



Port Augusta
CITY COUNCIL



**UNEARTH
WHYALLA**

AGENDA

UPPER SPENCER GULF REGIONAL ASSESSMENT PANEL

**Civic Conference Room, Whyalla City Council,
21 Grundel St, Whyalla Norrie,
Tuesday 27 August 2024,
commencing at 5.30pm.**



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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 August 2024, Civic Conference Room, Whyalla City Council Building, 21 Grundel Street, Whyalla Norrie, commencing at 5.30pm.

Jodie Perone
ASSESSMENT MANAGER
22 August 2024

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

2. **Present**

3. **Apologies**

Nil

4. **Confirmation of Minutes**

That the minutes of meeting held on 12 June 2024 be received and adopted.

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

6. **Conflict of Interest Declarations**

7. Officer Reports – Development Act applications

7.1 Development Application 24010506

Page 4

Change of land use to Service Trade Premises (Motor Vehicle Showroom) with associated freestanding advertisement(s) and vehicle parts storage shed, 32 & 34-36 Forsyth Street, Whyalla.

7.1.1 Representors do not wish to be heard.

8. Other business

9. Close

DEVELOPMENT NO.:	24010506
APPLICANT:	Adam Albanese
ADDRESS:	34-36 Forsyth St Whyalla SA 5600 32 Forsyth St Whyalla SA 5600
NATURE OF DEVELOPMENT:	Change of land use to Service Trade Premises (Motor Vehicle Showroom) with associated freestanding advertisement(s) and vehicle parts storage shed.
ZONING INFORMATION:	Zones: • Township Main Street Overlays: • Hazards (Flooding - Evidence Required) • Native Vegetation
LODGEMENT DATE:	7 May 2024
RELEVANT AUTHORITY:	Regional assessment panel/Assessment manager at Upper Spencer Gulf Regional Assessment Panel
PLANNING & DESIGN CODE VERSION:	P&D Code (in effect) Version 2024.7 18/04/2024
CATEGORY OF DEVELOPMENT:	Code Assessed - Performance Assessed
NOTIFICATION:	Yes
RECOMMENDING OFFICER:	Lucas Trevisan City Planning Coordinator
REFERRALS STATUTORY:	None
REFERRALS NON-STATUTORY:	Internal referral to Assets – Stormwater and Traffic

Attachments:

ATTACHMENT 1: Final Plans

ATTACHMENT 2: Representations

ATTACHMENT 3: Response to representations

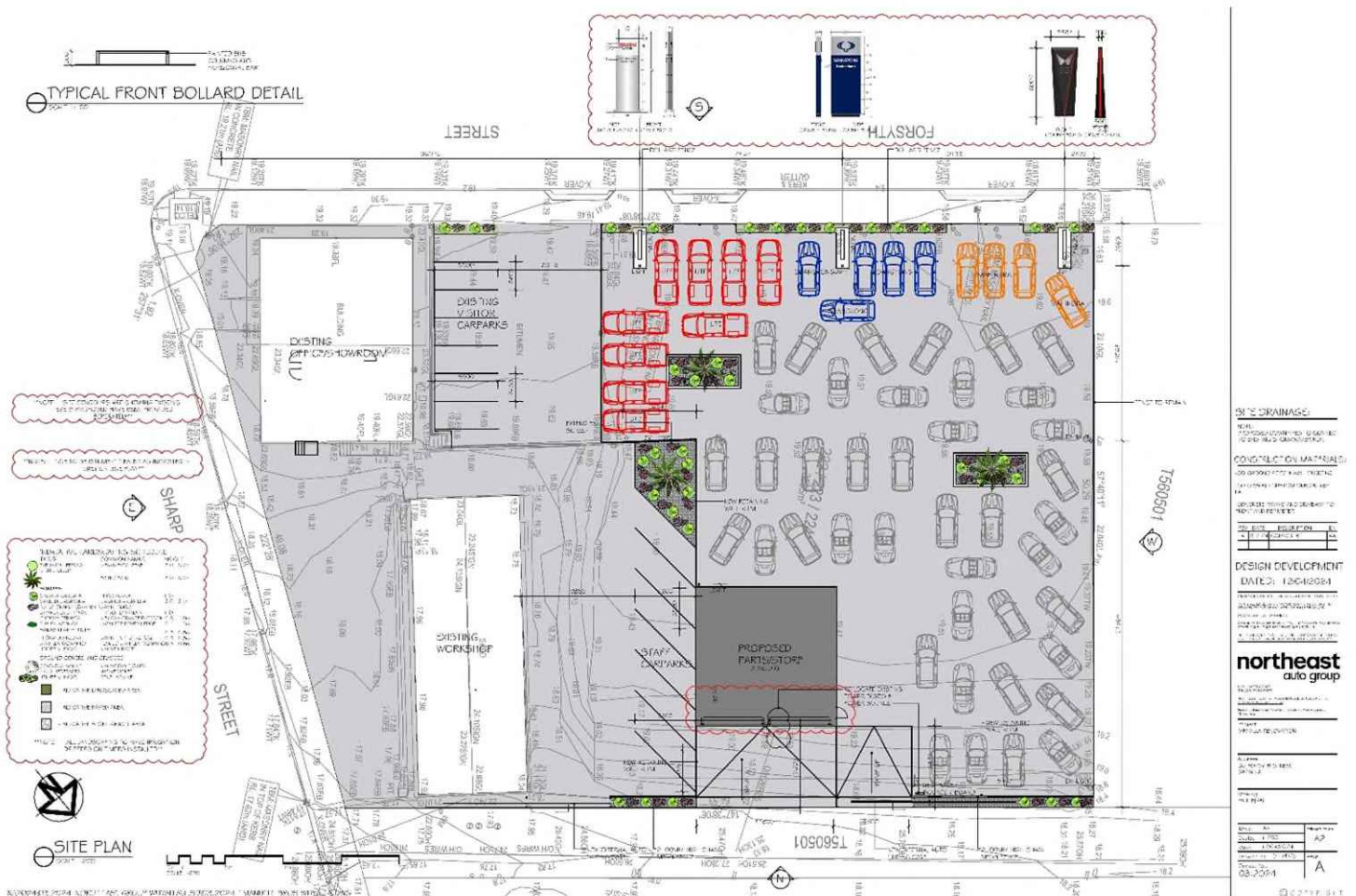
ATTACHMENT 4: Stormwater Management Report

ATTACHMENT 5: Lighting Plan and documentation

1.0 DETAILED DESCRIPTION OF PROPOSAL:

The proposed development comprises of a service trade premises (motor vehicle showroom) with associated freestanding advertisement(s) and vehicle parts storage shed – In more detail it includes:

- Service trade premises, with indoor and outdoor vehicle display areas
- Associated staff offices
- Onsite guest and staff vehicle parking spaces – 13 spaces
- Boundary fencing (greater than 2.1m)
- 3 x freestanding Advertisement structures with additional fixed advertisement on the fascia and walls of the workshop and office buildings.



2.0 BACKGROUND:

2.1 Previous land use

Previous land use is consistent with that of a Service Trade Premises for the purposes of a motor vehicle showroom and associated vehicle workshop, however the previous service trade premises land use has since lapsed and the land has reverted to a workshop use.

Council holds record of the following applications over the land:

32 (224)	Building Applic. 761027 Extensions
	Building Applic. 630050 Work shop
	Building Applic. 630080 Showroom
	Building Applic. 650016 Workshop
	850/296/06: NTA SIGN GROUP - Signage
	850/493/05: Eyre Auto Group - New & Used vehicles parts sales and servicing facility.
34-36 (222 & 223)	
	Building Applic. 840252 Window
	Building Applic. 620279 Garage
	Building Applic. 630021 EXT/GA
	Building Applic. 760019 Sign
	Building Applic. 650217 Car Showroom
	Building Applic. 740666 Carport
	Building Applic. 720342 Office
	Building Applic. 650305 Workshop
	850/1281/94: Prosign Advertising - Illuminated Pylon Sign

2.2 Change in land use

For the purposes of determining whether a change in the use of land has occurred, one must have regard to Section 4 of the Planning, development, and Infrastructure Act 2016. Specific to this application, Section 4, 1, (b) and (d) are met, and a change in land use must form an element of the application.

For clarity, Section 4, (b) and (d) state the following respectively –

For the purpose of determining whether a change in the use of land has occurred, the commencement or revival of a particular use of the land will, subject to this section, be regarded as a change in the use of the land if—

- (b) the commencement of the use or the revival of the use follows on from a period of non-use;*
- (d) there is an increase in the intensity of the use of the land which is prescribed by the Planning and Design Code as constituting a material increase in use for the purposes of this paragraph.*

Section 4, 2, clarifies the period of ‘non-use’ by stating *the revival of a use of land after a period of discontinuance will be regarded as the continuation of an existing use unless —*

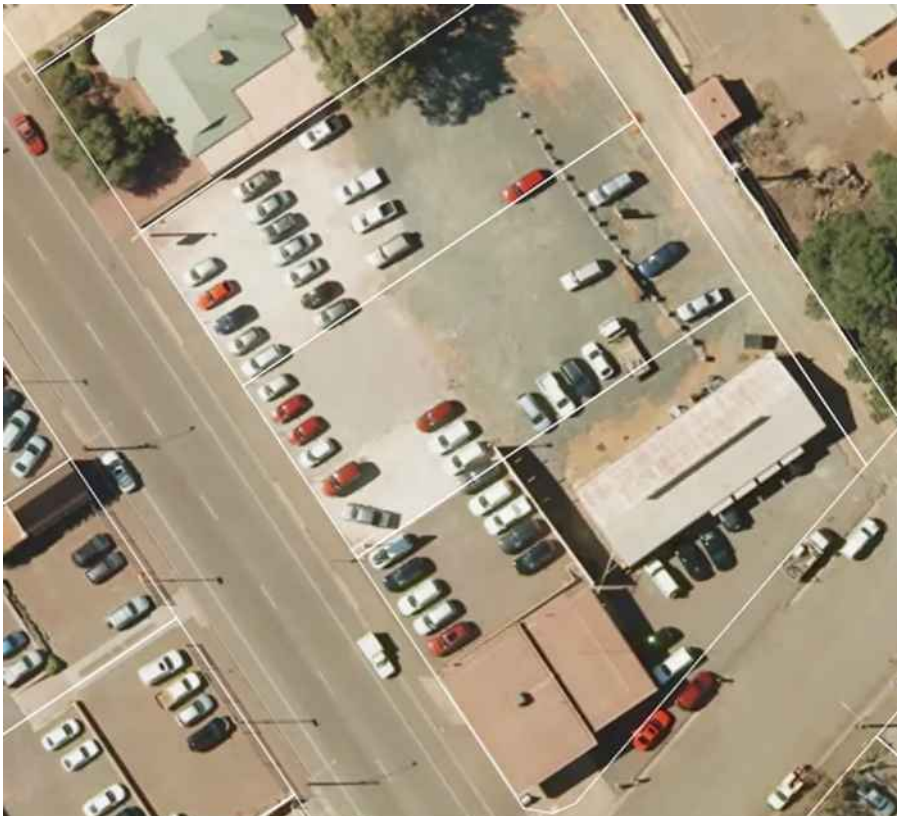
- (a) the period intervening between the discontinuance and revival of the use exceeds 12 months; or*
- (b) during the whole or a part of the period intervening between its discontinuance and revival, the use was superseded by some other use.*

A desktop review using Google Earth, Google Street View, and Metromaps confirms that the previous service trade premises land use has experienced a period of cessation greater than 12 months. The timeline of events is bulleted below:

- 2010 Google Street View shows full operation with two buildings fronting to Forsyth Street



- 2013 Metromap shows full operation with the removal of one building previously seen in 2010 imaging



- 2018 Metromap appears to show the discontinuation of the display of motor vehicles as evidenced by the land having been left unmaintained with shrub growth. The workshop component at the north-eastern corner appears to remain operational.



- 2018 - 2022 Metromap shows a continued parking of vehicles in front of the workshop shed.



- 2024 Google Street View shows vandalised office space with 'for lease' sign in front window



With confidence, it is determined that the previous service trade premises land use has experienced a period of cessation of approximately 6 years, whilst the workshop land use forms a continuing use. The revival of the service trade premises forms a change in land use and requires Planning Consent.

3.0 SUBJECT LAND & LOCALITY:

3.1 Land Description:

The subject land is comprised of three allotments with a combined area of 3619m², Certificate of Title 5515/302, 5515/907, and 5206/909.

The land in question, comprising allotments 34-36 Forsyth Street and 32 Forsyth Street, Whyalla, forms an irregularly shaped parcel. It boasts a substantial frontage along Forsyth Street (73m) and extends to the rear where it abuts a laneway. The land additionally has secondary street frontage to Sharp Street (47m).

Currently, the site features two existing buildings:

1. A prominent corner building situated at the intersection of Forsyth Street and Sharp Street.
2. A second building located further back on the property, closer to the rear laneway, currently used as a vehicle workshop.

3.2 Locality

The surrounding locality of the subject land, situated at 32-36 Forsyth Street, Whyalla, is characterised by a mix of commercial and residential uses, typical of a Township Mainstreet Zone. Along Forsyth Street, there's a prevalence of commercial establishments, including retail stores, offices, and service-oriented businesses. These contribute to the active and vibrant character of the main street.

Further back from Forsyth Street, the density of commercial activity decreases, giving way to residential properties. These are primarily single-family homes. The presence of a laneway at the rear of the subject land suggests a network of rear access points for properties in the area.

Overall, the locality presents a blend of commercial vibrancy along the main street and residential tranquillity in the surrounding blocks, creating a dynamic and diverse urban environment.

3.3 Zoning

The subject land is located within the Township Mainstreet Zone, however, is adjoining the boundary of the Established Neighbourhood Zone to the north-east.

The subject land comprising three allotments (highlighted) and applicable zoning can be seen within the screenshot taken from the South Australian Property and Planning Atlas, below.



4.0 PROCEDURAL MATTERS

4.1 Relevant Authority

The Upper Spencer Gulf Regional Assessment Panel is the relevant authority for this planning application under the *Planning, Development and Infrastructure Act 2016*. This is due to the application being subject to a Performance Assessment process under the Planning and Design Code with notification being undertaken and representation having been received.

4.2 Consent Required

Planning Consent

4.3 Category of Development

- **Per Element:**
Service trade premises: Code Assessed - Performance Assessed
Advertisement: Code Assessed - Performance Assessed
Privacy fencing – Code Assessed – Performance Assessed
- **Overall Application Category:**
Code Assessed - Performance Assessed
- **Reason**
P&D Code; Pursuant to Section 107 of the PDI Act 2016.

5.0 PUBLIC NOTIFICATION

5.1 Reason for Notification

The notification criteria found within table 5 of the Township Mainstreet Zone excludes the classes of development listed in Column A from notification provided that they do not fall within a corresponding exclusion prescribed in Column B.

For the purposes of this application, service trade premises, being the primary proposed use, is not a land use listed within Column A and should not be determined to be of minor nature due to the potential impacts posed on neighbouring properties.

5.2 List of Representations

2 representations were received during the notification period – Both in support of the development, although with some concerns.

Support with concerns

No. of representation	Name	Address	Matters raised	Request to be heard
1.	Jereome Connolly	29 Whitehead Street, Whyalla	• Potential light spill from outside site lighting	No
2.	Sarah Flack	38 Forsyth Street, Whyalla	• Potential light spill from outside site lighting • On-street vehicle parking obstructing line of sight from her site driveway • Noise levels generated from developed site • Dust migration during construction • Proposed fencing joining to 38 Forsyth should be of a 'neat & tidy' aesthetic • Delivery hours of vehicles	No

Complete representations can be found within the attachments.

5.3 Applicant's response

The Applicant's response is summarised below:

The applicant has addressed the concerns raised by both representors. Regarding light spill, the applicant assures that all site lighting will be directed inwards, minimizing impact on neighbouring properties while maintaining necessary security. Regarding parking, designated areas are provided, and any overflow parking on the street will be beyond the applicant's control. Noise levels will adhere to EPA guidelines, and dust will be controlled through sealing the display area. The existing boundary fence will remain unchanged, and deliveries will be scheduled earlier to minimize disruption. Importantly, no cameras or lighting will be directed towards Ms. Flack's yard, ensuring privacy. The applicant aims to satisfy both representors' concerns through these measures.

Complete response can be found within the attachments.

6.0 REFERRALS

6.1 Agency Referrals

Agency referrals not required.

6.2 Internal Referrals

- Council Asset's Department
 - Traffic
 - Stormwater

7.0 PLANNING ASSESSMENT

The application has been assessed against the relevant provisions of the Planning & Design Code.

7.1 Question of Seriously at Variance

Section 107(2)(c) of the Planning, Development and Infrastructure Act requires the Relevant Authority to determine whether the development is seriously at variance with the Planning and Design Code, disregarding minor variations. A development that is seriously at variance with the Code must not be granted consent. The Supreme Court previously explained: The expression "seriously at variance with the Development Plan" refers to that which is an important or grave departure in either quantity or degree from the Development Plan. It denotes something which is plainly not slight or trifling. ... It is not enough that the proposal might conflict with the Development Plan; it must be seriously at variance with it (*Mar Mina SA Pty Ltd v City of Marion* [008] SASC 120). A more recent judgment of the Supreme Court confirmed that planning authorities are to approach the 'seriously at variance question' in the same way it was approached under the predecessor act (para 74 of *Geber Super Pty Ltd v the Barossa Assessment Panel* [2023] SASC 154). The proposed development does not represent a grave departure from the Planning and Design Code zone for the purpose of the Seriously at Variance test under Section 107(2)(c) of the Act, given that the Township Mainstreet Zone contemplates a range of businesses which provide for a range of goods to the local community and surrounding district. As a result, the application has been assessed on its merits against the Planning and Design Code under Section 107(1)(2)(a) of the Act, as follows.

7.2 Overlays

Overlay	Desired Outcomes	Performance Outcomes	Assessment
Hazards (Flooding - evidence Required)	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.	PO 1.1 PO 2.1	A stormwater Management Report prepared by Gama Consulting has been provided to assist in the assessment. The supplied stormwater drainage plan demonstrates that the run-off from the proposed development will have no detrimental impact on the existing drainage system. The run-off which will leave the site due to the proposed stormwater arrangements will be limited to the pre-development flow rates.
Native Vegetation	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.	PO 1.1	No native vegetation exists within the site. No wildlife or wildlife habitats will be removed as a result of this development.

The development achieves the Performance Outcomes of the applicable Overlays.

7.3 Technical Numeric Variations

None are present at the subject land.

7.4 Land Use

The Township Mainstreet Zone assigns the proposed development to a Performance Assessed pathway – that is, it is neither identified as Restricted development nor Deemed to Satisfy development.

A typical ‘first step’ to determine whether a proposed land use is appropriate for the subject land is whether the land use is present within the list of Designated Performance Feature 1.1 of the applicable Zone. In this instance, the primary land use of the application being a ‘service trade premises’ is not listed.

It should be noted that the following ancillary land uses are listed and envisaged within Township Mainstreet Zone Designated Performance Feature 1.1:

- Office; and
- Advertisement

As service trade premises is not listed as an envisaged use, the full intent and nature of the Zone and the locality must be assessed. The following zone Performance Outcomes are applicable:

Zone - PO 1.1

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

Zone - PO 1.2

Ground floor uses contribute to an active and vibrant main street.

Zone - PO 1.5

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

Zone - PO 1.6

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

The proposal seeks to create a service trade premises for the function of a motor vehicle showroom. While not a typical business associated with what would be considered a traditional main street character, the proposed land use will provide goods through the sale and maintenance of vehicles to the local community and the greater Whyalla locality.

The proposed development, featuring the retained corner building with its expansive wall-to-ceiling windows, actively contributes to a vibrant main street by offering a visual connection between the public and the internal office and retail activities. This transparency fosters engagement and pedestrian interest, enhancing the overall streetscape. The building's unique architectural feature acts as a visual landmark, creating a dynamic and interesting facade that adds character and vitality to the retail area. Furthermore, the adaptive reuse of the existing structure demonstrates a commitment to sustainable development and efficient resource utilisation, contributing to the ongoing vibrancy of the activity centre.

7.5 Design and Siting

Note: Freestanding signage structures and fixed advertisements will not be addressed within this subheading and will be assessed at subheading 7.8.

The proposal seeks the reuse of two buildings on the land. Both buildings exist over CT 5206/909. No external additions are proposed to either existing building.

The following are proposed built form additions on the land:

- Vehicle parts shed
- Sealed outside vehicle display area
- Laneway security fencing (greater than 2.1m)

The following Performance Outcomes are applicable:

PO 2.7

Outbuildings, carports and garages are located behind the primary building facing the main street to ensure vibrancy and activity along the main street.

Zone - PO 3.1

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

Design in Urban Areas – PO 7.2

Vehicle parking areas appropriately located, designed and constructed to minimise impacts on adjacent sensitive receivers through measures such as ensuring they are attractively developed and landscaped, screen fenced and the like.

Design in Urban Areas - PO 9.1

Fences, walls and retaining walls of sufficient height maintain privacy and security without unreasonably impacting visual amenity and adjoining land's access to sunlight or the amenity of public places.

Vehicle parts shed

The proposed vehicle parts shed comprises a floor area of 148.84m² with a 4.8m wall height. The total height of the structure will be 7m above finished ground level.

The structure will be located at the north-eastern boundary, opposite Forsyth Street frontage, and within the centre allotment. This positions the structure behind the primary buildings of the land and away from property boundaries shared with residential sites.

To address Performance Outcome 3.1, Designated Performance Feature 3.1 takes precedence. As no Technical Numeric Variations are present, the building height is determined by the dimensions of the land. The land, comprising three allotments, features a primary street frontage of 73m with a depth of 51m. Designated Performance Features 3.1 allows a maximum building height of 12m. However, if a more conservative approach were taken and the allotment where the shed is to be constructed was solely considered, DPF 3.1 specifies a maximum height of 9m. Whether a conservative approach is taken or not, the proposed vehicle parts shed falls below the maximum height specified by the Planning and Design Code.

Sealed outside vehicle display area

The proposed sealing of the entire land for vehicle display purposes, incorporating minor landscaping within the display areas, aligns with the policy objectives. By sealing the land, dust generation will be significantly controlled, ensuring a cleaner environment for both the service trade premises and adjacent properties.

The inclusion of landscaping elements within the display areas further enhances the visual appeal and mitigates any potential negative impacts on neighbouring sensitive receivers. This approach results in an organised and aesthetically pleasing site, contributing positively to the overall functionality and presentation of the service trade premises.

Laneway security fencing (greater than 2.1m)

The proposed security fence, though exceeding 2.1m in height, is deemed reasonable due to its location along the north-eastern boundary abutting a laneway. This positioning minimises any potential impact on visual amenity or sunlight access for neighbouring properties. The fence's primary function is to enhance security, which is a legitimate concern in such contexts. While the final height awaits confirmation, the anticipated 3.6m height is considered justifiable to achieve the desired level of security without causing unreasonable detriment to the surrounding environment or public spaces. Therefore, the proposed fence aligns with the objective of Performance Outcome 9.1 of balancing privacy and security needs with visual amenity and access to sunlight.

Please note that the security fencing has already been constructed and now requires retrospective approval - Images of the fence as constructed can be seen below –



7.6 Traffic Impact, Access and Parking

A combined 13 vehicle parking spaces are supplied on site for the use of guests and staff. The 13 spaces are comprised of 7 spaces for guests and 6 spaces for staff.

The following Performance Outcomes are applicable in the assessment of traffic and parking:

PO 1.3

Industrial, commercial and service vehicle movements, loading areas and designated parking spaces are separated from passenger vehicle car parking areas to ensure efficient and safe movement and minimise potential conflict.

PO 1.4

Development is sited and designed so that loading, unloading and turning of all traffic avoids interrupting the operation of and queuing on public roads and pedestrian paths.

PO 2.2

Walls, fencing and landscaping adjacent to driveways and corner sites are designed to provide adequate sightlines between vehicles and pedestrians.

PO 3.1

Safe and convenient access minimises impact or interruption on the operation of public roads.

PO 3.4

Access points are sited and designed to minimise any adverse impacts on neighbouring properties.

PO 5.1

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

- a) availability of on-street car parking*
- b) shared use of other parking areas*
- 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*
- d) the adaptive reuse of a State or Local Heritage Place.*

PO 6.2

Vehicle parking areas are appropriately located, designed and constructed to minimise impacts on adjacent sensitive receivers through measures such as ensuring they are attractively developed and landscaped, screen fenced, and the like.

Design in Urban Areas - PO 7.2

Vehicle parking areas appropriately located, designed and constructed to minimise impacts on adjacent sensitive receivers through measures such as ensuring they are attractively developed and landscaped, screen fenced and the like.

The proposed on-site parking arrangement, with separate access and egress points for guest and staff parking, effectively segregates vehicle movements and minimises potential conflicts, aligning with PO 1.3. Locating guest parking access and egress on Forsyth Street and staff parking entry on Sharp Street, with egress via the rear laneway, further reduces traffic congestion and queuing on public roads, satisfying PO 1.4. The design will ensure adequate sightlines at corners and driveways through appropriate landscaping and fencing, complying with PO 2.2.

The Planning and Design Code seeks 1 vehicle parking space per 100m² of outdoor area used for display purposes. The outdoor display area has an approximate area of 1543m². This would indicate that 15 vehicle parking spaces are required.

The development is deficient 2 spaces, however the formula derived by the Planning and Design Code does not specify staff vs guest parking and it must be assumed that both are considered in the determined supply of vehicle parking spaces. It is noted that this development provides 7 dedicated spaces for guests and 6 dedicated spaces for staff.

The 2 -space deficit is not detrimental to the outcome of this application and the abundance of on-street parking in the vicinity justifies this reduction, in line with PO 5.1. Should on-site parking be fully occupied, visitors and staff can utilise the available on-street parking, ensuring convenient access without impacting public road operations (PO 3.1). Additionally, the separate access points for guest and staff parking minimise any adverse effects on neighbouring properties, adhering to PO 3.4.

Furthermore, the parking areas will be thoughtfully designed and landscaped to minimise any visual impact on adjacent sensitive receivers, meeting both PO 6.2 and Design in Urban Areas - PO 7.2. This approach

ensures that the parking provision is both functional and aesthetically pleasing, contributing positively to the overall development.

7.7 Interface between Land Uses

Light Spill

The concern of light spill into adjoining residential properties was raised in both received representations and has been appropriately addressed by the Applicant.

It is proposed that the existing outdoor lighting will be replaced with 200W LED floodlights with a light beam angle of 110 degrees.

The following Performance Outcome are applicable:

PO 1.2

Development adjacent to a site containing a sensitive receiver (or lawfully approved sensitive receiver) or zone primarily intended to accommodate sensitive receivers is designed to minimise adverse impacts.

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).

PO 6.2

External lighting is not hazardous to motorists and cyclists.

The proposed 200W LED floodlights, with their 110-degree beam angle and adjustable track system, are designed to minimise light spill onto neighbouring properties, particularly the dwelling at 38 Forsyth Street, thereby addressing PO 1.2 and PO 6.1. The applicant's willingness to further mitigate any potential light diffusion by adding flood light shields demonstrates a commitment to preventing unreasonable light spill impact on adjacent sensitive receivers. Moreover, the downward angling and controlled direction of the lights will ensure they do not pose a hazard to motorists or cyclists, satisfying PO 6.2. The provided lighting plan and the applicant's statement, supported by the reference to existing installations with similar lighting systems, provide reasonable assurance that the proposed floodlighting will comply with the relevant Performance Outcomes.

Noise Emissions

In response to a request for further information it was confirmed that no music will be played in the outdoor areas. It was further confirmed that any noise will be within the relevant Environment Protection Policy criteria. It is anticipated that relocation of display vehicles will occur three times a week and would only occur during typical business hours.

The below Performance Outcomes are met.

PO 4.1

Development that emits noise (other than music) does not unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers).

PO 4.6

Development incorporating music achieves suitable acoustic amenity when measured at the boundary of an adjacent sensitive receiver (or lawfully approved sensitive receiver) or zone primarily intended to accommodate sensitive receivers.

Waste Management

Waste storage will occur to the rear of the workshop in the corner of the staff car park. Waste collection vehicles will enter the site from Sharp Street, manoeuvring between the workshop and office buildings to the staff car park. Waste collection vehicles will exit the staff car park via the rear laneway to Sharp Street. This arrangement will minimise disruption to traffic on Sharp Street and enable waste collection vehicles to manoeuvre in a forward direction.

The below Performance Outcomes are met.

Design in Urban Areas - PO 1.5

The negative visual impact of outdoor storage, waste management, loading and service areas is minimised by integrating them into the building design and screening them from public view (such as fencing, landscaping and built form), taking into account the form of development contemplated in the relevant zone.

Design in Urban Areas - PO 11.1

Development provides a dedicated area for on-site collection and sorting of recyclable materials and refuse, green organic waste and wash bay facilities for the ongoing maintenance of bins that is adequate in size considering the number and nature of the activities they will serve and the frequency of collection.

Stormwater Management

As the entirety of the land is to be sealed for the display of vehicles the supply of a Stormwater Management Report was sought.

The following Performance Outcomes are applicable:

Design in Urban Areas - PO 7.7

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

Design in Urban Areas - PO 42.1

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

Design in Urban Areas - PO 42.2

Water discharged from a development site is of a physical, chemical and biological condition equivalent to or better than its pre-developed state.

Design in Urban Areas - PO 42.3

Development includes stormwater management systems to mitigate peak flows and manage the rate and duration of stormwater discharges from the site to ensure that development does not increase peak flows in downstream systems.

Stormwater generated from the developed land has been addressed within the supplied Stormwater Management Report, prepared by Gama Consulting.

It is proposed that:

- the runoff from the additional roof will be collected by a series of adequate gutters and downpipes and directed to above ground detention rainwater tank/s of 7,000 litres min. capacity with 50mm diameter restricted orifice to the overflow pipe which will discharge to the underground stormwater system.
- the part of surface run-off (approximately 0.14ha) will be captured by grated inlet pits equipped with filter baskets and redirected via pipes to the rainwater tanks.
- the rainwater tank/s overflow will discharge to the underground stormwater system
- adequate water quality treatment will be provided prior to discharge to council infrastructure.

The proposed surface water treatment includes Eco-sol litter baskets to grated inlet pits, rainwater tank/s, and Spel Hydro Channel to grated drains.

The proposed stormwater management system, encompassing roof runoff collection, surface runoff capture, and water quality treatment prior to discharge, effectively addresses the above stated Performance Outcomes. The utilisation of detention tanks, and filtration mechanisms like Eco-sol litter baskets and Spel Hydro Channels ensures that stormwater runoff is treated to minimise pollutants entering the system, thus aligning with Design in Urban Areas - PO 42.1 and PO 42.2. Furthermore, the implementation of detention tanks and restricted orifice overflow pipes helps regulate peak flows and manage the rate of stormwater discharge, mitigating any potential increase in downstream flows, thereby complying with Design in Urban Areas - PO 42.3. By integrating these stormwater management techniques with the vehicle parking areas and access ways, the development fulfils the requirements of Design in Urban Areas - PO 7.7, ensuring an environmentally conscious and sustainable approach to stormwater management.

Operating hours

PO 2.1

Non-residential development does not unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers) or an adjacent zone primarily for sensitive receivers through its hours of operation having regard to:

- a) the nature of the development
- b) measures to mitigate off-site impacts
- c) the extent to which the development is desired in the zone
- d) measures that might be taken in an adjacent zone primarily for sensitive receivers that mitigate adverse impacts without unreasonably compromising the intended use of that land.

- Staffed hours are from 7:30am to 5:30pm Monday to Saturday.
- Opening hours are 8am to 5pm Monday to Friday and 8am to 12:30pm Saturday.

This is typical operating hours of a business and is appropriate within the Township Mainstreet Zone.

7.8 Signage

Three freestanding advertising structures are proposed abutting the boundary of Forsyth Street. The freestanding structures will each advertise one vehicle manufacturing company available for purchase from the proposed service trade premises. Additional advertising will be fixed to the buildings.

The following Performance Outcomes are applicable:

Zone – PO 5.1

Advertisements are sited and designed to achieve an overall consistency of appearance along individual street frontages.

Zone – 5.2

Freestanding advertisements:

- a) *identify the associated business(es)*
- b) *are of a size that is commensurate with the scale of the centre and the street frontage*
- c) *avoid visual clutter*
- d) *positively respond to the context without dominating the locality*
- e) *are sited and designed to not detract from the main street character.*

Advertisements – PO 1.1

Advertisements are compatible and integrated with the design of the building and/or land they are located on.

Advertisements – PO 1.3

Advertising does not encroach on public land or the land of an adjoining allotment.

Advertisements – PO 2.3

Proliferation of advertisements attached to buildings is minimised to avoid visual clutter untidiness.

Advertisements – PO 3.1

Advertisements are limited to information relating to the lawful use of land they are located on to assist in the ready identification of the activity or activities on the land and avoid unrelated content that contributes to visual clutter and untidiness.

The proposed freestanding advertisement structures, ranging in height from 6m to 7m and without internal illumination, are designed to be commensurate with the scale of the centre and street frontage, thereby avoiding visual clutter and ensuring they do not dominate the locality (Zone - PO 5.2). Their design will identify the associated businesses and positively respond to the context, maintaining the main street character (Zone - PO 5.1 and 5.2).

Advertisements fixed to the fascia of the workshop and office building walls will be integrated with the building design and limited to information directly related to the lawful use of the land, preventing visual clutter and ensuring clarity of purpose (Advertisements - PO 1.1, PO 2.3, and PO 3.1). Crucially, all advertisements will be contained within the development boundaries, avoiding encroachment onto public or neighbouring land (Advertisements - PO 1.3). This comprehensive approach ensures that the proposed advertisements enhance the site's visual appeal while providing clear and relevant information to the public.

8.0 CONCLUSION

The proposed development, while introducing a service trade premises not typically associated with a traditional main street, aligns with the zone's intent by providing goods and services to the local community. The reuse of the existing buildings, along with the thoughtful design and siting of new structures, contributes to a vibrant and interesting streetscape. The proposed stormwater management system, parking arrangements, and signage solutions demonstrate a commitment to environmental sustainability, traffic safety, and visual harmony. Overall, the development strikes a balance between fulfilling its intended purpose and respecting the character and amenity of the surrounding area, justifying Planning Consent.

9.0 RECOMMENDATION

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

1. The proposed development is not considered seriously at variance with the relevant Desired Outcomes and Performance Outcomes of the Planning and Design Code pursuant to section 107(2)(c) of the *Planning, Development and Infrastructure Act 2016*.
2. Development Application Number 24010506, by Adam Albanese is granted Planning Consent subject to the following reasons/conditions/reserved matters:

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

Noise emitted from the building herein approved shall not exceed 60dB(A) measured at adjoining property boundaries during conditioned operating hours.

Condition 3

A Construction Environmental Management Plan (CEMP) shall be prepared to the satisfaction of Council and provided to Council prior to the commencement of any of the approved works.

The requested CEMP shall contain sufficient information to demonstrate that potential impacts on the environment, and public health and amenity have been identified, and suitable measures to mitigate those impacts will be applied prior to and during construction.

Condition 4

The advertisement(s) and advertising structure(s) herein approved shall be maintained in good repair at all times.

Condition 5

Landscaping plantings as detailed in approved plans prepared by Northeast Auto Group, dated 12/04/2024, shall be planted prior to use of the development. Plantings shall be maintained, with diseased and dying plants replaced as necessary to the satisfaction of Council.

Condition 6

That all stormwater design and construction shall be in accordance with Australian Standards and recognised engineering best practices, and shall be installed as per the Stormwater Management Report (PROJECT: 240327, dated 18 July 2024) prepared by Gama Consulting, to ensure that stormwater does not adversely affect any adjoining property.

Condition 7

The driveway and parking areas (inclusive of vehicle display areas) shall be maintained in a good and trafficable condition to the reasonable satisfaction of the Council at all times.

Condition 8

The hours of operation for the development herein approved shall be between 8:00am - 5:30pm Monday to Friday and 8:00am – 1:00pm Saturday. If operating hours are to substantially and frequently deviate from the times conditioned, the submission of a variation to amend the hours of operation is required.

Condition 9

The external lighting shall be installed and maintained to ensure there is no light spill onto adjacent properties. Any future adjustments or modifications to the lighting system shall ensure continued compliance.

RESERVED MATTERS

Planning Consent

Reserved Matter 1

Prior to the granting of Development Approval, detailed plans are to be submitted to and approved by the Council indicating the sealing of the rear laneway, Rogers Lane, extending to a point 2 meters past the furthest access/egress point from Sharp Street. These plans shall also include comprehensive stormwater management documentation, clearly demonstrating how stormwater runoff will be effectively managed within the sealed portion of the laneway, in compliance with all relevant Australian Standards and Council requirements.

Reserved Matter 2

Prior to the granting of Development Approval, detailed design plans and specifications shall be submitted to and approved by the Council. The plans shall include the following:

1. Updated scaled site plan illustrating the location of the security fencing spanning the boundary shared with the rear laneway, Rogers Lane.
2. Elevation drawings of the security fencing depicting the height of the fence above the lowest point of natural and/or finished ground.
3. Cross-section of the fence to depict the height of retained soil.

ADVISORY NOTES

Planning Consent

Advisory Note 1

The applicant has a right of appeal against this decision, or the conditions which have been imposed. Such an appeal must be to either;

- the Upper Spencer Gulf Regional Assessment Panel and must be made within **one (1) month** after the day of receiving this notice of the decision unless the Assessment Panel, in its discretion, allows an extension of time; or
- the Environment, Resources and Development Court within **two (2) 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).

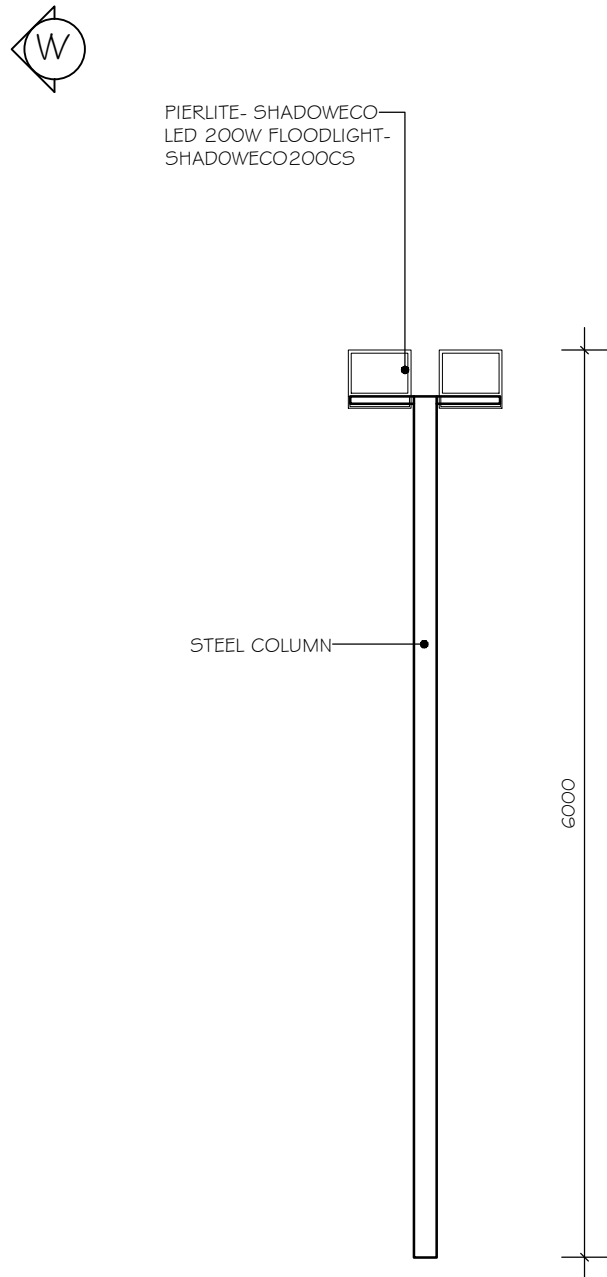
OFFICER MAKING RECOMMENDATION

Name: Lucas Trevisan

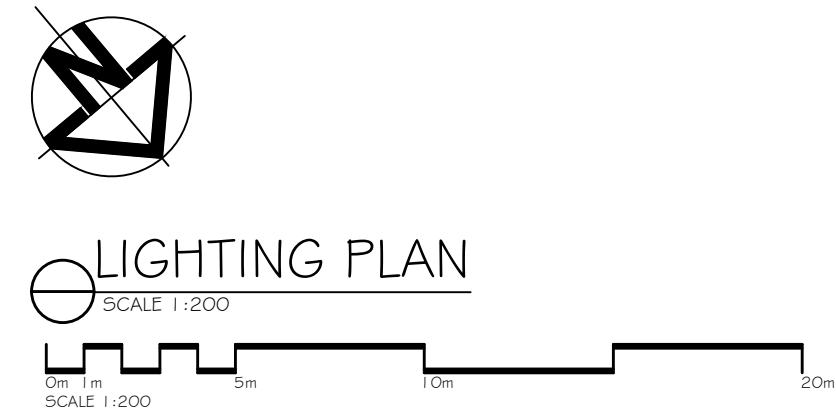
Title: City Planning Coordinator

Date: 20 August 2024





NOTE: ALL LIGHT POLES ARE AT 6M TALL- BUILDING LIGHTS ARE SUITED TO BUILT FORM HEIGHT



REV	DATE	DESCRIPTION	BY
A	6.7.24	COUNCIL RFI	AA
B	6.8.24	COUNCIL RFI	AA

DESIGN DEVELOPMENT
DATED: 12/04/2024

DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED
VERIFY ALL LEVELS AND DIMENSIONS ON SITE BEFORE THE COMMENCEMENT OF ANY WORK OR SHOP DRAWINGS
DO NOT SCALE OFF DRAWINGS
DRAWINGS SHALL BE READ IN CONJUNCTION WITH ENGINEERS & OTHER CONSULTANT SPECIFICATIONS & DETAILS
ANY DISCREPANCIES ARE TO BE REFERRED TO ARCHITECT FOR CLARIFICATION BEFORE PROCEEDING WITH FURTHER WORK

northeast
auto group

Mon: 0427666317
Tel: (08) 6260 9899
Auss: 1222-1235 Port Wakefield Road, Burton, SA 5110
Email: info@northeastauto.com.au

Burton - Hampstead Gardens - Lonsdale - Port Augusta - Orroroo

Project
WHYALLA RENOVATION

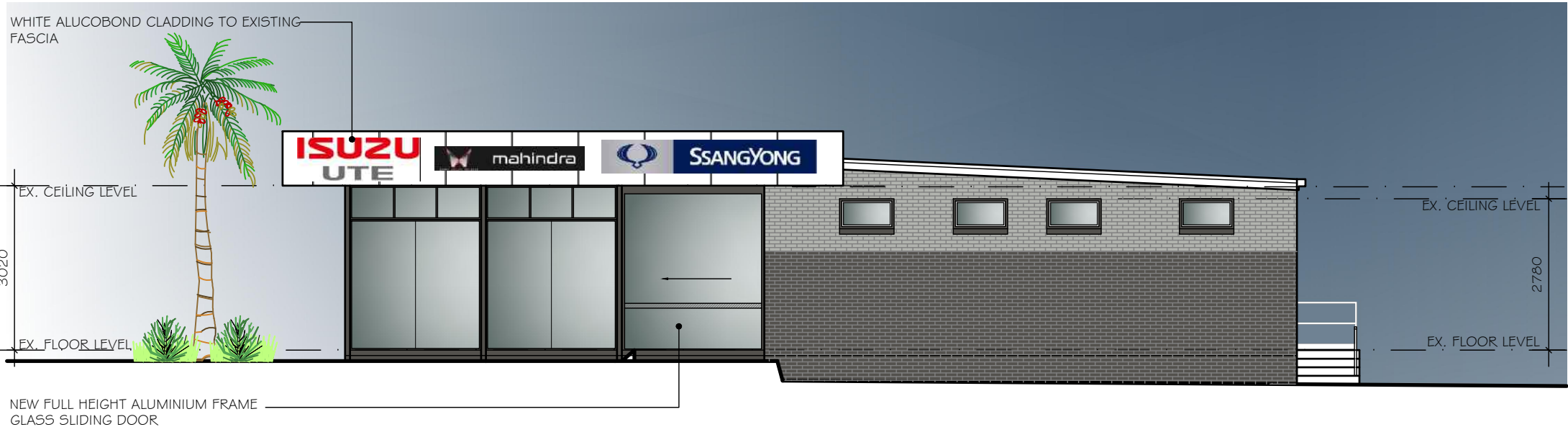
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32 FORSYTH STREET,
WHYALLA

Drawing
SITE PLAN

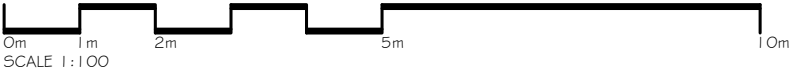
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Date	12/04/2024		
Drawing no.	06 of 06	Issue	B
Project No.	03.2024		



 **FORSYTH STREET ELEVATION**
SCALE 1:100



 **SHARP STREET ELEVATION**
SCALE 1:100



REV	DATE	DESCRIPTION	BY
A	05.7.24	COUNCIL RFI	AA

SKETCH DESIGN

DATED: 22/03/2024

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Add: 1222-1238 Port Wakefield Road, Burton, SA 5110

E: www.northeastauto.com.au

Burton - Hampstead Gardens - Lonsdale - Port Augusta - Shepparton

Project

WHYALLA RENOVATION

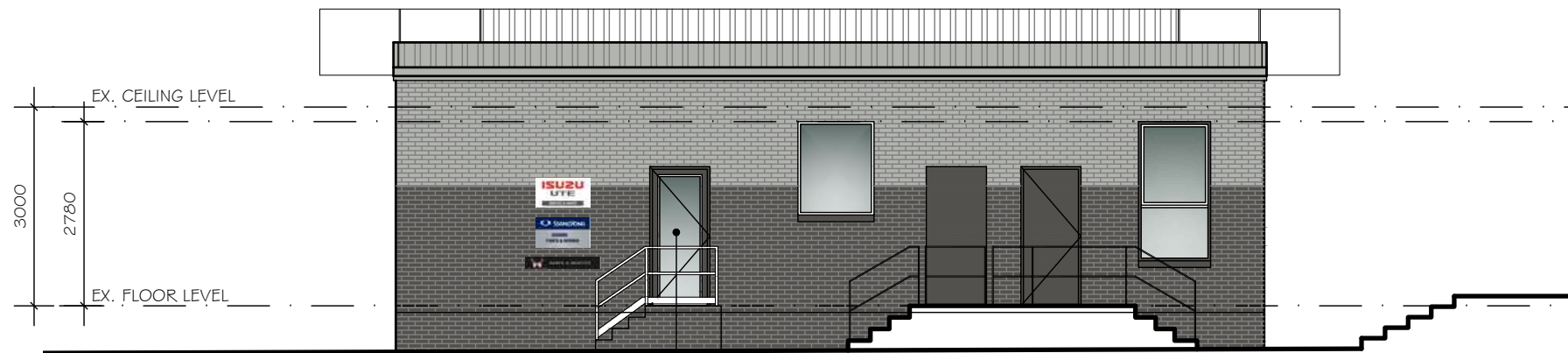
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WHYALLA

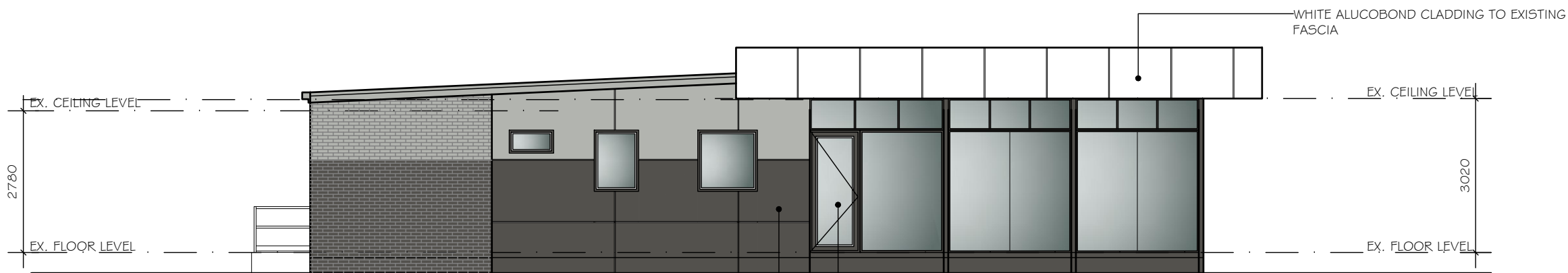
Drawing

PROPOSED FLOOR
PLAN-OFFICE & WORKSHOP

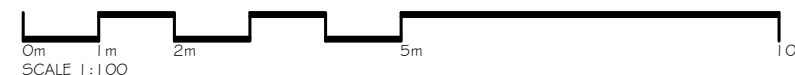
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Scales	1:100	A3
Date	22/03/2024	
Drawing no.	03 of 06	Issue
Project No.	03.2024	A



NORTH ELEVATION
SCALE 1:100



WEST ELEVATION
SCALE 1:100



REV	DATE	DESCRIPTION	BY
A	8.7.24	COUNCIL RFI	AA

SKETCH DESIGN

22/03/2024

DATED:

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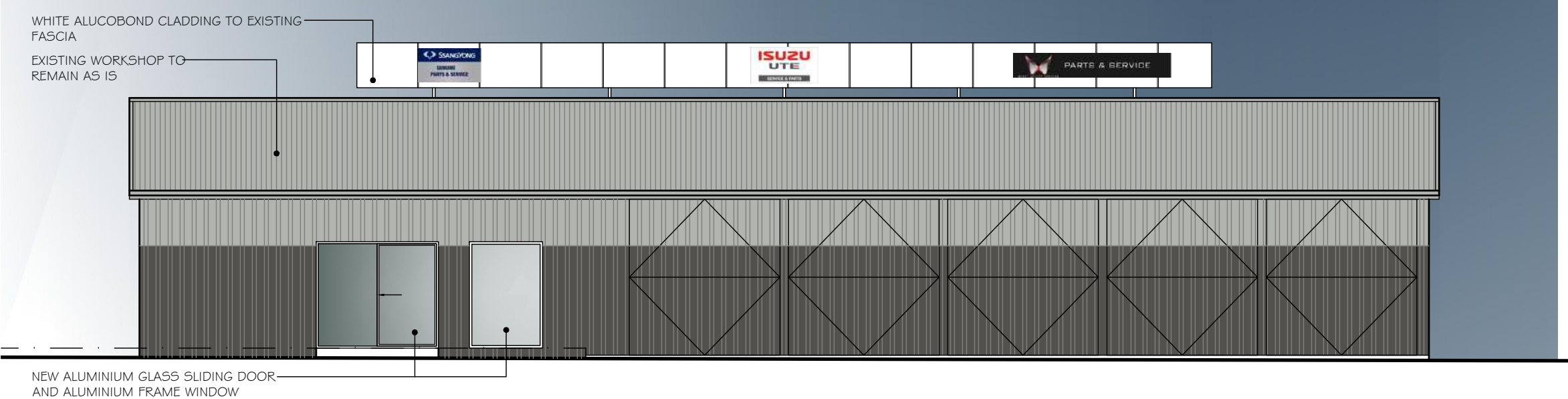
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Project
WHYALLA RENOVATION

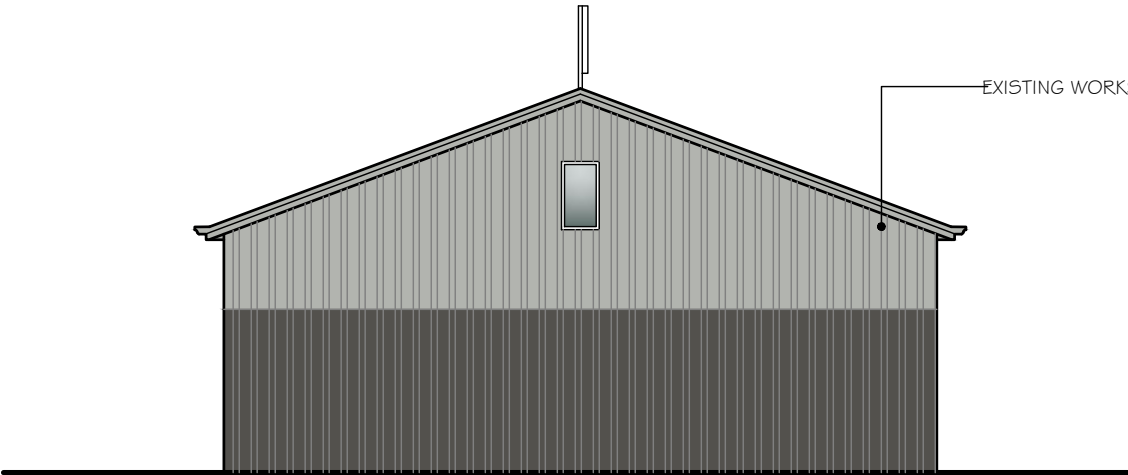
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Drawing
PROPOSED FLOOR
PLAN-OFFICE & WORKSHOP

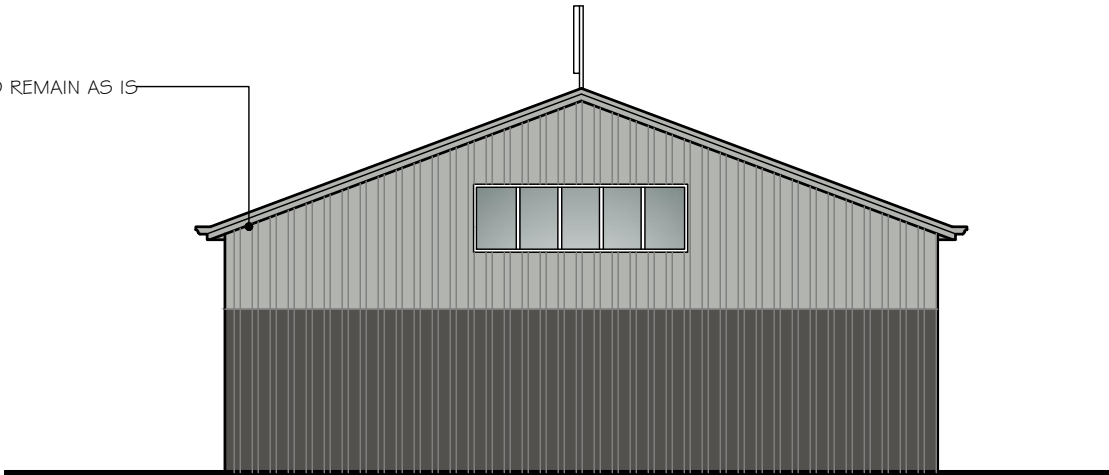
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Drawing no.	04 of 06	Issue
Project No.	03.2024	A



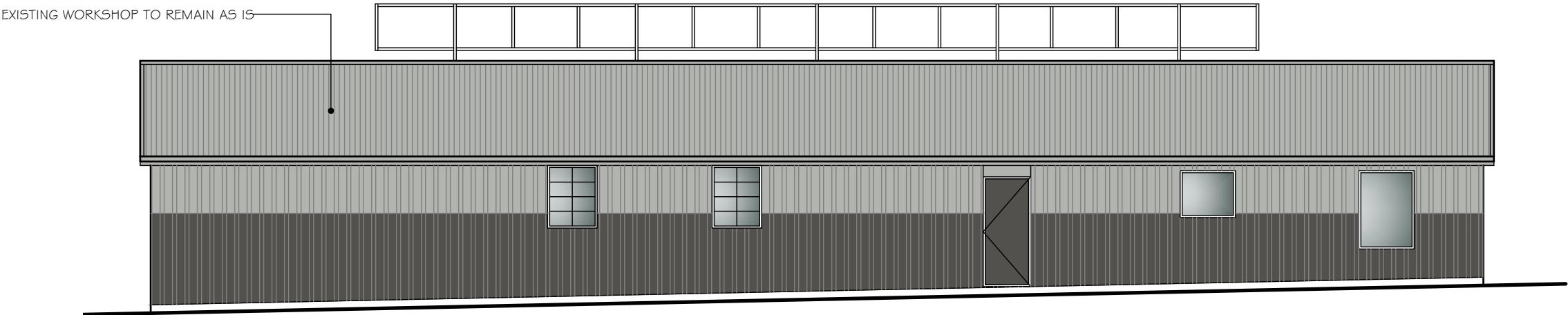
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SCALE 1:100



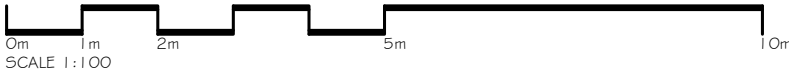
SOUTH ELEVATION
SCALE 1:100



NORTH ELEVATION
SCALE 1:100



WEST ELEVATION
SCALE 1:100



REV	DATE	DESCRIPTION	BY
A	8.7.24	COUNCIL RFI	AA

SKETCH DESIGN

DATED: 22/03/2024

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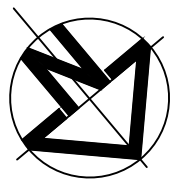
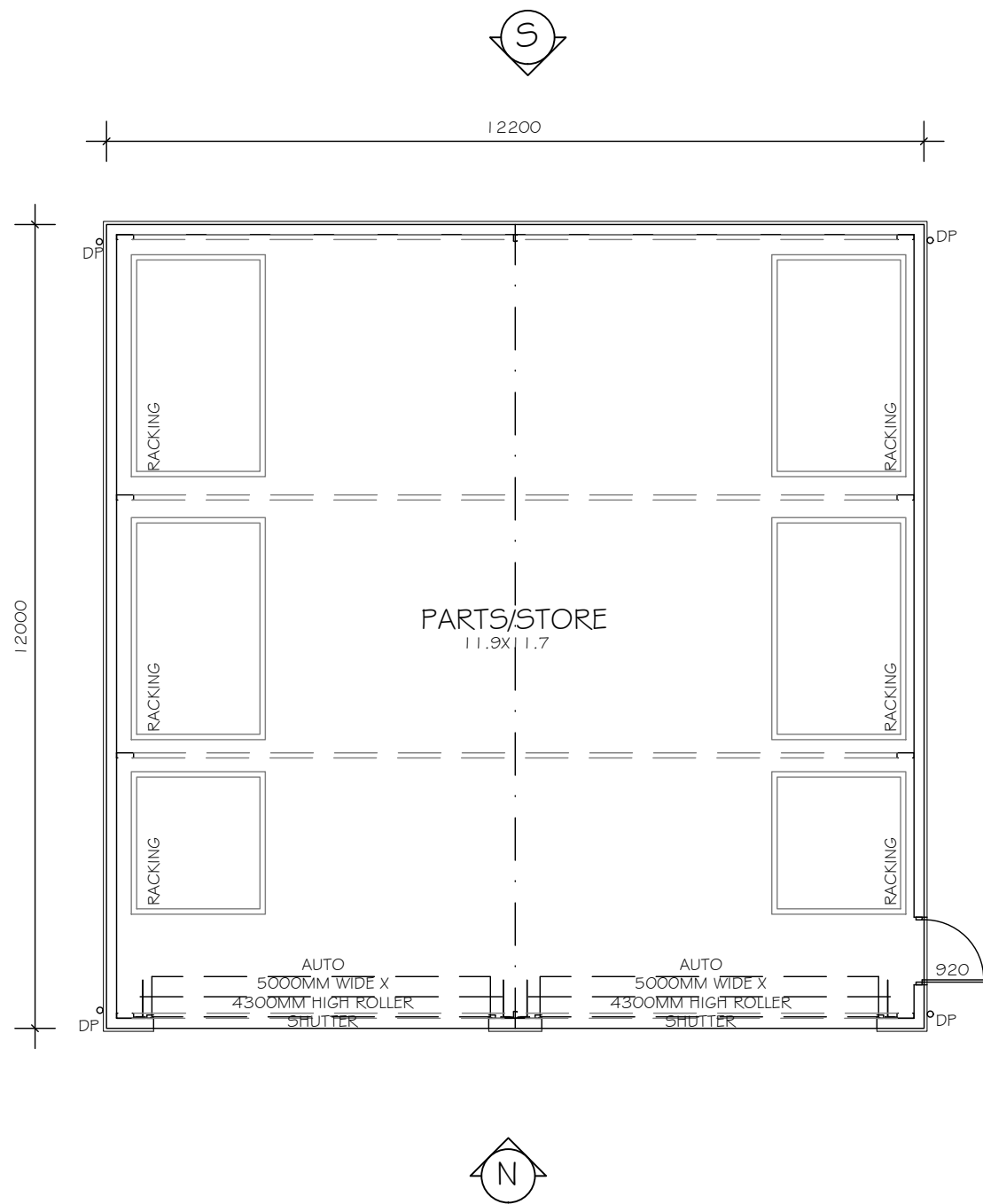
Burton - Hampstead Gardens - Lonsdale - Port Augusta -
Shepparton

Project
WHYALLA RENOVATION

Address
32 FORSYTH STREET,
WHYALLA

Drawing
PROPOSED FLOOR
PLAN-OFFICE & WORKSHOP

Drawn	AA	Sheet Size
Scales	1:100	A3
Date	22/03/2024	
Drawing no.	05 of 06	Issue
Project No.	03.2024	A



FLOOR PLAN
SCALE 1:100

AREA:

REV	DATE	DESCRIPTION	BY
1	12/04/2024	COUNCIL REF	59.445 SQM

DESIGN DEVELOPMENT

DATED: 12/04/2024

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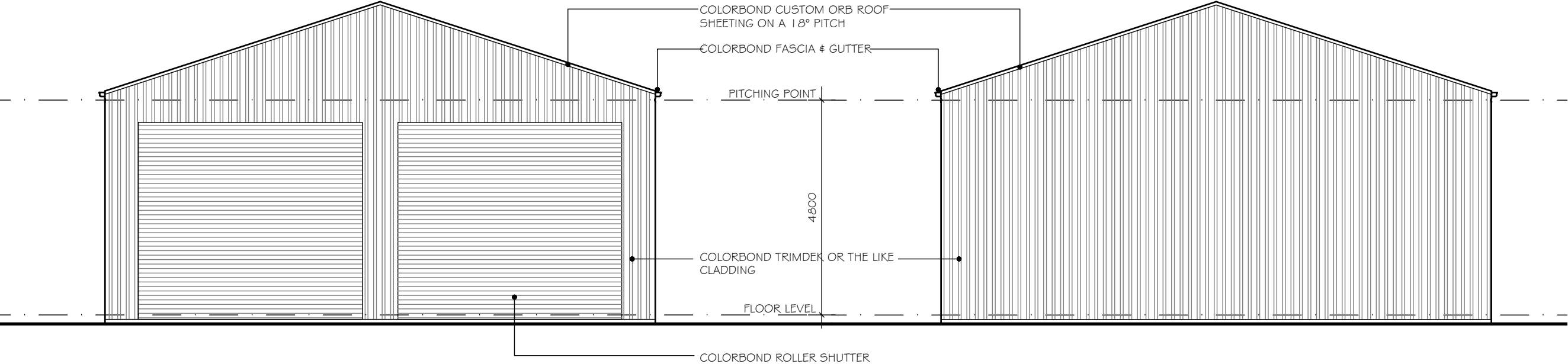
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Project
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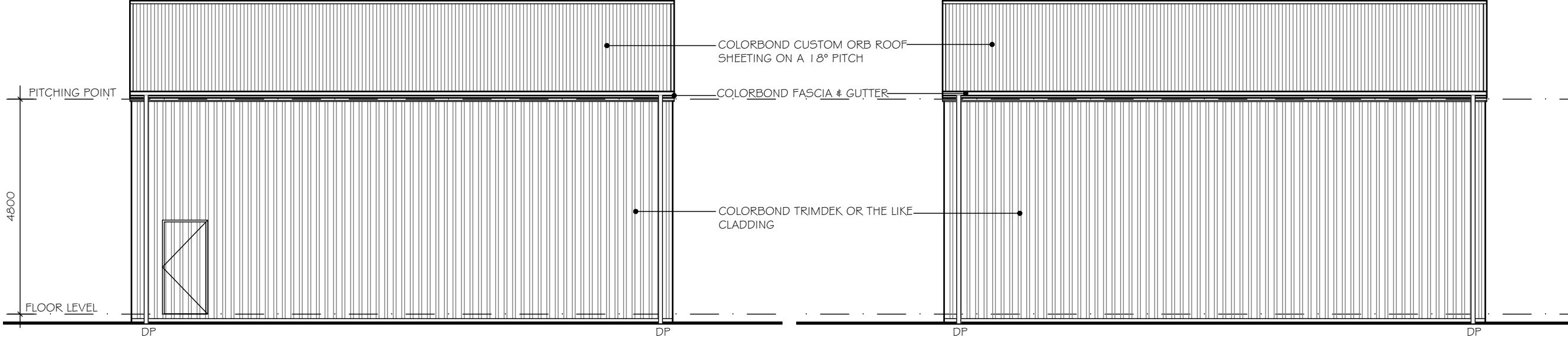
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PLAN-OFFICE & WORKSHOP

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Drawing no.	02 of 03	Issue
Project No.	03.2024	A



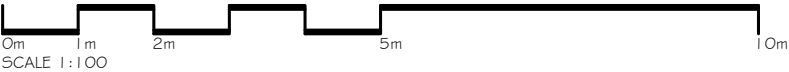
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SCALE 1:100

 SOUTH ELEVATION
SCALE 1:100



 WEST ELEVATION
SCALE 1:100

 EAST ELEVATION
SCALE 1:100



REV	DATE	DESCRIPTION	BY
A	8.7.24	COUNCIL RFI	AA

DESIGN DEVELOPMENT
DATED: 12/04/2024

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Burton - Hampstead Gardens - Lonsdale - Port Augusta - Shepparton

Project
WHYALLA RENOVATION

Address
32 FORSYTH STREET,
WHYALLA

Drawing
ELEVATIONS

Drawn	AA	Sheet Size
Scales	1:100	A3
Date	12/04/2024	Issue
Drawing no.	03 of 03	A
Project No.	03.2024	

Application Summary

Application ID	24010506
Proposal	Change of land use to Service Trade Premises (Motor Vehicle Showroom) with associated freestanding advertisement and storage shed.
Location	32 FORSYTH ST WHYALLA SA 5600, 34-36 FORSYTH ST WHYALLA SA 5600

Representations

Representor 1 - Jereome Connolly

Name	Jerome Connolly
Address	29 WHITEHEAD STREET WHYALLA SA, 5600 Australia
Submission Date	13/06/2024 11:46 AM
Submission Source	Email
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
My email is concerning the development as noted above and I'm just wanting to ensure that any floodlighting is going to be switched off of at night time and that it will be directed away from my property. Previously, somebody did put floodlighting on that location and my property was like a soccer field at night time, it was like bright daylight and we couldn't sleep. I would like to ensure that this does not occur again. Kind regards, Jerome Connolly

Attached Documents

ConnollyRepresentationEmail-13June2024-8407657.pdf
ConnollyRepresentationEmail-13June2024-8407849.pdf

Cristina Schubert

From: Customer Service
Sent: Thursday, 13 June 2024 11:22 AM
To: Cristina Schubert
Subject: FW: I108040 - 1-250 - 24010506 Attn: Christina Schubert. Planning.

-----Original Message-----

From: Jerome Connolly <jeromeconnelly795@gmail.com>
Sent: Thursday, June 13, 2024 11:14 AM
To: Customer Service <customer.service@whyalla.sa.gov.au>
Subject: I108040 - 1-250 - 24010506 Attn: Christina Schubert. Planning.

[You don't often get email from jeromeconnelly795@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Dear Christina,

Thank you for your attention today. My email is concerning the development as noted above and I'm just wanting to ensure that any floodlighting is going to be switched off of at night time and that it will be directed away from my property. Previously, somebody did put floodlighting on that location and my property was like a soccer field at night time, it was like bright daylight and we couldn't sleep. I would like to ensure that this does not occur again.

Kind regards,

Jerome Connolly

Sent from my iPhone

Representations

Representor 2 - Sarah Flack

Name	Sarah Flack
Address	38 Forsyth street WHYALLA SA, 5600 Australia
Submission Date	14/06/2024 01:34 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

As I reside next door to the development I would like for there to be some considerations around these areas please: 1. The lighting for the car yard business to be appropriate and directed away from my home. 2. Car parking, as cars will park either side of my driveway it is difficult to get a good view of oncoming traffic. 3. Noise levels, appropriate opening and closing times that doesn't have noisy machinery or loud music. 4. Currently with the earth works, the dirt has covered my undercover area, window, doors & car. 5. Any fencing that meets up to the front part of my house to be neat & tidy and obviously not to obstruct my vision when leaving the driveway in my car. 6. To be informed of any works/changes to that development that may affect my household. 7. That when the truck delivers the cars for the car yard that it not be too late in the night. This used to happen years ago when there was a car yard across the road and the delivers would be a loud truck humming for a while close to midnight. 8. The use of security cameras are not directed into my backyard. 9. That there is some respect towards our privacy and that customers/employees cant see over the side fence.

Attached Documents

Wednesday, June 19, 2024

Page | 1

Whyalla City Council

Wednesday, June 19, 2024

Project: 03.2024
Re: Representations 18/6/24
Applicant: Adam Albanese
At: 32-36 Forsyth Street, Whyalla

Dear Cristina/Lucas,

Re: Response to Representations Dated 18/06/2024

Please see further comments in relation to the Representations issued 18/6/24 below:

Representor 1- Jerome Connolly

We wish to advise Mr Connolly that any site lighting turned on at night will be facing inward to the site and not outwards towards his house. Unfortunately, due to the nature of assets on the site and in the workshop/proposed shed we cannot have no lighting at night as its necessary for surveillance purposes. We will endeavor to minimize light to Mr Connolly's backyard as practically possible.

Representor 2-Sarah Flack

I have summarized responses to Ms Flack below:

- 1-We do not intend to have any lighting facing out of our site and will be making sure all lighting faces into our yard/workshop areas.
- 2-We have a designated car parking area for customers so we don't envisage cars being parked on the street but in the case of an event etc.. We unfortunately cannot control this.
- 3-Noise levels should not be an issue as we will adhere to the EPA's direction on machinery/tool use and our business hours are not unlike any other business in the surrounding area
- 4-We are currently sealing the display area so dust will not be an issue
- 5-We are not replacing any boundary fencing next to Ms Flacks house and there will simply be a chain open fence to the front
- 6-Shouldn't be any changes other than what has been proposed but will take this on notice.
- 7-We plan to have all deliveries of vehicles made earlier and not late at night.
- 8-As with the lights we will not have any cameras that will be directed into Ms Flacks yard as that would be an invasion or privacy and we are only concerned about the assets on our site.
- 9-Being a standard fence height, we cannot see that anyone would attempt to view into Ms Flacks yard.

We are very understanding to both representatives' concerns and will endeavor to satisfy them with the above-mentioned outcomes.

Kind Regards



Adam Albanese
 Architect
 0427666317

STORMWATER MANAGEMENT REPORT

PROJECT: 240327

DATE: 18 July 2024

CLIENT: Emanuele Bros

SITE: 32 Forsyth Street, Whyalla

Contents

1.0 Overview

- 1.1 Background
- 1.2 Scope of assessment

2.0 Stormwater management strategy

- 2.1 Site description
- 2.2 Design criteria
- 2.3 Stormwater strategy
- 2.4 Hydrology/hydraulics
- 2.5 Hydraulic assessment
- 2.6 Water quality treatment

3.0 Conclusion

APPENDIX A: CATCHMENTS PLAN AND DELINIATIONS

APPENDIX B: STORMWATER MANAGEMENT PLAN

DOCUMENT REVISION(S):

Revision	Description	Date Issued:	Report by:
A	Issued for approval	18 July 2024	Corina Zmau

Proprietary Information Statement

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1. Overview

1.1 Background

Gama Consulting have been engaged by Emanuele Bros to prepare a Stormwater Management Plan (SMP) for a New Additions to an existing Commercial Development.

This report is intended to conceptually outline the stormwater management design and detail methodology.

The report is based on the current Australian stormwater management procedures and in accordance with the requirements of the Institution of Engineers, Australia publication, Australia Rainfall and Runoff, 2019, Queensland Urban Drainage manual and Australian Standard 3500.3-2018.

1.2 Scope of assessment

The preparation of the plan comprises of the scope of services listed below:

- Liaise with City of Whyalla to clarify approval conditions and determine on-site stormwater management requirements.
- Prepare a Stormwater Management Plan detailing the proposed method of collection and disposal of site generated stormwater runoff.

2. Stormwater management strategy

2.1 Site description

The proposed additions to existing commercial development located at 32 Forsyth Street, Whyalla consists of new store/workshop and new adjacent carpark spaces.

The site located at the corner of Forsyth and Sharp streets, has approximately 0.36ha which slopes towards the northeastern boundary.

In accordance with government Enviro Data there are not water courses crossing the site or its vicinity. Refer figure 1.

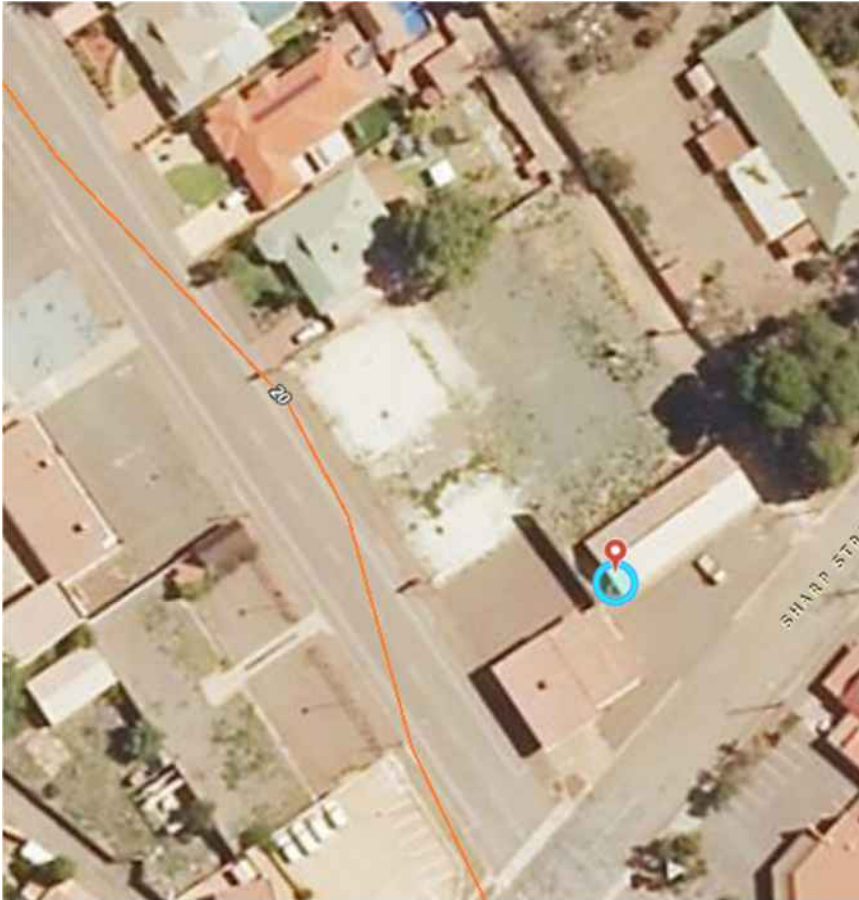


Figure 1 – Existing site

2.2 Design Criteria

The stormwater management strategy has been prepared as follows with consideration of the requirements:

- the post-development peak flow rates for all stormwater events up to and including 1% AEP storm events must meet and not exceed peak flow rates
- the runoff must satisfy physical, chemical and biological conditions equivalent to or better than its pre-development.
- ensure that the proposed will not impact adversely on the surrounding environment and existing residences during and after construction.

2.3 Stormwater management strategy

Based on stormwater requirements, the following stormwater management plan is proposed:

- the runoff from the additional roof will be collected by a series of adequate gutters and downpipes and directed to above ground detention rainwater tank/s of 7,000 litres min. capacity with 50mm diameter restricted orifice to the overflow pipe which will discharge to the underground stormwater system.
- the part of surface run-off (approximately 0.14ha) will be capture by grated inlet pits equipped with filter baskets and redirected via pipes to the rainwater tanks.
- the rainwater tank/s overflow will discharge to the underground stormwater system
- adequate water quality treatment will be provided prior to discharge to council infrastructure.

Refer Site drainage plan for details.

2.4 Hydrology/hydraulics

A modeling assessment was undertaken to determine the rainfall-runoff relationship at the present site. The model had been designed using Drains software using ILSAX/Horton methodology.

The following DRAINS model parameters and assumptions were made in the development of the drainage model for the site:

- Soil type = 3
- Ponding volumes at spill depth for sag pits = 5m³ with safe pond depth of 0.150m (minor storms) and pond spill depth of 0.150m
- Depression Storage of Paved = 1mm; Grassed = 5mm; typically used to account for the initial loss in depth of rainfall that is assumed to be retained in depression on a catchment surface and is subject to evaporation. In the ILSAX hydrological model, this loss is subtracted after continuing infiltration losses because it is assumed to occur after infiltration
- Antecedent Moisture Content (AMC) = 2.5 as per DIT recommendation in the absence of an analysis of AMC; AMC is used in loss calculations by specifying the wetness or dryness of soils in a catchment at the start of a storm. Usually, AMC is determined based on the expected rainfall in the 5 days prior to a storm. It increases soil moisture levels and affects rates of infiltration into the soil.
- Pit and pipe energy loss coefficients (k) were estimated with the DRAINS built in QUDM charts.

- Rainfall Storm event – generated in accordance with ARR, 2016 temporal patterns and Bureau of Meteorology Intensity, Frequency and Duration (IFD) depths
- Supplementary areas are not to be used.

Table 1 – Pre-development Catchment Parameters

Total catchment area (m ²)	3633
Impervious (%)	33
Catchment length (m)	53
Average site slope (%)	2.3
Surface roughness	0.03
Time of concentration (min.)	10

A detailed post-development catchments plan based on client layout plan is attached refer **Appendix. A.**

2.5 Hydraulic assessment

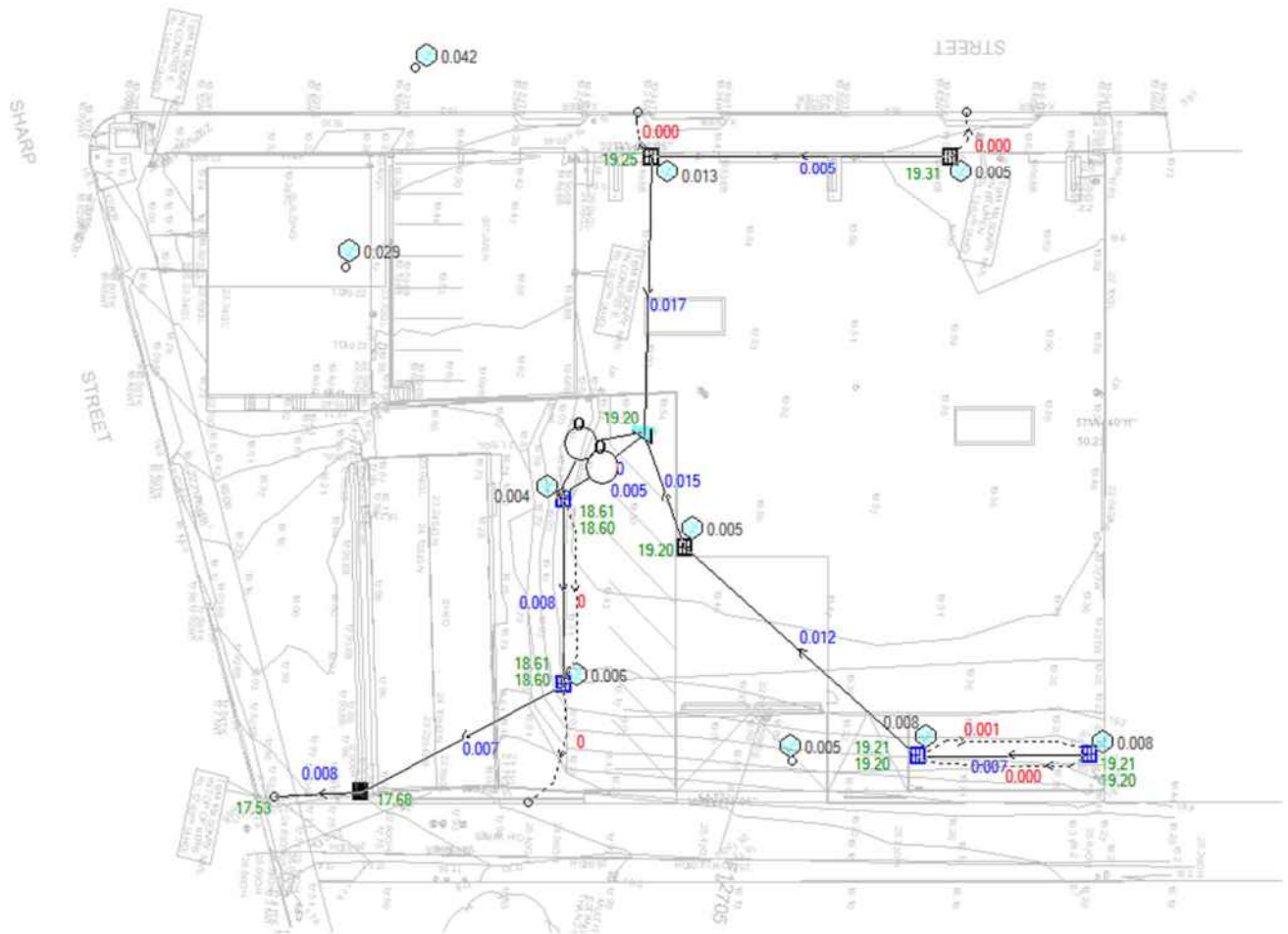
The model analyses were undertaken for several different scenarios (minor and major events) and respective pre- and post-development scenarios:

The DRAINS model output for different scenarios are summarised on Table 2 and screenshots Figures 2 and 3 respectively.

Table 2 - Flow rates for various scenarios

Scenarios	Pre-development flow rate (m ³ /s)	Post-development flow rate (m ³ /s)
10% AEP (Minor stormwater events)	0.042	0.042
1% AEP (Major stormwater events)	0.107	0.074

sults for median storm in critical 10% AEP ensembles
ng Full Unsteady hydraulic model.



-  : DETENTION BASIN / RAINWATER TANK / TANKS
-  : PIT
-  : STORMWATER PIPE
-  : PUMP
-  : ORIFICE
-  : CATCHMENT

Scenario 2:

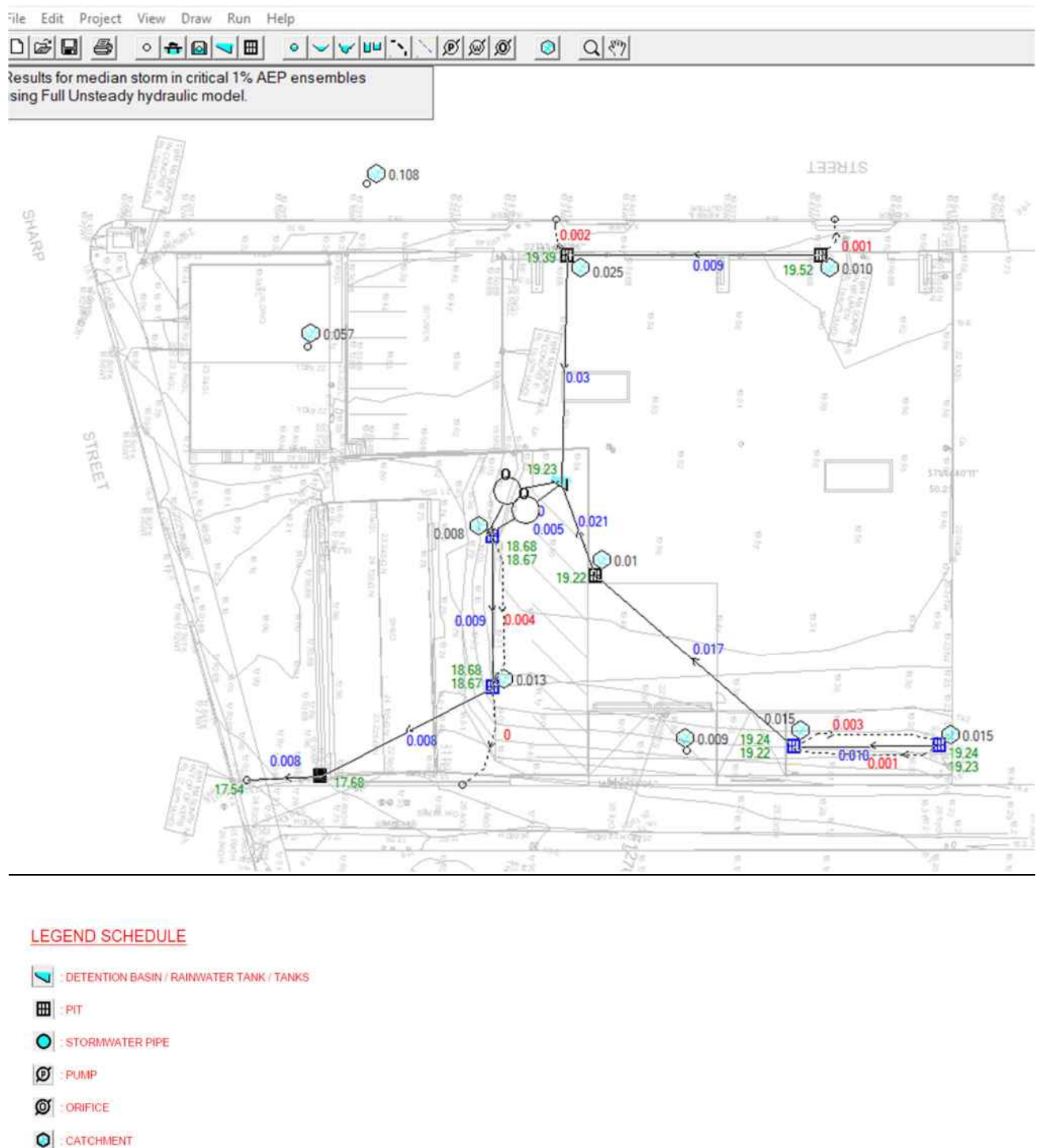


Figure 3 - DRAINS modelling output (1%AEP)

The results indicate that all key design criteria identified will be met.

A stormwater management plan that demonstrates the principles discussed above, is included.

2.6 Surface water treatment

The proposed surface water treatment includes for new additional development will consists of Eco-sol litter baskets to grated inlet pits, rainwater tank/s, and Spel Hydro channel to grated drains.

For the output of music model adopted to simulate the proposed stormwater quality train above and pre-development existing water quality treatment, refer to the screenshot below.

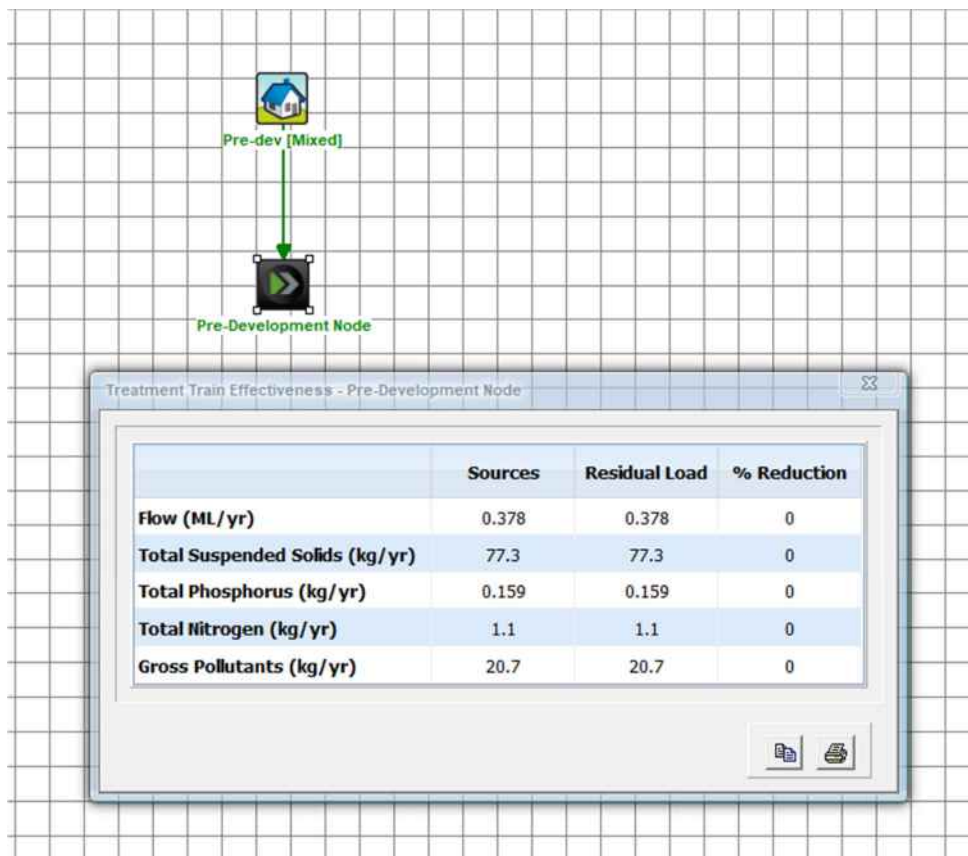


Figure 5– Music model output pre-development

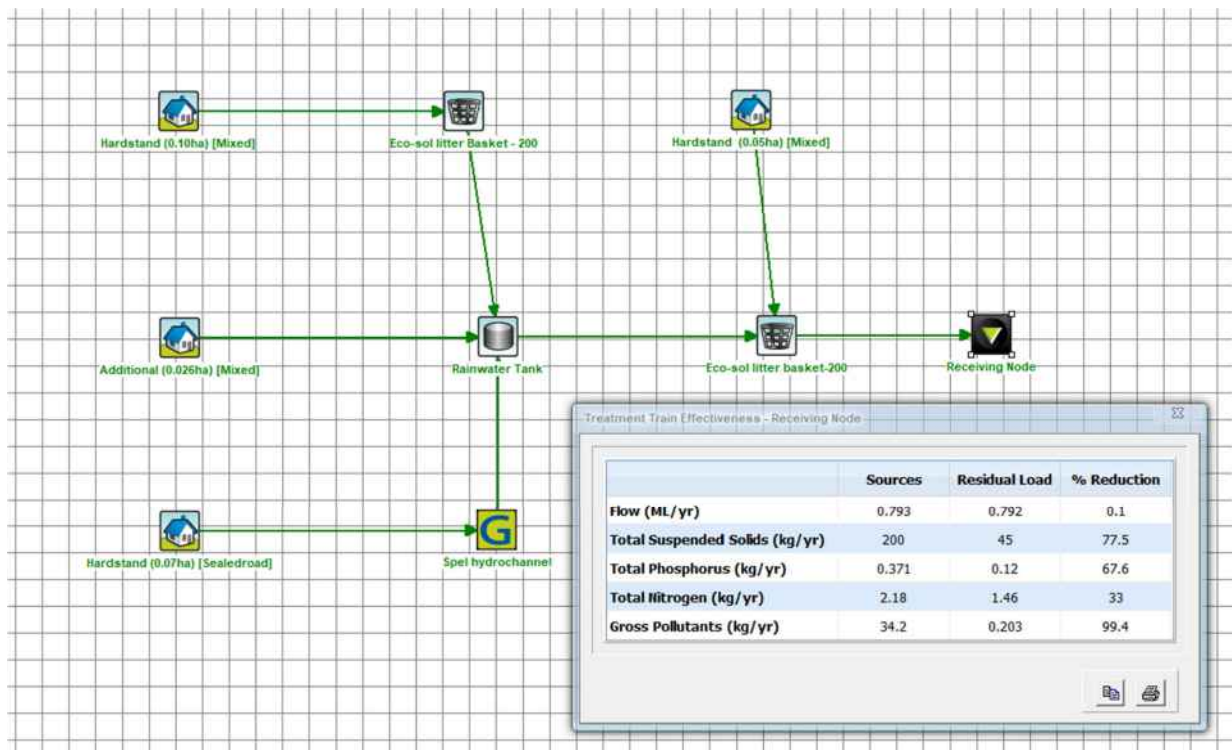


Figure 6– Music model output post-development

3.0 Conclusion

The proposed stormwater drainage plan intends to demonstrate that the run-off from the proposed development will have no detrimental impact on the existing drainage system.

The run-off which will leave the site due to the proposed stormwater arrangements will be limited to the pre-development flow rates required.

Gama consulting

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APPENDIX B: STORMWATER DOCUMENTATION

GENERAL NOTES

THIS IS AN ENGINEERING SURVEY PLAN, AND SHOULD NOT BE TAKEN AS A CADASTRAL OR IDENTIFICATION SURVEY. BOUNDARY DATA SHOWN IS TO BE TAKEN AS A GUIDE ONLY.

SURVEYED BY OTHERS

ALL SITE LEVELS AND DETAILS MUST BE CHECKED AND APPROVED BY THE OWNER/BUILDER PRIOR TO COMMENCEMENT OF ANY WORK.

COVER TO PIPES SHALL COMPLY WITH AS 3500.5. PIPES LESS THAN 200mm BELOW THE FINISHED SURFACE UNDER THE DRIVEWAYS SHALL BE ENCASED IN 100mm OF CONCRETE.

SITE CLASSIFICATION TO AS2870-2011 : TO BE CONFIRMED
DO NOT SCALE FROM THE DRAWINGS

ANY DISCREPANCIES TO BE REFERRED TO THIS OFFICE FOR CLARIFICATION BEFORE PROCEEDING WITH FURTHER WORK

THESE DRAWINGS ARE TO BE READ IN CONJUNCTION WITH THE ARCHITECTURAL DRAWINGS, STRUCTURAL DRAWINGS AND SPECIFICATIONS

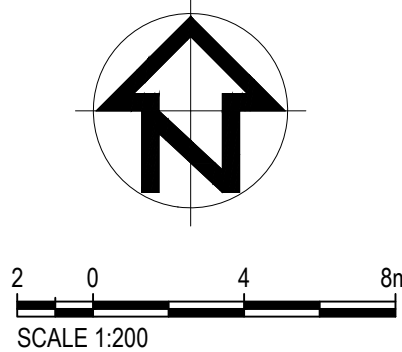
LEGEND

- Ø100 STORMWATER PIPE (GRAVITY)
- STORMWATER PIPE (SEALED-OVERFLOW)
- RETAINING WALL
- BK BARRIER KERB
- DP DOWNPIPES
- EDP DOWNPIPES
- GIP GRATED INLET PIT
- JB JUNCTION BOX
- TG 99.875
IL 99.675 DESIGN LEVEL FS=FINISHED DESIGN LEVELS,
TL=TOP OF COVER, TG=TOP OF GRATE, IL=INVERT,
TW=TOP WALL, BW= BOT. WALL
- 36.00 DESIGN MAJOR CONTOUR
- 36.00 DESIGN MINOR CONTOUR
- GIP* 600 SQ. GRATED INLET PITS WITH
ECO-SOL LITTER BASKETS
INSTALLED AS PER
MANUFACTURES SPECIFICATIONS
CLASS D GRATED COVER
- NEW BITUMEN PAVING
- NEW LANDSCAPING
- RWT RAINWATER DETENTION TANK, 7000L MIN.
CAPACITY WITH Ø50 RESTRICTED ORIFICE TO
OUTLET PIPE.
- OVER OVERFLOW AND
RESTRICTED DISCHARGE ORIFICE
- SPEL HYDROCHANNEL

SITE DRAINAGE PLAN

1:200

A	ISSUED FOR APPROVAL	19/07/2024	MM
REV	REVISION DESCRIPTION	DATE	CHK



a: Suite 3, No.83 Fullarton Rd,
KENT TOWN, SA 5067
T: 08 7133 4550
admin@gamaconsulting.com.au
www.gamaconsulting.com.au

PROJECT
NORTH EAST ISUZU WHYALLA

SITE ADDRESS
32-36 FORSYTH STREET
WHYALLA, SA

CLIENT
NORTH EAST ISUZU

DESCRIPTION
SITE DRAINAGE PLAN

PRELIMINARY
NOT FOR CONSTRUCTION

DRAWN PM	DESIGNED PM
DRAFT CHK MM	DESIGN CHK MM

DRAWING No.
240375-C-01

REV
A

SHEET SIZE A1

Thursday, August 08, 2024

Page | 1

City of Whyalla

Thursday, August 08, 2024

Project: 03.2024
Re: RFI No. 2
Applicant: Adam Albanese
At: 32-36 Forsyth Street, Whyalla

Dear Lucas,

After correspondence with a lighting specialist, I would like to respond to your lighting queries in RFI 2. The 2 lights on the Northern Corner and the one on the West have been updated to reference and identify the light beam angle that the selected light produces. This light beam angle is 110degrees. To make things clearer I have shown the light beam at 120 degrees to symbolize the affect and direction in which the light will travel. As you can see from SD 06 OF 06 (Lighting Plan) the said light poles will not diffuse light into the neighboring dwelling/yard at 38 Forsyth Street. To further mitigate the risk of this occurring all our lights are fixed to a track system which allows us to angle down, rotate and shift (see below image) which will control the light source. For those 3 light poles, to further mitigate the light diffusion we could add a flood light shield to further control the light beam and its direction and spread. We don't believe that's going to be necessary but are happy to do this in this instance. Please see below the existing lighting system (with 3 flood lights) on one of our other sites to better understand the system and how the light beams can be controlled to not affect neighboring properties.

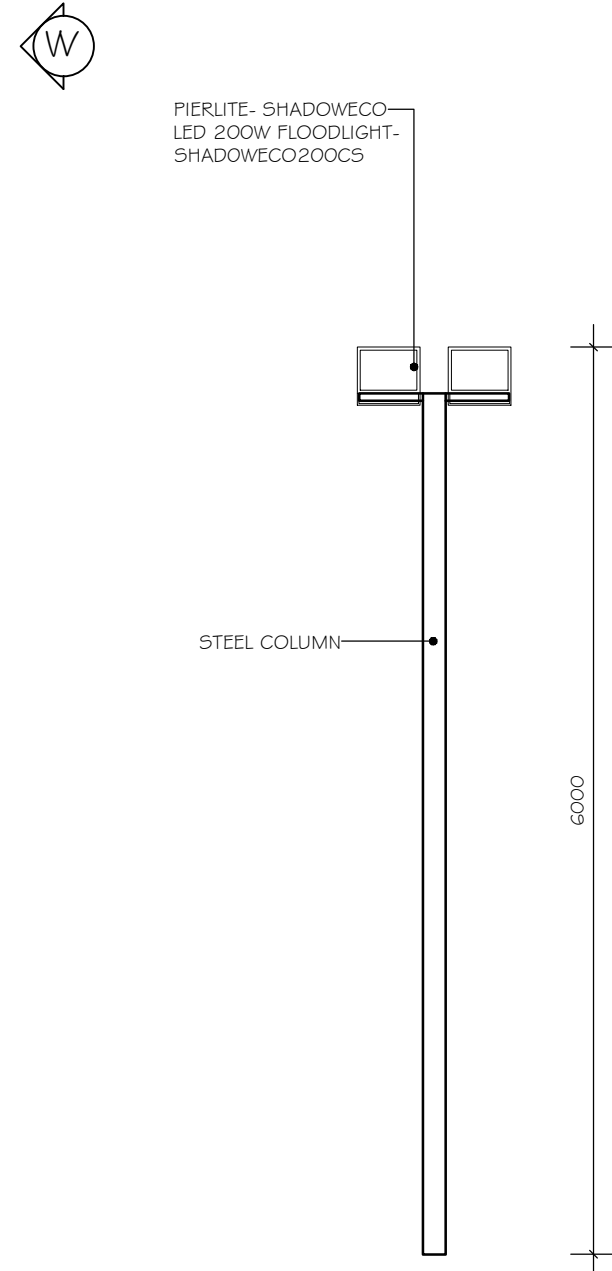
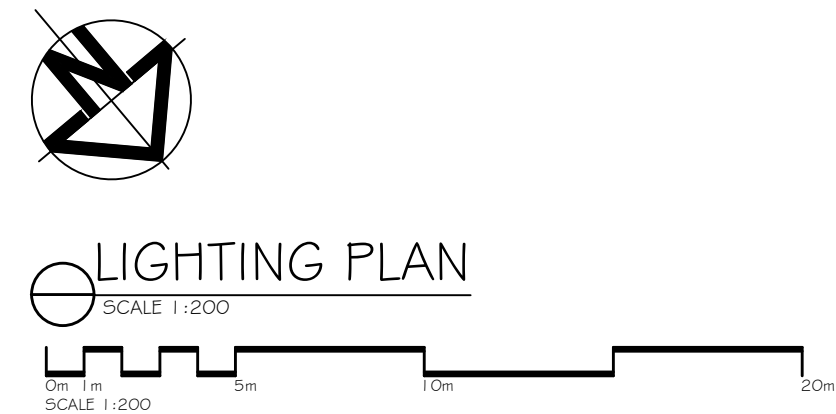


Kind Regards



Adam Albanese
Architect

northeast
auto group



NOTE: ALL LIGHT POLES ARE AT 6M TALL- BUILDING LIGHTS ARE SUITED TO BUILT FORM HEIGHT

REV	DATE	DESCRIPTION	BY
A	6.7.24	COUNCIL RFI	AA
B	6.8.24	COUNCIL RFI	AA

DESIGN DEVELOPMENT
DATED: 12/04/2024

DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED
VERIFY ALL LEVELS AND DIMENSIONS ON SITE BEFORE THE COMMENCEMENT OF ANY WORK OR SHOP DRAWINGS
DO NOT SCALE OFF DRAWINGS
DRAWINGS SHALL BE READ IN CONJUNCTION WITH ENGINEERS & OTHER CONSULTANT SPECIFICATIONS & DETAILS
ANY DISCREPANCIES ARE TO BE REFERRED TO ARCHITECT FOR CLARIFICATION BEFORE PROCEEDING WITH FURTHER WORK

northeast
auto group

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Tel: (08) 6260 9899
Addr: 1222-1230 Port Wakefield Road, Burton, SA 5110
Email: info@northeastautogroup.com.au
Burton - Hampstead Gardens - Lonsdale - Port Augusta - Orroroo

Project
WHYALLA RENOVATION

Address
32 FORSYTH STREET,
WHYALLA

Drawing
SITE PLAN

Drawn	AA	Sheet Size	A2
Scales	1:200 & 1:50		
Date	12/04/2024		
Drawing no.	06 of 06	Issue	B
Project No.	03.2024		

Shadoweco LED Floodlight

SHADOWECO200CS

- One box solution with colour select with 1m fly lead
- Easy push button change colour temperature between 3000K/4000K/5000K
- Anti-fog diffuser with breather in-built cable gland

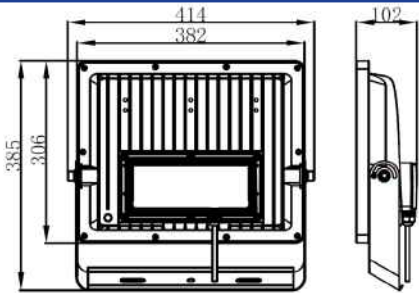


COLOUR SELECT

Performance

System Power	200W
Exit Lumen	23654lm, 19565lm, 21757lm
Efficacy	120lm/W, 106lm/W, 105lm/W
CCT	4000K, 3000K, 5000K
CRI	80
Operating Temperature	0 to 40
MacAdam Steps	6SDCM
Ingress Protection Rating	IP65
Impact Rating	IK08
Beam Distribution	Symmetric
Beam Angle	110°
Warranty	3 Years
Lifetime	54,000hrs (L70/B50)

Line Drawings



Product Images



Physical

Dimensions	L414 x W385 x H102 mm
Reflector	Aluminium
Diffuser	Frosted Glass
Luminaire Colour	Black
Weight	5.7kg
Luminaire Material	Aluminium (Die Cast)
Driver Location	Integrated
Heatsink	Aluminium (Die Cast)
Finish	Powder Coated
Installation	Trunnion

Electrical

Dimming	Non - Dimmable
Voltage	240V
Line Voltage Frequency	50Hz
Inrush Current	65A
Inrush Current Duration	544µs
Line Current	0.90A
Electrical Rating	Class 1

Product Images

