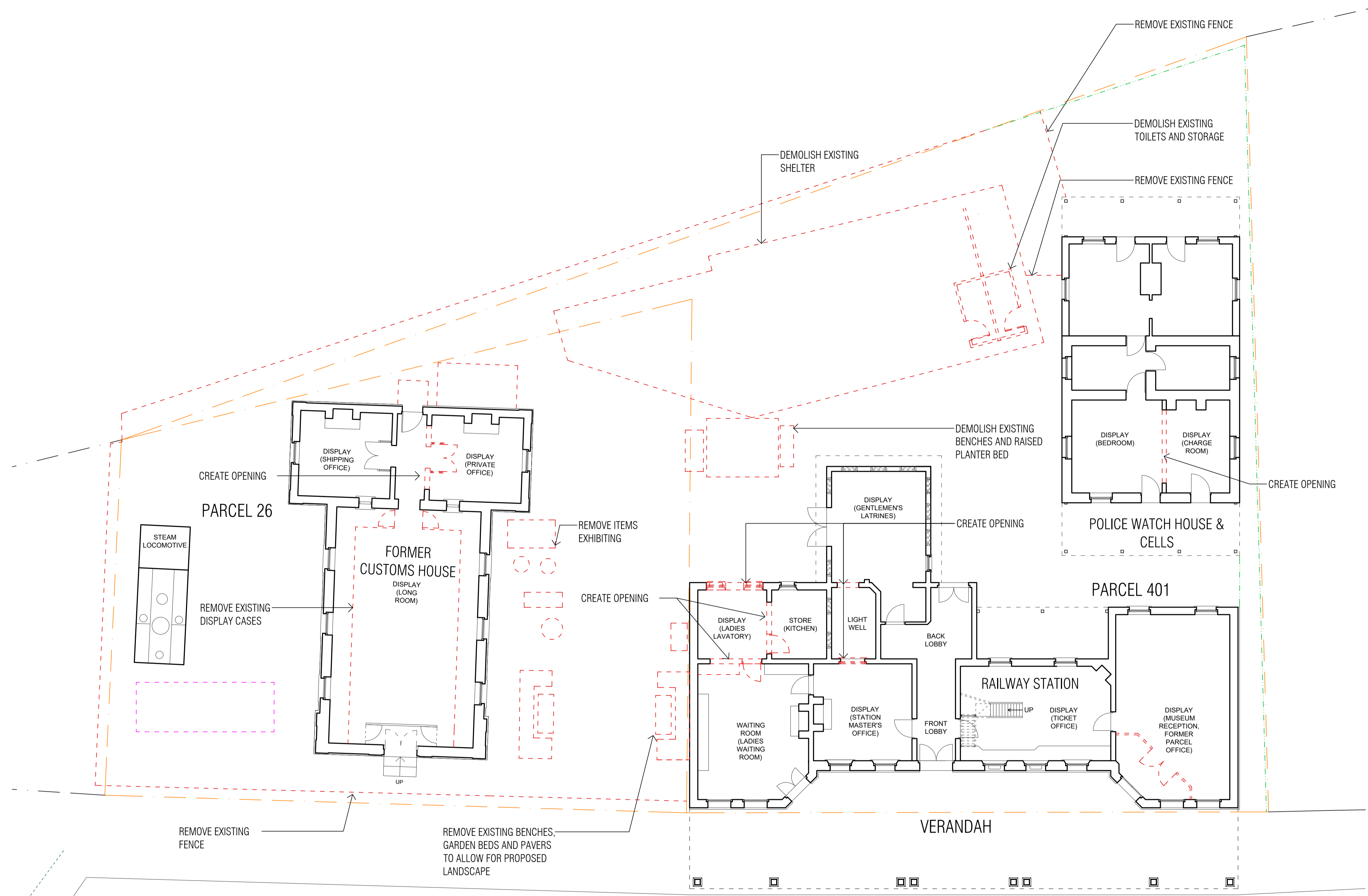
**PORT PIRIE CUSTOMS HOUSE  
ELEVATIONS**

Drawn	Approved	Date	Scale
DB	AK	19.12.22	1:50 @A1 @A1

**20133- SK13** **P3**  
VERIFY ALL DIMENSIONS ON SITE BEFORE COMMENCING ANY WORK OR MAKING SHOP DRAWINGS

ORIGINAL SHEET SIZE A1 PRINTED ON: 26/08/2022 8:20:44 AM

- LEGEND**
- PROPERTY LINE
  - ADJACENT PROPERTY
  - EXISTING FENCE TO REMAIN
  - TO BE RELOCATED
  - TO BE DEMOLISHED/REMOVED



DEMOLITION PLAN  
SCALE 1:100

1:1 WHEN PRINTED @A1

**Swanbury  
Penglase**

Date	Description	Issue
19.12.22	FOR PLANNING APPROVAL	P3
06.12.22	PRELIMINARY	P2
18.11.22	PRELIMINARY	P1

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**PORT PIRIE HISTORIC RAILWAY PRECINCT  
CONSERVATION, MODIFICATION  
& NEW WORKS**  
NATIONAL TRUST OF SA  
77 ELLEN STREET, PORT PIRIE

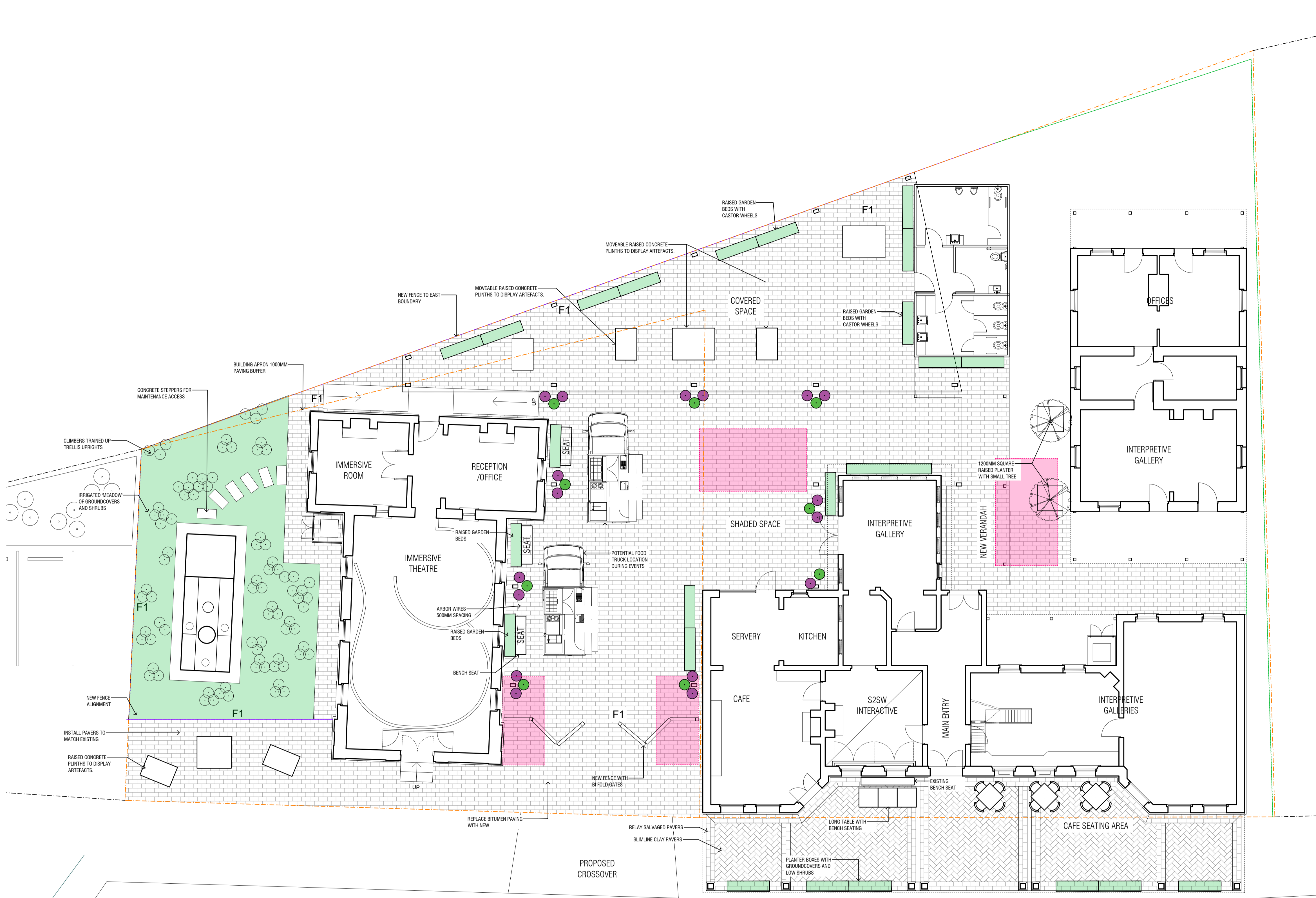
**PROPOSED SHELTER & AMENITIES  
DEMOLITION PLAN**

Drawn	Approved	Date	Scale
DW	AK	19.12.22	AS INDICATED @A1

**20133 - SK02 P3**

VERIFY ALL DIMENSIONS ON SITE BEFORE COMMENCING ANY WORK OR MAKING SHOP DRAWINGS

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- LEGEND**
- PROPERTY LINE
  - - - ADJACENT PROPERTY
  - - - EXISTING FENCE TO REMAIN
  - NEW FENCE / GATE
  - TO BE RELOCATED
  - - - TO BE DEMOLISHED/REMOVED
  - - - PROPOSED PUBLIC CARPARK TO BE REMOVED
  - GARDEN BEDS TO BE DEMOLISHED
  - PROPOSED UNCOVERED VERANDAH
  - PROPOSED PLANTER/ GARDEN BEDS
  - PROPOSED SALVAGED PAVERS
  - PROPOSED PAVERS 230MM x 76MM x 62MM LITTLE HAMPTON CLAY PAVERS 'ROUGE'
  - PROPOSED CONCRETE PLINTHS SIZES VARY DEPENDING ON ARTEFACTS
  - PROPOSED GRAVEL SURFACE MATCH EXISTING
- TREES & CLIMBERS**
- WISTERIA SINENSIS - CHINESE WISTERIA
  - HARDENBERGIA VIOLACEA - NATIVE LILAC
  - OLEA EUROPAEA "SWAN HILL" - OLIVE
- SHRUBS & GROUND COVERS**
- MYOPORUM PARVIFOLA
  - AGAPANTHUS ORIENTALIS 'BLUE NILE'
  - LOMANDRA LABILL 'EVERGREEN BABY' 'LM600' PBR
  - WESTRINGIA FRUTICOSA
  - DIANELLA REVOLUTA
  - ECHEVERIA ELEGANS
  - EREMOPHILA GLABRA 'KALBARRI CARPET'
  - MENTHA AUSTRALIS

PROPOSED LANDSCAPE PLAN  
SCALE 1:100

1:1 WHEN PRINTED @A1



**FOR APPROVAL  
NOT FOR CONSTRUCTION**

**PORT PIRIE HISTORIC RAILWAY PRECINCT  
CONSERVATION, MODIFICATION  
& NEW WORKS**  
NATIONAL TRUST OF SA  
77 ELLEN STREET, PORT PIRIE

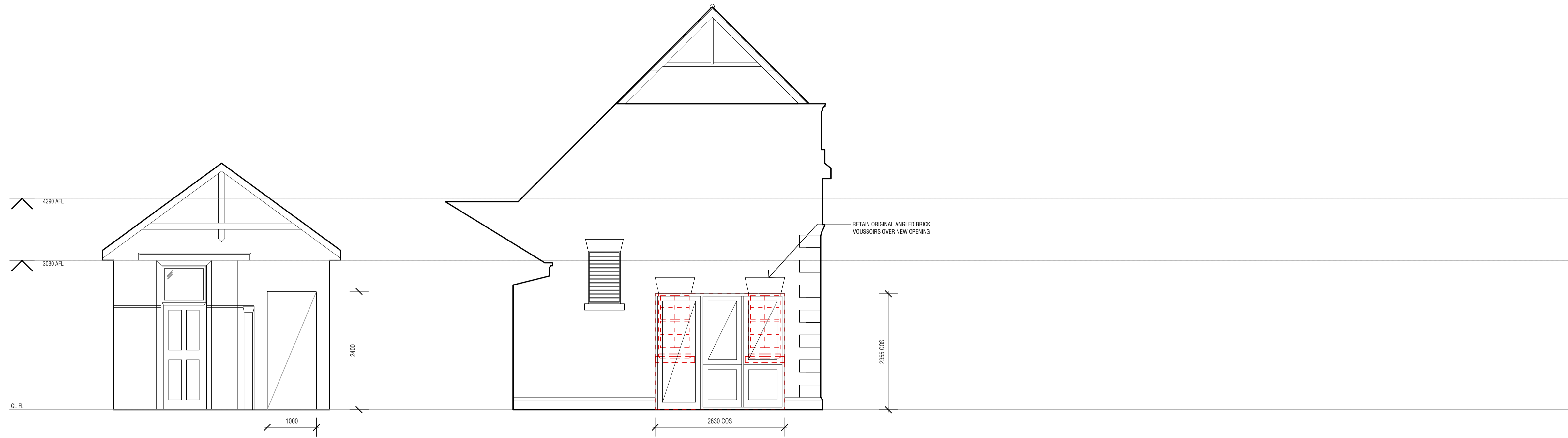
**PROPOSED LANDSCAPE PLAN**

Date	Description	Issue
19.12.22	FOR PLANNING APPROVAL	P3
06.12.22	PRELIMINARY	P2
14.10.22	PRELIMINARY	P1

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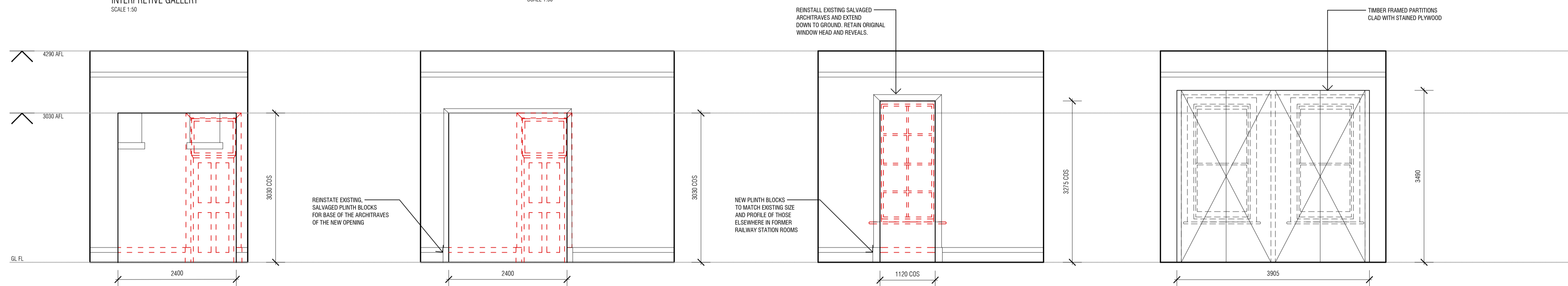
Drawn	Approved	Date	Scale
CA	AK	19.12.22	AS INDICATED @A1

**20133 - SK05 P3**  
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ORIGINAL SHEET SIZE A1 PRINTED ON: 26/08/2022 8:28:42 AM



INTERNAL ELEVATION 1  
INTERPRETIVE GALLERY  
SCALE 1:50

ELEVATION 2  
SCALE 1:50

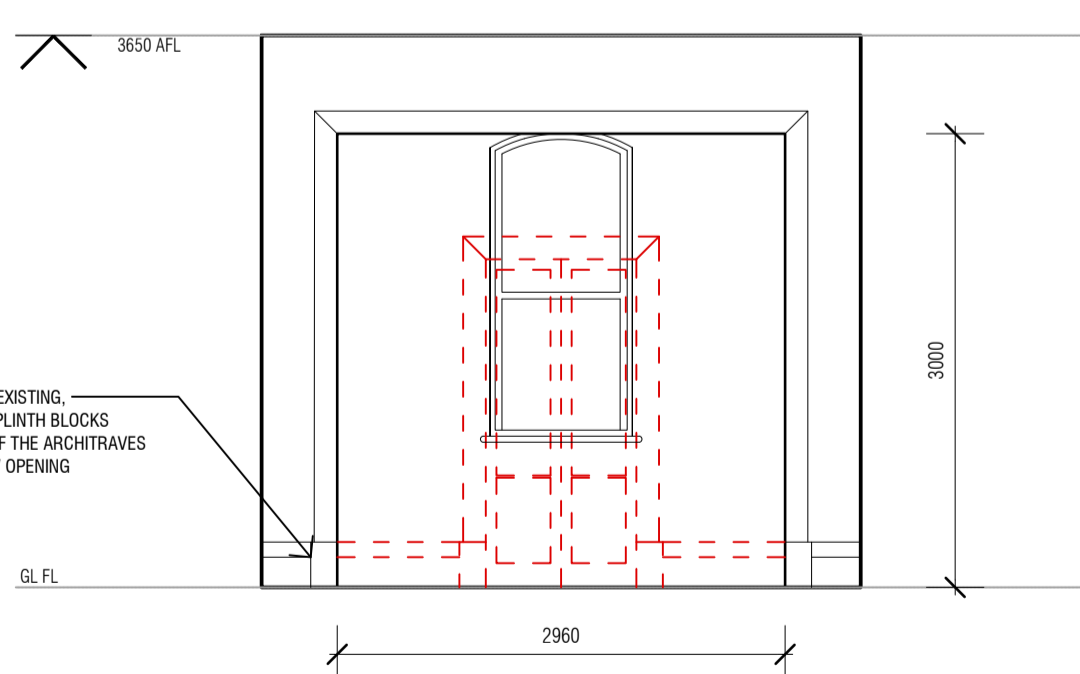


INTERNAL ELEVATION 3  
SERVERY  
SCALE 1:50

INTERNAL ELEVATION 4  
CAFE  
SCALE 1:50

INTERNAL ELEVATION 5  
S2SW INTERACTIVE  
SCALE 1:50

INTERNAL ELEVATION 6  
S2SW INTERACTIVE  
SCALE 1:50



INTERNAL ELEVATION 7  
RECEPTION/OFFICE  
SCALE 1:50



INTERNAL ELEVATION 8  
INTERPRETIVE GALLERY  
SCALE 1:50

1:1 WHEN PRINTED @A1

**Swanbury  
Penglase**

Date	Description	Issue
19.12.22	FOR PLANNING APPROVAL	P3
06.12.22	PRELIMINARY	P2
18.11.22	PRELIMINARY	P1

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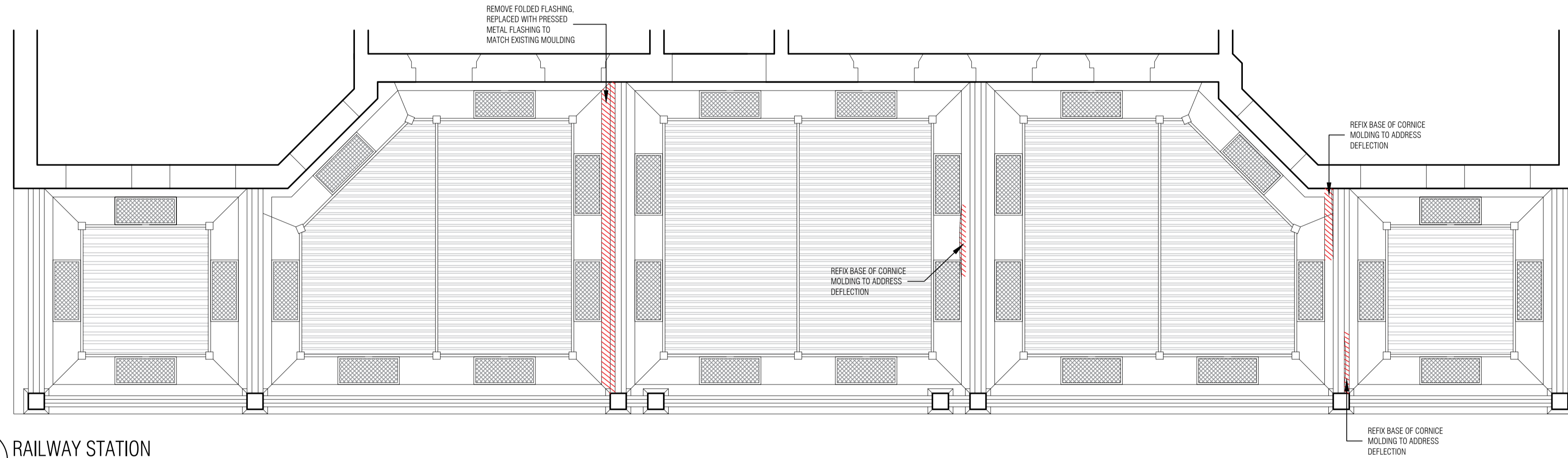
**PORT PIRIE HISTORIC RAILWAY PRECINCT  
CONSERVATION, MODIFICATION  
& NEW WORKS**  
NATIONAL TRUST OF SA  
77 ELLEN STREET, PORT PIRIE

**INTERNAL & DETAIL ELEVATIONS**

Drawn	Approved	Date	Scale
HS	AK	19.12.22	AS INDICATED @A1

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PD1 RAILWAY STATION  
 - VERANDAH CEILING PLAN  
 Scale 1:50

1:1 WHEN PRINTED @A1

Date	Description	Issue
19.12.22	FOR PLANNING APPROVAL	P3
06.12.22	PRELIMINARY	P2
14.10.22	PRELIMINARY	P1

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**PORT PIRIE HISTORIC PRECINCT  
 CONSERVATION, MODIFICATION  
 & NEW WORKS**

NATIONAL TRUST OF SA  
 77 ELLEN STREET, PORT PIRIE

**CONSERVATION WORKS  
 RAILWAY STATION VERANDAH RCP**

Drawn	Approved	Date	Scale
DB	AK	19.12.22	AS INDICATED @ A1

**20133 - SK10 P3**

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ORIGINAL SHEET SIZE A1 PRINTED ON: 26/08/2022 8:28:42 AM

19 December 2022

Ref: 20133

Port Pirie Regional Council  
Attention: Adina Teaha

Dear Adina,

**RE: Port Pirie Historic Precinct – Conservation, Modification and New Works**

Please find attached documentation lodged for planning approval, describing the proposed scope of conservation, modification and new works at the Port Pirie Historic Precinct.

Two buildings within the historic precinct are included on the South Australian Heritage Register as State Heritage Places: The Former Railway Station (SHP Ref: 10229) and the Former Customs House (SHP Ref: 10147). The Former Police Watchhouse is not included on the Heritage Register however it forms an important part of the precinct's overall heritage value.

In this application, it is proposed to carry out conservation works to the Former Customs House and Former Railway Station to further the longevity of the structures, including addressing rising damp issues, removing paintwork to stonework, rectifying flashings to prevent falling damp and full external repainting. It is also proposed to undertake minor and primarily internal modification works to reinvigorate the existing interpretive uses of the buildings, as well as creating a new hospitality offering in the form of a small cafe.

New works to the site include the relocation and replacement of existing fencing to better present the buildings and through this process providing additional public space around the Former Customs House. Disability access is improved through the provision of new compliant ramping. New opportunities are created through the replacement of an existing storage shed and toilets, with a new covered structure and pergola between the rear of the buildings. This external area is intended to potentially be used for adhoc, seasonal events on weekends and evenings, generally after business hours. While a new rollover kerb is proposed to the edge of the roadway between the Former Customs House and Former Railway Station, it is not proposed that existing carparking in this area will be displaced, as vehicle access to the site will occur through the implementation of temporary traffic controls – there will be no impact on existing carparking.

New lighting to the external areas will be designed to comply with Australian Standards and will have no impact on adjoining owners or traffic. No external coloured lighting will be used adjacent to the wharf or railway line.

The proposal includes a concept for additional carparking on the site to the north of the Former Customs House, which is understood will be further developed in consultation with the Port Pirie Regional Council.

This proposal has been the subject of discussions with Ms Kirsty Nield, Senior Heritage Officer at Heritage SA. We suggest that any referral in respect of this application be therefore directed to her attention. We trust the attached provides all the information required to complete the assessment of the application. Please contact us if any of the above matters require clarification.

Yours faithfully,

Heloise Schioldann  
**Graduate of Architecture**  
**SWANBURY PENGLASE**



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# **Port Pirie Historic Precinct**

## Conservation, Modification & New Works

### Heritage Impact Statement

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December 2022, ref 20133



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Relevant Policies	14
Discussion & Recommendation	19

Edition	Issue Date	Written by	Checked & Approved by	Comment/Description
1	16/12/22	HS	AK	For Approval (Development Application)

# Introduction

The Port Pirie Historic Precinct is comprised of the Former Railway Station, Former Customs House and Former Police Watchhouse. These buildings are currently owned and operated by the National Trust as a Museum.

This report was commissioned by the National Trust to accompany a proposal prepared by Swanbury Penglase Architects to conserve the existing buildings as well as upgrading and modifying the existing interpretive galleries, provide new amenities and a new shelter/pergola to the space between the existing buildings, and addressing disability access to the Former Customs House. The report is intended to assist the Port Pirie Regional Council to better understand the potential effect on the heritage values of these places, as well as physical impacts on the site.

## Methodology

The analysis in this report follows the principles and processes set out in *The Australia ICOMOS Charter for Places of Cultural Significance, The Burra Charter, 2013* (Burra Charter) and its Practice Notes. The Burra Charter establishes a standard of practice for those involved in assessing, managing, and undertaking works to places of cultural significance. The statement also broadly adheres to the framework provided by the *Heritage Impact Statement Guidelines for State Heritage Places, 2013*, published by the SA Department of Environment and Water.

## References

This report refers to the following documents:

### Drawings prepared by Swanbury Penglase:

<b>Dwg No</b>	<b>Title</b>	<b>Rev</b>	<b>Date</b>
SK01	SITE PLAN & LOCATION PLAN	P3	15/12/22
SK02	DEMOLITION PLAN	P3	15/12/22
SK03	PROPOSED PLAN	P3	15/12/22
SK04	PROPOSED SHELTER & AMENITIES: ELEVATIONS	P3	15/12/22
SK05	PROPOSED LANDSCAPE PLAN	P3	15/12/22
SK07	PROPOSED SHELTER & AMENITIES: SECTIONS AND ELEVATIONS	P3	15/12/22
SK08	SECTIONS	P3	15/12/22
SK09	INTERNAL & DETAIL ELEVATIONS	P3	15/12/22
SK10	CONSERVATION WORKS: RAILWAY STATION VERANDAH RCP	P3	15/12/22
SK11	CONSERVATION WORKS: RAILWAY STATION ELEVATIONS 1	P3	15/12/22
SK12	CONSERVATION WORKS: RAILWAY STATION ELEVATIONS 2	P3	15/12/22
SK13	CONSERVATION WORKS: CUSTOMS HOUSE ELEVATIONS	P3	15/12/22

## Location

The former Port Pirie Railway Station & former Police Watchhouse are located at 73-77 Ellen Street on allotment CT 6019/859 D75081 A401. The former Port Pirie Customs House is located at 69-71 Ellen Street on allotment CT 6212/23 T241001 A26.



Figure 1: Location of Port Pirie Railway Precinct (Location SA)



Figure 2: Aerial view of The Port Pirie Railway Precinct. Former Railway Station [1], Former Police Watchhouse [2] and Former Customs House [3] are outlined in purple. Adjacent to these structures is an existing shelter to the east of the site. The surrounding buildings are also of historical significance to the area, including the Port Pirie Post Office [4] (SHP ID 11566) and former Sampson's Butcher Shop [5] (SHP ID 10990), highlighted in red. (Location SA).

## Statutory Heritage Context

### ***Heritage Places Act 1993***

The *South Australian Heritage Places Act 1993* (Heritage Places Act) which replaced the earlier 1978 Act was enacted for the purposes of the identification, recording and conservation of places and objects of non-Aboriginal heritage significance, and establishes the South Australian Heritage Council.

Places that are found to meet one or more of the criteria in Section 16 of the Act may be entered on the South Australian Heritage Register (SAHR), administered by the SA Heritage Council. The Heritage Places Act also establishes penalties for damage or neglect of a State Heritage Place. This does not apply to actions approved under the *Planning, Development and Infrastructure Act 2016*.

### ***Planning, Development and Infrastructure Act 2016***

The recently introduced *Planning, Development and Infrastructure Act 2016* (PDI Act) replaces the previous *Development Act 1993*. A key element of the new system is the introduction of an online *Planning and Design Code* as the single source of planning policy for assessing development applications. The code assigns new development rules and zoning throughout the state and replaces the policies previously outlined in Development Plans according to local government regions.

For a State heritage place the definition of 'Development' is expanded to include "*demolition, removal, conversion, alteration or painting of, or addition to, the place, or any other work that could materially affect the heritage value of the place.*"

The accompanying *Planning, Development and Infrastructure (General) Regulations 2017* requires all Development that is (a) in the State Heritage Place Overlay, State Heritage Area Overlay or the Heritage Adjacency Overlay under the Planning and Design Code; and (b) specified by the Planning and Design Code as development of a class to which this item applies is required to be referred to the Minister responsible for the *Heritage Places Act 1993* for direction. The Heritage Minister has 30 business days to provide a response.

# Cultural Significance

## Brief History

The following history is taken and modified from the *Port Pirie Former Railway Station, Customs House & Watchhouse Condition Report*, prepared by Swanbury Penglase, in April 2022:

*As agricultural development of the Mid North rapidly advanced in the early 1870s, there was a growing need to consider transport for rural produce, primarily grain, and calls for the improvement of Port Pirie became more prominent. This originally came as a need to develop watering points and roads but then evolved into a railway.*

*Prior to the construction of the railway to Port Pirie, all the goods were shipped by teamsters, with between 100-150 entering the township daily during the wheat harvest. The first serious consideration of Port Pirie as the terminus of a tram or rail line occurred with a report prepared by Deputy Surveyor General Cooper, in February 1872 which examined the prospects of the various Ports along the east side of the Gulf as an outlet for the agricultural produce of the area. Construction began in 1874, with the turning of the first sod of the line being carried out in Ellen Street by HE Bright, Commissioner of Public Works, on 24 November 1874.<sup>32</sup> The line was opened on the 7 December 1876, but was extended to Jamestown in July 1878, Peterborough in January 1881 and Cockburn on the New South Wales border in March 1887.*

*In 1880, the government erected a new post office, telegraph station and courthouse on the government reserves facing Ellen street. These are the earliest government buildings which have survived to the present, although with considerable modifications carried out to the post office. The next structure erected on this government reserve was the Customs House. A portable Customs House had been erected at Port Pirie in January 1874 although its exact location was unclear. In 1880 the government proposed erecting a new Custom House building at the north extent of the township, which was considered by all to be so inconveniently located that there must have been some ulterior motive in such a proposal.*

*The current building was purposefully constructed as the new dedicated Customs House. This relatively simple building, comprised of a main hall public hall, known as the 'Long Room', with two offices to the rear symmetrically placed on either side of a central corridor. The term 'Long Room' was applied to the space in any British based customs house where the public business was conducted and originated in the title given to the public hall of the 1671 Customs House designed by Christopher Wren for London. Port Pirie's version was designed by the Architect-in-Chief's department in late 1881 or early 1882. By 1899, this building, along with the post office and court house, were all seen as relics of an older time not befitting a town and port of the importance of Port Pirie. The building appears to have remained in use as a Customs House until 1963 when the Customs operations were removed to the former Court House to the south of the Post Office.*

*As the police station was located on a reserve on the main road forming the extension of Ellen Street between the railway yards and Solomontown at the south end of the township, there had been concern for some time about the distance between the cells and the centre of the town. As there were typically many 'undesirable characters' in the Port, any arrest soon attracted the attention of a mob whose sympathies were inevitably with the offender, making the journey even more difficult. A new watchhouse was designed by mid-1892, although it was only in early May 1893 that tenders were called for a site on the government reserve adjacent to the Queen's Wharf. For some reason this building was not erected on the section of the reservation identified for a new police station between the institute building on the corner of Alexander Street and the existing court house, but instead between the existing Ellen Street railway waiting shed and the post office. The relatively small building contained a central office, which allowed for a police officer to always be present, sleeping accommodation for a couple of men and both a single and double cell.*

*During the construction of the first section of the railway line there was speculation about the best location for the passenger station, this dubbed by one correspondent as the 'battle of the sites'. Despite this controversy, there appeared to be no rush on the part of the government to erection a passenger station. Elaborate station buildings were originally proposed at both Port Pirie and Gladstone but these were seen as wasteful given the level of passenger traffic anticipated and they did not proceed. After something of a*

farical process of calling and recalling tenders, passenger station buildings were erected at Gladstone and Crystal Brook in 1878, but the building proposed for Port Pirie did not proceed, with passengers there served by temporary facilities run out of the goods shed at the south end of the township. A weatherboard passenger station building was erected at the rail yards in 1879, but as a concession to the north end of the town the passenger train was run down Ellen Street which however added complications to the delivery of incoming wheat to the stores. Despite what seemed to be spiteful opposition from the supporters of the southern station building, a waiting shed with parcel office was constructed in 1886 on the Ellen Street building reservation which was subsequently titled the 'Ellen Street Station'. Work commenced in April and was completed in early June.

The site issue re-emerged in 1899 when complaints about the inadequacy of the town's passenger facilities was raised by the Corporation. The original weatherboard station building, designed for a minor rural railway serving a town population of 1,500 where passengers were a by-product, had long outgrown its original capacity after the line reached Broken Hill and was connected to Adelaide via Peterborough and Terowie, and consequentially by the 1890s Port Pirie was the second largest town outside of the metropolis. It had been modified in 1892, but this did little to increase the facilities. The site of the rudimentary railway waiting shed in Ellen Street station between the post office and customs house was being considered as an alternative location for a new passenger station at that time.

By October the plans and specifications were prepared for a new station building on the Ellen Street site. A delay then came about due to an issue with the existing police watchhouse which was already located on the site. With these matters eventually resolved without the need to demolish the existing police building, tenders were called in June 1901 before being retendered on 17 July, and there was general relief in the town that the drawings indicated a building worthy of the importance of the place. Completed in October 1902, it only opened for parcels on the 17 November and passengers subsequently. It included typical facilities, including a ticket and parcel offices, station master's office, ladies waiting room and lavatories for ladies and men. The unusual feature of this building came about due to the existing rail lines lied in the street, and hence the street verandah also served as the passenger waiting platform area. This was highlighted by the integration of a central tower flanked by domed platforms of cupolas with flagpoles, all built of timber framing clad with decorative pressed metal over the street above the verandah of canopy, which in turn utilised substantial cast iron columns and steel girders configured as spandrels.

As time passed the rails placed in the street without platforms began to be a hindrance to the development of the town. A combination of roadblocks, traffic congestion and accidents involving trains, horses, vehicles and pedestrians led to complaints and calls to build a new change of gauge station on the site of the original railway station in Mary Elie Street as early as 1926, with the suggestion that the existing Ellen Street Station building be converted into a new police station. This ultimate solution was again raised in 1943 by Port Pirie Corporation after ongoing problems with blockages caused by the long broad gauge passenger trains from Adelaide. A further concerted but ultimately unsuccessful attempt by the Corporation to pressure the state government to remove the Ellen Street lines was made in 1953-4. The fate of the Ellen Street Station was however sealed by the 1963 decision of the commonwealth government to proceed with the conversion of the narrow gauge rail line between Broken Hill and Port Pirie to standard gauge. This would require a 700ft long platform for the planned much longer passenger trains to allow for transfer between the broad gauge line from Adelaide and the standard gauge line from Sydney and Perth and this could not be accomplished in Ellen Street. A new station was therefore constructed off Mary Elie Street which opened in November 1967 ready for the arrival of the standard gauge line in 1970. The rail line to the smelter was replaced with a new standard gauge line which ran along a narrow reserve at the rear of the buildings facing Ellen Street and the wharf, hence removing the need for the line in Ellen Street – essentially implementing a proposal that was suggested as early as 1922, noting that a loop line was installed through the east portion of the government reserves in 1924 to help improve shunting in Ellen Street although this was unlikely on the alignment of the current lines. The Ellen Street Station was subsequently closed and the tracks in Ellen Street were subsequently removed in 1967. The National Trust's Port Pirie Branch was formed to save the Ellen Street Railway Station building after its closure in 1967. Varied opinions were held by the locals as to the value of the building at that time, with the mayor favouring its removal. The work of the branch raised interest in the history of Port Pirie however, and in 1969 the Branch were successful in securing government approval to use the former Customs House building as a museum, this was opened in 1970. The Railway Station building was transferred to the ownership of the National Trust in 1971 and was opened as a extension of the museum on the 28 October 1972.



**Figure 3: Port Pirie Former Railway Station c.1930 (SLSA B 22810)**

## Former Railway Station

The Former Railway Station was entered on the State Heritage Register in 1981, with File no. 10229. As this listing occurred under the previous 1978 Heritage Act, no statement of heritage significance or description of extent is entered in the Register.

Hignett & Company prepared a Conservation and Management Plan (date unknown) commissioned by the National Trust of South Australia, for the Former Railway Station and Former Customs House. The Statement of Significance taken from the plan is as below:

*This group of buildings and in particular the facades form an important component in the visual character of Ellen Street as the main street of Port Pirie. As a group they reflect a high point in the development of Port Pirie as a port of national and international importance. Architecturally although of diverse character and aesthetic the group reflects an important era in the design of public buildings. They are unique, innovative and impressive. Both internally and externally the Place is in a sounds physical condition. It has authenticity which in many areas is original and in others could be returned to an original state with care and further research. In particular the internal spaces available within the Railway Station and Custom House offer a potential for recreating what must have been an exciting period of travel on land and sea during the early part of this century. Having regard to the construction date of 1902 for the Railway Station and the fact that the Custom House although constructed in 1875 was operational in 1902, it is recommended that the date c.1902 be adopted as the period towards which Conservation should be directed. It is not considered that the Watch House is of any particular significance although its retention and sensitive integration with future Conservation of the Custom House and Railway Station should be undertaken.*

Lester, Firth & Murton's Port Pirie Conservation Study (1980) describe the heritage value of the Former Railway Station:

*Port Pirie is an important railway node, with three gauges of tract converging there. The first railway to the town, from Crystal Brook, opened in 1875 – the goods shed was used as the station. The first station master, Jimmy McGuire, started at Port Pirie in 1877 and was to become Commissioner of Railways. In June 1879 the first proper station – a weatherboard structure south of Mary Elie Street – opened. Called Port Pirie South, it was similar to those at Caltowie and Jamestown, and is the site of the town's present operating station. Although the line continued up Ellen Street, passengers originally alighted at this location and walked the rest of the distance. The 1886 station within the wharf roof was constructed to solve this problem, the 1902 station being a perpetuation of this. It is the oldest station the town has, and needs to be retained.*

## Former Customs House

The Former Customs House was entered on the State Heritage Register in 1980 as File no. 10147. As this listing occurred under the previous 1978 Heritage Act, no statement of heritage significance or description of extent is entered in the Register.

A statement of significance and description from the Register of the National Estate states that the Former Customs House is:

*An essential element of a seaboard town.*

*On February 5 1875, tenders called for Port Pirie Custom House and residence. On 25 March, letter to G T Light, architect from Thos Abott, overseer, tender accepted. Rossiter and Davies tender 925 pounds, five shillings and one pence. Mr Jas Cobb, Clerk of Works, who had worked on Beltana Telegraph Station.*

Lester, Firth & Murton's Port Pirie Conservation Study (1980) describe the heritage value of the Former Customs House as:

*'...Historical, by virtue of its role (reflecting the town's raison d'être and abundance of direct overseas trade) and its association with Captain Williams, who came to Australia in 1850. He assumed the roles of doctor and chemist, until the first doctor, (Doctor Murdie) arrived in 1874. He was nicknamed Beau Brummell, being a natty dresser.'*

## Former Police Watchhouse

This building is not heritage listed, though it's location on Ellen Street adjacent other listed Civic Buildings, is within the area proposed as a Historic Conservation Zone by Danvers Architects in their 1990 Port Pirie Heritage Study, in association with Bone and Tonkin Planners. They described Ellen Street as:

*The historic core of the town, [incorporating] the area of earliest development of Port Pirie and reflects the significance of the port and industrial base. The commercial and civic facades display a general consistency of built form with most buildings similar in scale and height.*

*Ellen Street [is] laid out on a distinctive and unusual curve, following (originally) the line of the river, with secondary streets radiating away from the wharfs. Ellen Street contains many of the larger shops, former banks, hotels on the western side, and across its wide expanse where the railway once ran, the distinctive railway station, and group of civic buildings including post office, library, customs house, former court house (and once the town hall/institute, and picture theatre).*

*This area is (and has been) the focus of commercial activity in Port Pirie and the characteristic layout of streets and consistency of built form – and to some degree, detailing – should be enhanced and preserved within this zone. New Development should be sympathetic with the established character of the centre of the town.*

*Continuity of building set-back should be maintained and the potential exists to retain or introduce verandahs and balconies to street facades, particularly in Ellen Street...*



# Description of Proposal

## Conservation works

Proposed works to the **Former Customs House** include but are not limited to the following;

- > Relocation of the shunting engine to remove a point of concentrated load which is causing ground subsidence with associated cracking to the walls and falling damp due to gaps associated with the roof flashing to the back of the parapet,
- > Reducing of perimeter paving levels to drop these below the original damp course level,
- > Poulting and re-render of plinths where affected by rising damp,
- > Poulting and repointing of stone where impacted by rising damp,
- > Raking out and repair of cracks in render,
- > Repointing of cracks in masonry walls,
- > Repairs to cornice edges, preparation and repainting of timberwork including doors and windows,
- > Preparation and repainting of existing painted masonry.

Proposed works to the **Former Railway Station** include but are not limited to the following;

- > Reducing of perimeter paving levels to drop these below the damp course level,
- > Replacing of deteriorated slate thresholds impacted by rising damp,
- > Preparation and painting of external cast iron and steel of the verandah, including replacement of corroded and failed rivets,
- > Refixing of deflecting sections of pressed metal mouldings,
- > Stripping of paint from stone work,
- > Resetting and refixing of displaced zinc roof tiles.

## Modifications

Associated modification works to the **Former Customs House** include but are not limited to the following;

- > Removal of the non-original timber framed and corrugated steel clad shed to the east (back) elevation of the building,
- > Painting of internal walls, ceilings, windows and doors.
- > Removal of the later projection with associated doors, existing door opening and architraves, together with the installation of new lintel and removal of the portion of masonry wall between the Corridor and the Reception/Office (former Private Office) to create a new enlarged opening.
- > Modifications to the lath and plaster ceilings to form new openings for the new air conditioning grilles.
- > Modification to the ceiling for installation of new ceiling mounted steel brackets to support the proposed projection systems.

Associated modification works to the **Former Railway Station** include but are not limited to the following;

- > Section of masonry wall and x2 external windows to proposed Servery (former Ladies Lavatory) removed to create new door opening with sidelight. Removed windows & architraves to be stored within the roof void of the Railway Station.
- > Installation of a new steel lintel and removal of portion of masonry wall, existing door with frame, architrave & skirting between the proposed Servery and Kitchen to create an enlarged opening.
- > Installation of a new steel lintel and removal of portion of masonry wall, existing door with frame, architrave & skirting between the Café (former Ladies Waiting Room) and Servery (former Ladies Lavatory) removed to create an enlarged opening. Removed door, frame & architraves to be stored within the roof void of the Railway Station.
- > Removal of the original east window to the proposed Silver to Sea Way Interactive Room (former Station Master's Office) into the lightwell, and the masonry below to create new opening. Installation of a new painted timber frame and architraves. Removed window to be stored within the roof void of the Railway Station.
- > Installation of a new steel lintel and the removal of a section of the brick wall between the lightwell and the east Interpretive Gallery (former Gentlemen's Latrines) to create a new opening.

- > New painted timber roof structure with polycarbonate roofing and box gutter over existing lightwell, matching into existing adjoining roof pitch.
- > Lifting of the existing slatted timber bench seats against the walls in the Café to a suitable height to be used as seats for the new café.
- > Forming penetrations in the more recent flushed plasterboard ceiling in the Café for new air conditioning outlets.
- > Penetrations through the external walls for new services (cold shell) fitout to the Kitchen and Servery (full fitout by future tenant).

Associated modification works to the **Former Police Watchhouse** include the following;

- > Installation of a new steel lintel and the removal of a section of the later brick wall between the two rooms of the proposed Interpretive Gallery (within Police Watchhouse) to create a new opening.

## New Works

New works to the **Former Customs House** include but are not limited to the following;

- > Removal of non-complying disability access to the rear of the Former Customs House (non-compliant step ramp) and construction of a compliant 1:20 ramp and handrail
- > Addition of new internal shutters to the existing windows to allow for the interior to be blacked out,
- > Addition of new steel framed plasterboard clad projection/interpretive projection partitions within the rooms,
- > Addition of new external mechanical plant with associated screened enclosure against the north wall,
- > New resilient floor covering to the existing timber floors,
- > Addition of new internal lighting, power, projection and air conditioning to all areas of the interior,
- > Addition of new door hardware to the external doors.

Associated new works to the **Former Railway Station** include but are not limited to the following;

- > Fit out works to the proposed Silver to Sea Way Interactive Room with a new timber framed partitions clad in stained plywood joinery boxing out around the existing western windows to allow for the mounting of digital screens,
- > Raising paving within the lightwell up to floor level,
- > Installation of new external mechanical plant and associated screened enclosure under the existing east verandah of the building,
- > Installation of new track lighting to the interpretive galleries and ceiling mounted lighting to the Café, associated Servery/Kitchen and adjoining Interactive and circulation spaces,
- > New hydraulic services to the Kitchen,
- > Addition of new door hardware to the external doors.

New works to the **wider site** include but are not limited to the following;

- > Removal of existing non-original shelter and toilet/storage block to eastern site boundary,
- > Removal of existing benches, raised planter beds, garden beds and pavers to the site between the buildings, with pavers put aside for reuse.
- > Replacing the existing fencing to east and portions of north and west boundaries,
- > New fencing to the west and north of the site, with that to the west set back behind the face of the Customs House, including new bifold gates between the buildings to allow for vehicle entry to the site,
- > New feature fence to the east boundary to allows a visual connection to the railway reserve and wharf beyond,
- > Relocation of Steam Locomotive away from the Former Customs House with new footing on piles,
- > New steel framed structure between the Former Customs House and Former Railway Station, with the east portion roofed but the remainder having wires to create a pergola shaded with deciduous vines,
- > New amenities building providing male and female toilets and an accessible toilet,
- > New covered link between the rear of the Former Railway Station and new amenities building,
- > New paving below the Former Railway Station canopy to the Ellen Street footpath.
- > New paving between the building within the precinct generally set below the building damp courses,
- > New concrete plinths for the display of objects to the site, including beyond the new fence (ie within the new public realm) to the west of the Former Customs House,
- > New mobile raised planters and seating to the site between the buildings,
- > New external lighting to the external space between the buildings to allow for night time activation,
- > New crossover from Ellen Street onto the site between the Former Customs House and Former Railway Station.



**Figure 4: General view of rear entry to Former Customs House with non-complying step ramp**



**Figure 5: Portion of existing metal fencing on eastern boundary to be removed to achieve greater visual connection to surroundings.**



**Figure 6: Existing post 1970s non-heritage listed shelter and toilet/storage building proposed for demolition**



**Figure 7: Existing non-original black tubular fencing that detracts from the Former Customs House. The proposal is for new fencing to be set back behind the west façade (shown orange) will allow the façade to become directly connected to the street and become part of the public realm.**



**Figure 8: Indication of the extent of the proposed new opening to be formed between proposed Café space and Servery, maintaining existing opening height**

# Relevant Policies

## ***Planning, Development and Infrastructure Act 2016***

As discussed above, the PDI Act provides a trigger for referral to the Minister responsible for the *Heritage Places Act* when a proposed development affects a State heritage place.

### **Planning and Design Code: State Heritage Place Overlay**

#### Desired Outcome (DO)

*Development maintains the heritage and cultural values of State Heritage Places through conservation, ongoing use and adaptive reuse consistent with Statements of Significance and other relevant documents prepared and published by the administrative unit of the Public Service that is responsible for assisting a Minister in the administration of the Heritage Places Act 1993.*

#### Comment

The cultural heritage values of the Port Pirie Historic Precinct are retained and their ongoing conservation and interpretive use supported through the introduction of a commercial hospitality offering.

### **Planning Outcome 1.3**

Design and architectural detailing (including but not limited to roof pitch and form, openings, chimneys and verandahs) maintains the heritage values of the State Heritage Place.

#### Comment

The proposal does not impact of the existing roof pitch, form openings, chimneys and verandahs of the heritage listed places evident from Ellen Street, with no change proposed to these elements of the existing structures. The design and detailing of the new structure is simple with no impact on the heritage listed buildings, this being well set back from the street frontages and matching the line of cornice mouldings to provide a level of visual uniformity to help unify the currently disjointed space.

### **Planning Outcome 1.2**

Massing, scale and siting of development maintains the heritage values of the State Heritage Place.

#### Comment

The massing, scale, and siting of the proposed new structures between the heritage listed buildings is devised to have the least possible impact on the existing buildings and the Ellen Street frontage. New elements sit well behind the facade of the Former Customs House and Former Railway Station, but do not touch the existing building fabric, rather weaving between and coloured to be recessive. The new roofed section of this structure and the new amenities are situated to the rear of the site, with the roof of the former raking gradually from the pergola towards the eastern boundary, such that it will not visually impact on the existing structures, whether viewed from the west or the north. These new external structures create new opportunities for interpretation of the historic buildings and to hold events that will support the conservation of the places.

The set back of the proposed new fencing to the Ellen Street boundary behind the façade of the Former Customs House will reinstate the Former Customs House as a prominent feature of the streetscape, giving over a part of the site to become part of the public realm. This public part of the site will be an opportunity to permanently present and interpret objects of importance to the history of Port Pirie.

### **Planning Outcome 6.1**

State Heritage Places are not demolished, destroyed or removed in total or in part unless either of the following apply:

- a) *the portion of the State Heritage Place to be demolished, destroyed or removed is excluded from the extent of listing that is of heritage value*
- b) *the structural condition of the State Heritage Place represents an unacceptable risk to public or private safety and results from actions and unforeseen events beyond the control of the owner and is irredeemably beyond repair.*

## Comment

The existing shed structure to the rear of the Former Customs House and along the east boundary with associated toilets are all later additions of negligible heritage value, with the open shed and associated toilets being of no value it having been added after the opening of the Museum in the 1970s. There will be no loss in the significance of the site by their removal, but this will instead provide new opportunities to connect the site to the wider surroundings, particularly the railway reserve and the wharf to the east.

New openings are being created in a number of internal walls and a one external wall as outlined below, and these will result in the loss of some historic fabric. This work will provide the opportunity to interconnect a number of smaller spaces allowing these to be utilised to create spaces and house functions necessary for the evolution of the uses to the building, noting that there is no likelihood that these buildings will ever be reused for their original purposes. The new openings proposed do not affect the overall form of the buildings, while the original form of the rooms will remain legible as nib walls will remain in place. The location of each of these the new openings follows:

### **Former Customs House – Internal opening into Reception/Office (former Private Office)**

This opening will be located through an existing internal wall separating the former rear corridor of the Former Customs House from one of the original rear offices. It is a masonry wall (probably stone) with a hard plaster finish to both sides, and within the area to be removed is the original door opening with painted timber reveals, architraves and plinth blocks, along with moulded timber skirtings to the floor. The original door leaf is not present, but a small timber framed vestibule with later glazed doors and sidelights within the former office, this occurring since its conversion to a museum in the 1970s, and hence this is of no heritage value. The opening is required as the corridor is too narrow for disability clearances around the doors and this will help to create a suitable reception/foyer space for the proposed immersive theatre.

While the fabric proposed for removal is original, this is considered to be of low significance as historically this part of the interior was not accessible to the public but was only accessed by the Custom officials. While the door frame will be removed, other examples of the same detail elsewhere within the building.

The heritage impact will be minimised by the following mitigation strategies;

- > Record the existing configuration in the form of images and drawings.
- > Salvage existing architraves, skirting blocks, reveal linings and the length of the timber skirting from the width of the opening from both sides of the wall.
- > Reuse of the plinth blocks for the base of the architraves for the new opening.
- > Label the other salvaged items that will not be reused to indicate their original location, wrap in plastic and store on site for potential future re-installation or re-use.



**Figure 9 (left): Door opening in location for new opening into the Reception/Office in the Former Customs House**



**Figure 10 (right): Location for new external opening into the Servery within the Former Customs House**

### **Former Railway Station – External opening from Servery**

This opening will be located through a portion of the external wall to the east or rear elevation of the building wall into what was originally the Ladies Lavatory. It is a brick wall with painted pointed brick to the exterior and a hard plaster finish to the interior, and within the area to be removed are two original small painted timber box framed windows with double hung sashes with steel bars to the interior. Display cases line the internal face of this wall concealing the windows internally, but as these were installed after the opening of the Museum in the 1970s they are considered to be of no heritage value. The opening is required to connect the new Servery of the Café to the outside to allow for serving to outdoor seating proposed in this area and will be fitted with a new painted timber frame with glazed door and sidelight.

While the fabric proposed for removal is original, this is considered to be of low significance as externally it was originally not visible by the public and was within a utility area of low significance. The new opening will not be visible from the public realm. It is also worth noting that the lower brickwork of the external wall in this location is on poor condition caused by rising dampness due to the raised external paving levels which will be corrected in the proposal. The impact is considered acceptable given the advantage of supporting a new use that will return a direct public connection to the former Waiting Room.

The heritage impact will be minimised by the following mitigation strategies;

- > Record the existing configuration in the form of images and drawings.
- > Salvage existing architraves, sill boards, window frames & sashes, and steel bars.
- > Label the salvaged items to indicate their original location, wrap in plastic and store on site within the roof void for potential future re-installation or re-use.
- > New opening will retain the original angles brick voussoirs of the flat arches over the existing windows over, hence retaining the evidence of the original window location.

### **Former Railway Station – Internal opening between Servery and Café**

This opening will be located through an existing internal wall separating the back of the former Ladies Waiting Room from the Ladies Lavatory. It is a brick wall with a hard plaster finish to both sides, and within the area to be removed is the original door opening with painted timber frame with transom and fanlight sash, door leaf, fanlight sash, architraves and plinth blocks, along with moulded timber skirtings to the floor. There is also an original slatted timber bench fixed to the wall within the former waiting room that will be required to be removed. The opening is required to allow for a direct connection between the seating area and the servery as the former Waiting Room is not considered large enough to house both functions and be commercially viable.

While this is original fabric and is located in an area of higher heritage value as this was the one internal space within the building that the public originally had access (Ladies Waiting Room), the removal nevertheless is considered to have only a minimal impact on that space as the room will remain legible as the entire wall will not be removed. While the door and frame will be removed, there are numerous examples of the same detail elsewhere within the building, and while one of the original waiting benches will need to be removed, multiple others are retained in this space and will be adjusted to be used by patrons. The impact is considered acceptable given the advantage of supporting a new use that will re-establish a direct public connection to the former Waiting Room.

The heritage impact will be minimised by the following mitigation strategies;

- > Record the existing configuration in the form of images and drawings.
- > Salvage existing architraves, skirting blocks, door frame, leaf and fanlight sash, the frame and slats of the bench seat and the length of the timber skirting from the width of the opening from both sides of the wall.
- > Reuse of the plinth blocks for the base of the architraves for the new opening.
- > Label the other salvaged items that will not be reused to indicate their original location, wrap in plastic and store on site within the roof void for potential future re-installation or re-use.

### **Former Railway Station – Internal opening into Kitchen from Servery**

This opening will be located through an existing internal wall separating the former Ladies Lavatory from the Ladies Latrines. It is a brick wall with a hard plaster finish to both sides, and within the area to be removed is the original door opening with painted timber frame with transom and fanlight sash, door leaf, fanlight sash, architraves and plinth blocks, along with moulded timber skirtings to the floor. The opening is required to allow for the creation of a large enough food preparation and serving area for the proposed Café to be commercially viable.

While this is original fabric and is located in an area of low heritage value, this originally being a purely utilitarian area housing the toilets and wash room for the Ladies Waiting Room. While the door and frame

will be removed, there are numerous examples of the same detail elsewhere within the building. Other than the door, these areas have been much modified and there are no fittings remaining in these spaces to identify their original use. The impact is considered acceptable given the advantage of supporting a new use that will re-establish a direct public connection to the former Waiting Room.

The heritage impact will be minimised by the following mitigation strategies;

- > Record the existing configuration in the form of images and drawings.
- > Salvage existing architraves, skirting blocks, door frame, leaf and fanlight sash and the length of the timber skirting from the width of the opening from the north side of the wall.
- > Label the other salvaged items that will not be reused to indicate their original location, wrap in plastic and store on site within the roof void for potential future re-installation or re-use.

#### **Former Railway Station – Internal opening between Lightwell from Silver to Sea Way Interactive Room**

This opening will be created by the removal of an original window within the original Stationmasters Office and converting this into an opening into the former lightwell within the interior of the building which is proposed to be enclosed and turned into internal space as part of the modifications. The original window is a painted timber box framed with double hung sashes with steel bars to the interior, while the wall below is brickwork, this painted render externally and painted hard plaster internally. Display cases line the internal face of this wall, but as these were installed after the opening of the Museum in the 1970s they are considered to be of no heritage value. The opening is required to connect the new Café to the outside to allow patrons to access this area and will be fitted with a new painted timber frame.

While the fabric proposed for removal is original, this is considered to be of lower significance as this area was not accessible to the public and was not visible externally. The impact is considered acceptable given the advantage of supporting a new use that will re-establish a public connection to the former Waiting Room.

The heritage impact will be minimised by the following mitigation strategies;

- > Record the existing configuration in the form of images and drawings.
- > Salvage existing architraves, sill boards, window frame & sashes, and steel bars.
- > Reinstall the architraves for the new opening and extend these down to the ground.
- > Label the salvaged items to indicate their original location, wrap in plastic and store on site within the roof void for potential future re-installation or re-use.
- > New opening will retain the original head and reveals of the original window.

#### **Internal opening from Lightwell into Interpretive Gallery (former Gentlemen's Latrines)**

This opening will be created by the removing a section of wall between the Lightwell and the former Male Latrines, noting that it is proposed to enclose the Lightwell as part of the modifications. The wall is brickwork, this is painted render externally and painted hard plaster internally. The opening is required to connect the new Café to the outside to allow patrons to access this area and will be fitted with a new painted timber frame.

While the fabric proposed for removal is original, this is considered to be of low significance as this area was originally had a purely utilitarian purpose housing the toilets. These areas have been much modified and there are no fittings remaining to identify the original use. The impact is considered acceptable given the advantage of supporting a new use that will re-establish a public connection to the former Waiting Room.

The heritage impact will be minimised by the following mitigation strategies;

- > Record the existing configuration in the form of images and drawings.

#### **Former Police Watchhouse - New opening between rooms**

This building is not heritage listed, and the internal wall where the opening is proposed is not original but was added later in the life of the building. The wall is brickwork, this having a painted hard plaster internally. The opening is required to create a larger more usable space for interpretive purposes.

While the fabric is not original it does relate to modification of the building but it is considered to be of negligible significance. Nevertheless it is not proposed to remove the entire wall but to retain nibs and a masonry over so the previous division between the spaces will remain legible.

The heritage impact will be minimised by the following mitigation strategies;

- > Record the existing configuration in the form of images and drawings.





**Figure 11 (left): Location for new opening between the lightwell and former Stationmasters Office in the Former Railway Station**



**Figure 12 (right): Location of new opening between the lightwell and the former Male Latrines in the Former Railway Station**

**Planning Outcome 7.1**

*Conservation works to the exterior and interior of a State Heritage Place and other features of identified heritage value match original materials to be repaired and utilise traditional work methods.*

**Comment**

The proposed repairs and replacements of components are to be like for like and to be carried out using traditional work methods. This includes the use of zinc for repairs to the cladding of the Former Railway Station and will include the replacement of corroded rivets to the steel girders.

# Discussion & Recommendation

1. The proposal *Port Pirie Historic Railway Precinct Conservation & New Works* constitutes Development pursuant to the *PDI Act*, as it is *work that could materially affect the heritage value of the place*, and therefore a Development Application should be lodged with the relevant authority.
2. Conservation works to both the Former Railway Station and Former Customs House are supported. These will further the longevity of these structures, which are important representations of early trade activity and development in Port Pirie.
3. While there will be some loss of original building fabric to create the new openings, these will not impact on the overall form of the Former Customs House and Former Railway Station, including the legibility of the original internal spaces, while supporting new functions and access requirement. In the case of the Former Railway Station this work will re-introduce the public to what was originally the only publicly accessible space of the interior, and will support the conservation of the place by improved commercial viability. By adopting the suggested mitigation strategies, existing doors and windows may be reinstated in the future.
4. The demolition of the eastern shed structures are supported as these have a later additions added after the conversion of the site to a Museum.
5. The nature of the proposed new structures between the existing buildings and new landscaping will improve the public presentation of the buildings and site. This will also provide new opportunities for interpreting the significance of the place and the conservation of the buildings through improved commercial viability, while not negatively impacting on the heritage listed structures.
6. The proposed addition of a new ramp to the rear of the Former Customs House will ensure equitable access to the buildings without having a negative impact on the heritage values.

## Conclusion

For the reasons summarised above, it is my opinion that the heritage impact of the proposed development is acceptable.

### Recommendations

- a. Record, clearly label and retain existing removed windows and doors in a protected location on site, for potential reinstatement in the future.

10 March 2023  
Ref: 20133, Application ID: 22042636

Port Pirie Regional Council  
Attention: Adina Teaha

Dear Adina,

**RE: Request for Documentation**

Thank you for the opportunity to discuss the mandatory documentation required to assess the development application.

Please see our responses to the requested items using the numbering provided in your correspondence as follows:

***1. The estimated number of seats for the café and the events venue, separately.***

The estimated number of seats will be 37-40 to the Café (being the combination of both indoor and outdoors) and 300 standing or 150 seated in the outdoor Events Space.

***2. Please identify the top-of-kerb, site, and new building levels in Australian Height Datum (AHD).***

Refer to drawing SK14 – Stormwater Plan

***3. A copy of the relevant Certificates of Title.***

See attached Certificates of Title and Crown Record.

***4. Each activity's operating times and days.***

The Café, pending lease arrangement, will be open between 8am and 6pm. The event space will be open after business hours during the week between 5.30pm and midnight, 12 noon and 12 midnight Saturday, and 9am and 12 midnight Sunday.

***5. If applicable, specifics regarding any outdoor music. Included in this are the kind of device, where it is located on site, and noise levels.***

Any outdoor music, including the device, its location on site and noise levels will be in accordance with the Environment Protection (Noise) Policy 2007.

***6. Will there be any earthworks proposed? If so, please specify the depth and scope of the earthworks.***

No earthworks are proposed to the site other than footings for the new external shelter or the relocation of the train. There will also be a minor change in the paving level to the site to lower paving to prevent breaching of the existing damp courses in the buildings.

**7. A revised site plan that depicts the overall site boundaries as well as the location of waste bins and loading zone/s.**

Refer to drawing SK01 – Site Plan & Location Plan.

**8. According to your site plan, the proposal sits within allotments 69, 73-77 and Lot 141 Ellen Street. As a result, given that your application only covers allotment 73-77 Ellen Street, please indicate if you are okay with me adding additional addresses to your application form to cover the approval on these allotments.**

Please proceed with adding additional addresses.

**9. Parking and manoeuvring areas' surface treatment.**

The parking and manoeuvring surfaces will be bitumen.

**10. If an exhaust duct and stack are required for the proposed kitchen to discharge exhaust fumes, please provide more information.**

As indicated in drawings SK04, SK07, SK08.

**11. Stormwater management plan**

Refer to drawing SK14– Stormwater Plan.

**12. A completed Native Vegetation Declaration form – See attached form.**

See completed form attached.

We trust the above provides all the information required to complete the assessment of the application. Please contact us if any of the above matters require clarification.

Yours faithfully,

Heloise Schioldann  
**Graduate of Architecture**  
**SWANBURY PENGLASE**

**ATTACHMENT B:** Agency Referrals

# Referral Snapshot

**Development Application number:**  
22042636

**Consent:**  
Planning Consent

**Relevant authority:**  
Upper Spencer Gulf Regional Assessment Panel

**Consent type for distribution:**

**Referral body:**  
Minister responsible for the administration of the Heritage Places Act 1993

**Response type:**  
Schedule 9 (3)(17) State Heritage Place, State Heritage Area, or Heritage Adjacency Overlays

**Referral type:**  
Direction

**Response date:**  
17 May 2023

**Advice:**  
With comments, conditions and/or notes

## Condition 1

Lime mortars must be used in all masonry works to the State heritage place (nominally 1 part lime to 3 parts washed, well-graded sharp sand). Slaked lime putty (with or without pozzolanic agents) or natural hydraulic limes is to be used. Cement, cement-based additives, salt retarders and the like must not be added to any mix.

**Condition 2**

Cleaning of any metal work must be done using stiff bristle brush. The use of wire brushes and power grinding tools is not acceptable.

**Condition 3**

Paint removal must not be done using mechanical sanding or abrasive blasting. A test sample of paint removal must be provided for approval by the Heritage Architect to determine the most appropriate method which avoids damage to the masonry.

**Condition 4**

Removal of internal walls must be done by hand without power tools to avoid damage to surrounding walls and floors.

**Condition 5**

Colour schedule for all paint work must be provided for approval prior to painting taking place.

**Advisory Note 1**

Please note the following requirements of the *Aboriginal Heritage Act 1988*.

(a) If Aboriginal sites, objects or remains are discovered during excavation works, the Aboriginal Heritage Branch of the Aboriginal Affairs and Reconciliation Division of the Department of the Premier and Cabinet (as delegate of the Minister) is to be notified under Section 20 of the *Aboriginal Heritage Act 1988*.

**Advisory Note 2**

Please note the following requirements of the *Heritage Places Act 1993*.

(a) If an archaeological artefact believed to be of heritage significance is encountered during excavation works, disturbance in the vicinity must cease and the SA Heritage Council must be notified.

(b) Where it is known in advance (or there is reasonable cause to suspect) that significant archaeological artefacts may be encountered, a permit is required prior to commencing excavation works. For further information, contact the Department for Environment and Water.

# Referral Snapshot

**Development Application number:**

22042636

**Consent:**

Planning Consent

**Relevant authority:**

Upper Spencer Gulf Regional Assessment Panel

**Consent type for distribution:**

**Referral body:**

Coast Protection Board

**Response type:**

Schedule 9 (3)(3) Coastal Areas Overlay

**Referral type:**

Direction

**Response date:**

2 May 2023

**Advice:**

With comments, conditions and/or notes

**Advisory Note 1**

The Coast Protection Board advises that any part of the development site which does not achieve site and finished floor levels of 3.15 metres and 3.4 metres Australian Height Datum respectively may be at risk of coastal flooding from a significant storm surge event unless the site is protected from this risk. (The Board notes that the site is set back from the waterfront and has not determined the actual extent of flood risk in this case.) The above levels are recommended to reduce coastal flooding risk to 2050 and take into account 0.3 meters of sea level rise and 1% AEP storm surge conditions. The Board advises that a potential further 0.7m of sea level rise to the year 2100 may increase the above flood risk.



**ATTACHMENT C:** Representations and Applicant's response

# Details of Representations

## Application Summary

Application ID	22042636
Proposal	Museum Upgrades with Additional Land Uses of Cafe and Function Venue, Including Building Alterations, Demolition, Relocation of Steam Locomotive, and New Construction Incorporating Amenities Building, Fencing, Steel Framed Structure, Covered Shelter and Verandah
Location	69 ELLEN ST PORT PIRIE SA 5540, 73-77 ELLEN ST PORT PIRIE SA 5540, LOT 141 ELLEN ST PORT PIRIE SA 5540

## Representations

### Representor 1 - Rachel Eiffe

Name	Rachel Eiffe
Address	4 Howard St RISDON PARK SA, 5540 Australia
Submission Date	13/04/2023 12:26 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I support the development with some concerns

#### Reasons

I support the upgrade, I'm just concerned on the impact it may have on the surrounding business and carport availability for clients and staff. As there is limited parking all ready especially for staff.

## Attached Documents

## Representations

**Representor 2** - JLL as the Managing Agent for Australia Post JLL as the Managing Agent for Australia Post

Name	JLL as the Managing Agent for Australia Post JLL as the Managing Agent for Australia Post
Address	Level 12, 111 Bourke St MELBOURNE VIC, 3000 Australia
Submission Date	17/04/2023 01:29 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I support the development with some concerns

### Reasons

There are some concerns with the Development to do with the car parking at the end of the building where Australia Post staff currently park their cars. If the development is going to use them solely for the museum they will have no where in close proximity to park their cars. They will be losing all day parking and we want to know if there are plans to make the 3 hour parking (or others) all parking?

## Attached Documents

28 April 2023  
Ref: 20133, Application ID: 22042636

Port Pirie Regional Council  
Attention: Adina Teaha

Dear Adina,

**RE: Application 22042636 – Response to Representations**

Thank you for our recent discussion about the representations resulting from the public notifications and the requirement for a response from the applicant.

Both representations received in respect of this application raise concerns about the implications for carparking.

Visitor parking for the current museum is provided via the existing kerb side street carparking in front of the site in Ellen Street. There is considerable existing angle street parking on both sides of street in the vicinity of the site, and from observation at most times the northern of these parks are typically free during business hours, and virtually all of this carparking is free outside of business hours.

The application includes the addition of a new formal carpark on Allotment 141 at the north end of the site. This land is dedicated to the National Trust of SA and forms part of the site although it is currently unfenced. This new carpark is to provide additional carparking options for visitors using the proposed facility.

It appears based on the information provided in one of the representations that this allotment is currently used for all day parking for employees for adjacent businesses. We point out however that there is no ongoing right to use this land for this purpose, and it is the National Trust's right to use this land as it sees fit to support the proposed refurbishment of the existing facilities. We also note that there appears to be untimed carparking a short distance from this site, including further north in Ellen Street and the east end of David Street.

We trust the above provides all the information required to complete the assessment of the application. Please contact us if any matters require clarification.

Yours faithfully,



Andrew Klenke  
**Director**  
**SWANBURY PENGLASE**



# Swanbury Penglase

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## PORT PIRIE NATIONAL TRUST MUSEUM PROPOSED REDEVELOPMENT

### Parking Impact Statement

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#### **HDS Australia Pty Ltd**

277 Magill Road  
Trinity Gardens SA 5068

**telephone** +61 8 8333 3760  
**email** sa@hdsaustralia.com.au

**www.hdsaustralia.com.au**

**May 2023**

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## APPENDIX

- A. Railway Station Precinct Master SK01 Site & Location Plan

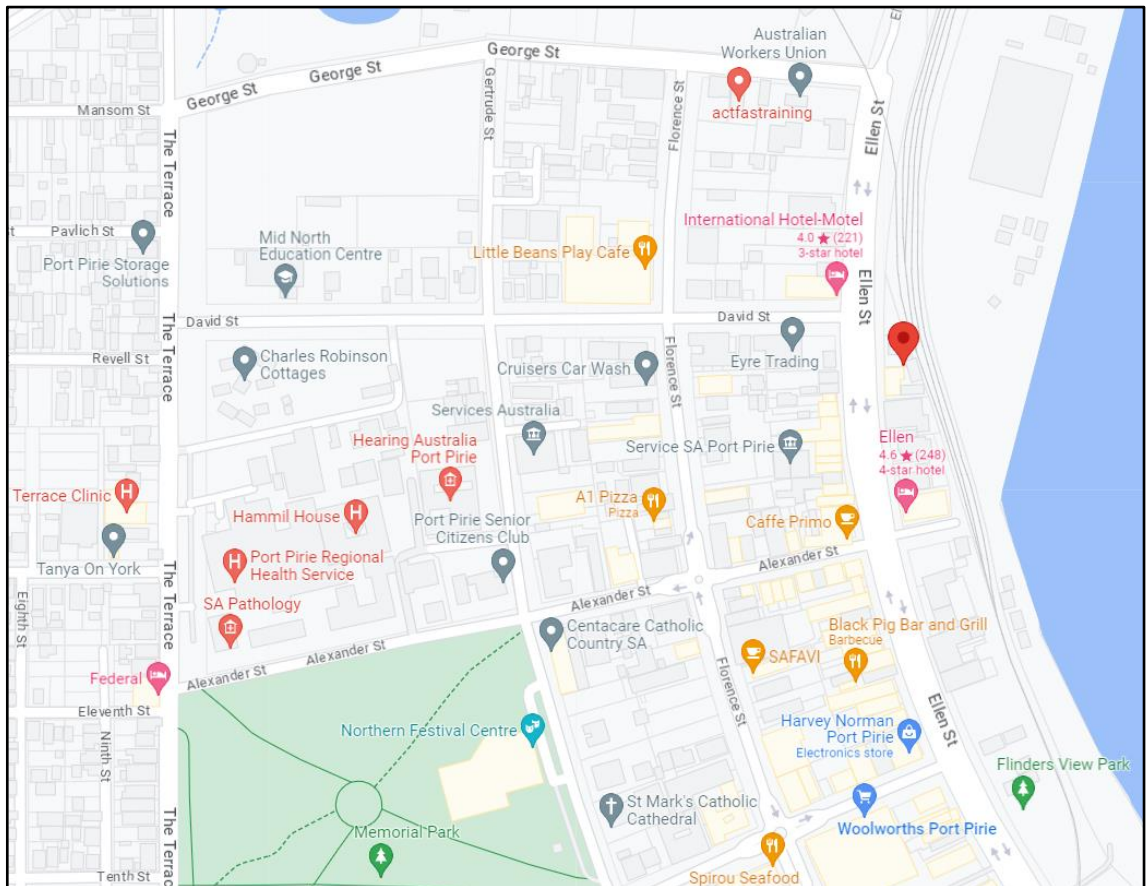
## 1.0 BACKGROUND

HDS Australia has been engaged to conduct a parking impact statement for a proposed redevelopment of the Port Pirie National Trust Museum. This report presents the findings of a desktop study of the parking impacts of the proposal, noting that a site inspection has not been undertaken by HDS Australia.

The proposed development is located at 73-77 Ellen Street, Port Pirie (refer to Figure 2.1). A parking impact statement is required to support the application and assist the development assessment panel in assessing the proposal.

The parking impact assessment of the development will principally:

- Assess the adequacy of the proposed on-site parking provision to meet the demands of the proposal;
- Assess the impacts of the proposal on existing on-street parking; and
- Any other potential impacts to parking due to the proposal.



**Figure 2.1 – Site Location**  
(Source: Google Maps)

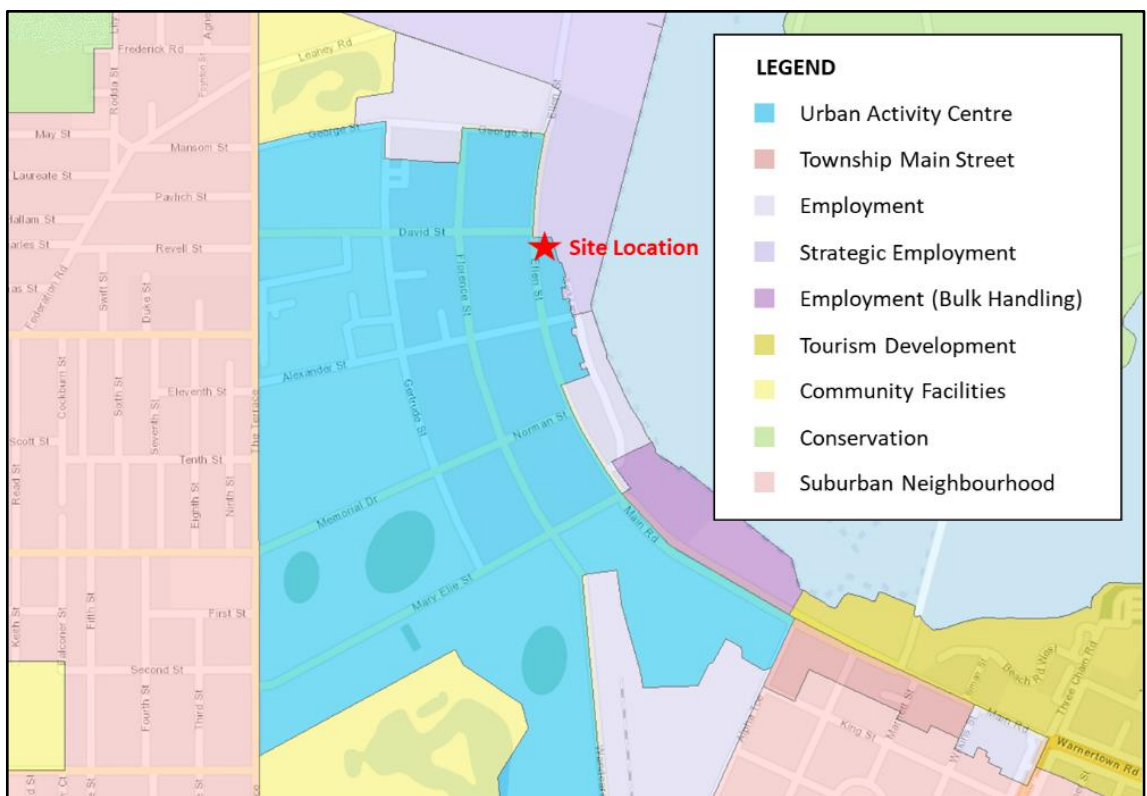
### 1.1 Proposal

The proposal includes conservation works to the Former Customs House and Former Railway Station, and minor modification works (primarily internal) to reinvigorate the existing interpretive uses of the buildings, including a new café at the front of the Former Railway Station Building. The proposal will likely attract more visitors to the existing museum.

### 1.2 Surrounding Land Use

The development is located at 73-77 Ellen Street, Port Pirie. (Refer to Figure 2.1 & 2.2).

The site is located within an “Urban Activity Centre” Zone under the Planning and Design Code. The surrounding land use primarily consists of commercial premises including hotels, restaurants and retail / specialty shops.



**Figure 2.2 – Land Use Map**  
(Source: Location SA)



## 2.0 PARKING IMPACT

### 2.1 Parking Spaces Requirement

Parking generation rates for the proposed development are calculated based on the rates given in the SA Planning and Design Code (April 2023). As the site is located within a designated zone, namely the “Urban Activity Centre” Zone, special parking provision rates (refer Table 2 of the SA Planning and Design Code) were used in the calculation.

Based on the SA Planning and Design Code, the minimum parking provision for non-residential development (excluding tourist accommodation) is 3 spaces per 100m<sup>2</sup> of gross leasable floor area, and the maximum parking provision is 6 spaces per 100m<sup>2</sup> of gross leasable floor area.

The total gross leasable floor area of the site, as shown in Appendix A, is approximately 470m<sup>2</sup>, comprising of:

- 250m<sup>2</sup> – Former Railway Station / Café
- 130m<sup>2</sup> – Immersive Theatre Building
- 90m<sup>2</sup> – Rear Offices Building

Outdoor areas including the amenities block were not included in the calculation.

Using the above rate, the required number of parking spaces to be provided for this development is to be between 14 and 28 spaces.

The proposed on-site parking area north of the site, as shown in Appendix A, shows 14 parking spaces will be provided, which is considered appropriate. In addition, the existing angled parking bays on the eastern side of Ellen Street are expected to be extended to the south into the informal parking area, providing approximately 8 additional on-street parking bays within close proximity to the site.

### 2.2 Parking During Events

The external area of the site is intended to be potentially used for adhoc, seasonal events on weekends and evenings, generally after business hours. During these events the demand for parking will likely exceed the on-site parking provision, which will result in attendees seeking on-street parking nearby. The on-street parking demand during these events may compete with other parking generators such as hotels and restaurants in the evening, or cafés and shops on weekends. However, it appears that a large volume of on-street parking is available within a reasonable walking radius, as the streets around this area are quite wide and features angled parking which provides significantly more parking spaces than standard parallel parking. It is expected that the on-street parking will be sufficient to absorb the temporary spike in parking demand due to events at the site.

### 2.3 Existing Use of Proposed Parking Area

The proposed parking area to the north of the redevelopment site is currently used as an informal off-street parking area. It is understood that this is primarily used for long term commuter parking by employees of nearby premises such as the post office adjacent to the site.

As the new carpark will be anticipated to be used for short term parking for visitors to the site, the existing users of the informal parking area will be expected to be seeking nearby on-street parking. It appears that there is sufficient unrestricted (all-day) parking in the vicinity of the site, such as on David Street and Ellen Street to the north of the site, which provides adequate provision for long term parking within a reasonable walking distance.

It should be noted that the parking policy for activity centres should, in principle, prioritise short to medium-stay parking for business and retail needs over long-stay parking for employees and commuters (Refer to Austroads Guide to Traffic Management Part 11 Section 9.2.7 and 9.2.8).

### 3.0 CONCLUSION

The findings of the study are as follows:

- The site is located within an “Urban Activity Centre” Zone under the SA Planning and Design Code.
- The proposed parking provision is appropriate for an “Urban Activity Centre” Zone based on the requirements of the SA Planning and Design Code.
- Parking demand may exceed capacity during adhoc seasonal events at the site, however it is expected that the on-street parking will be sufficient to absorb the temporary spike in parking demand, noting that the events will generally occur after hours when on-street parking utilisation will be very low.
- Existing long-term parking use at the existing informal parking area may be impacted, however it appears that there is sufficient unrestricted (all-day) parking in the vicinity of the site within a reasonable walking distance.

In conclusion, the findings of this report support the proposal in terms of its parking impacts.

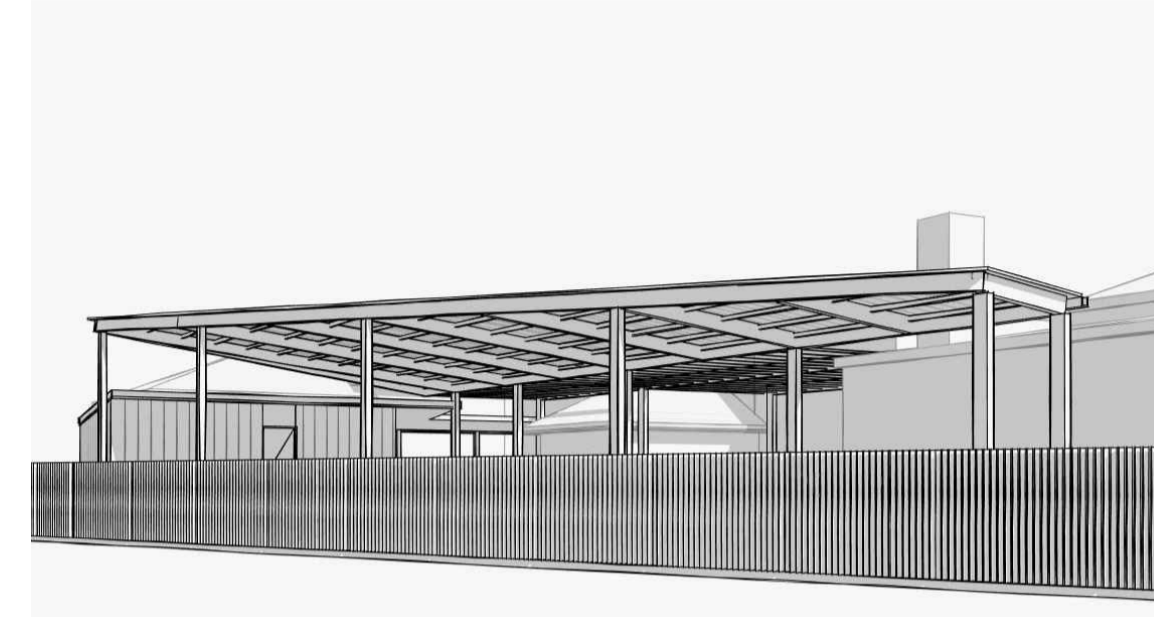
## **Appendix A**

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Railway Station Precinct Master  
SK01 Site & Location Plan

# PORT PIRIE HISTORIC PRECINCT CONSERVATION, MODIFICATION & NEW WORKS

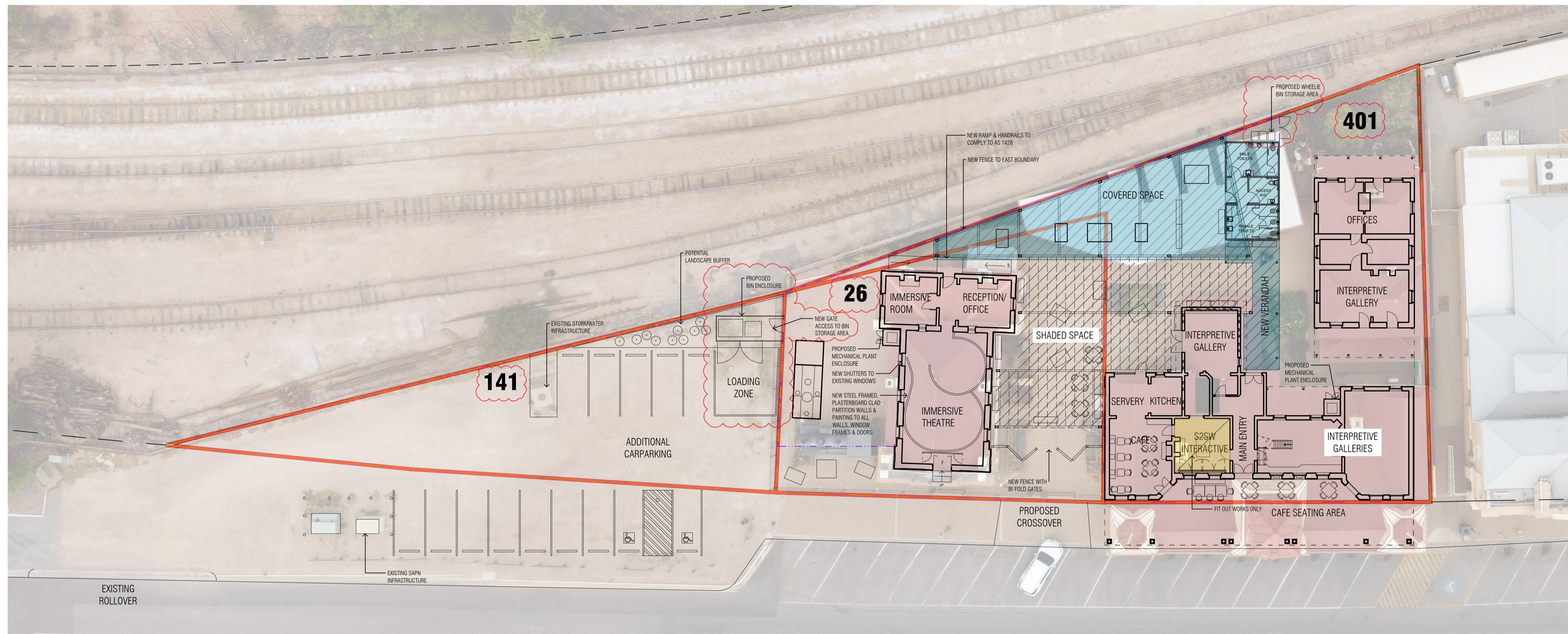
- SK01 SITE PLAN & LOCATION PLAN
- SK02 DEMOLITION PLAN
- SK03 PROPOSED PLAN
- SK04 PROPOSED SHELTER & AMENITIES: ELEVATIONS
- SK05 PROPOSED LANDSCAPE PLAN
- SK07 PROPOSED SHELTER & AMENITIES: SECTIONS AND ELEVATIONS
- SK08 SECTIONS
- SK09 INTERNAL & DETAIL ELEVATIONS
- SK10 CONSERVATION WORKS: RAILWAY STATION VERANDAH RCP
- SK11 CONSERVATION WORKS: RAILWAY STATION ELEVATIONS 1
- SK12 CONSERVATION WORKS: RAILWAY STATION ELEVATIONS 2
- SK13 CONSERVATION WORKS: CUSTOMS HOUSE ELEVATIONS
- SK14 STORMWATER PLAN**



PERSPECTIVE  
NOT TO SCALE



LOCATION PLAN  
NOT TO SCALE



- LEGEND**
- PROPERTY LINE
  - ADJACENT PROPERTY
  - EXISTING FENCE TO REMAIN
  - NEW FENCE / GATE
  - EXISTING PERMANENT FENCE TO REMAIN
  - ALLOTMENT NUMBER BOUNDARY
  - FIT OUT WORKS
  - PROPOSED UNCOVERED VERANDAH
  - PROPOSED SHELTER, AMENITIES AND NEW VERANDAH

SITE PLAN  
SCALE 1:200

1:1 WHEN PRINTED @A1

**Swanbury  
Penglase**

Date	Description	Issue
10.03.23	RESPONSE TO COUNCIL RFI	P4
19.12.22	FOR PLANNING APPROVAL	P3
06.12.22	PRELIMINARY	P2
14.10.22	PRELIMINARY	P1

**FOR APPROVAL  
NOT FOR CONSTRUCTION**

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**PORT PIRIE HISTORIC PRECINCT  
CONSERVATION, MODIFICATION  
& NEW WORKS**  
NATIONAL TRUST OF SA  
77 ELLEN STREET, PORT PIRIE

**PROPOSED SHELTER & AMENITIES  
SITE PLAN & LOCATION PLAN**

Drawn	Approved	Date	Scale
DW	AK	10.03.23	AS INDICATED @ A1

**20133 - SK01 P4**

VERIFY ALL DIMENSIONS ON SITE BEFORE COMMENCING ANY WORK OR MAKING SHOP DRAWINGS

ORIGINAL SHEET SIZE A1 PRINTED ON: 26/08/2022 8:20:44 AM

8.2 Development Application 23000012 - Store (80% builders' storage & 20% domestic use), 51 Steamtrain Rd, Coonamia

<b>DEVELOPMENT NO.:</b>	23000012
<b>APPLICANT:</b>	Alanah Barr
<b>ADDRESS:</b>	51 Steamtrain Rd Coonamia SA 5540 (SE865, H241000, CT 5608/869)
<b>NATURE OF DEVELOPMENT:</b>	Store (80% Builders Storage Facility & 20% Domestic Use)
<b>ZONING INFORMATION:</b>	<p><b>Zones:</b></p> <ul style="list-style-type: none"> <li>• Rural</li> </ul> <p><b>Overlays:</b></p> <ul style="list-style-type: none"> <li>• Building Near Airfields</li> <li>• Hazards (Acid Sulfate Soils)</li> <li>• Hazards (Bushfire - General)</li> <li>• Hazards (Flooding - Evidence Required)</li> <li>• Native Vegetation</li> </ul> <p><b>Technical Numeric Variations (TNVs):</b></p> <ul style="list-style-type: none"> <li>• Minimum Site Area (Minimum site area is 40 ha)</li> </ul>
<b>LODGEMENT DATE:</b>	13 Feb 2023
<b>RELEVANT AUTHORITY:</b>	Upper Spencer Gulf Regional Assessment Panel
<b>PLANNING &amp; DESIGN CODE VERSION:</b>	P & D Code (in effect) Version 2023.2 02/02/2023
<b>CATEGORY OF DEVELOPMENT:</b>	Code Assessed - Performance Assessed
<b>NOTIFICATION:</b>	Yes – 1 – to be heard
<b>RECOMMENDING OFFICER:</b>	Yantel Burns Planning Officer, Port Pirie Regional Council
<b>REFERRALS STATUTORY:</b>	None
<b>REFERRALS NON-STATUTORY:</b>	Brian Sickles – Environmental Health Officer Kathryn Johnson – Director of Infrastructure

**CONTENTS:**

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<b>ATTACHMENT A:</b> Application Documents	<b>ATTACHMENT C:</b> Representations
<b>ATTACHMENT B:</b> Photos of the site	<b>ATTACHMENT D:</b> Response to representations

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**RELEVANT AUTHORITY**

The Upper Spencer Gulf Regional Assessment Panel is the relevant authority for this application under the Planning, Development and Infrastructure Act 2016 – as the application was subject to a Performance Assessment process (Planning & Design Code) with Notification.

**BACKGROUND:**

The land is zoned Rural and is located east of Port Pirie’s urban areas. The allotment is used for residential purposes and contains a detached dwelling and ancillary structures comprising of verandah’s and shedding. The allotment does not appear to be used for primary production or farming. The use of the site is better described as rural living.

**PROPOSED DEVELOPMENT**

The development proposes a storage building for plant, equipment and materials associated with BLS Building and Maintenance Services (BLS), as well as storage of some residential domestic items. The development proposes a single large building with a lean-to at the rear, as well as new driveway access and car parking.

**Store**

The storage building comprises a total area of 1189.35 square metres with a maximum height of 5.349 metres. 80 percent of the building is proposed to be used for commercial purposes and 20 percent for residential domestic. The building will consist of prefabricated colour coated cladding, in paperbark (beige) colour.

**Main Building**

Dimensions	60.075m x 18m
Wall height	3.6m
Overall height	5.349m
Floor area	1081.35m2

**Lean-to**

Dimensions	18m x 6m
Wall height	2.475m
Overall height	3m
Floor area	108m2

A Store is defined by the Planning and Design Code to mean:

*A building or enclosed land used for the storage of goods and within or upon which no trade (whether wholesale or retail) or industry is carried on.*

**Activities and Hours of Operations**

Employees from BLS will access the building to load and unload equipment for work conducted off site. The office and administration related to BLS is conducted at their business address, 5 Cottell Street, Port Pirie, and will remain at this location.

There will be no commercial fabrication or customers coming to the site. However, materials and supplies are proposed to be delivered to the site during business hours, when required.

Waste associated with the store will be collected via the waste receptacle and storage area identified on the plans.

The hours of operation will be Monday to Friday between 6am and 5pm.

## **Access and Carparking**

Vehicle access and manoeuvring areas will be constructed of compacted all weather surface material. Further, the proposed development will include:

- 6 onsite car parking spaces
- A new driveway access
- Vehicle manoeuvring areas
- A loading and unloading area
- A designated waste storage and collection area
- Sealing to the access and egress to prevent drag out from vehicle movements

## **Noise**

An Environmental Noise Assessment has been prepared by Vipac Engineers and Scientists Limited. The report assesses the impacts of noise associated with the proposed development, on sensitive receivers in the locality. Results summarised later in the report.

## **Stormwater**

Stormwater is proposed to be collected via two 23,000 Litre rainwater tanks. The overflow from the rainwater tanks is to be directed to the ground.

## **Advertising**

No signage is proposed as part of this application.

## **SUBJECT LAND & LOCALITY:**

### **Site Address:**

**Location reference:** 51 Steamtrain Rd Coonamia SA 5540

**Title ref.:** CT 5608/896 **Plan Parcel:** H241000 SE865 **Council:** Port Pirie Regional Council

### **Subject Land**

The subject site is described within Certificate of Title, volume 5608 and folio 896, and comprises of a single allotment with an area of 69,808 square metres (6.98 ha). The allotment has a 181.05 metre frontage to Steamtrain Road, with a maximum depth of 407.16 metres. The allotment is relatively flat and open in character, with a single detached dwelling and ancillary structures. Land in the locality is fragmented into similar size allotments to the subject site.

**Figure 1: Subject Site**



<b>Subject Site</b> <span style="color: red; font-weight: bold;">———</span>	<b>Location of development</b> <span style="background-color: blue; color: blue;">    </span>
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**Figure 2 – Subject Site (existing detached dwelling)**



**Figure 3 – Subject Site**

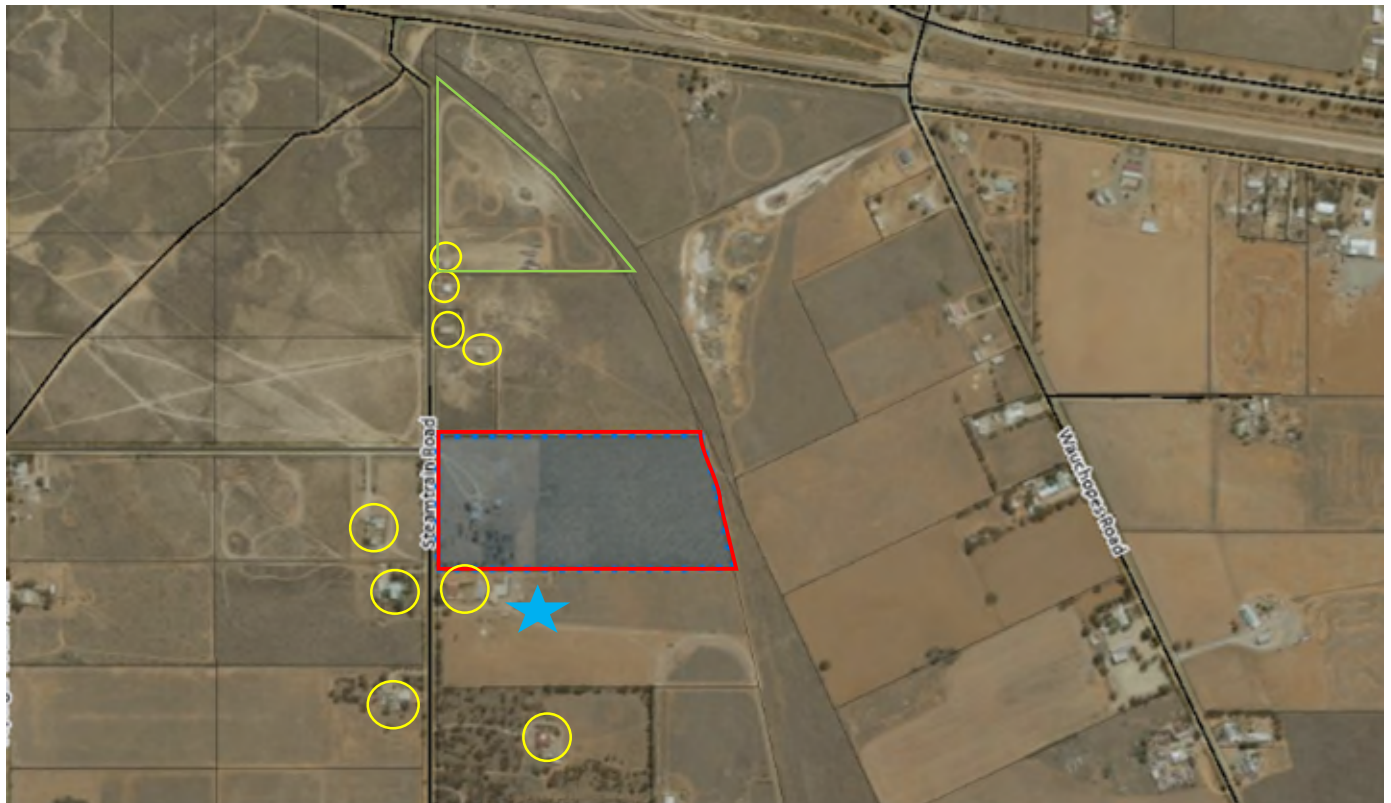






**Locality**

The locality features a predominantly rural living character of detached dwellings on spacious allotments which appear to be devoid of primary production. Some allotments within the locality consist of vacant land. Located 221 metres north of the allotment on Steamtrain Road, is a road transport/heavy vehicle depot which is outlined green in *Figure 4*, below. Further, highlighted yellow within *Figure 4*, are the existing residential land uses within the locality.



**Figure 4 – Locality Map and land uses**



<b>Subject Site:</b> 	<b>Existing residential land uses</b> 	<b>Road transport/heavy vehicle depot</b> 	<b>Representor</b> 
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**ZONE**

The subject site is located within the Rural Zone. The Rural Zone is demonstrated in Figure 5, as highlighted brown. The zone extends north, east and south of the subject site. On the opposite side of Steamtrain Road is the Rural Living Zone.

**Figure 5 – Zone Map**

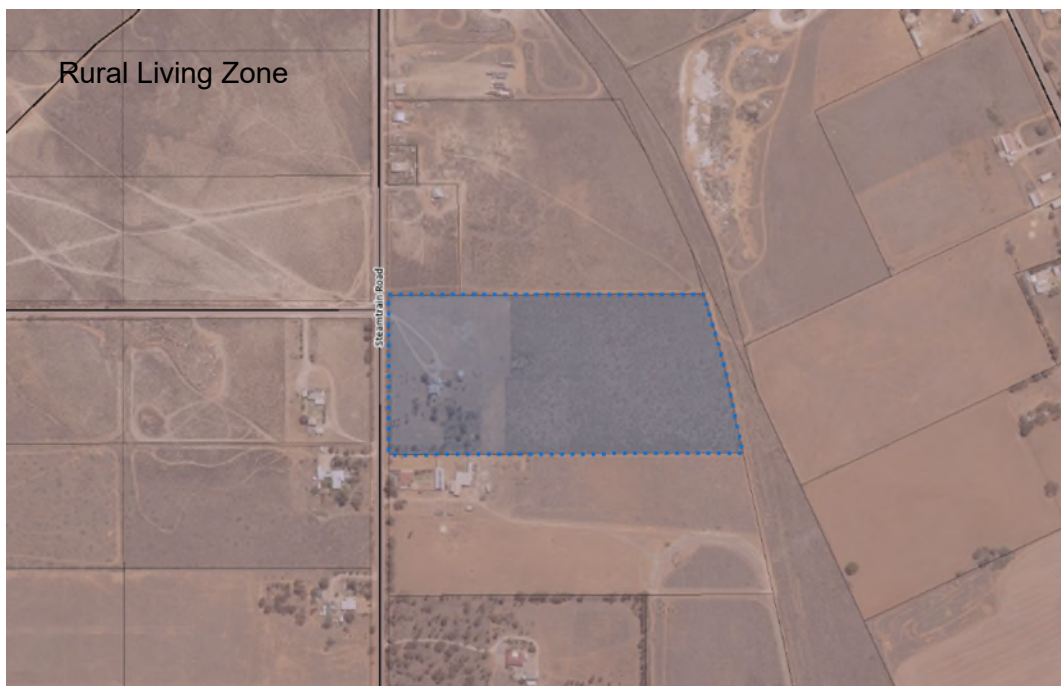


**OVERLAYS**

In accordance with Part 1 - Rules of Interpretation of the Planning and Design Code, the assessment should have regard to all the relevant Overlays which are spatially applicable to the location of the development. An assessment against the relevant Overlays is outlined within the Planning Assessment section of this report.

Rural Zone

**Figure 6 – Building Near Airfields Overlay**



**Figure 7 – Hazards (Acid Sulfate Soils) Overlay**



**Figure 8 – Hazards (Flooding - Evidence Required) Overlay**



**Figure 9 – Hazards (Bushfire – General) Overlay**



**Figure 10 – Native Vegetation Overlay**



## PUBLIC NOTIFICATION

In accordance with Section 107 (6) of the *Planning, Development and Infrastructure Act 2016*, the proposed development is not excluded from public notification as outlined by Table 5 of the Rural Zone.

Pursuant to section 107 (3) of the *Planning, Development and Infrastructure Act 2016*, the application was subsequently notified. The application was on notification for the period of 23 February 2023 until 16 March 2023.

## Representations

One representation was received during the public notification period, from:

Name	Address	Request to be heard
Shelly Brook	PO Box 1258 PORT PIRIE	Yes

The representation was in opposition to the proposed development, and the representor has elected to be heard with respect to the concerns raised. A summary of their concerns are provided below:-

- The number and frequency of people including vehicle movements associated with the development
- Noise associated with the use (vehicles and machinery)
- Hours of operation
- A business is not suitable in the zone

A complete copy of the representation can be found within Attachment 3.

## AGENCY REFERRALS

Not required

## INTERNAL REFERRALS

The application has been internally reviewed. The purpose for the internal referral and items raised by staff have been outlined in the table below:-

Referral Department	Reason	Comments
Brian Sickles Environmental Health Officer	Noise Assessment Acid Sulfate Soils	- The nature of the proposed development is low impact and separated sufficiently from sensitive receivers - Acid sulfate soils are proposed to be managed appropriately

<p>Kathryn Johnson Director of Infrastructure</p> <p>Rob Stead Manager of Operations</p>	<p>Access, egress, carparking, stormwater and vehicle movements</p>	<ul style="list-style-type: none"> <li>- Carparking should be designed in accordance with Australian Standards</li> <li>- Carparking, access and manoeuvring areas consisting of compacted all weather surface material - sufficient</li> <li>- To be sealed from edge of road to 10m within the site to prevent dragout</li> <li>- Site manoeuvrability – sufficient</li> <li>-</li> <li>- Stormwater to be retained onsite due to lack of stormwater infrastructure. Stormwater cannot be discharge to the street due to lack of presence of stormwater infrastructure</li> </ul>
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## PLANNING ASSESSMENT

The application has been assessed against the relevant provisions of the Planning & Design Code, which are contained in Appendix One.

The key planning considerations are outlined below:-

- Land use
- Location, built form, design and appearance
- Interface with adjacent land uses (noise, light spill and glare)
- Traffic and car parking
- Planning and Design Code, Overlays

## LAND USE

The proposed development involves a single large building that will primarily serve as a storage facility for BLS Building and Maintenance Services. Its primary purpose is to store plant, equipment and materials related to the company's operations.

<b>Rural Zone</b>	
<b>Desired Outcome</b>	
DO 1	A zone supporting the economic prosperity of South Australia primarily through the production, processing, storage and distribution of primary produce, forestry and the generation of energy from renewable sources.
DO 2	A zone supporting diversification of existing businesses that promote value-adding such as industry, storage and warehousing activities, the sale and consumption of primary produce, tourist development and accommodation.
<b>Performance Outcome</b>	<b>Deemed to Satisfy criteria/Designated Performance Feature</b>
Land Use and Intensity	
<p>PO 1.1</p> <p>The productive value of rural land for a range of primary production activities and <u>associated value</u></p>	<p>DTS/DPF 1.1</p> <p>Development comprises one or more of the following:</p>

<p>adding, processing, warehousing and distribution is supported, protected and maintained.</p>	<ul style="list-style-type: none"> <li>(a) Advertisement</li> <li>(b) Agricultural building</li> <li>(c) Brewery</li> <li>(d) Carport</li> <li>(e) Cidery</li> <li>(f) Dairy</li> <li>(g) Dam</li> <li>(h) Distillery</li> <li>(i) Dwelling</li> <li>(j) Dwelling addition</li> <li>(k) Farming</li> <li>(l) Horse keeping</li> <li>(m) Horticulture</li> <li>(n) Industry</li> <li>(o) Intensive animal husbandry</li> <li>(p) Low intensity animal husbandry</li> <li>(q) Outbuilding</li> <li>(r) Renewable energy facility</li> <li>(s) Shop</li> <li>(t) Small-scale ground mounted solar power facility</li> <li>(u) Stock slaughter works</li> <li>(v) Tourist accommodation</li> <li>(w) Transport distribution</li> <li>(x) Verandah</li> <li>(y) Warehouse</li> <li>(z) Winery</li> <li>(aa) Workers' accommodation</li> </ul>
---	--

Comments:

The desired outcome outlines that the intent of the zone is for development which supports and promotes the efficient use for primary production and other value adding activities ancillary to the primary use.

The zone calls for a range of different types of activities on large allotments of 40 hectares in size and envisages uses such as agricultural buildings, brewery, cidery, dairy, distillery, farming, horticulture, industry, intensive animal husbandry, renewable energy facilities, stock slaughter works, transport distribution, warehousing as well as residential land uses in ancillary to primary production.

Whilst the development is not in line with economic productive and sustainable primary production, the proposed development of a store is considered less intensive than the forms of development which are envisaged within the zone.

There are some existing departures from the zone intent within the locality, these are:

- an established road transport depot with heavy vehicles operating north of the allotment; and
- established residential land uses not in association with primary production within the zone.

It is questionable whether the land is conducive for economically viable and sustainable farming and primary production given the land size, fragmentation, existing uses and soil acidification.

Further the pattern and nature of development is better described as rural living in character as it is not characterised by primary production and importantly, no land is taken out of primary production as the site is not farmland.

The proposed development is seen as a value adding development located away from high density residential areas, in a spacious environment and with generous setbacks.

Some consideration should be given to the adjacent Rural Living Zone as this forms part of the existing and future streetscape character of the locality. This zone calls for residential development with complementary ancillary non-residential uses that do not place additional demands on services and infrastructure, and which are compatible with a secluded semi-rural or semi-natural residential character.

Further the zone envisages small scale, low impact farming, consulting rooms, offices, light industry, agriculture buildings, shops, kennels, horse keeping and stabling in association with residential use.

To summarise:-

- The east side of Steamtrain Road is in the Rural Zone and calls for large scale commercial development and industry which is in association and ancillary to primary production.
- The west side of Steamtrain Road is in the Rural Living Zone and calls for small scale commercial, farming and light industry activities in association with the primary use of land for residential purposes.

The proposed development is believed to be of low impact on the locality and therefore has merit.

Further, whilst not listed in the policies above, the following Performance Outcomes are relevant to the assessment PO 2.1 & PO 2.2 of the Rural Zone. These policies have been assessed as satisfied.

**LOCATION, BUILT FORM, DESIGN & APPEARANCE**

<b>Rural Zone</b>	
<b>Performance Outcome</b>	<b>Deemed to Satisfy criteria/Designated Performance Feature</b>
<b>Rural Industry</b>	
PO 4.1 Small-scale industry (including beverage production and washing, processing, bottling and packaging activities), storage, warehousing, produce grading and packing, transport distribution or similar activities provide opportunities for diversification and value adding to locally sourced primary production activities.	DTS/DPF 4.1 Industries, storage, warehousing, produce grading and packing and transport distribution activities and similar activities (or any combination thereof): (a) are directly related and ancillary to a primary production use on the same or adjoining allotment

	<p>(b) are located on an allotment not less than 20ha in area</p> <p>(c) have a total floor area not exceeding 500m<sup>2</sup></p>
<p>PO 4.2</p> <p>Expansion of established small-scale or new large scale industry (including beverage production and washing, processing, bottling and packaging activities), storage, warehousing, produce grading and packing, transport distribution or similar activities:</p> <p>(a) are commensurate with the allotment on which it is situated to mitigate adverse impacts on the amenity of land in other ownership and the character of the locality</p> <p>(b) realise efficiencies in primary production related storage, sorting, packaging, manufacturing and the like</p> <p>(c) primarily involve primary production commodities sourced from the same allotment and /or surrounding rural areas.</p>	<p>None are applicable</p>
<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> <p>(a) are set back at least 100m from all road and allotment boundaries</p> <p>(b) are not sited within 200m of a sensitive receiver in other ownership</p> <p>(c) have a building height not greater than 10m above natural ground level</p> <p>(d) incorporate the loading and unloading of vehicles within the confines of the allotment.</p>
<p><b>Built Form and Character</b></p>	
<p>PO 10.1</p> <p>Large buildings are designed and sited to reduce impacts on scenic and rural vistas by:</p> <p>(a) having substantial setbacks from boundaries and adjacent public roads</p> <p>(b) using low-reflective materials and finishes that blend with the surrounding landscape</p> <p>(c) being located below ridgelines.</p>	<p>None are applicable</p>



## Comments

The primary purpose of the Code is to ensure that development occurs in an orderly way and which does not impact or impair the amenity. Orderly and economic development is methodical, logical, systematic, and not haphazard or capricious and includes development that improves the well being and quality of life within the respective locality.

We have already established that the site is not being used for primary production, farming or grazing and that there is no evidence of these activities within the immediate locality. Whilst industries associated with primary production including processing, storage, and distribution of primary produce are not evident, should they be established within the zone it is believed that they could have a greater impact on the character and amenity than the proposed development.

Further, the Rural Zone requires the creation of allotment of a minimum of 40 hectares in size to accommodate effective and sustainable primary production. However, all existing allotments in the locality are fragmented into smaller pieces of less than 10 hectares. Given the existing fragmentation including allotment size and dimensions, development is unable to satisfy the setbacks and allotment area specified in accordance with DTS/DPF 4.1 & 4.3. Notwithstanding this, consideration has been given to the location of the proposed building and its setbacks have been deemed acceptable and as having satisfied PO 10.1, as:

- the proposed building is setback behind the building line of the existing detached dwelling on the allotment; and
- the setback is 80 metres from the primary street frontage; and
- the proposed building is located on flat land and well away from the established building line of the existing built form character of the street; and
- the proposed building is located sufficiently from sensitive receivers within the locality
- the building will be constructed using prefabricated colour coated cladding, in paperbark (beige) colour and this material is not reflective.

Further, DTS/DPF 4.1 requires buildings to be a maximum of 500 square metres in floor area and to have a maximum building height of 10 metres. Whilst the height of the proposed building satisfies the DTS/DPF, the size of the proposed building is significant with a floor area of 1189.35 square metres. Conversations were undertaken with the applicant in an endeavour to reduce the size of the building.

Advice was received that the size was required for specific functional reasons, including storage of items related to BLS Building and Maintenance Services (items are in the application information attached). A reduction in size meant that some items would need to be stored around the curtilage of the building, and/or result in the need of a second building in the future.

Under Part 1 - Rules and Interpretation of the Planning and Design Code, a Designated Performance Feature (DPF) provides a guide to a relevant authority as to what is generally considered to satisfy the corresponding performance outcome but does not need to necessarily be satisfied to meet the performance outcome, and does not derogate from the discretion to determine that the outcome is met in another way, or from the need to assess development on its merits against all relevant policies.

Notwithstanding this it is believed that the site location and setbacks allow for appropriate proper segregation of land uses for specific functional reasons and would not be detrimental to the locality.

A construction and Environmental Management and Monitoring Plan has been requested to be prepared to reduce impact during the construction to nearby residents. The plan must be submitted to the Relevant Authority prior to Development Approval.

Further no building material, machinery or other items are to be stored around the curtilage of the building, and the site is to be maintained in a neat and tidy manner. Conditions to this effect are proposed on any consent and will allow for enforcement should it not be adhered to.

The development will be landscaped in a manner to reduce visual impact by landscape areas located at the front of the allotment and on the northern side. Landscaping will be a significant improvement to the

locality particularly where native vegetation has previously been removed. This will further be supported by a condition to this effect on maintenance and type and style of vegetation.

Whilst not listed in the policies above, the following Performance Outcomes are relevant to the assessment PO 1.5, PO 6.1, PO 7.1, PO 7.2, PO 7.4, PO 7.5, PO 7.6, PO 7.7, PO 8.1 of General Development Policies, Design. These policies have been assessed as satisfies or not applicable.

**INTERFACE BETWEEN LAND USES - NOISE, LIGHT SPILL AND GLARE**

**Interface between land uses & noise**

<b>Interface between Land Uses</b>	
<b>Desired Outcome</b>	
DO 1                      Development is located and designed to mitigate adverse effects on or from neighbouring and proximate land uses.	
<b>Performance Outcome</b>	<b>Deemed to Satisfy criteria/Designated Performance Feature</b>
Activities Generating Noise or Vibration	
PO 4.1  Development that emits noise (other than music) does not unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers).	DTS/DPF 4.1  Noise that affects sensitive receivers achieves the relevant Environment Protection (Noise) Policy criteria.
PO 4.2  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:  (a) locating openings of buildings and associated services away from the interface with the adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers  (b) when sited outdoors, locating such areas as far as practicable from adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers  (c) housing plant and equipment within an enclosed structure or acoustic enclosure  (d) providing a suitable acoustic barrier between the plant and / or equipment and the	None are applicable

adjacent sensitive receiver boundary or zone	
--	--

Comments:

The applicant has provided an Environmental Noise Assessment, prepared by Vipac Engineers and Scientists Limited. The report provides an assessment of noise associated with the development and any likely impact to sensitive receivers in the locality. The report finds that the proposed development demonstrates compliance with the noise provisions in the Planning and Design Code and Environmental Protection (Noise) Policy 2007. The assessment found that noise emitted from the proposal has been determined to be equal to or less than acceptable measures. The report demonstrates compliance with PO 4.1 & 4.2.

Light Spill and glare

Interface between Land Uses	
Performance Outcome	Deemed to Satisfy criteria/Designated Performance Feature
Light spill	
PO 6.1 External lighting is positioned and designed to not cause unreasonable light spill impact on adjacent sensitive receivers (or lawfully approved sensitive receivers).	None are applicable

Comments:

The development proposes external lighting which will be placed in a downward direction, and which contains glare shields. Controls on lighting, including illuminance level, light spill and glare shields are to be conditioned and included in the recommendation. The proposed method of installation along with the condition is believed to satisfy PO 6.1.

Further whilst not listed above, the Performance Outcomes with the General Development Policy, Interface between land Uses listed as PO 4.5, PO 5.1, 5.2 have been found to be not applicable to the proposed development.

TRAFFIC & CAR PARKING

Interface between Land Uses	
Desired Outcome	
DO 1	A comprehensive, integrated and connected transport system that is safe, sustainable, efficient, convenient and accessible to all users.
Performance Outcome	Deemed to Satisfy criteria/Designated Performance Feature
Activities Generating Noise or Vibration	
PO 5.1	DTS/DPF 5.1

<p>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:</p> <ul style="list-style-type: none"> <li>(a) availability of on-street car parking</li> <li>(b) shared use of other parking areas</li> <li>(c) 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</li> <li>(d) the adaptive reuse of a State or Local Heritage Place.</li> </ul>	<p>Development provides a number of car parking spaces on-site at a rate no less than the amount calculated using one of the following, whichever is relevant:</p> <ul style="list-style-type: none"> <li>(a) Transport, Access and Parking Table 1 - General OffStreet Car Parking Requirements</li> <li>(b) Transport, Access and Parking Table 2 - Off-Street Vehicle Parking Requirements in Designated Areas</li> <li>(c) if located in an area where a lawfully established carparking fund operates, the number of spaces calculated under (a) or (b) less the number of spaces offset by contribution to the fund.</li> </ul>
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Comments:

The requirements of Transport, Access and Parking Table 1 - General Off Street Car Parking requirements, requires 0.5 car parking spaces per 100 square metres of total floor area for a store. Therefore, the car parking requirement for the development is 6 onsite car parking spaces. The proposed development provides 6 onsite car parks and has been deemed to satisfy the requirement of PO 5.1.

Appropriate egress and access are provided, and movement will occur in a forward direction. Manoeuvring areas will be constructed of compacted all weather surface material. Internal traffic movement, access and egress has been assessed by Council's Engineers as suitable for it intended purpose.

Further whilst not listed above, Performance Outcomes listed as PO 1.4, PO 3.1, PO 3.5, PO 6.1, PO 6.6 and located with the General Development Policy, Transport, Access and Parking, contained within Appendix One, are relevant to the assessment.

BUILDING NEAR AIRFIELDS

<b>Building Near Airfields Overlay</b>	
<b>Desired Outcome</b>	
DO 1	Maintain the operational and safety requirements of certified commercial and military airfields, airports, airstrips and helicopter landing sites through management of non-residential lighting, turbulence and activities that may attract or result in the congregation of wildlife.
<b>Performance Outcome</b>	<b>Deemed to Satisfy criteria/Designated Performance Feature</b>
PO 1.1 Outdoor lighting associated with a non-residential use does not pose a hazard to commercial or military aircraft operations.	DTS/DPF 1.1 Development: <ul style="list-style-type: none"> <li>(a) primarily or wholly for residential purposes</li> <li>(b) for non-residential purposes that does not incorporate outdoor floodlighting.</li> </ul>

Comments:

The proposed development is located within the Building Near Airfields Overlay. The overlay seeks to maintain safe aviation and airport operations. The development proposes external lighting which will be placed in a downward direction and which contains glare shields. PO 1.1 will be satisfied with a condition which controls lighting orientation, illuminance level, light spill and glare.

Further whilst not listed above, the Performance Outcomes within the Overlays, Building Near Airfields Overlay listed as PO 1.2 have been found to not be applicable to the proposed development.

HAZARDS (ACID SULFATE SOILS).

<b>Hazards (Acid Sulfate Soils) Overlay</b>	
<b>Desired Outcome</b>	
DO 1	Development adopts a precautionary approach to mitigate potential impacts on people, property, infrastructure and the environment from potential flood risk through the appropriate siting and design of development.
<b>Performance Outcome</b>	<b>Deemed to Satisfy criteria/Designated Performance Feature</b>
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.

Comments:

The development is located within a Hazards (Acid Sulfate Soils) Overlay. The development proposes to treat acid soils with a mix of agricultural lime (ratio as required) to reduce acidification. Cored holes during construction will also be lined in builder grade plastic at the time of concreting to avoid contact with soil.

The application was internally referred to Council’s Environmental Health Officer for advice and comment. Advice was received that disturbance is minimal and the necessary steps are acceptable to neutralise acid soils. Therefore the proposed development has satisfied PO 1.1.

BUSHFIRE RISK

<b>Hazards (Bushfire – General) Overlay</b>	
<b>Desired Outcome</b>	
DO 1	Development, including land division responds to the general level of bushfire risk by siting and designing buildings in a manner that mitigates the threat and impact of bushfires on life and property taking into account the increased frequency and intensity of bushfires as a result of climate change

DO 2	To facilitate access for emergency service vehicles to aid the protection of lives and assets from bushfire danger.
Performance Outcome	Deemed to Satisfy criteria/Designated Performance Feature
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.	None are applicable

Comments:

The proposed development is not located in an area which poses an unacceptable risk of bushfire by characteristics such as vegetation cover, slope or terrain. The land is sparsely covered in vegetation, flat and accessible. The development is provided with a sealed public road (Steamtrain Road). Driveway access will be sealed from the edge of the sealed road to 10 metres within the site and internal manoeuvring areas will consist of compacted all weather material. Access is of an appropriate slope, gradient, width and dimension to facilitate safe and convenient access to emergency service vehicles. Additionally, the development provides a 20 metre bushfire protection zone around the building.

Further whilst not listed above the proposed development has been to satisfy the Performance Outcomes PO 1.1, PO 2.2, PO 5.1, PO 5.2 & PO 5.3. found with the Overlays, Hazards (Bushfire – General Risk) Overlay.

FLOODING

Hazards (Flooding – Evidence Required) Overlay	
Desired Outcome	
DO 1	Development adopts a precautionary approach to mitigate potential impacts on people, property, infrastructure and the environment from potential flood risk through the appropriate siting and design of development.
Performance Outcome	Deemed to Satisfy criteria/Designated Performance Feature
PO 1.1 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.	DTS/DPF 1.1 Habitable buildings, commercial and industrial buildings, and buildings used for animal keeping incorporate a finished floor level at least 300mm above:  (a) the highest point of top of kerb of the primary street  or  (b) the highest point of natural ground level at the primary street boundary where there is no kerb

<p>PO 2.1</p> <p>Buildings and structures used either partly or wholly to contain or store hazardous materials are designed to prevent spills or leaks leaving the confines of the building.</p>	<p>DTS/DPF 2.1</p> <p>Development does not involve the storage of hazardous materials</p>
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Comments:

The land is situated within the hazards (Flooding – Evidence Required) Overlay. The Overlay seeks to mitigate the potential risk of flooding in a storm event, through appropriate siting and design of development. The proposed development achieves an appropriate finished floor level above the highest point of natural ground at the front of the allotment. Further the development does not propose the storage of hazardous chemicals. The proposed development therefore satisfies PO 1.1 and PO 2.1.

NATIVE VEGETATION

<b>Native Vegetation Overlay</b>	
<b>Desired Outcome</b>	
DO 1	Areas of native vegetation are protected, retained and restored in order to sustain biodiversity, threatened species and vegetation communities, fauna habitat, ecosystem services, carbon storage and amenity values.
<b>Performance Outcome</b>	<b>Deemed to Satisfy criteria/Designated Performance Feature</b>
<p>PO 1.1</p> <p>Development avoids, or where it cannot be practically avoided, minimises the clearance of native vegetation taking into account the siting of buildings, access points, bushfire protection measures and building maintenance</p>	<p>DTS/DPF 1.1</p> <p>An application is accompanied by:</p> <p>(a) a declaration stating that the proposal will not, or would not, involve clearance of native vegetation under the Native Vegetation Act 1991, including any clearance that may occur:</p> <ul style="list-style-type: none"> <li>(i) or in connection with a relevant access point and / or driveway</li> <li>(ii) within 10m of a building (other than a residential building or tourist accommodation)</li> <li>(iii) within 20m of a dwelling or addition to an existing dwelling for fire prevention and control</li> <li>(iv) within 50m of residential or tourist accommodation in connection with a requirement under a relevant overlay to establish an asset protection zone in a bushfire prone area</li> </ul> <p>or</p> <p>(b) a report prepared in accordance with Regulation 18(2) (a) of the Native Vegetation</p>

	Regulations 2017 that establishes that the clearance is categorised as 'Level 1 clearance'.
<p>PO 1.2</p> <p>Native vegetation clearance in association with development avoids the following:</p> <ul style="list-style-type: none"> <li>(a) significant wildlife habitat and movement corridors</li> <li>(b) rare, vulnerable or endangered plants species</li> <li>(c) native vegetation that is significant because it is located in an area which has been extensively cleared</li> <li>(d) native vegetation that is growing in, or in association with, a wetland environment.</li> </ul>	None are applicable
<p>PO 1.4</p> <p>Development restores and enhances biodiversity and habitat values through revegetation using locally indigenous plant species.</p>	None are applicable

Comments:

The applicant has completed a declaration that no native vegetation is proposed to be removed from the site. The area for the proposed development is already devoid of native vegetation and appears to have been historically cleared.

The proposed development includes planting of native trees and shrubs along the front and northern side boundary which shall help to restore and enhance biodiversity. The proposed development therefore satisfies PO 1.1, PO 1.2 & PO 1.4.

**SUMMARY**

The proposed development is a performance assessed development which should be assessed on its merits against all relevant policies.

Whilst the development is not entirely inline with the intent of the zone, the proposed use is believed to be of low impact on the amenity and locality and accords with the Planning and Design Code to a degree that the proposal has merit.

The subject land is well located away from residential land uses.

The proposed development is seen as a value adding development located outside of high-density residential areas, in a spacious environment and with generous setbacks.

Having regard to the Planning and Design Code, related documentation and reports, the proposed development warrants approval.



## **RECOMMENDATION**

It is recommended that the Upper Spencer Gulf Regional Assessment Panel resolve that:

1. Pursuant to Section 107(2)(c) of the Planning, Development and Infrastructure Act 2016, and having undertaken an assessment of the application against the Planning and Design Code, the application is NOT seriously at variance with the provisions of the Planning and Design Code; and
2. Development Application Number 23000012, by Alanah Barr is granted Planning Consent subject to the following conditions:-

## **CONDITIONS**

### **Planning Consent**

#### Condition 1

The development granted Planning Consent shall be undertaken and completed in accordance with the stamped plans and documentation, except where varied by conditions below (if any).

#### Condition 2

All areas nominated as landscaping on the approved plans shall be planted and maintain with a suitable mix and density of native trees, shrubs and ground covers. The landscaping areas are to be planted prior to the occupation of the premises, to the reasonable satisfaction of the Relevant Authority. The plantings must be irrigated, maintained and nurtured at all times with any diseased or dying plants being replaced.

#### Condition 3

During construction activities the property must be managed in a manner so as to prevent erosion and pollution on the environment by keeping the area in a tidy state and ensuring any waste materials are appropriately contained.

#### Condition 4

The site shall be kept in a clean and tidy manner at all times, no items, goods, materials or waste shall be stored around the cartilage of the building or allotment.

#### Condition 5

A Construction and Environmental Management and Monitoring Plan shall be prepared to reduce impacts during the construction to nearby residents. The plan must be submitted to the Relevant Authority prior to Development Approval.

#### Condition 6

All loading and unloading of vehicles associated with the subject premises shall be carried out entirely upon the subject land.

#### Condition 7

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

#### Condition 8

Wheel stopping devices shall be placed within each parking bay so as to prevent damage to the building and shall be undertaken to the reasonable satisfaction of the Relevant Authority.

#### Condition 9

The driveway, parking areas and vehicle manoeuvring areas must be maintained in a good condition at all times and resurfaced when required.

#### Condition 10

The carpark shall be constructed using all weather surface material in accordance with AS/NZ 2890.1-2004 "Parking Facilities part 1: Off-street car parking" to the reasonable satisfaction of Councils.

#### Condition 11

On-site car parking provision shall be made for People with Disabilities, and shall be designed, line marked and constructed in accordance with AS/NZ 2890.1-2004 "Parking Facilities part 6: Off-street car parking for People with disabilities" and to the reasonable satisfaction of the Relevant Authority.

#### Condition 12

The proposed access/egress is to be sealed from edge of kerb to 10 metres within the site, at the developers cost and to the reasonable satisfaction of the Relevant Authority.

#### Condition 13

Stormwater run-off shall be collected and retained on-site so that it does not impact on the integrity and safety of the adjacent road network.

#### Condition 14

The construction of the drainage system and the position and manner of discharge of a storm water drain must not:

- a) result in the entry of water into a building; and
- b) affect the stability of a building; and
- c) create any unhealthy or dangerous condition on the site or within the building; and
- d) flow or discharge onto land of an adjoining owner; and
- e) not flow across footpaths or public ways.

#### Condition 15

The structure herein is approved as a store where no trade (whether wholesale or retail) or industry is carried on. Any changes to the use of the building will require approval by the Relevant Authority.

#### Condition 16

All waste and other rubbish shall be stored in a manner so that it does not create insanitary conditions, unreasonable nuisance or pollution to the environment, to the reasonable satisfaction of the Relevant Authority.

#### Condition 17

All waste bin and storage areas shall be screened from public view, to the reasonable satisfaction of the Relevant Authority.

#### Condition 18

Areas that are likely to be used during non-daylight hours are provided with sufficient lighting to ensure clear visibility to users. Any lighting shall contain an illuminance level sufficient to reduce glare, shall be tilted in a direction and shielded to reduce light spill to the adjoining land uses.

#### Condition 19

Noise generated from the site shall not exceed the maximum noise levels stipulated within the Environment Protection (Noise) Policy 2007 under the *Environmental Protection Act 1993*.

#### Condition 20

Dust nuisance generated from the site shall be mitigated through appropriate site management practices.

#### Condition 21

Internal road and vehicle parking areas are surfaced with an appropriate treatment to prevent dust becoming a nuisance to nearby land uses.

## Condition 22

Acid sulphate soils shall be neutralised using a combination of alkaline materials to the satisfaction of the relevant authority. Safe work practices shall be used for the handling and working with acid sulphate soil.

## **ADVISORY NOTES**

### **Planning Consent**

#### Advisory Note 1

An application must be submitted to the Council under Section 221 of the Local Government Act 1999, to alter, erect or install any pipe, wire, cable, fixture, fittings or object, in, on, across, under or over the road or verge including and new access, driveway, invert or crossover.

#### Advisory Note 2

The interference with Council infrastructure is an offence under the Local Government Act and no work shall take place on Council land without the prior written consent of Council; in particular the interference with the footpath or kerbing for the installation of lawns, pipes, pavers, concrete or vehicular crossovers requires the submission of plans and details to Council for approval prior to the commencement of work.

#### Advisory Note 3

Any damage caused to the Council land (between the road and the subject site) during the construction period shall be repaired by the applicant to the satisfaction of Council.

#### Advisory Note 4

No work can commence on this development unless a Development Approval has been obtained. If one or more consents have been granted on this Decision Notification Form, you must not start any site works or building work or change of use of the land until you have received notification that Development Approval has been granted.

#### Advisory Note 5

Appeal rights – General rights of review and appeal exist in relation to any assessment, request, direction or act of a relevant authority in relation to the determination of this application, including conditions.

#### Advisory Note 6

Where an approved development has been substantially commenced within 2 years from the operative date of approval, the approval will then lapse 3 years from the operative date of the approval (unless the development has been substantially or fully completed within those 3 years, in which case the approval will not lapse).

**ATTACHMENT A:** Application Documents



The Registrar-General certifies that this Title Register Search displays the records maintained in the Register Book and other notations at the time of searching.



## Certificate of Title - Volume 5608 Folio 896

Parent Title(s) CT 3340/107  
Creating Dealing(s) CONVERTED TITLE  
Title Issued 22/12/1998 Edition 4 Edition Issued 03/10/2019

### Estate Type

FEE SIMPLE

### Registered Proprietor

ALANAH JORDAN BARR  
OF PO BOX 1454 PORT PIRIE SA 5540

### Description of Land

SECTION 865  
HUNDRED OF PIRIE  
IN THE AREA NAMED COONAMIA

### Easements

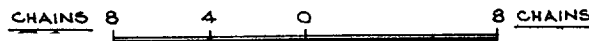
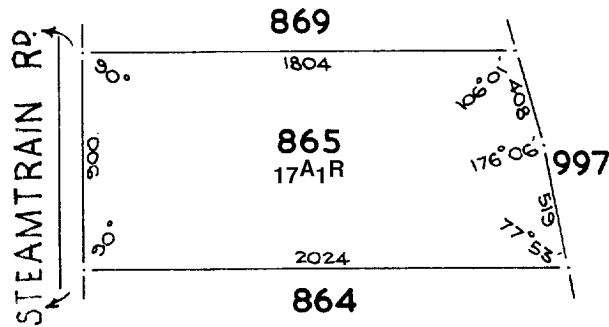
NIL

### Schedule of Dealings

Dealing Number	Description
13175306	MORTGAGE TO RESIDENTIAL MORTGAGE GROUP PTY. LTD. (ACN: 152 378 133)

### Notations

Dealings Affecting Title	NIL
Priority Notices	NIL
Notations on Plan	NIL
Registrar-General's Notes	NIL
Administrative Interests	NIL



FOR METRIC CONVERSION	
1 LINK	= 0.201168 METRES
1 CHAIN	= 100 LINKS
1 ACRE	= 0.404686 HECTARES
1 ROOD	= 1011.7 m <sup>2</sup>
1 PERCH	= 25.29 m <sup>2</sup>

**Proposed Development:** Erect shed for storage of plant, equipment, materials and consumables for work and personal related purposes

**Subject Land:** 51 STEAMTRAIN RD COONAMIA SA 5540

**Title ref.:** CT 5608/896 Plan Parcel: H241000 SE865 Council: PORT PIRIE REGIONAL COUNCIL

Please see outline of information below to assist council with additional details required.

I have reviewed the core purpose of the proposed structure which has been reflected in the responses below and new information/attachments supplied.

The proposed shed purpose will consist of 80% area used to house and garage motor vehicles, plant and equipment, trailers and material supplies associated to my partners building business. This space will not be used as a commercial fabrication location or as a business 'shop front' for said business.

There will be some day to day vehicle movement with BLS employees (currently 9) accessing the shed for equipment and materials – it is estimated this could be up to 8-12 vehicles per day. There will also be various suppliers intermittently delivering items to the shed, waste bin being emptied by our service provider; BLS operate predominantly Monday to Friday 6am to 5pm.

Appropriate lighting will be installed on the shed that ensures the front facing façade lights have glare shields and are directional to the ground so not to impact on traffic approaching from Afford Road, other lighting installed will consider the same for neighbouring properties and ensure light spill does not cause affect. The additional 20% area of the shed will serve as domestic use for personal storage. **Site plan page 4** outlines usage ratios – **Site plan page 1** outlines m2 property ratio to proposed structure ratio

The fleet of vehicles both business and private will consist of:

- 1 x forklift
- 2 x light trucks
- 3 x dual cab utilities
- 2 x vans
- 12 x trailers in total (general use trailers, scaffolding trailer, kanga earthmoving trailer)
  
- 1 x water cart to maintain trees when planted
- 1 x lawn mower
- 1 x ride on tractor/mower
- 1 x fishing boat
- 1 x jet ski
- 1 x ski boat
- 1 x 4 wheel ATV
- 2 x Ag bikes

### Loading and unloading areas

- Dimension and surface treatment for vehicle manoeuvring areas.
  - Site plan page 2 and 3 outline details such as driveways, vehicle access, designated carparking, loading and unloading zones.
  - also outlined are proposed vegetation plans for planting small shrubs and trees – none of which will impact on roadways or vehicle access points
  - Site plan page 4 also shows bushfire exclusion zone

### Acid Sulphate Soils

- The allotment is located within an area identified by the Planning and Design Code as containing Acid Sulphate soils. Therefore, details are required to be submitted on how the acid sulphate soils will be managed from the site during construction. This includes how you proposed to minimise soil disturbance or drainage; prevent or minimise oxidation; and contain and treat any acid drainage to prevent harm or damage. The specification which you have submitted does not cover management of acid sulphate soils.
  - Strategy to treat the acid sulphate soil will be to mix agricultural lime (ratio as required) to reduce the soil contamination. Cored holes during construction will also be lined in builder grade plastic at the time of concreting to avoid contact with soil.

### Interface between land uses

– See site plan page 2 there will be new all-weather compacted road base applied to all driveways and vehicle access areas at a minimum of 6m width. Entry driveway (off of Steamtrain Road) will be spray sealed approx. 10m in length to eliminate excessive gravel movement and loose material being projected onto

main public road (Steamtrain Road). Other road base surfaces will be maintained and wet down as required to minimise any dust. As outline the core purpose of the shed is for non-fabrication or manufacturing activities, therefore noise will be minimal.

### Waste Management

- A designated area has been identified for a 'serviced' skip bin that will be used associated to any hard waste



**07 February 2023**

**Third Response to Request for Documentation**

Applicant: Alanah Barr

Application ID: 23000012

Consent: Planning Consent

Proposed Development: Erect shed for storage of plant, equipment, materials and consumables for work and personal related purposes

Subject Land: 51 STEAMTRAIN RD COONAMIA SA 5540

Title ref.: CT 5608/896 Plan Parcel: H241000 SE865 Council: PORT PIRIE REGIONAL COUNCIL

Dear Yantel

Thank you for your time on the phone today relating to this application for Alanah.

As discussed, we will have a dedicate area of the shed (approx. 1 x bay 18m x 4m) that will be available to neighbouring farmers and or contractor primary producers in the region who may need a temporary storage solution for machinery etc.

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 set up. This is indicative of the size of the structure we are applying to build so that all items can be housed within the structure including branded business vehicles, whereby not to have business related branding on display.

As per further details requested:

**A floor plan drawn to scale:**

- As per plan already submitted

**An amended Elevation plan drawn to scale with illustrations**

- As per plan already submitted
- New screen shots provided of the zoomed in illustrations already provided by shed supplier
- Colour of the structure will be COLOURBOND: Paperbark

**Loading and unloading**

- As per plan already submitted
- Sizes of carparks already outlined on site plan (6 @ 3m x 6m)

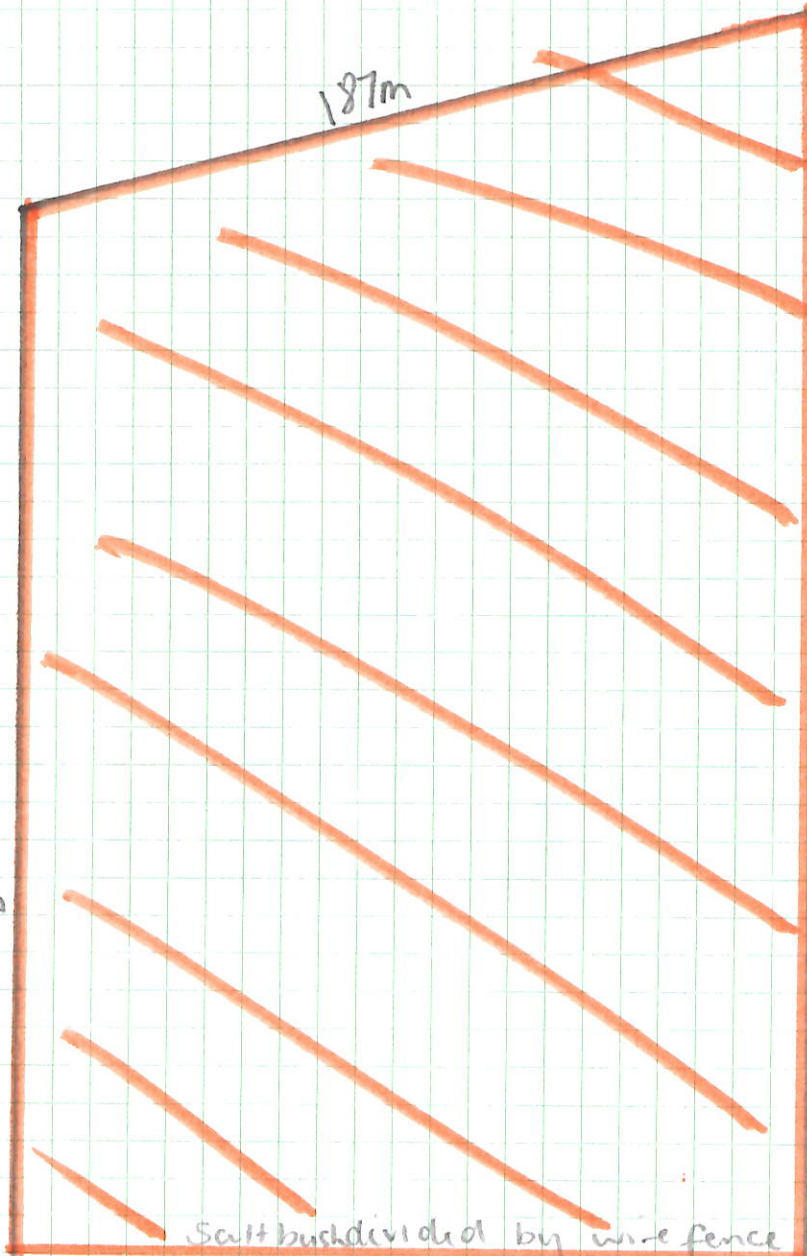
### **Planning policy and intended purpose of use of the building**

- As outlined in our second submission 'request for information' the purpose of the build has no reference to farming activities or agricultural practices – the shed will be for storage of plant, equipment, materials and consumables for work and personal related purposes

### **Acid sulphate soils**

- As per previous 'request for information' second submission already provided
  - Strategy to treat the acid sulphate soil will be to mix agricultural lime (ratio as required) to reduce the soil contamination. Cored holes during construction will also be lined in builder grade plastic at the time of concreting to avoid contact with soil.

**Kind regards Blake (on behalf of Alanah Barr)**



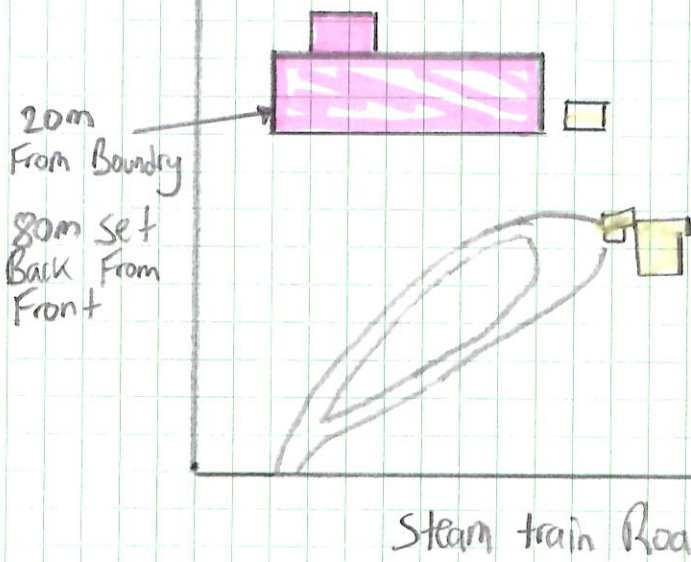
Ratio based on:

- Property 67881 m<sup>2</sup>
- Shed 1176 m<sup>2</sup>

Shed is < 2% of property area:

- Existing Salt Bush
- Existing Structure
- Proposed Shed

zoomed Plan Attached



North



1108m

183m

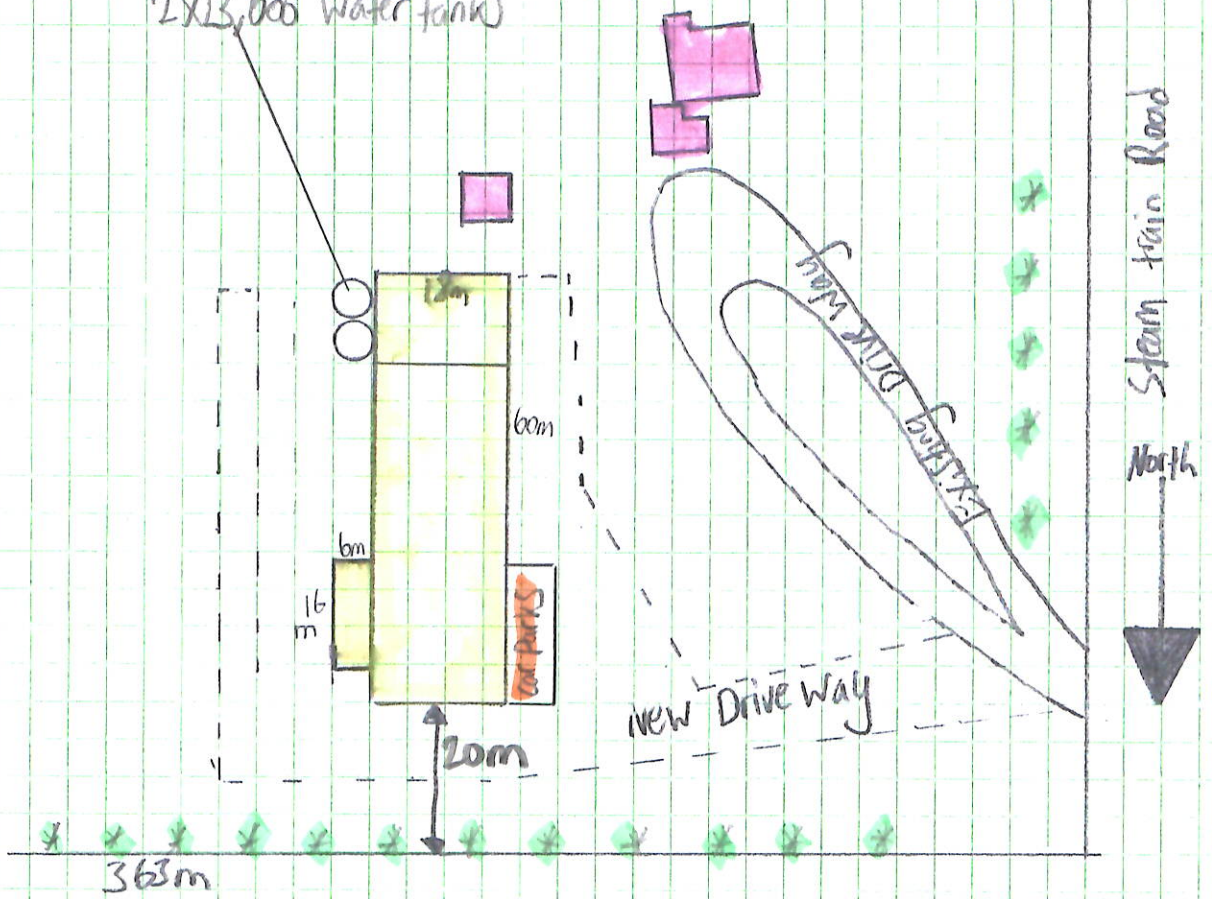
\* Storm Water

\* New Tree's

Proposed Shed

Existing

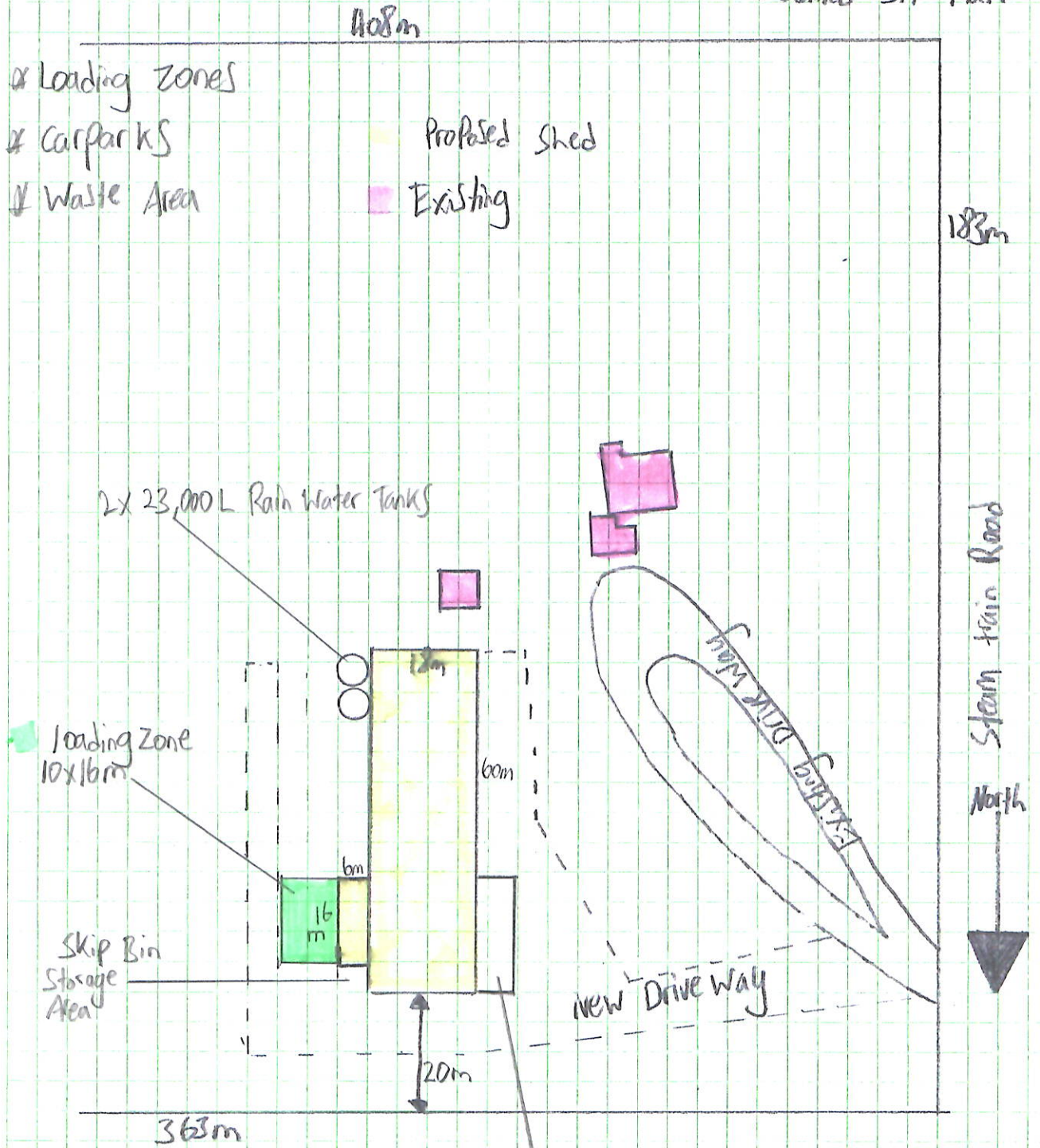
2x23,000 Water tanks



\* New All weather Road to have minimum of 6m wide consists of compacted Road Base

\* New Trees to be planted to assist in using Excess Rain over Flow

\* Proposed car parking



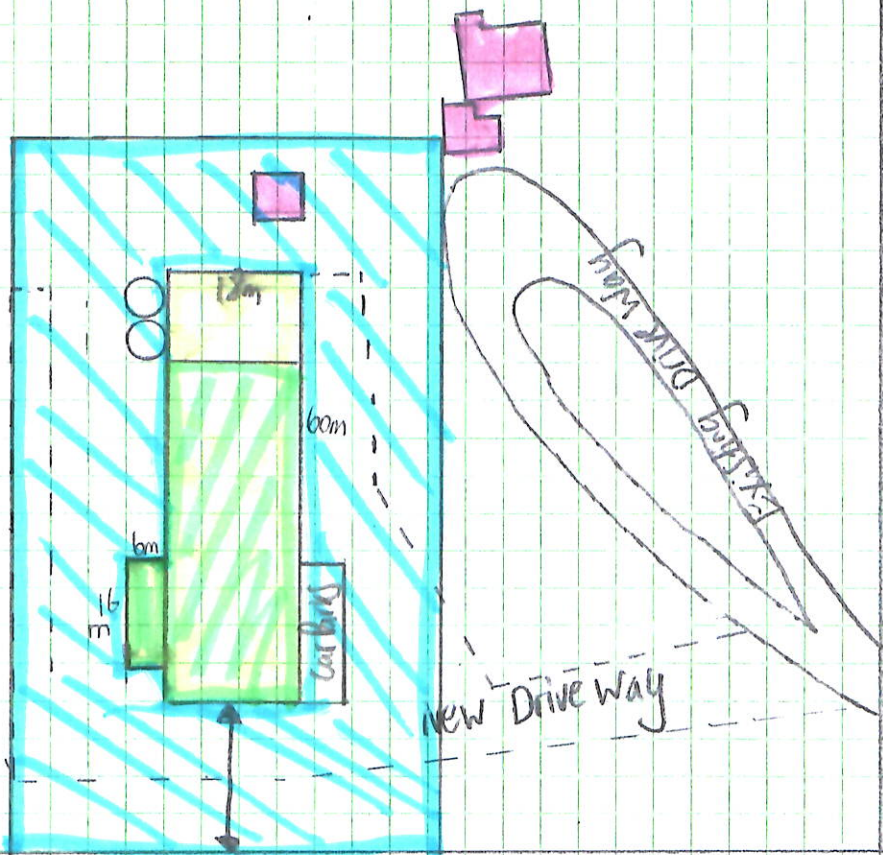
- \* Full Spec Attached
  - \* 3.6m to Eave
  - \* Colour Bond to All
  - \* Storm Water to Run to 2x 23,000 L Tanks  
Over Flow to Run on site
- carparks  
6x 3m x 6m

1108m

- Domestic use
- Proposed shed for BLS Storage
- Existing

- \* Shed use
- \* Fire Danger Zone

183m



363m

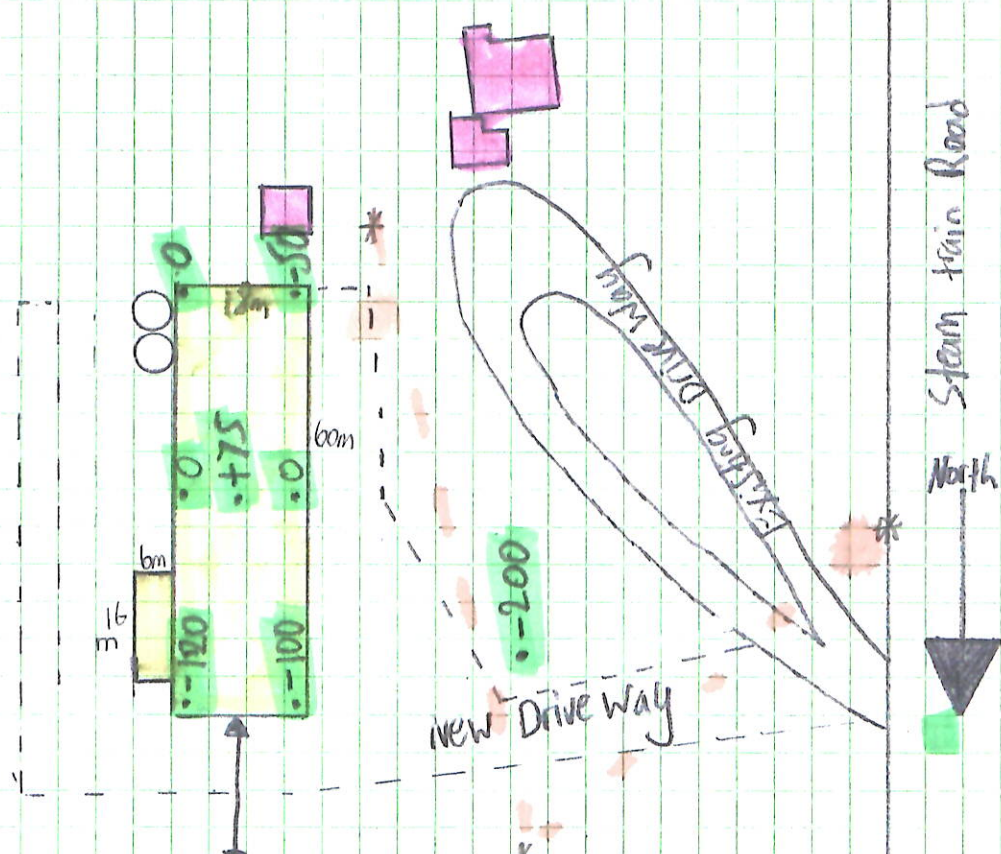
- \* Domestic use 20%
- \* Fire Danger Buffer Zone (20m)

1108m

183m

Site levels

- Proposed Shed
- Existing



363m

\* levels

crest of Road  
0.00

Onsite Power lines

Shed FFL +25

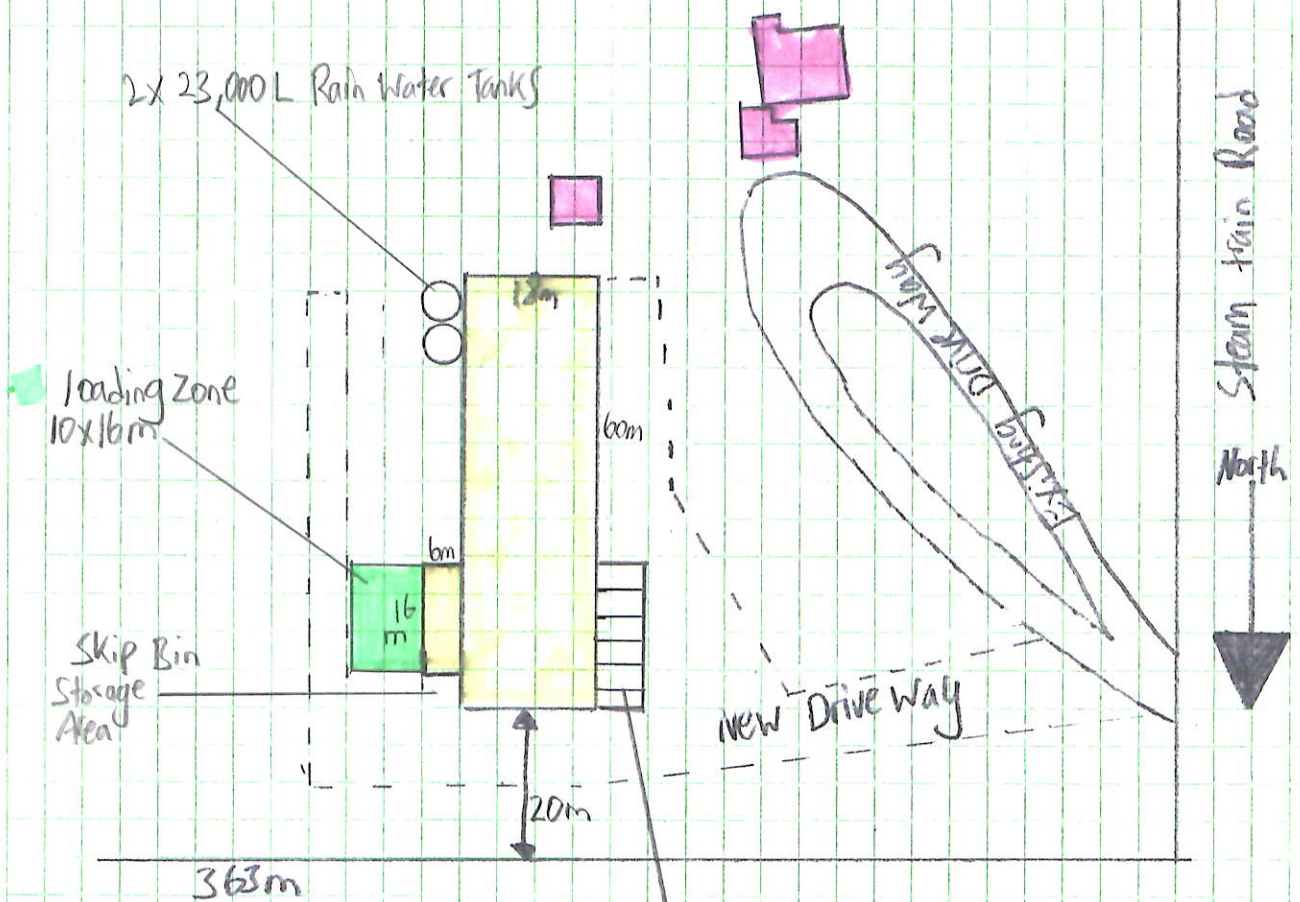
Compact Road Base -100

1108m

- \* Loading zones
- \* Carparks
- \* Waste Area

- Proposed Shed
- Existing

183m

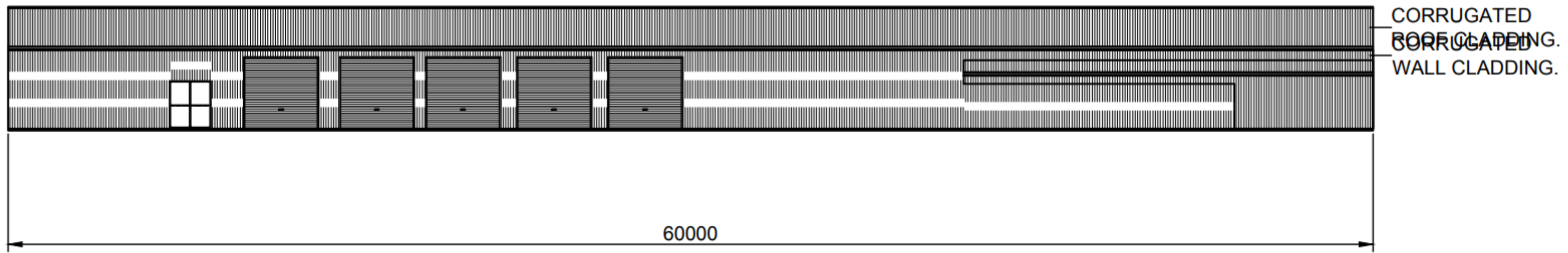


- \* Full Spec Attached
- \* 3.6m to Eave
- \* Colour Bond to All
- \* Storm Water to Run to 2x 23,000 L Tanks  
Over Flow to Run onsite

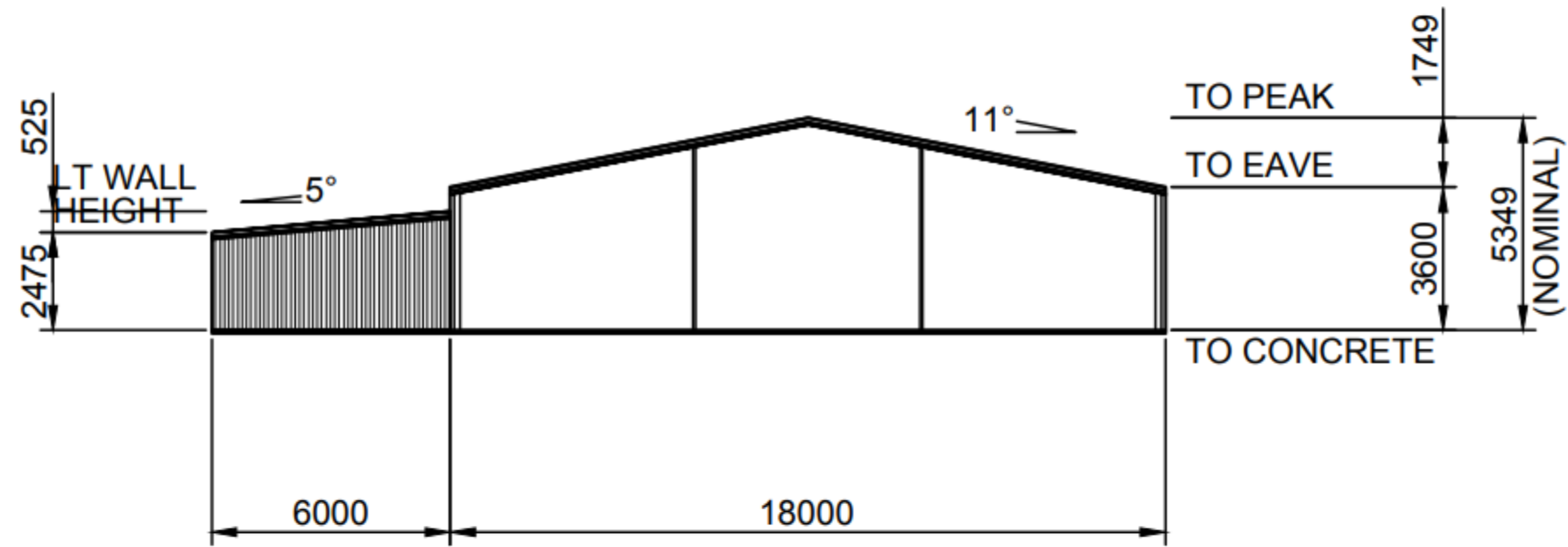
carparks  
6x 3m x 6m



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**1** **SIDEWALL EXTERIOR ELEVATION**  
**8** SCALE: 1 = 500



3  
8

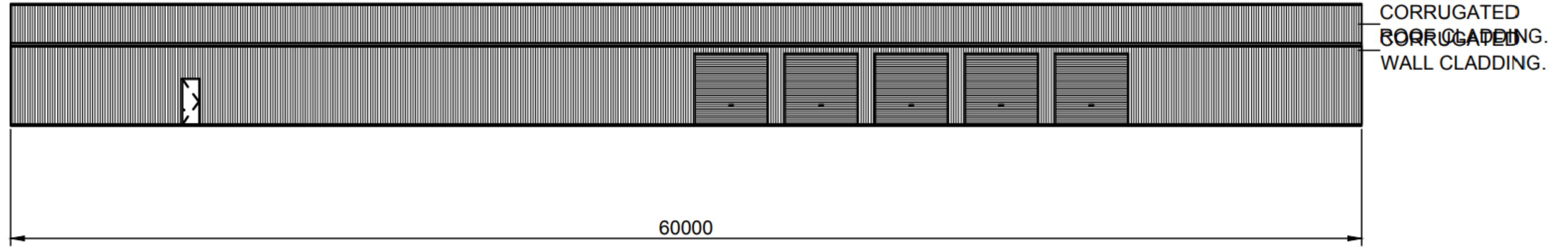
## ENDWALL EXTERIOR ELEVATION

SCALE: 1 = 500

### BUILDING COLOURS

WALL	COLORBOND
ROOF	COLORBOND
ROLLER DOOR	COLORBOND
INDUSTRIAL SLIDING DOOR	COLORBOND

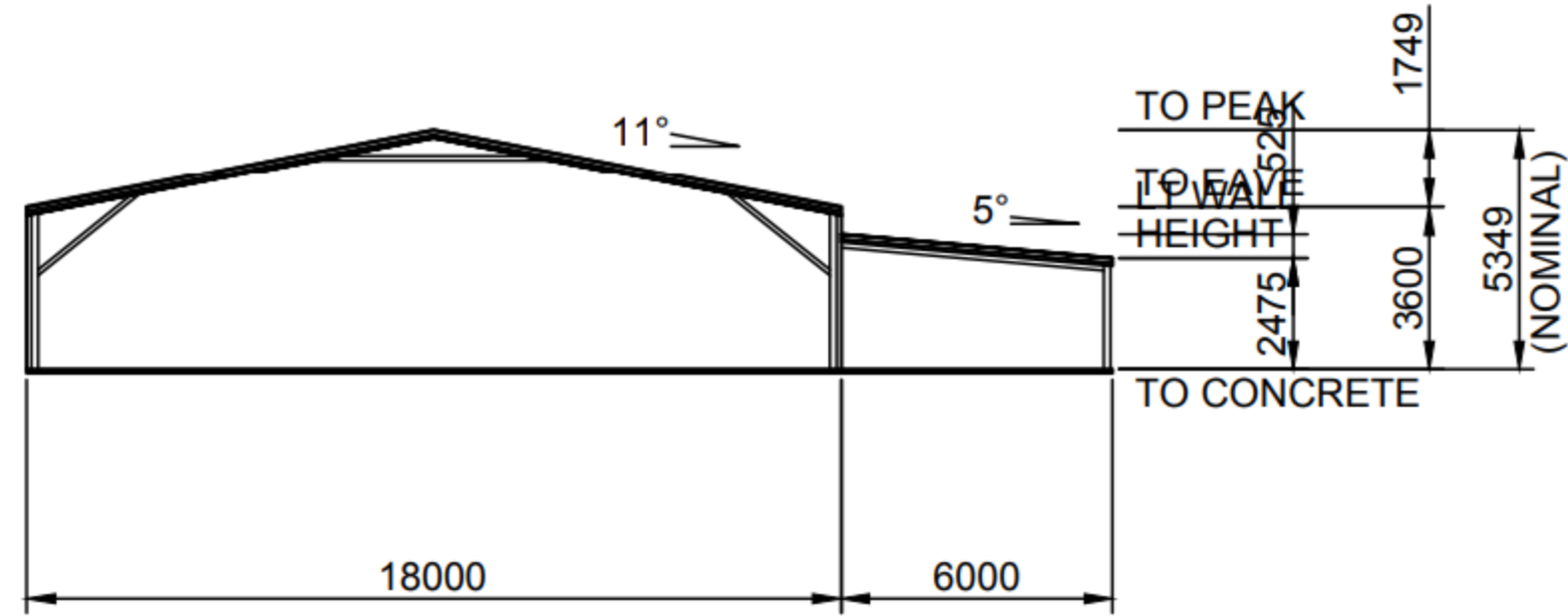
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2  
8

**SIDEWALL EXTERIOR ELEVATION**

SCALE: 1 = 500



4  
8

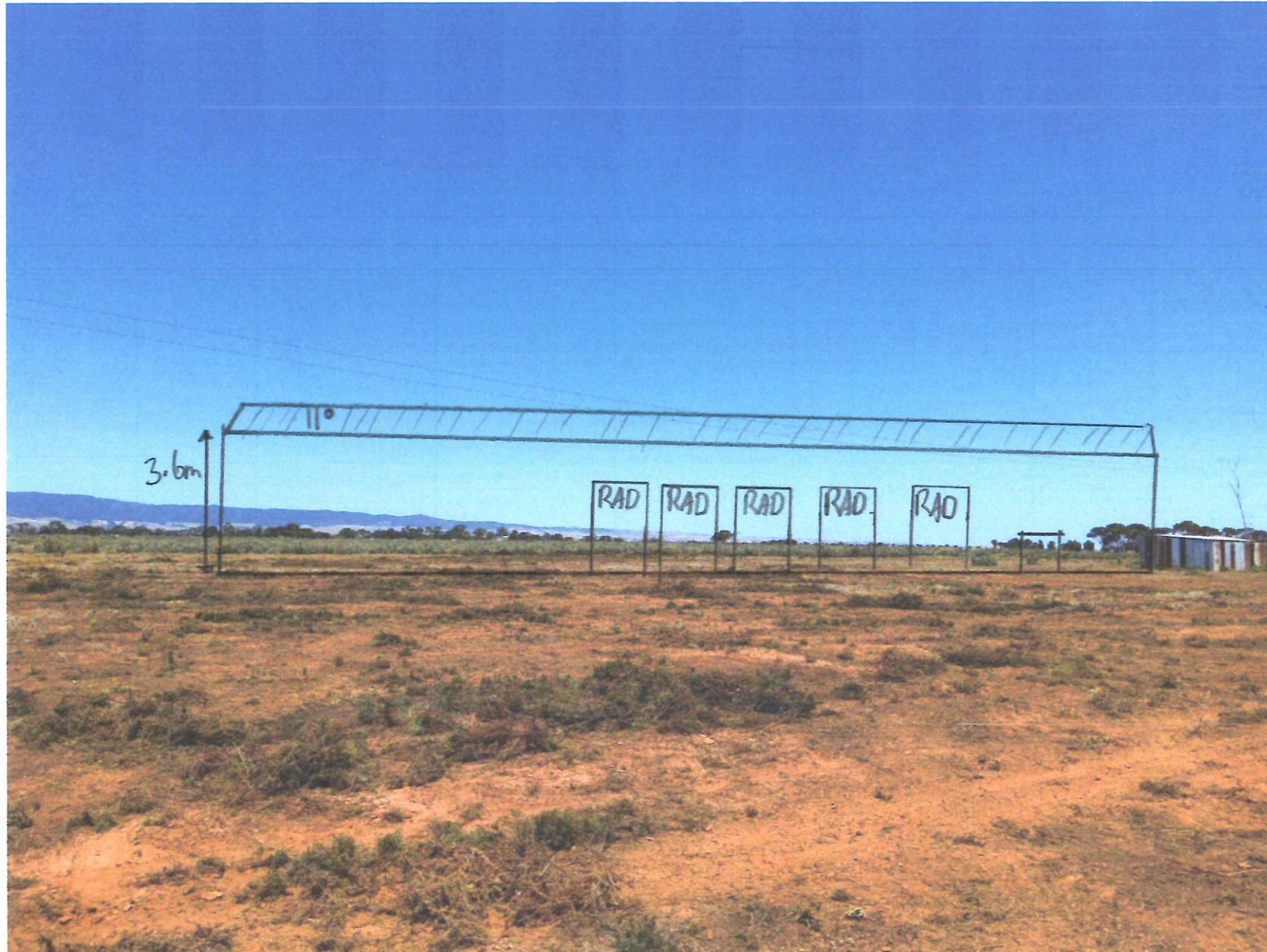
# ENDWALL EXTERIOR ELEVATION

SCALE: 1 = 500

Barr

Elevation 1

\* 11° Pitch  
\* All colourband  
\* Spec Attached



Barr

Elevation 2

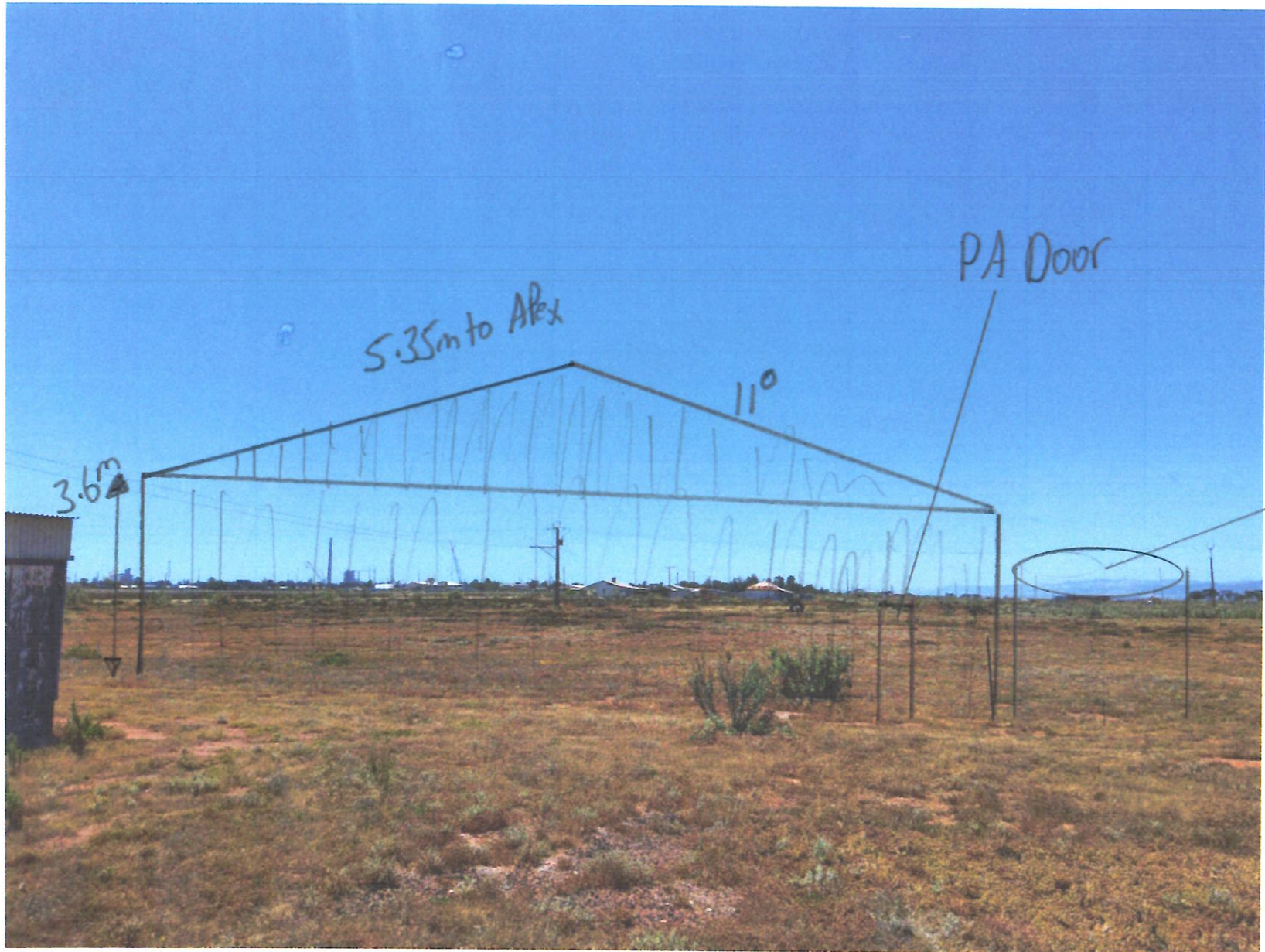


Barr

Elevation 3

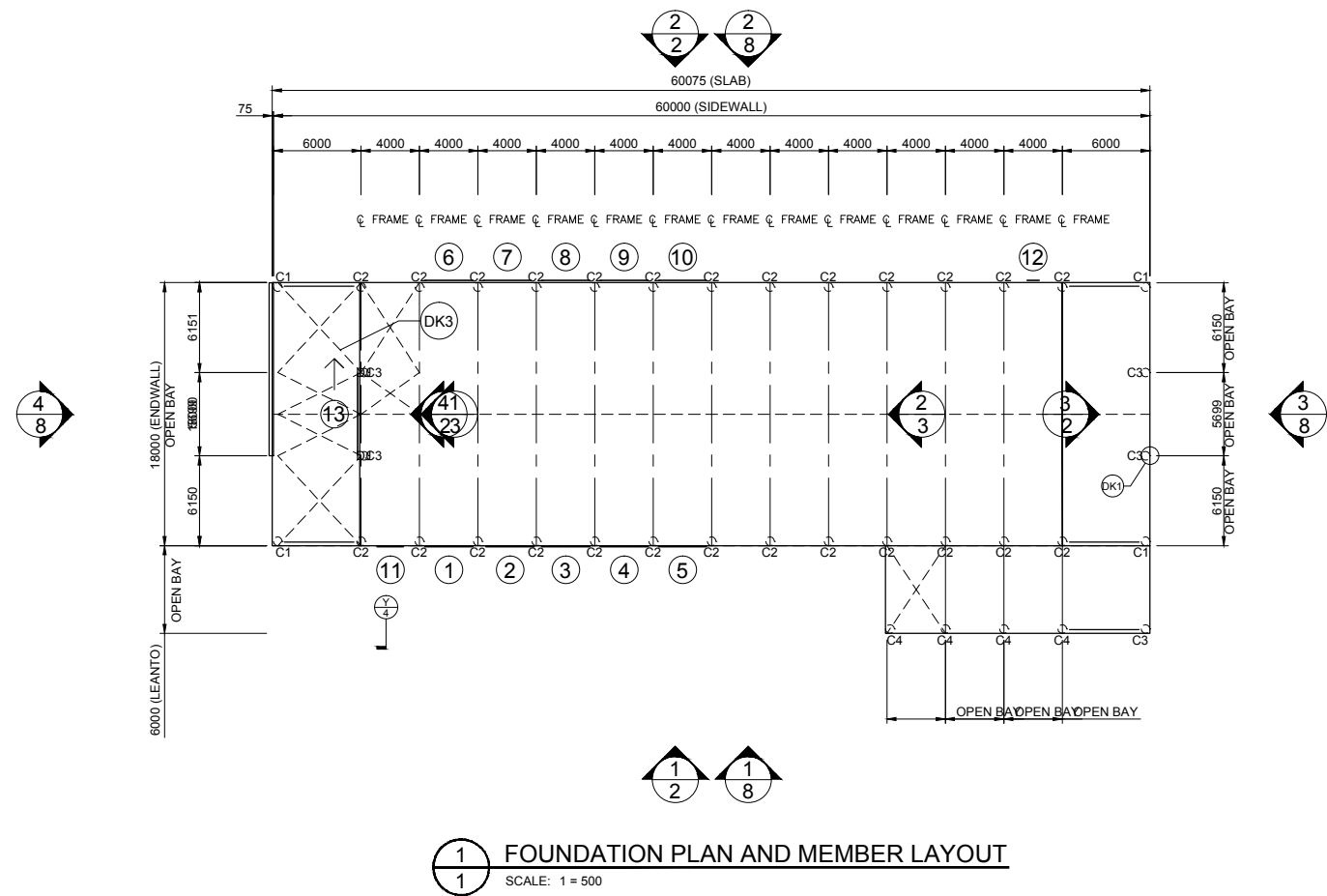
- \* Full Plan Attached
- \* Footing Plan Attached

↑  
N



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IF IN DOUBT, ASK.



ROOF STRAP BRACING TO BE CONNECTED TO THE PURLIN CLOSEST TO THE LINE OF THE END WALL MULLION  
 ROOF STRAP BRACING CAN BE PLACED FROM EITHER END OF THE BUILDING PROVIDING THE STRAP PATTERN REMAINS AS PER PLANS  
 FOR INTERNAL WALLS USE MULLION SPECIFICATIONS

MEMBER LEGEND

C1	C30030
C2	2C30030
C3	C30024
C4	2C30024

1 OF 9	SHEET
	JOB NO. PP1R15369
DATE 22/12/2022	CHECKED TM
NCC 2019	DRAWN FDS

STEEL BUILDING BY (CONTACT)  
**BENTLEYS BUILDING SUPPLIES.**  
 08 86330000  
 BARR SHED  
 STEAM TRAIN ROAD  
 PORT PIRIE



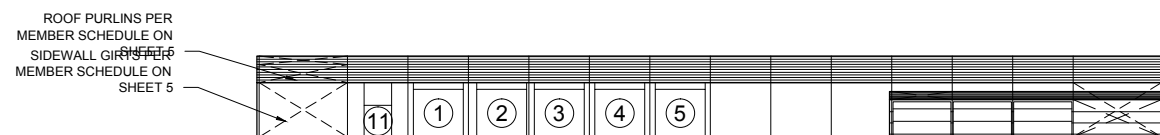
**NORTHERN CONSULTING engineers**  
 Civil & Structural Engineers  
 50 Punari Street  
 Currajong, Qld 4812  
 Fax: 07 4725 5850  
 Email: design@nceng.com.au  
 ABN 341 008 173 56

Mr Timothy Roy Messer BE MIEAust RPEQ  
 Signature *T. Messer*  
 Date ..... 22/12/2022 .....  
 Registered on the NPER in the areas of practice  
 of Civil & Structural National Professional  
 Engineers Register

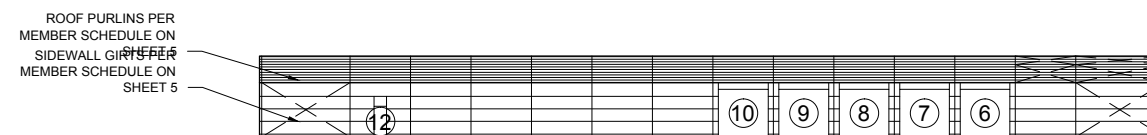
DO NOT SCALE THIS DRAWING. USE FIGURED DIMENSIONS ONLY. ALL DIMENSIONS TO BE VERIFIED ON SITE.



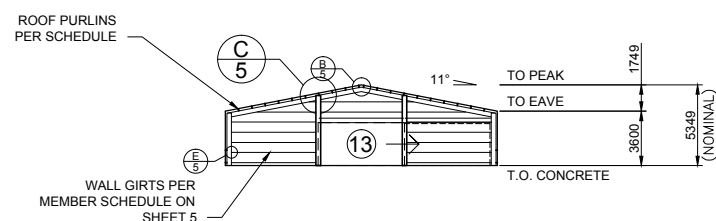
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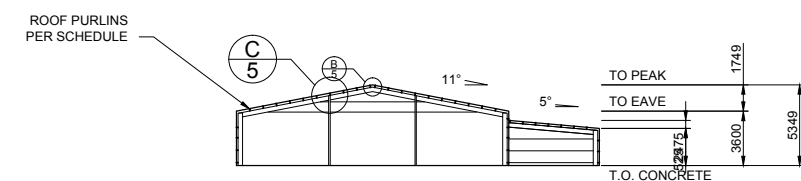
1 SIDEWALL EXTERIOR ELEVATION  
2 SCALE: 1 = 500



2 SIDEWALL EXTERIOR ELEVATION  
2 SCALE: 1 = 500



4 ENDWALL INTERIOR ELEVATION  
2 SCALE: 1 = 500



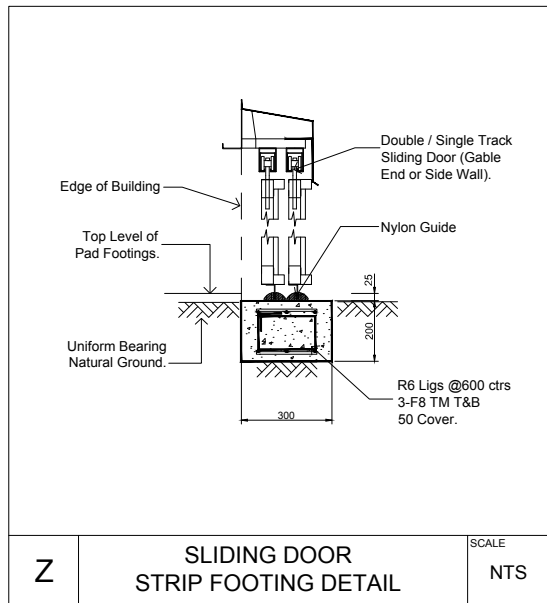
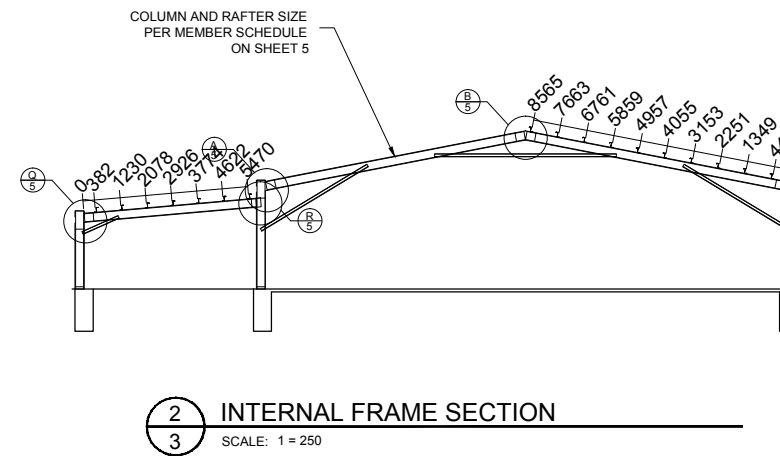
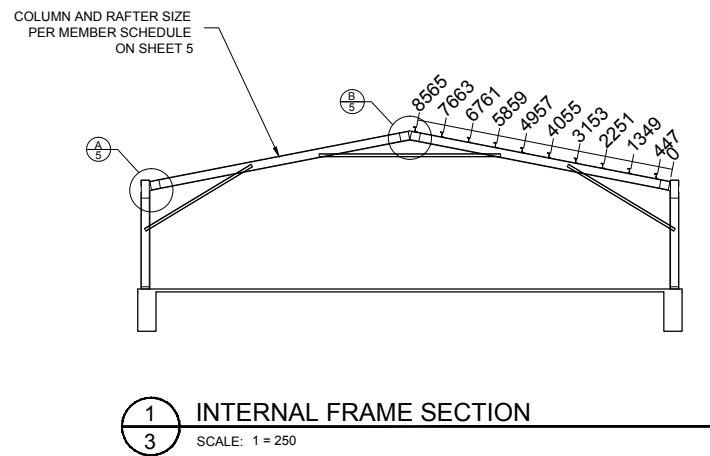
3 ENDWALL INTERIOR ELEVATION  
2 SCALE: 1 = 500

X BRACING IS REQUIRED IN 5 SIDE BAYS, 4 ROOF BAYS.

SEE LAYOUT OR PLANS FOR PLACEMENT. FLY BRACING IS INCLUDED TO BE PLACED ON EVERY SECOND PURLIN AND GIRT ON ENDWALL MULLIONS, INTERNAL COLUMNS AND INTERNAL RAFTERS.

2 OF 9 SHEET	JOB NO. PP1R15369	DATE 22/12/2022	CHECKED TM	DRAWN FDS	STEEL BUILDING BY <b>BENTLEYS BUILDING SUPPLIES.</b> (CONTACT) 08 86330000 BARR SHED STEAM TRAIN ROAD PORT PIRIE				Civil & Structural Engineers 50 Punari Street Currajong, Qld 4812 Fax: 07 4725 5850 Email: design@nceng.com.au ABN 341 008 173 56	Mr Timothy Roy Messer BE MIEAust RPEQ Signature <i>T. Messer</i> Date ..... 22/12/2022 .....
	NCC 2019				FOR AT				Registered Chartered Professional Engineer Registered Professional Engineer (Civil & Structural) QLD Registered Certifying Engineer (Structural) N.T. Registered Engineer - (Civil) VIC Registered Engineer - (Civil) TAS	Regn. No. 2558980 Regn. No. 9985 Regn. No. 116373ES Regn. No. PE0002216 Regn. No. CC5648M

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Refer to Sheet #4 for concrete specification.

3 OF 9	SHEET JOB NO. PP1R15369 NCC 2019	DATE 22/12/2022	CHECKED TM	DRAWN FDS	STEEL BUILDING BY (CONTACT) <b>BENTLEYS BUILDING SUPPLIES.</b> 08 86330000 BARR SHED STEAM TRAIN ROAD PORT PIRIE	 	 Civil & Structural Engineers 50 Punari Street Currajong, Qld 4812 Fax: 07 4725 5850 Email: design@nceng.com.au ABN 341 008 173 56 Registered Chartered Professional Engineer Registered Professional Engineer (Civil & Structural) QLD Registered Certifying Engineer (Structural) N.T. Registered Engineer - (Civil) VIC Registered Engineer - (Civil) TAS	Mr Timothy Roy Messer BE MIEAust RPEQ Signature Date ..... 22/12/2022 ..... Registered on the NPER in the areas of practice of Civil & Structural National Professional Engineers Register
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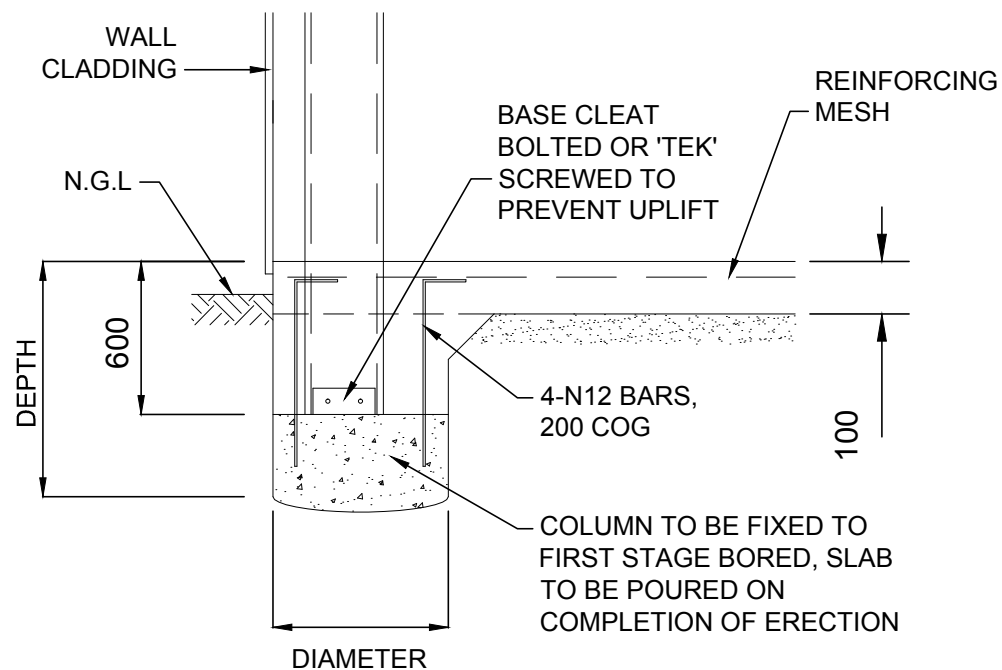
**STRUCTURAL GENERAL NOTES**

- GOVERNING CODE** : NATIONAL CONSTRUCTION CODE (NCC), LOADING TO AS1170 - ALL SECTIONS. BUILDING SUITABLE AS EITHER A PRIVATE GARAGE CLASS 10a, OR A FARM SHED (CLASS 7 OR 8), UNLESS OTHERWISE SPECIFICALLY NOTED. FOR USE AS A FARM SHED, IT MUST MEET THE FOLLOWING REQUIREMENTS:
  - BE LESS THAN 2000 SQM IN AREA (INCLUSIVE OF ANY MEZZANINE FLOOR AREA).
  - MUST BE LOCATED ON A FARM AND USED IN CONNECTION WITH FARMING PURPOSES.
  - BUILDING IS NOT TO BE OCCUPIED FREQUENTLY NOR FOR EXTENDED PERIODS BY PEOPLE, WITH A MAXIMUM OF 1 PERSON PER 200 SQM OR 2 PERSONS MAXIMUM IN TOTAL WHICHEVER IS THE LESSER.
- DRAWING OWNERSHIP** : THESE DRAWINGS REMAIN THE PROPERTY OF FBHS (AUST) PTY LIMITED. ENGINEERING SIGNATURE AND CERTIFICATION IS ONLY VALID WHEN BUILDING IS SUPPLIED BY A DISTRIBUTOR OF FBHS. DRAWINGS ARE PROVIDED FOR THE DUAL PURPOSE OF OBTAINING BUILDING PERMITS AND AIDING CONSTRUCTION. ANY OTHER USE OR REPRODUCTION IS PROHIBITED WITHOUT WRITTEN APPROVAL FROM FBHS.
- DRAWING SIGNATURE REQUIREMENTS** : THESE DRAWINGS ARE NOT VALID UNLESS SIGNED BY THE ENGINEER. THE ENGINEER ACCEPTS NO LIABILITY OR RESPONSIBILITY FOR DRAWINGS WITHOUT A SIGNATURE. EACH TITLE BLOCK CONTAINS A WATER MARK UNDER THE CUSTOMERS NAME CONTAINING THE DATE OF PRODUCTION OF THE DRAWINGS; THE DRAWINGS ARE TO BE SUBMITTED TO COUNCIL WITHIN 21 DAYS OF THIS DATE. THIS IS TO ENSURE THAT ONLY CURRENT DRAWINGS ARE IN CIRCULATION.
- CONTRACTOR RESPONSIBILITIES** : CERTIFIER AND CONTRACTOR TO CONFIRM (ON SITE) THAT THE WIND LOADINGS APPLIED TO THIS DESIGN ARE TRUE AND CORRECT FOR THE ADDRESS STATED IN THE TITLE BLOCK. CONTRACTOR SHALL VERIFY AND CONFIRM ALL EXISTING CONDITIONS AND DIMENSIONS. ENGINEER SHALL BE NOTIFIED OF ANY DISCREPANCIES BETWEEN DRAWINGS AND EXISTING CONDITIONS PRIOR TO START OF WORK. CONTRACTOR MUST NOT MAKE ANY DEVIATION FROM THE PROVIDED PLANS WITHOUT FIRST OBTAINING WRITTEN APPROVAL FROM ONE OF THE UNDERSIGNING ENGINEERS. THE ENGINEER / FBHS TAKE NO RESPONSIBILITY FOR CHANGES MADE WITHOUT WRITTEN APPROVAL. CONTRACTOR IS RESPONSIBLE FOR ENSURING NO PART OF THE STRUCTURE BECOMES OVERSTRESSED DURING CONSTRUCTION. BUILDING IS NOT STRUCTURALLY ADEQUATE UNTIL THE INSTALLATION OF ALL COMPONENTS AND DETAILS SHOWN IS COMPLETED IN ACCORDANCE WITH THESE DRAWINGS. THE INDICATED DRAWING SCALES ARE APPROXIMATE. DO NOT SCALE DRAWINGS FOR CONSTRUCTION PURPOSES. FOR FURTHER DIRECTIONS ON CONSTRUCTION THE CONTRACTOR SHOULD CONSULT THE APPROPRIATE INSTRUCTION MANUAL.
- ENGINEERING** : THE ENGINEER / FBHS ARE NOT ACTING AS PROJECT MANAGERS FOR THIS DEVELOPMENT, AND WILL NOT BE PRESENT DURING CONSTRUCTION. THE UNDERSIGNING ENGINEERS HAVE REVIEWED THIS BUILDING FOR CONFORMITY ONLY TO THE STRUCTURAL DESIGN PORTIONS OF THE GOVERNING CODE. THE PROJECT MANAGER IS RESPONSIBLE FOR ADDRESSING ANY OTHER CODE REQUIREMENTS APPLICABLE TO THIS DEVELOPMENT. THESE DOCUMENTS ARE STAMPED ONLY AS TO THE COMPONENTS SUPPLIED BY FBHS. IT IS THE RESPONSIBILITY OF THE PURCHASER TO COORDINATE DRAWINGS PROVIDED BY FBHS WITH OTHER PLANS AND/OR OTHER COMPONENTS THAT ARE PART OF THE OVERALL PROJECT. IN CASES OF DISCREPANCIES, THE LATEST DRAWINGS PROVIDED BY FBHS SHALL GOVERN. NO ALTERATIONS TO THIS STRUCTURE (INCLUDING REMOVAL OF CLADDING) ARE TO BE UNDERTAKEN WITHOUT THE CONSENT OF THE CERTIFYING ENGINEER. OPENINGS SUCH AS WINDOWS AND DOORS NEED TO BE INSTALLED AS PER THE PRODUCT MANUFACTURER'S INFORMATION/DETAILS.
- INSPECTIONS** : NO SPECIAL INSPECTIONS ARE REQUIRED BY THE GOVERNING CODE ON THIS JOB. ANY OTHER INSPECTIONS REQUESTED BY THE LOCAL BUILDING DEPARTMENT SHALL BE CONDUCTED AT THE OWNER'S EXPENSE.
- SOIL REQUIREMENTS** : SITE CLASSIFICATION TO BE A, S OR M ONLY. SOIL SAFE BEARING CAPACITY VALUE INDICATED ON DRAWING SHEET 4 OCCURS AT 100mm BELOW FINISH GRADE, EXISTING NATURAL GRADE, OR AT FROST DEPTH SPECIFIED BY LOCAL BUILDING DEPARTMENT, WHICHEVER IS THE LOWEST ELEVATION. REGARDLESS OF DETAIL Y ON SHEET 4 THE MINIMUM FOUNDATION DEPTH SHOULD BE 100MM INTO NATURAL GROUND OR BELOW FROST DEPTH SPECIFIED BY LOCAL COUNCIL. ROLLED OR COMPACTED FILL MAY BE USED UNDER SLAB, COMPACTED IN 150mm LAYERS TO A MAXIMUM DEPTH OF 900mm. CONCRETE FOUNDATION EMBEDMENT DEPTHS DO NOT APPLY TO LOCATIONS WHERE ANY UNCOMPACTED FILL OR DISTURBED GROUND EXISTS OR WHERE WALLS OF THE EXCAVATION WILL NOT STAND WITHOUT SUPPLEMENTAL SUPPORT, IN THIS CASE SEEK FURTHER ENGINEERING ADVICE.
- CLASS 10a or Class 7 FOOTING DESIGNS** : THE FOUNDATION DOCUMENTED IS ALSO APPROPRIATE FOR CLASS 10a or CLASS 7 BUILDING DESIGNS ON 'M-D', 'H', 'H-D' OR 'E' CLASS SOILS, IF TOTAL SLAB AREA IS UNDER 100m SQUARE AND THE MAXIMUM SLAB DIMENSION (LENGTH AND WIDTH) IS LESS THAN OR EQUAL TO 12m. PLEASE BE AWARE THAT THE SLAB DESIGN FOR H & E CLASS SOILS IN THESE INSTANCES ARE DESIGNED TO EXPERIENCE SOME CRACKING. THIS CRACKING IS NOT CONSIDERED A STRUCTURAL FLAW OR DESIGN ISSUE, AND IS SIMPLY COSMETIC IN NATURE. IF THIS IS A CONCERN TO THE CLIENT IT IS ADVISED THEY DISCUSS OTHER OPTIONS WITH THE RELEVANT DISTRIBUTOR PRIOR TO THE POURING OF THE SLAB.
- CONCRETE REQUIREMENTS** : ALL CONCRETE DETAILS AND PLACEMENT SHALL BE PERFORMED IN ACCORDANCE WITH AS2870 AND AS3600. CONCRETE SHALL HAVE A MIN. 28-DAY STRENGTH OF 20MPa FOR EXPOSURE A1 & B1, 25MPa FOR EXPOSURE A2 & B2 AND 32MPa FOR EXPOSURE C, IN ACCORDANCE WITH SECTION 4, AS3600. CEMENT TO BE TYPE A. MAX AGGREGATE SIZE OF 20mm. SLUMP TO BE 80mm +/-15mm. SLABS TO BE CURED FOR 7 DAYS BY WATERING OR COVERING WITH A PLASTIC MEMBRANE, AFTER WHICH CONSTRUCTION CAN BEGIN, DUE CARE GIVEN NOT TO OVER-TIGHTEN HOLD DOWN BOLTS. GIVEN ALLOWABLE SOIL TYPES 1 LAYER OF SL72 REINFORCING MESH IS TO BE INSTALLED ON STANDARD SLABS WITH A MINIMUM 30MM COVER FROM CONCRETE SURFACE. CONCRETE REINFORCING TO CONFORM TO AS 1302, AS1303 & AS 1304. ALL REINFORCING COVER TO BE A MINIMUM OF 30mm.
- STRUCTURAL STEEL REQUIREMENTS** : ALL STRUCTURAL STEEL, INCLUDING SHEETING THOUGH EXCLUDING CONCRETE REINFORCING, SHALL CONFORM TO AS 1397 (GAUGE <= 1mm fy = 550MPa, GAUGE > 1mm < 1.5mm fy = 500MPa, GAUGE >= 1.5mm fy = 450MPa). NO WELDING IS TO BE PERFORMED ON THIS BUILDING. ALL STRUCTURAL MEMBERS AND CONNECTIONS DESIGNED TO AS4600. ALL BOLT HOLE DIAMETERS TO STRAMIT GENERAL FINISHINGS.
- FOOT TRAFFIC** : FOR ERECTION AND MAINTENANCE PLEASE NOTE THE FOLLOWING DEFINED FOOT TRAFFIC ZONES:
  - CORRUGATED: WALK ONLY WITHIN 200MM OF SCREW LINES. FEET SPREAD OVER AT LEAST TWO RIBS.
  - MONOCLAD: WALK ONLY IN FANS, OR ON RIBS AT SCREW LINES.

**DEEP FOOTINGS:**

All Footings Deeper than 1200mm to Be Reinforced as Follows:

- Diameter or Width <= 450mm, Use Min. 4 x N12 Vertical Bars, R6 Helix / Rings @ 300mm Spacings
- Diameter or Width > 450mm, Use Min. 6 x N12 Vertical Bars, R6 Helix / Rings @ 200mm Spacings



**600 x 1400**  
Diameter x Depth (mm)

N.G.L. - NATURAL GROUND LINE

NOTE: BASE OF COLUMN SHOULD BE PAINTED TO FINISHED FLOOR LEVEL.

Y	BORED LOCAL THICKENING DETAIL	DWG NO. SEBOLB
---	-------------------------------	----------------

PROJECT DESIGN CRITERIA	
ROOF LIVE LOAD:	0.25 kPa
BASIC WIND SPEED:	VR 45 m/s
SITE WIND SPEED:	Vs1tB 41 m/s
WIND REGION:	Reg A
TOPOGRAPHY FACTOR, Mt:	1
SHIELDING FACTOR, Ms:	1
MAX GROUND SNOW LOAD:	N/A
MAX ROOF SNOW LOAD:	N/A
SITE ALTITUDE:	N/A
TERRAIN CATEGORY:	TCat 2
SOIL SAFE BEARING CAPACITY:	100 kPa
RETURN PERIOD:	1:500
LIMITING CPI 1:	-0.65
LIMITING CPI 2:	0.7
IMPORTANCE LEVEL:	2

DETAIL KEYS	
DK1	ENDWALL VERTICAL MULLION (SEE DETAIL C/5 FOR TOP CONN. AND F/5 FOR BASE CONN.)
DK2	FLYBRACING PER DETAIL L/5
DK3	X-BRACING IN ROOF ABOVE (SEE DETAIL M/5)
DK4	DOUBLE X-BRACING IN ROOF ABOVE (SEE DETAIL M/5)

SCHEDULE OF OPENINGS							
DOOR	OPENING WIDTH	OPENING HEIGHT	MAX	OPENING TYPE	HEADER GIRT	OPENING JAMBS	WIND RATED
1	3300	3150*		3.50H X 3.40 CB PLANETARY GEAR *SERIES B	SINGLE	Z20015P	NO
2	3300	3150*		3.50H X 3.40 CB PLANETARY GEAR *SERIES B	SINGLE	Z20015P	NO
3	3300	3150*		3.50H X 3.40 CB PLANETARY GEAR *SERIES B	SINGLE	Z20015P	NO
4	3300	3150*		3.50H X 3.40 CB PLANETARY GEAR *SERIES B	SINGLE	Z20015P	NO
5	3300	3150*		3.50H X 3.40 CB PLANETARY GEAR *SERIES B	SINGLE	Z20015P	NO
6	3300	3150*		3.50H X 3.40 CB PLANETARY GEAR *SERIES B	SINGLE	Z20015P	NO
7	3300	3150*		3.50H X 3.40 CB PLANETARY GEAR *SERIES B	SINGLE	Z20015P	NO
8	3300	3150*		3.50H X 3.40 CB PLANETARY GEAR *SERIES B	SINGLE	Z20015P	NO
9	3300	3150*		3.50H X 3.40 CB PLANETARY GEAR *SERIES B	SINGLE	Z20015P	NO
10	3300	3150*		3.50H X 3.40 CB PLANETARY GEAR *SERIES B	SINGLE	Z20015P	NO
11	1810	2100		2.10H X 1.81 X0 STANDARD GLASS SLIDING DOOR	SINGLE	XSRDZ15030	YES
12	820	2040		EXTERNAL PA DOOR	SINGLE		YES
13	6000	3600		SLIDING DOOR	SINGLE	2C30030	

NOTES: 1) SEE SHEET 5 FOR DOOR OPENING FRAMING INFORMATION.  
 2) ALL DOOR SCHEDULE MEASUREMENTS ARE ACTUAL DOOR/WINDOW SIZE NOT OPENING SIZE.  
 3) STEEL SLIDING DOORS INDICATE THE BAY SIZE. REFER TO INSTRUCTION MANUAL FOR OPENING SIZES. SLIDING DOORS CAN BE SPLIT IN HALF AT USERS DISCRETION.  
 \* ROLLER DOOR OPENING HEIGHT DEPENDENT ON FINAL BUILD LOCATION.

4 OF 9 SHEET

JOB NO. PPR15369 NCC 2019

DATE 22/12/2022

CHECKED TM

DRAWN FDS

STEEL BUILDING BY (CONTACT) **BENTLEYS BUILDING SUPPLIES.**

FOR 08 86330000 BARR SHED

AT STEAM TRAIN ROAD PORT PIRIE

SHED SAFE

**fairdinkum SHEDS**

**NORTHERN CONSULTING engineers**

Civil & Structural Engineers  
 50 Punari Street  
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 ABN 341 008 173 56

Registered Chartered Professional Engineer  
 Registered Professional Engineer (Civil & Structural) QLD  
 Registered Certifying Engineer (Structural) N.T.  
 Registered Engineer - (Civil) VIC  
 Registered Engineer - (Civil) TAS

Regn. No. 2558980  
 Regn. No. 9985  
 Regn. No. 116373ES  
 Regn. No. PE0002216  
 Regn. No. CC5648M

Mr Timothy Roy Messer BE MIEAust RPEQ

Signature *T. Messer*

Date 22/12/2022

Registered on the NPER in the areas of practice of Civil & Structural National Professional Engineers Register

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**'BOLTED' FRAME**

**A HAUNCH CONNECTION** K51BB

**B APEX CONNECTION** AP51BB

**C MULLION FIXING ANGLE BRACKET** MFA14

**Dp PURLIN CONNECTION DETAIL** PPCON9L

**Dg GIRT CONNECTION DETAIL** PGCON9ND

**Eg ENDWALL GIRT CONNECTION DETAIL** PEGCON9N

**E END WALL GIRT CONNECTION** EG9

**G ROOF SHEETING PROFILE** RONC3

**H WALL SHEET PROFILE** WONC3

**I SIDE DOOR SUPPORT CONNECTION** DFRS

**K PERSONAL ACCESS DOOR** PADD1

**L FLYBRACING** FBRZ

**N BRIDGING DETAIL** PGBZ

**O EAVE PURLIN BRACKET** EPB-PH

**R LEAN TO CONNECTION** LTR14HB

**Q HAUNCH CONNECTION** HLT50BB

**U OPEN BAY HEADER SHEET DETAIL** OBH19

**U "Z" SIDEWALL ROLLER DOOR JAMB** ZSRDJ

**X "Z" SECTION DOOR JAMB BASE CONNECTION** ZRDJBC

**X "Z" DOOR JAMB EAVE PURLIN CONNECTION** ZJEP150150

**MEMBER AND MATERIAL SCHEDULE**

1	END WALL RAFTER	Single C30024
2	C.S. FRAME RAFTER	Single C30024
3	END FRAME COLUMN (C1)	Single C30030
4	C.S. FRAME COLUMN (C2)	Double C30030
5	MULLION (C3)	Single C30024
6	OPEN BAY MULLION (C3)	Single C30024
7	RL END FRAME COLUMN (C3)	Single C30024
8	RL OPEN BAY COLUMN (C4)	Double C30024
9	RL OPEN BAY COLUMN (C4)	Double C30024
10	C.S. FRAME KNEE BRACE	Single C20024 @ 4.26 LONG 4 bolts each end
11	KNEE BRACE HEIGHT UP COLUMN	1.91m
12	KNEE BRACE LENGTH UP RAFTER	3.49m
13	C.S. FRAME APEX BRACE	Single C20024 @ 6.01 LONG 2 bolts each end
14	APEX POSITION FROM RAFTER END	3.03m
15	END WALL RL RAFTER	Single C30024
16	C.S. RL RAFTER	Single C30024
17	C.S. RL KNEE BRACE	Single C20024 @ 1.70 LONG 2 bolts each end
18	RL KNEE BRACE HEIGHT UP COLUMN	1.21m
19	RL KNEE BRACE LENGTH UP RAFTER	1.04m
20	ANCHOR BOLTS (# PER DETS.)	L-Bolt M16x250 Galv per pair
21	EAVE PURLIN	C15019 (Eave Purlin Bracket 14mm down from top of column)
22	RIGHT LEANTO EAVE PURLIN	C15019 (Eave Purlin Bracket 0mm from top of column)
23	TYP. ROOF PURLIN SIZE	Z15015 (1 rows of bridging)
24	MAIN BLDG. PURLIN SPACING	0.902 m. (10 rows) (Max Allow. 0.984m)
25	ROOF PURLIN BRIDGING	Tophat 64 x 0.75
26	RIGHT LEANTO PURLIN SPACING	0.848 m. (7 rows) (Max Allow. 0.984m)
27	TYP. SIDEWALL GIRT SIZE	Z15015 (1 rows of bridging)
28	MAIN BLDG. SIDEWALL GIRT SPACING	0.830 m. (4 rows) (Max Allow. 0.906m)
29	SIDEWALL GIRT BRIDGING	Tophat 64 x 0.75
30	RIGHT LEANTO SIDEWALL GIRT SPACING	0.733 m. (3 rows) (Max Allow. 1.031m)
31	TYP. ENDWALL GIRT SIZE	Z15015 (1 rows of bridging)
32	MAIN BLDG. ENDWALL GIRT SPACING	0.670 m. (7 rows) (Max Allow. 0.744m)
33	BAY DIVIDER GIRT SPACING	0.670 m. (7 rows) (Max Allow. 0.744m)
34	MAIN BLDG. ENDWALL GIRT LENGTH	6 m. (0.3m Overlap)
35	ENDWALL GIRT BRIDGING	Tophat 64 x 0.75
36	RIGHT LEANTO ENDWALL GIRT SPACING	0.782 m. (3 rows) (Max Allow. 1.031m)
37	FRAME SCREW FASTENERS	14-13x22 Hex C/S (SP HD 5/16" Hex Drive)
38	FRAME BOLT FASTENERS	8.8 Hex BN M16x45 Z/P
39	PURLIN/GIRT FASTENERS	Purlin Assy M16x30 Z/P
40	X-BRACING STRAP AND FASTENERS	38 x 1.6mm Strap with 5 x 14g Tek Screws Each End
41	WALL COLOUR	COLORBOND
42	ROOF COLOUR	COLORBOND
43	ROLLER DOOR COLOUR	COLORBOND
44	INDUSTRIAL SLIDING DOOR COLOUR	COLORBOND
45	P.A. DOOR COLOUR	COLORBOND
46	GLASS SLIDING DOOR COLOUR	COLORBOND
47	DOWNPIPE COLOUR	COLORBOND
48	GUTTER COLOUR	COLORBOND
49	CORNER FLASHING COLOUR	COLORBOND
50	BARGE FLASHING COLOUR	COLORBOND
51	OPENING FLASHING COLOUR	COLORBOND
52	OPEN BAY HEADER HEIGHT	0.5

"C.S." = CLEARSPAN "L." = LEFT "R." = RIGHT

**PURLIN AND GIRT LENGTHS**

BAY	WIDTH	PURLIN LENGTH	GIRT LENGTH
1	6m	6.4 m. (0.4m Lap)	6.3 m. (0.3m Lap)
2	4m	4.5 m. (0.5m Lap)	4.3 m. (0.3m Lap)
3	4m	4.4 m. (0.4m Lap)	4.3 m. (0.3m Lap)
4	4m	4.4 m. (0.4m Lap)	4.3 m. (0.3m Lap)
5	4m	4.4 m. (0.4m Lap)	4.3 m. (0.3m Lap)
6	4m	4.4 m. (0.4m Lap)	4.3 m. (0.3m Lap)
7	4m	4.4 m. (0.4m Lap)	4.3 m. (0.3m Lap)
8	4m	4.4 m. (0.4m Lap)	4.3 m. (0.3m Lap)
9	4m	4.4 m. (0.4m Lap)	4.3 m. (0.3m Lap)
10	4m	4.4 m. (0.4m Lap)	4.3 m. (0.3m Lap)
11	4m	4.4 m. (0.4m Lap)	4.3 m. (0.3m Lap)
12	4m	4.4 m. (0.4m Lap)	4.3 m. (0.3m Lap)
13	4m	4.5 m. (0.5m Lap)	4.3 m. (0.3m Lap)
14	6m	6.4 m. (0.4m Lap)	6.3 m. (0.3m Lap)

5 OF 9 SHEET

JOB NO. PPR15369

DATE 22/12/2022

CHECKED TM

DRAWN FDS

FOR AT

DATE 2019

NCC

STEEL BUILDING BY (CONTACT)

**BENTLEYS BUILDING SUPPLIES.**

08 86330000

BARR SHED

STEAM TRAIN ROAD

PORT PIRIE

SHED SAFE

**fairdinkum SHEDS**

Registered Chartered Professional Engineer

Registered Professional Engineer (Civil & Structural) QLD

Registered Certifying Engineer (Structural) N.T.

Registered Engineer - (Civil) VIC

Registered Engineer - (Civil) TAS

**NORTHERN CONSULTING engineers**

Civil & Structural Engineers

50 Punari Street

Currajong, Qld 4812

Fax: 07 4725 5850

Email: design@nceng.com.au

ABN 341 008 173 56

Regn. No. 2558980

Regn. No. 9985

Regn. No. 116373ES

Regn. No. PE0002216

Regn. No. CC5648M

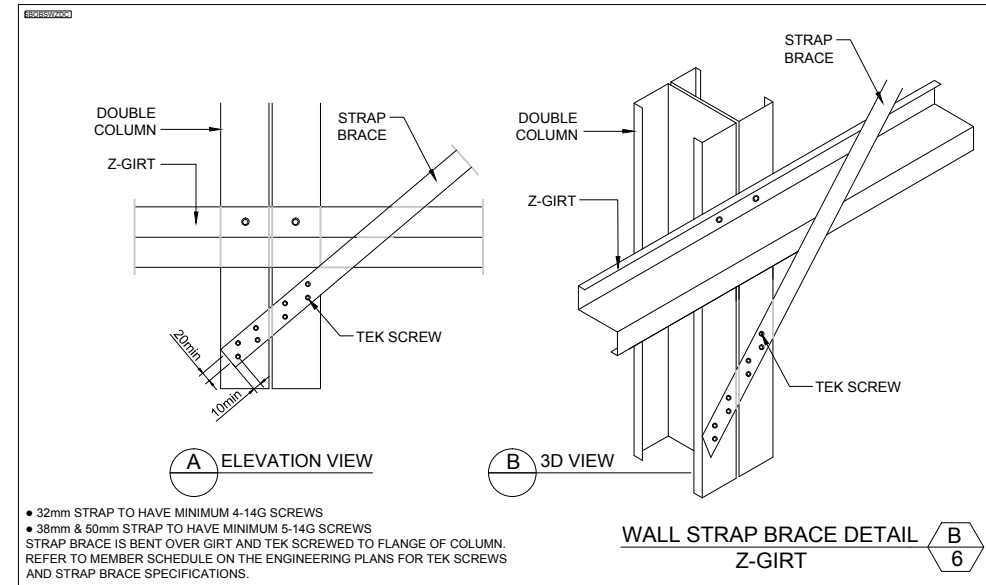
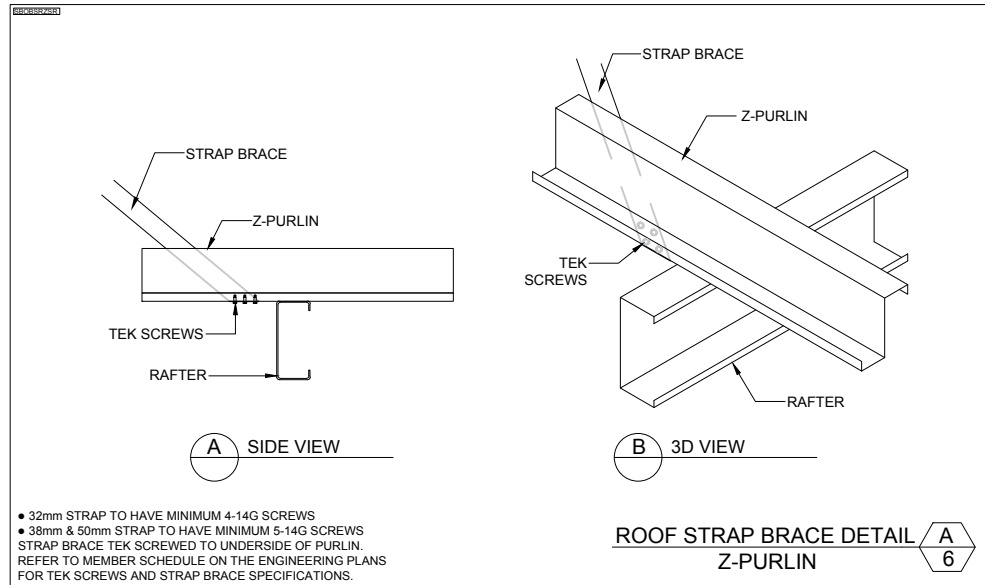
Mr Timothy Roy Messer BE MIEAust RPEQ

Signature *T. Messer*

Date 22/12/2022

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 Regn. No. CC5648M

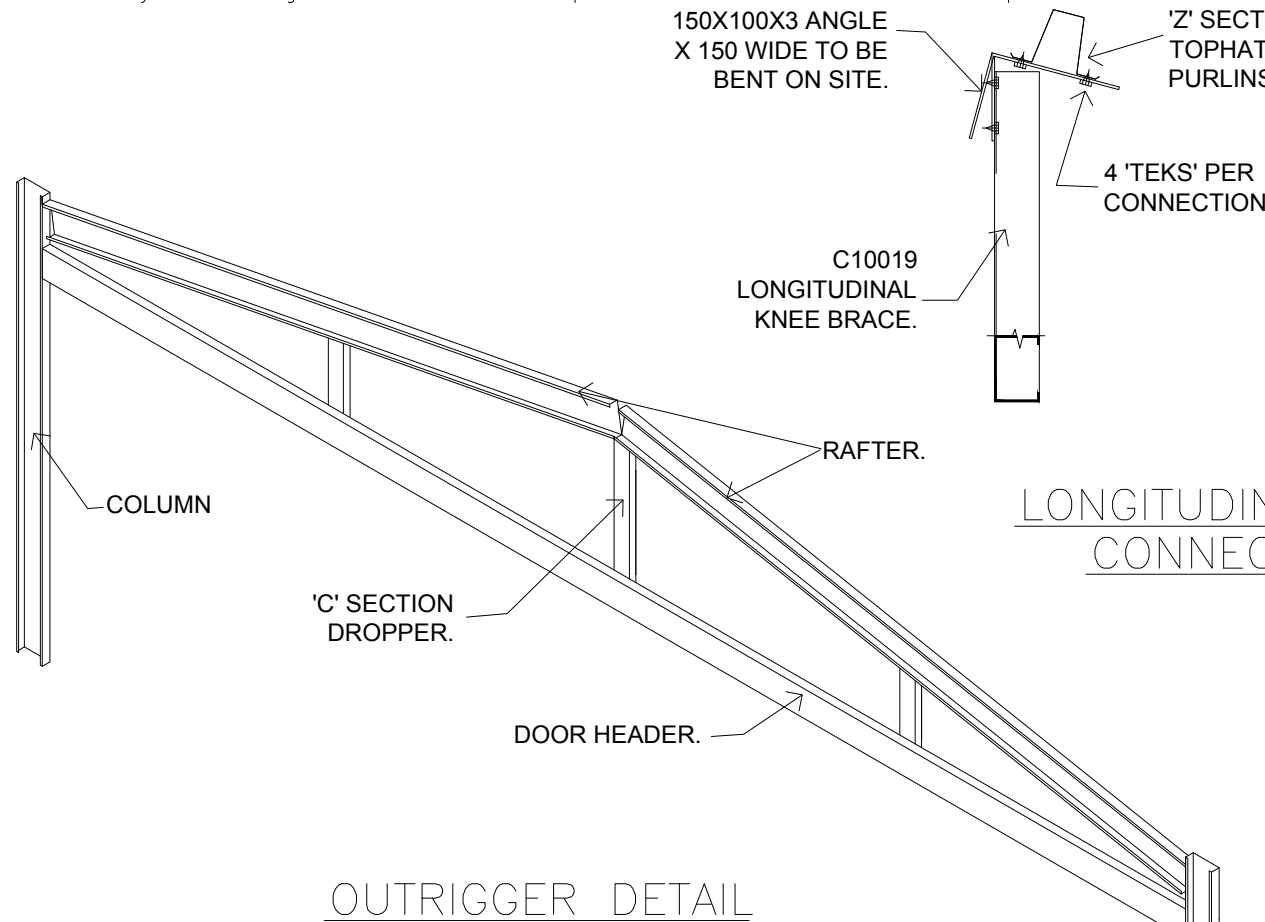
Mr Timothy Roy Messer BE MIEAust RPEQ

Signature *T. Messer*

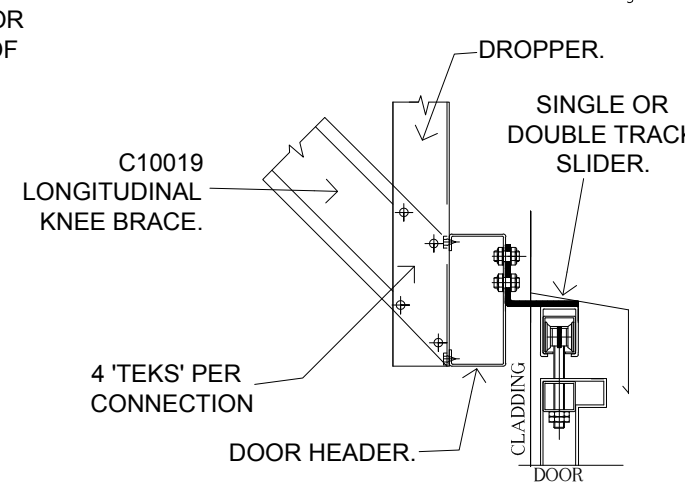
Date ..... 22/12/2022 .....

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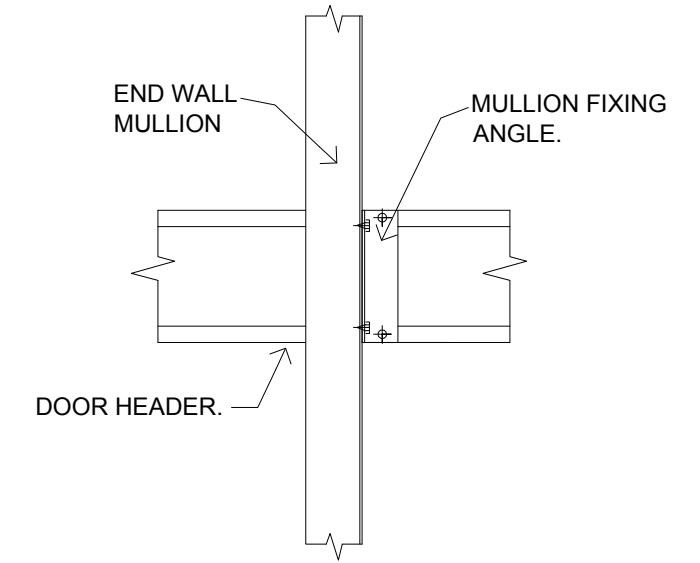
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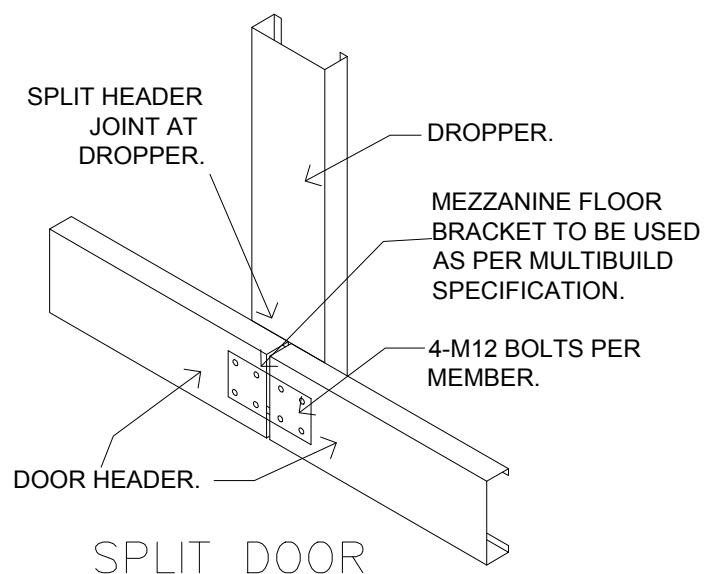
OUTRIGGER DETAIL



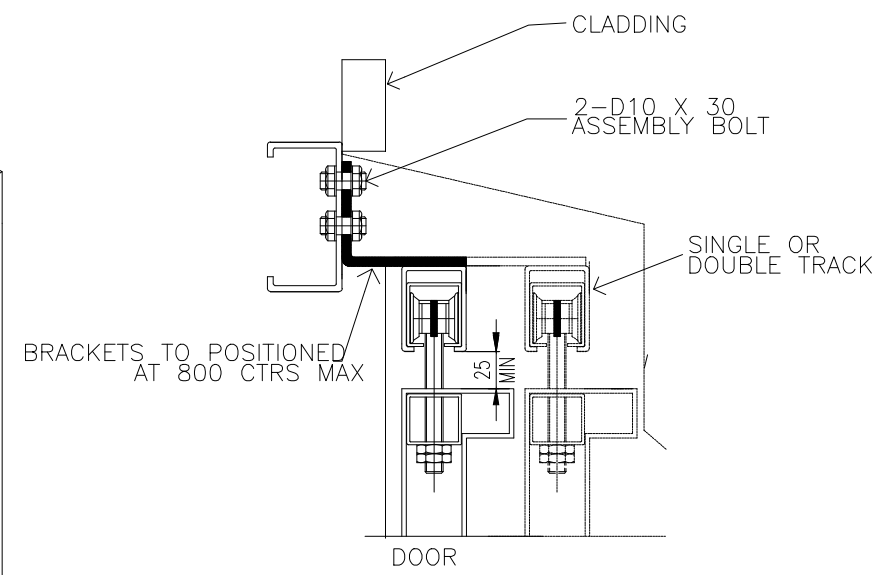
LONGITUDINAL KNEE BRACE CONNECTION DETAILS



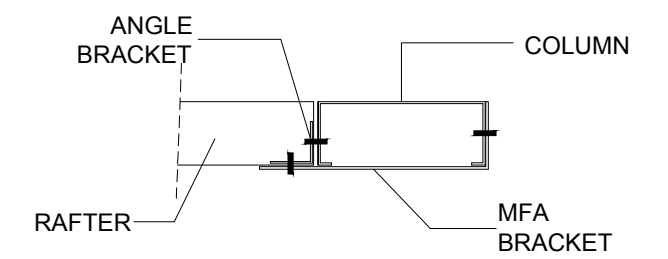
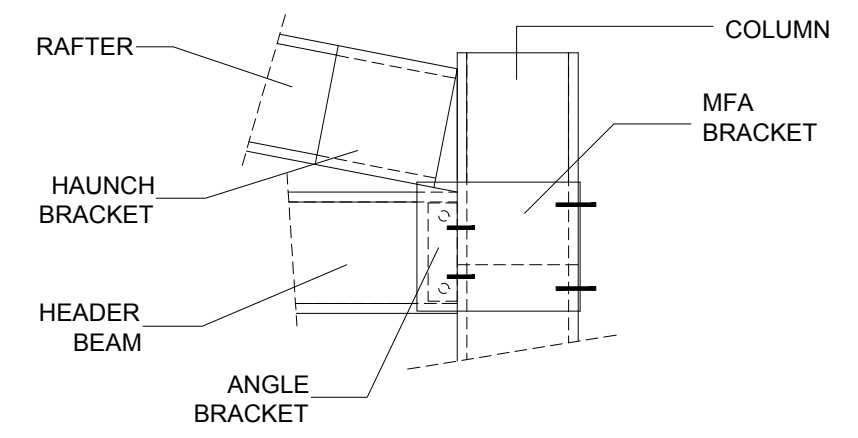
END WALL MULLION CONNECTION



SPLIT DOOR HEADER JOINT



SLIDING DOOR BRACKET



DOOR HEADER CONNECTION

- NOTES:
- ① MFA - MULLION FIXING ANGLE
  - ② MFA BRACKET TO BE ONE SIZE BIGGER THAN THE FRAME SIZE
  - ③ BOLT SIZE AS PER MULTIBUILD SPECIFICATIONS

7 OF 9	SHEET
	JOB NO. PP1R15369
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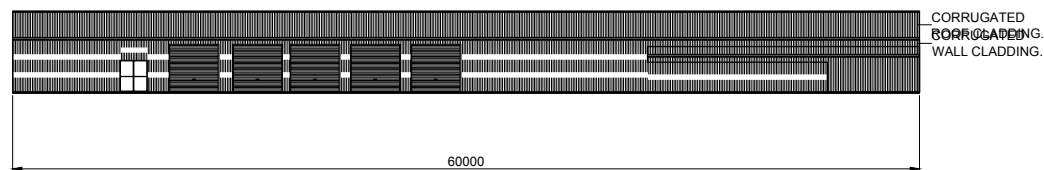
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Mr Timothy Roy Messer BE MIEAust RPEQ  
 Signature *T. Messer*  
 Date ..... 22/12/2022 .....  
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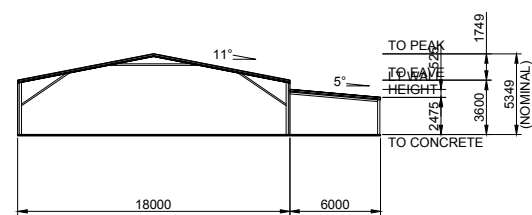
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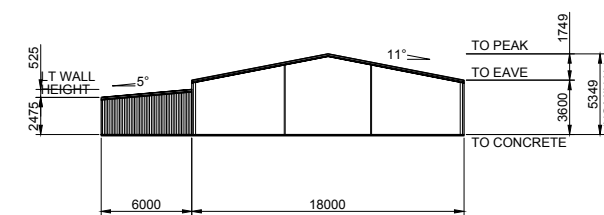
1  
8 SIDEWALL EXTERIOR ELEVATION  
SCALE: 1 = 500



2  
8 SIDEWALL EXTERIOR ELEVATION  
SCALE: 1 = 500



4  
8 ENDWALL EXTERIOR ELEVATION  
SCALE: 1 = 500



3  
8 ENDWALL EXTERIOR ELEVATION  
SCALE: 1 = 500

BUILDING COLOURS

WALL	COLORBOND
ROOF	COLORBOND
ROLLER DOOR	COLORBOND
INDUSTRIAL SLIDING DOOR	COLORBOND
P.A. DOOR	COLORBOND
GLASS SLIDING DOOR	COLORBOND
DOWNPIPE	COLORBOND
GUTTER	COLORBOND
CORNER FLASHING	COLORBOND
BARGE FLASHING	COLORBOND
OPENING FLASHING	COLORBOND

8 OF 9 SHEET

JOB NO. PPIR15369  
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**BENTLEYS BUILDING SUPPLIES.**  
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BARR SHED

FOR AT

STEAM TRAIN ROAD  
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# GUIDE TO THE INSTALLATION OF TEMPORARY BRACING

(REFER TO INSTALLATION GUIDE MANUAL FOR THE TWO METHODS OF CONSTRUCTION)

**NOTES:**

**BRACING MATERIALS** - THE SHED ERECTOR TO SUPPLY SPECIFIC BRACING. SUITABLE RIGID MEMBERS CAPABLE OF TENSION AND COMPRESSION OR OPPOSING CHAINS OR OPPOSING LOAD RATED RATCHET STRAPS TO BE USED. (RIGID BRACING AS SHOWN ON DIAGRAM) ROPE BRACING SUITABLE ONLY FOR SMALLER STRUCTURES IN IDEAL CONDITIONS.

**BRACING LOCATION** - TEMPORARY BRACING TO BE ERECTED AS CLOSE TO 45 DEGREE ANGLE AND FIXED TO THE TOP OF THE COLUMN OR MULLION TO ACHIEVE THE OPTIMUM EFFECTIVENESS. IF THERE IS NOT ENOUGH SPACE FOR A 45 DEGREE ANGLE, THEN 20 DEGREE ANGLE IS TO BE THE MINIMUM ANGLE ALLOWED (REFER TO DIAGRAM). RIGID TEMPORARY BRACING MEMBER TO BE BOLTED TO HEAVY ANGLE PEGS HAMMERED INTO THE GROUND OR TO A BRACKET, MASONRY ANCHORED TO THE SLAB.

**BRACING REMOVAL** - TEMPORARY BRACING TO REMAIN IN PLACE UNTIL CLADDING IS FULLY INSTALLED WHERE POSSIBLE. IN NO CASE SHOULD TEMPORARY BRACING BE REMOVED UNTIL ALL PURLINS, GIRTS (AND PERMANENT CROSS BRACING WHERE USED) ARE FIXED.

**SITE SAFETY** - DUE CONSIDERATION TO BE GIVEN TO SITE SAFETY IN REGARD TO LOCATIONS OF BRACING AND PEGS.

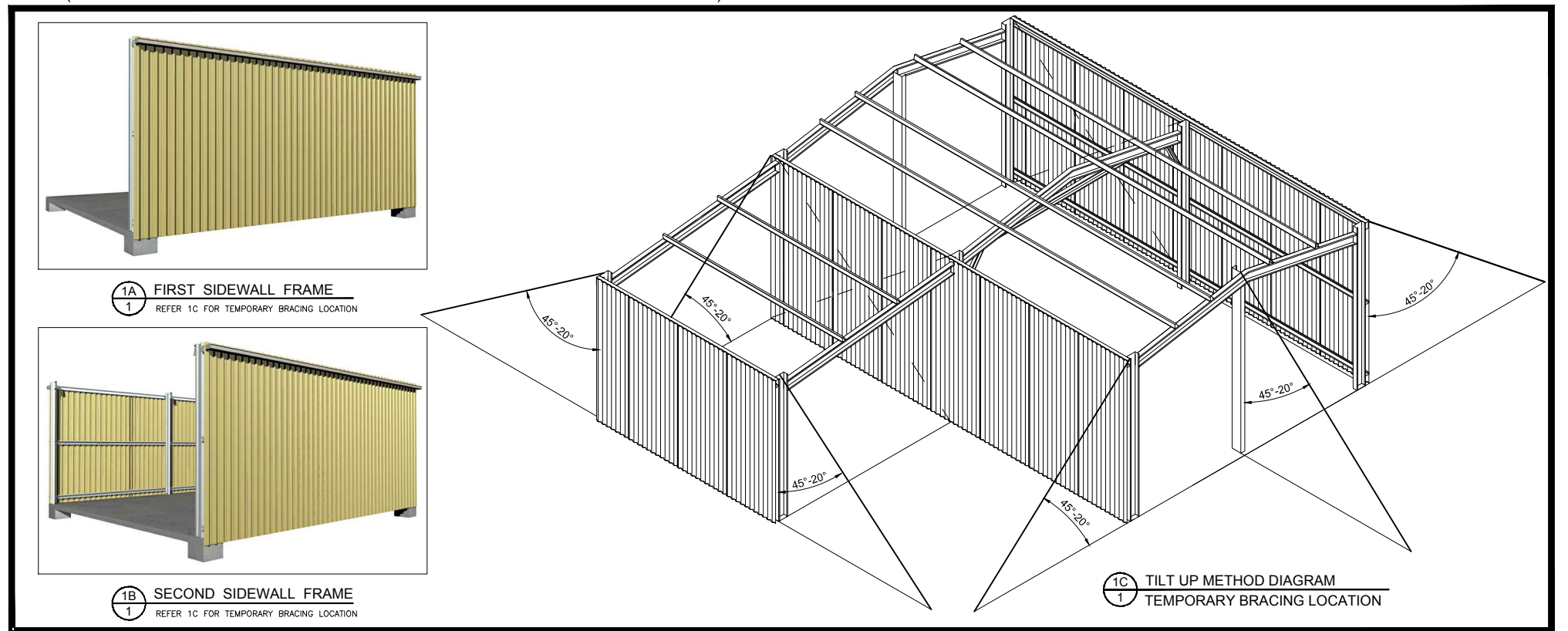
**GUIDE APPLICATION** - TEMPORARY BRACING AS DESCRIBED IS A MINIMUM REQUIREMENT FOR AN AVERAGE, STANDARD SITE CONDITION. PROVIDE ADDITIONAL BRACING FOR MORE SEVERE AND/OR HIGH EXPOSURE SITE CONDITIONS. ADDITIONAL BRACING TO BE USED AS AND WHERE NECESSARY TO ENSURE THAT ENTIRE FRAME IS RIGID THROUGHOUT CONSTRUCTION. RESPONSIBILITY FOR ENSURING STABILITY OF STRUCTURE REMAINS WITH THE BUILDER.

**TILT UP METHOD**  
FOR STRUCTURES UNDER 9M SPAN, LESS THAN 3M HIGH AND LESS THAN 12M LONG

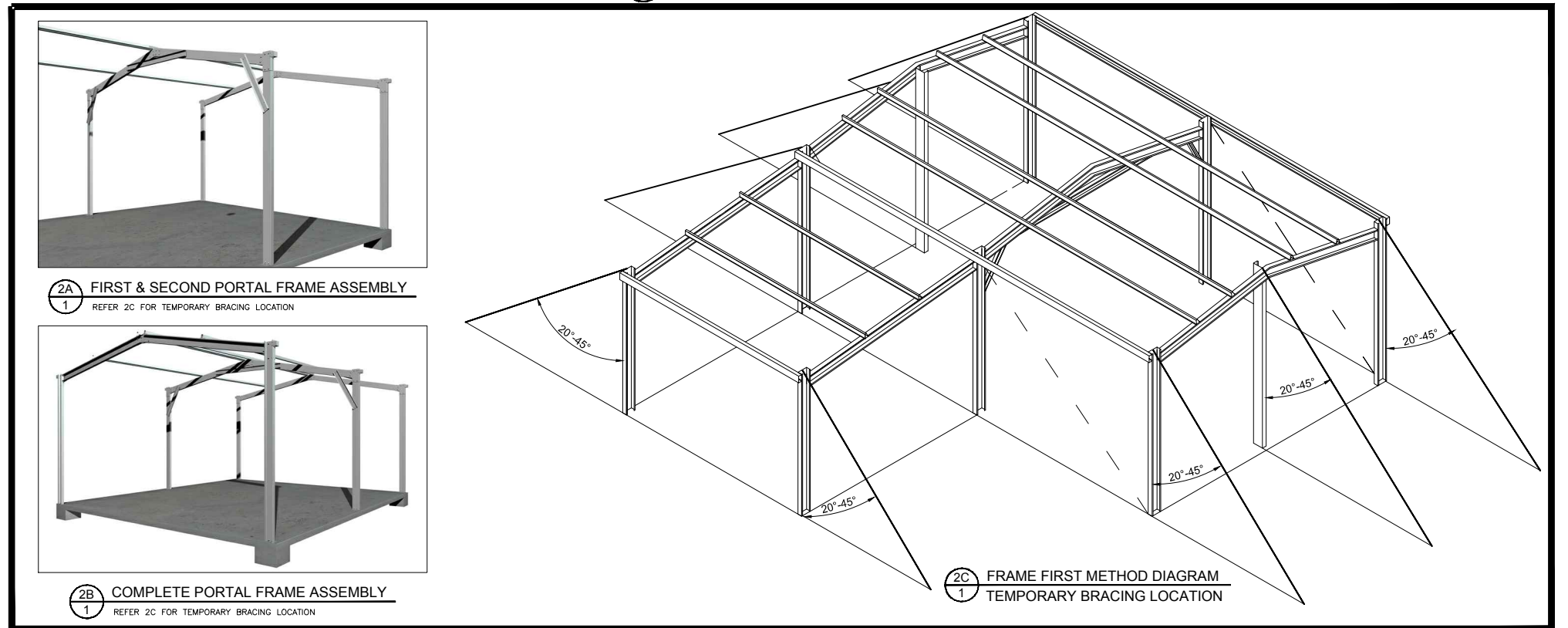
- A. ASSEMBLE THE FIRST SIDEWALL FRAME (COMPLETE WITH WALL SHEETING, BRACING AND GUTTER) ON THE GROUND AND LIFT ASSEMBLED SIDEWALL FRAME INTO POSITION. FIX OFF TEMPORARY SIDE BRACING TO EACH END (REFER TO DIAGRAM). FIX BASE CLEATS.
- B. ASSEMBLE THE SECOND SIDEWALL FRAME AS PER FIRST SIDEWALL FRAME. LIFT INTO POSITION. FIX OFF TEMPORARY WALL BRACING TO EACH END (REFER TO DIAGRAM) FIX BASE CLEATS.
- C. FIX GABLE END RAFTERS TO COLUMNS TO TIE WALLS. PROP APEX UNTIL ENDWALL MULLION AND APEX TEMPORARY BRACE ARE FIXED OFF. IF NO MULLION IS REQUIRED THEN PROP AND BRACE APEX UNTIL CLADDING IS COMPLETE.
- D. INSTALL REMAINING RAFTERS. AS EACH RAFTER PAIR IS INSTALLED, AT LEAST ONE PURLIN PER 3M OF RAFTER LENGTH IS TO BE INSTALLED TO SECURE RAFTERS.
- E. INSTALL REMAINING PURLINS
- F. INSTALL KNEE AND APEX BRACES IF AND WHERE APPLICABLE.
- G. REPEAT FOR LEANTO'S.

**FRAME FIRST METHOD**  
FOR STRUCTURES OVER 9M SPAN, GREATER THAN 3M HIGH AND GREATER THAN 12M LONG

- A. ASSEMBLE PORTAL FRAMES ON THE GROUND (WITH KNEE AND APEX BRACES IF AND WHERE APPLICABLE). LIFT THE FIRST PORTAL FRAME ASSEMBLY INTO POSITION. FIX OFF TEMPORARY END BRACING (REFER TO DIAGRAM). FIX BASE CLEATS.
- B. PROP APEX UNTIL ENDWALL MULLION AND APEX TEMPORARY BRACE ARE FIXED OFF. IF NO MULLION IS REQUIRED THEN PROP AND BRACE APEX UNTIL CLADDING IS COMPLETE.
- C. THE SECOND PORTAL FRAME ASSEMBLY TO BE LIFTED INTO POSITION. FIX EAVE PURLINS AND AT LEAST ONE PURLIN PER 3M OF RAFTER TO SECURE FRAME ASSEMBLY. FIX BASE CLEATS. FIX TEMPORARY SIDEWALL BRACING.
- D. STAND REMAINING PORTAL FRAME ASSEMBLY AS PER STEP C, FIXING TEMPORARY SIDE WALL BRACING TO EVERY SECOND BAY. BRACE OTHER END PORTAL FRAME AS PER FIRST PORTAL FRAME.
- E. INSTALL REMAINING PURLINS AND GIRTS.
- F. REPEAT FOR LEANTO'S.



**1 TILT UP METHOD DIAGRAM**  
SCALE: NTS



**2 FRAME FIRST METHOD DIAGRAM**  
SCALE: NTS

SHEET	6
	9
JOB NO.	PPR15369
DATE	22/12/2022
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FOR	AT
AT	
DATE	2019
NCC	2019

STEEL BUILDING BY (CONTACT)  
**BENTLEYS BUILDING SUPPLIES.**  
08 86330000  
BARR SHED  
STEAM TRAIN ROAD  
PORT PIRIE



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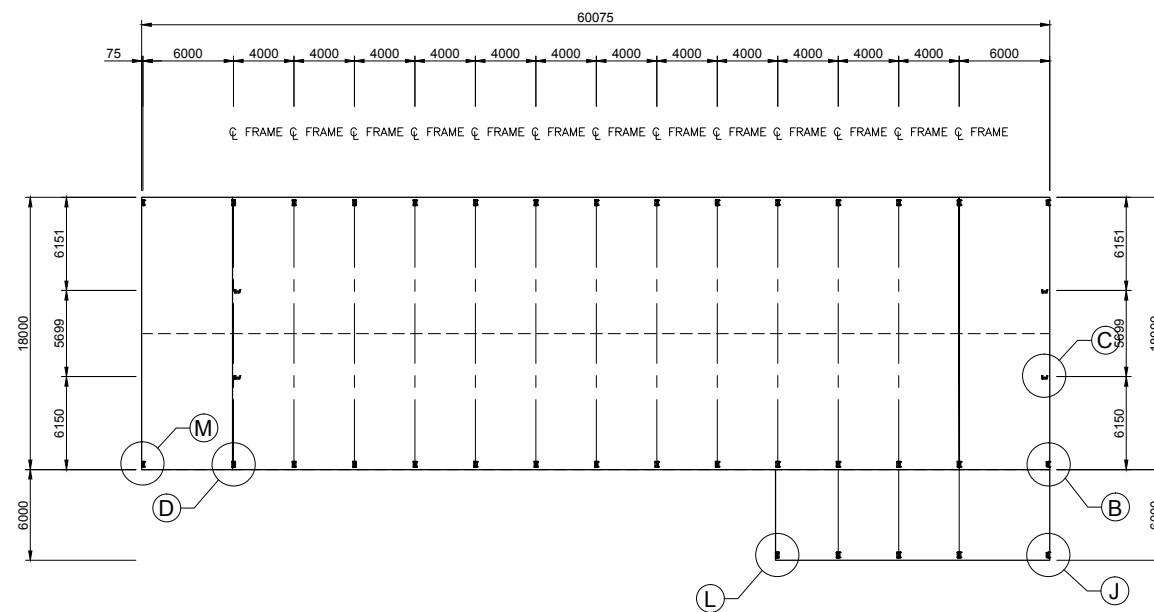
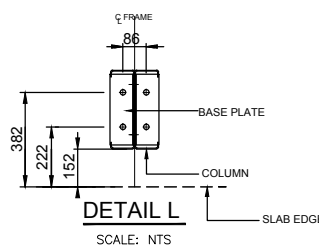
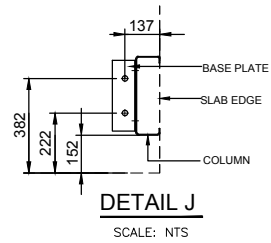
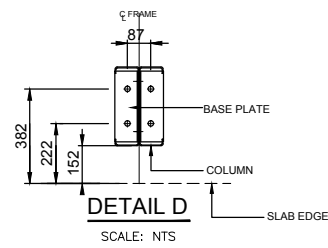
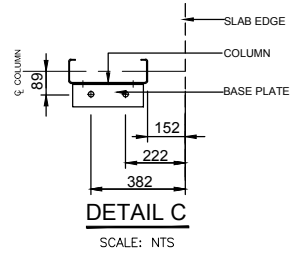
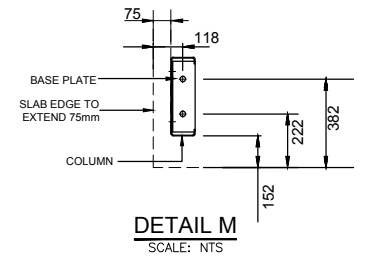
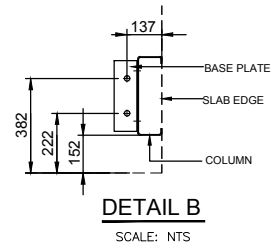
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Registered Certifying Engineer (Structural) N.T.  
Registered Engineer - (Civil) VIC  
Registered Engineer - (Civil) TAS

Regn. No. 2558980  
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Regn. No. 116373ES  
Regn. No. PE0002216  
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Signature *T. Messer*  
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NOT PART OF COUNCIL APPLICATION DOCUMENTATION

IF YOU HAVE A ROLLER DOOR IN THE GABLE END OF YOUR SHED, CONTACT YOUR DISTRIBUTOR TO SEE IF MULLION NEEDS TO BE ROTATED FOR USE AS A DOOR JAMB.

JOB NO. PPIR15369	DATE 22/12/2022	CHECKED TM	DRAWN FDS	STEEL BUILDING BY <b>BENTLEYS BUILDING SUPPLIES.</b> FOR BARR SHED AT STEAM TRAIN ROAD PORT PIRIE
----------------------	--------------------	---------------	--------------	---



# BOLT LAYOUT PLAN

# DEVELOPMENT APPLICATION FORM

South Australian Development Act

Regulation 88

Planning Development Infrastructure

Regulation Section 61

## CERTIFICATE OF COMPLIANCE - DESIGN

PPIR15369

BLS BUILDING ACC: BLAKE

To:

Relevant Building Surveyor: Port Pirie Regional Council

Address: \_\_\_\_\_

Postcode: \_\_\_\_\_

Independent Certifier Details :

From : Dr Simon Harb

**Postal Address:** S.Y HARB ENGINEERING  
Civil & Structural Engineer  
12 Wilson Street, Strathfield, NSW 2135

Accreditation No: NPER Reg. No. 726821

Specialty area of expertise : Structural Engineering

### Details of work

Customer Address : STEAM TRAIN ROAD City/Suburb/Town PORT PIRIE

Postcode : 5540 Lot No. \_\_\_\_\_ Certificate Title No. \_\_\_\_\_

Steel Portal Frame Structure. 18m span x 60m O/A length x 3.6m eaves height.  
Consisting of 14 bays at 6m, 4m, 4m, 4m, 4m, 4m, 4m, 4m, 4m, 4m, 4m, 4m, 4m, 6m spacings.  
Right leanto with 6m span.

Produced by the MultiBuild building design program (previously certified by me).

All Components to equivalent AS1170.2 rating.

### Basis of Certification

Detail the basis for giving the Certificate and the extent to which tests, specifications, rules, standards, codes of practice and other publications were relied upon.

Region= Reg A Terrain Category= TCat 2 Importance level= 2 NCC Wind Class= N/A V= 41

Annual probability of exceedance wind = 1:500  $V^R$ = 45 Design Wind Speed = 41 m/s

Design Roof Live load= 0.25 kPa Internal pressure Coefficients Cpi = -0.65 & 0.7

Certificate type : Structure & Foundations only

In issuing this certificate, Part 7 - Assessment - processes and assessment facilitation, Division 6 - Other matters, 61 - Certificate of independent technical expert in certain cases the following matters are relevant:

Design Documents : 'Fair Dinkum Sheds' Structural Drawings for this project  
to be read in conjunction with sheets #1 to 9 Prepared by : FDS Dated : 22/12/2022  
For Door and Window Details see sheet #5  
NCC Building Classification = Class 10

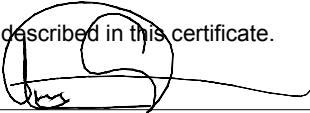
Relevant Calculations : NA

References: AS/NZS 4600-2018, AS 1170.1 & 2-2011, AS 2870-2011. AS 3600-2018, AS 3623-1993, AS 1288-2006, AS1562.1-1992  
Part B1- Volume 1, or Part 2.1 Structural Provisions - Volume 2 of the National Construction Code and the matters referred to in  
Section E Volume 1 of the National Construction Code - Amendment 1 2019

### Substance of Certificate :

The materials, forms of construction and systems to which the details, particulars, plans, drawings or specifications relate will, if installed or carried out in accordance with the details, particulars, plans, drawings or specifications, comply with the requirements of the National Construction Code of Australia.

I certify the matters described in this certificate.

Certifier :   
DR SIMON HARB REGISTRATION NO. 726821

Date : 22/12/2022

Designer :   
TIMOTHY R MESSER REGISTRATION NO. 2558980

Date : 22/12/2022

**ATTACHMENT B**

Photos of the site







# Details of Representations

## Application Summary

Application ID	23000012
Proposal	Store (80% Builders Storage Facility & 20% domestic use)
Location	51 STEAMTRAIN RD COONAMIA SA 5540

## Representations

### Representor 1 - Shelly Brook

Name	Shelly Brook
Address	P.O. Box 1258 PORT PIRIE SA, 5540 Australia
Submission Date	16/03/2023 02:40 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development

### Reasons

We do not support the development: We do not agree to the frequency of people and equipment coming and going throughout the day, night and weekends. eg. more than the usual house movement and noise of people and their vehicles/machinery. The wording of 'predominantly' the hours of 6am-5pm considering this will not be their business base as per stated, but storage for partners building business. Which they say includes driveway and car park for a business that will not operate as a business from this property. But as outlined in letter that it will operate as a business but minus the signage. We do not agree to the stated use of the shed considering we are a residential area and not suitable for a business to come and go all hours multiple times throughout the day/night and disrupt residence.

## Attached Documents

**ATTACHMENT D**      Response to Representations



**Archived:** Friday, 16 June 2023 2:21:54 PM  
**From:** [Blake](#)  
**Sent:** Friday, 16 June 2023 11:53:20 AM  
**To:** [Yantel Burns](#)  
**Subject:** RE: 51 Steamtrain Road  
**Response requested:** Yes  
**Sensitivity:** Normal

---

Hi Yantel

Blake has asked I pen this email back to you with his response.

- As there is to be no trade with a store, can you outline where trade and administration are undertaken currently and where it will be undertaken on completion of the development.
  - Administration is currently @ 5 Cottell Street, and it is intended this arrangement stays the same.
- There is a dwelling located on the site, can you please outline if this is occupied and the future intent of the dwelling.
  - The dwelling on the property does not have occupants/tenants (has not been occupied since acquiring the property and there is no intention of placing people in the house). In the future this dwelling may need to be removed/demolished.

Please let us know if you need any more detail.

Kind regards Pam

### **Accounts & Business Coordination**

BLS Building and Maintenance Services

☎ 08 8638 3100

✉ [blake@blsbuildings.com.au](mailto:blake@blsbuildings.com.au)





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## **BLS Building and Maintenance Services**

**51 Steamtrain Road Port Pirie**

## **Environmental Noise Assessment**

50B-23-0095-TRP-54372-0

7 June 2023

<b>Job Title:</b> 51 Steamtrain Road Port Pirie			
<b>Report Title:</b> Environmental Noise Assessment			
<b>Document Reference:</b> 50B-23-0095-TRP-54372-0			
<b>Prepared For:</b> BLS Building and Maintenance Services 5 Cottell Street Port Pirie, South Australia, 5540, Australia  <b>Contact:</b> Blake <b>Tel:</b>	<b>Prepared By:</b> Vipac Engineers and Scientists Limited 33 Bacon St, Hindmarsh, SA 5007, Australia  <b>Tel:</b> +61 8 8334 0900		
<b>Author:</b> Stewart Blake 07 Jun 2023	 Project Engineer		
<b>Reviewer:</b> Carl Jungfer 6 Jun 2023	Senior Engineer		
<b>Issued By:</b> Carl Jungfer 7 Jun 2023	Senior Engineer		
<b>Revision History:</b>			
<i>Rev. #</i>	<i>Comments / Details of change(s) made</i>	<i>Date</i>	<i>Revised by:</i>
Rev. 00	Original issue	7 Jun 2023	

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## 1 Introduction

This report outlines the environmental noise assessment for a proposed development at 51 Steamtrain Road Coonamia SA 5540. The proposed development consists of a storage shed, with 80% usage as a builder's storage facility and 20% for domestic use.

The closest noise sensitive receivers are located at the adjoining properties and across Steamtrain Road.

The potential noise emissions from the development have been assessed against the requirements of the Planning & Design Code [1] and the South Australia Environment Protection (Noise) Policy 2007 (Noise Policy) [2].

## 2 References

- [1] The Planning & Design Code, South Australia.
- [2] Environment Protection (Noise) Policy 2007, Government of South Australia.
- [3] ISO 9613-2 Acoustics – Attenuation of sound during propagation outdoors, Part 2: General method of calculation.

## 3 Proposed Development

### 3.1 Location

The subject site is located at 51 Steamtrain Road and is bounded by rural residential properties, with Rural (Ru) and Rural Living (RuL) zoning, as shown in Figure 1.



Figure 1: Aerial view of site and zoning.

### 3.2 Operations

The development is to be used as a storage facility, with 80% usage as a builder’s storage facility and 20% for domestic use.

The potential noise sources associated with the development will include:

- Movement of vehicles through the site
- Loading and unloading of vehicles.

Predominant hours of operation are expected between the hours of 6am – 5pm. However, it is understood that the typical periods of use will be as follows:

- Morning: Arrival of 4 vehicles during the morning, loading of vehicle(s) before leaving site in loaded vehicles. (total estimated time: 15 – 30 min)
- Afternoon/evening: Return of vehicle(s) from site, unloading vehicle, employees leaving in personal vehicles. (total estimated time: 15 min).

## 4 Planning and Design Code

### 4.1 Zoning

#### 4.1.1 Subject Site

The subject site is located within “Rural” zone. The relevant Desired Outcomes for the zone are outlined in Table 1.

*Table 1: Relevant Desired Outcomes – Rural zone*

Desired Outcome	
DO1	A zone supporting the economic prosperity of South Australia primarily through the production, processing, storage and distribution of primary produce, forestry and the generation of energy from renewable sources.
DO2	A zone supporting diversification of existing businesses that promote value-adding such as industry, storage and warehousing activities, the sale and consumption of primary produce, tourist development and accommodation.

#### 4.1.2 Noise Sensitive Receivers

The closest receivers are the adjacent properties to the north and south and on the opposite side of Steamtrain Road.

The receivers to the north and south are in the “Rural” zone. The relevant Desired Outcomes are outlined in Table 1.

The receivers on the opposite side of Steamtrain Road are in the “Rural Living” zone. The relevant Desired Outcomes for the zone are outlined in Table 2.

*Table 2: Relevant Desired Outcomes – Rural Living zone*

Desired Outcome	
DO1	A spacious and secluded residential lifestyle within semi-rural or semi-natural environments, providing opportunities for a range of low-intensity rural activities and home-based business activities that complement that lifestyle choice.

## 4.2 Interface between Land Uses

Interface between Land Uses is a General Development Policy that is relevant to the subject site. The relevant Assessment Provisions relating to noise are outlined in Table 3.

Table 3: Relevant land assessment provisions – Activities generating noise or vibration

Desired Outcome	
DO1	Development is located and designed to mitigate adverse effects on or from neighbouring and proximate land uses.
Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
PO 4.1 Development that emits noise (other than music) does not unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers).	DTS/DPF 4.1 Noise that affects sensitive receivers achieves the relevant Environment Protection (Noise) Policy criteria.
PO 4.2 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: <ul style="list-style-type: none"> <li>a) locating openings of buildings and associated services away from the interface with the adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers</li> <li>b) when sited outdoors, locating such areas as far as practicable from adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers</li> <li>c) housing plant and equipment within an enclosed structure or acoustic enclosure</li> <li>d) providing a suitable acoustic barrier between the plant and / or equipment and the adjacent sensitive receiver boundary or zone.</li> </ul>	DTS/DPF 4.2 None are applicable.

## 5 Noise Criteria

### 5.1 Environmental Noise Policy

In accordance with DTS/DPF 4.1, environmental noise emissions from the subject site should comply with the Environment Protection (Noise) Policy 2007 (Noise Policy) [2].

The noise goals in the EPP Noise Policy are based on the zoning of the development and the closest noise affected premises. The land uses primarily promoted by the zones are used to determine the environmental noise criteria with the indicative noise factors shown in Table 4.

Table 4: Indicative noise factors

Land use category	Indicative noise factor, dB(A)	
	Day (7am – 10pm)	Night (10pm – 7am)
Rural Living	47	40
Residential	52	45
Rural Industry	57	50
Light Industry	57	50
Commercial	62	55
General Industry	65	55
Special Industry	70	60

Based on the zoning and the relevant Desired Outcomes for the zones of the subject site and the adjacent receivers, the primarily promoted land uses and the Indicative Noise Levels (INLs) for the relevant zones are detailed in Table 5.

Table 5: Indicative Noise Levels (INLs) for relevant Zones

Zone	Key point(s) for decision	Noise EPP Land Use Category	Indicative Noise Levels (INL), dB(A)	
			Day	Night
Rural	Supporting the economic prosperity of South Australia primarily through the production, processing, storage and distribution of primary produce, forestry and the generation of energy from renewable sources.	Rural Industry	57	50
Rural Living Zone	Residential development with complementary ancillary non-residential uses that do not place additional demands on services and infrastructure, and compatible with a secluded semi-rural or semi-natural residential character.	Rural Living	47	40



## 5.2 Receiver Locations

Vipac have identified the closest noise sensitive receiver locations to the development, as shown in Figure 2 and Table 6.

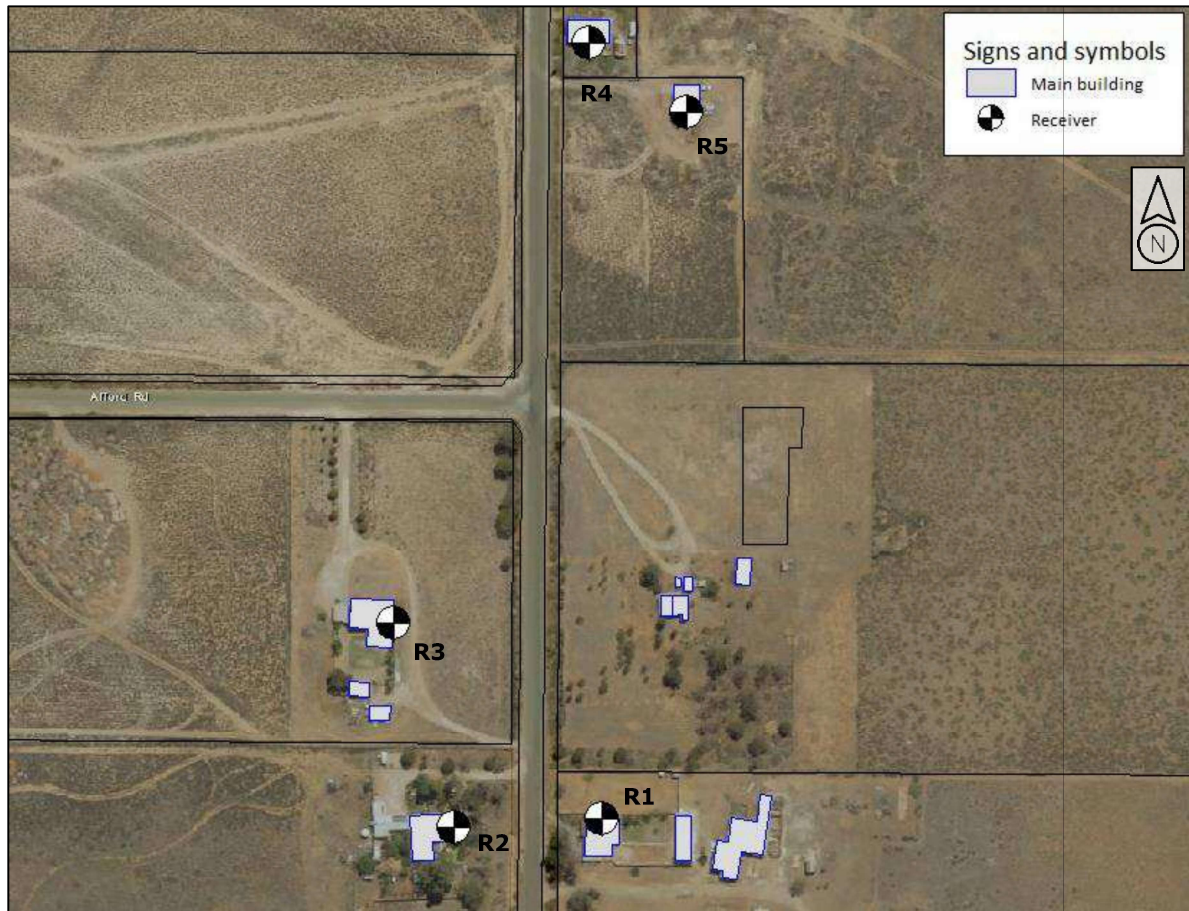


Figure 2: Aerial view detailing receiver locations used for the assessment

In accordance with Part 5 of the Noise Policy [2], the relevant criteria are the average of the relevant indicative noise factors less 5 dB(A), as detailed in Table 6 for each receiver location.

Table 6: Noise criteria for receiver locations

Receiver	Address	Zone	Noise Criteria	
			Day (7am – 10pm)	Night (10pm – 7am)
Development Site	51 Steamtrain Rd	Rural	NA	NA
R1	73 Steamtrain Rd	Rural	52	45
R2	72 Steamtrain Rd	Rural Living	47	40
R3	204 Afford Rd	Rural Living	47	40
R4	37 Steamtrain Rd	Rural	52	45
R5	41 Steamtrain Rd	Rural	52	45

For a noise containing a characteristic (tonal, impulsive, low frequency or modulating), the following adjustments are to be made to the source noise level:

- Noise containing 1 characteristic; a 5dB(A) penalty must be added to the noise level (continuous),
- Noise containing 2 characteristics; an 8dB(A) penalty must be added to the noise level (continuous),
- Noise containing 3 or 4 characteristics, a 10dB(A) penalty must be added to the noise level (continuous).

For a penalty to be applied, the characteristic must be fundamental to the nature and impact of the noise. The characteristic should dominate the overall noise impact, rather than simply be part of it.

## 6 Noise Modelling

### 6.1 Modelling Parameters

Modelling was undertaken using SoundPLAN Environmental Software v8.2 program, using the calculation method defined in ISO 9613-2 [3].

The ISO 9613 method predicts sound pressure levels conditions of downwind propagation or of propagation under a well-developed moderate ground-based temperature inversion (a common night-time meteorological condition). It is a conservative approach that models conditions favourable to propagation from noise sources to receivers.

The modelling accounts for the following environmental features:

- geometric spreading
- surface and atmospheric absorption
- reflection from surfaces
- screening from fences and structures.

### 6.2 Modelling Scenarios

A single scenario was modelled which is representative of the likely activities to occur in the development. These activities would potentially occur during the night-time or day-time periods given the scheduled operations may occur between 6am and 5pm.

Sound levels were modelled using noise source data from Vipac’s previous experience and measurements during similar projects.

#### Vehicle movements

- Truck movements from the entrance to the property to the storage shed were modelled using a sound power source based on 4 vehicle movements within a 15-minute period, modelled as a line source.
- Two noise sources located outside the storage shed which are representative of vehicles idling, including opening and closing doors.

#### Loading and unloading of vehicles

- Loading and unloading activities were based on predictions of internal noise levels within the storage shed caused by these activities. It was assumed that one large door was open on both the western and northern facades of the storage shed. The noise transmitting through the steel façade was also modelled for all facades and included the roof. An impulsive characteristic is likely present in noise from this source.

A summary of the sound power levels used in the modelling, is included in Table 7.

*Table 7: Source sound levels*

Source Description	Source type	Noise Level dB(A)
Truck movements	Sound power level (SWL) - Line	88
Vehicles idling	Sound power level (SWL) - Point	81
Noise level within storage shed	Reverberant sound pressure level (SPL)	69

### 6.3 Predicted Noise Level

The noise levels at the receiver locations were calculated in SoundPLAN for the scenario as detailed in Section 6.2.

To assess the impact of potential impulsive characteristic associated with noise from loading and unloading activities in the storage shed, a scenario with a 5dBA penalty applied to these noise sources was also calculated.

A summary of the predicted noise levels is detailed in Table 8.

Table 8: Predicted noise levels at receiver locations

Receiver	Predicted Noise level, dB(A)	
	No Penalty	Including 5dBA penalty of impulsive characteristics
73 Steamtrain Rd	36	39
72 Steamtrain Rd	35	37
204 Afford Rd	38	40
37 Steamtrain Rd	36	39
41 Steamtrain Rd	38	41

## 7 Assessment

The predicted noise levels at each noise sensitive receiver location have been assessed relative to the noise criteria in Table 9. The predicted noise levels with the penalty for impulsive characteristics has been used for the assessment.

Table 9: Assessment of predicted noise levels

Receiver	Predicted Noise level, dB(A)	Criteria Noise Level, dB(A)		Exceedance, dB(A)	
		Day-time (7am – 10pm)	Night-time (10pm – 7am)	Day-time (7am – 10pm)	Night-time (10pm – 7am)
73 Steamtrain Rd	39	52	45	-13	-6
72 Steamtrain Rd	37	47	40	-10	-3
204 Afford Rd	40	47	40	-7	0
37 Steamtrain Rd	39	52	45	-13	-6
41 Steamtrain Rd	41	52	45	-11	-4

## 8 Conclusion

An environmental noise impact assessment has been undertaken for the proposed storage shed development at 51 Steamtrain Road, Coonamia, SA 5540.

This assessment has demonstrated that the noise emissions from the proposed development will be able to comply with the relevant noise provisions in the Planning & Design Code [1] and Environmental Protection (Noise) Policy [2].