AGENDA

UPPER SPENCER GULF REGIONAL ASSESSMENT PANEL

Council Chamber, Whyalla City Council,

21 Grundel St, Whyalla Norrie,

Tuesday 17 September 2024,

commencing at 5.30pm.

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 17 September 2024, Council Chamber, Whyalla City Council Building, 21 Grundel Street, Whyalla Norrie, commencing at 5.30pm.

Jodie Perone
ASSESSMENT MANAGER
12 September 2024

1. Welcome – Stewart Payne, Presiding Member

2. Present

3. Apologies

Nil

4. Confirmation of Minutes

That the minutes of meeting held on 27 August 2024 be received and adopted.

5. Business Arising from the Previous Minutes

6. Conflict of Interest Declarations

7. Officer Reports

7.1 Development Application 24014431 Page 3

2-3 Level motel with 100 tourist accommodation units, signage and ancillary car parking; 1-3 Forsyth Street & 2-4 Donaldson Terrace, Whyalla.

7.1.1 Two (2) representors wish to be heard.

7.2 Development Application 24006627 Page 134

Construction of forty (40) additional accommodations units comprising of 10 cabins on the site of and for use in conjunction with an existing motel complex, together with associated driveways, car parking and landscaping; 99-107 Playford Avenue, Whyalla Playford.

7.2.1 Seven (7) representors wish to be heard.

8. Other business

9. Close

DEVELOPMENT NO.:	24014431
APPLICANT:	LCA Hotel Freeholds Pty Ltd
ADDRESS:	1-3 Forsyth St Whyalla SA 5600 2-4 Donaldson Tce Whyalla SA 5600
NATURE OF DEVELOPMENT:	2-3 level motel with 100 tourist accommodation units, signage and ancillary car parking.
ZONING INFORMATION:	**Zones:** • Township Main Street **Overlays:** • Hazards (Flooding - Evidence Required) • Native Vegetation • State Heritage Place
LODGEMENT DATE:	14 June 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 2024.10 06/06/2024
CATEGORY OF DEVELOPMENT:	Code Assessed - Performance Assessed
NOTIFICATION:	Yes
RECOMMENDING OFFICER:	Lucas Trevisan City Planning Coordinator
REFERRALS STATUTORY:	Minister responsible for the administration of the Heritage Places Act 1993
REFERRALS NON-STATUTORY:	Council Infrastructure – Stormwater and Traffic

CONTENTS:

ATTACHMENT 1: **Final Plans**

ATTACHMENT 2: **Representations**

ATTACHMENT 3: **Response to Representations**

ATTACHMENT 4: **Supporting Planning Statements**

ATTACHMENT 5: **Traffic and Parking Report**

ATTACHMENT 6: **Waste Management Plan**

ATTACHMENT 7: **Shadow Diagram**

ATTACHMENT 8: **Stormwater Management Plan**

1.0 DETAILED DESCRIPTION OF PROPOSAL:

The proposed development comprises of a tourist accommodation building (2-3 level Motel with 100 accommodation units) with associated signage and ancillary car parking – In more detail it includes:

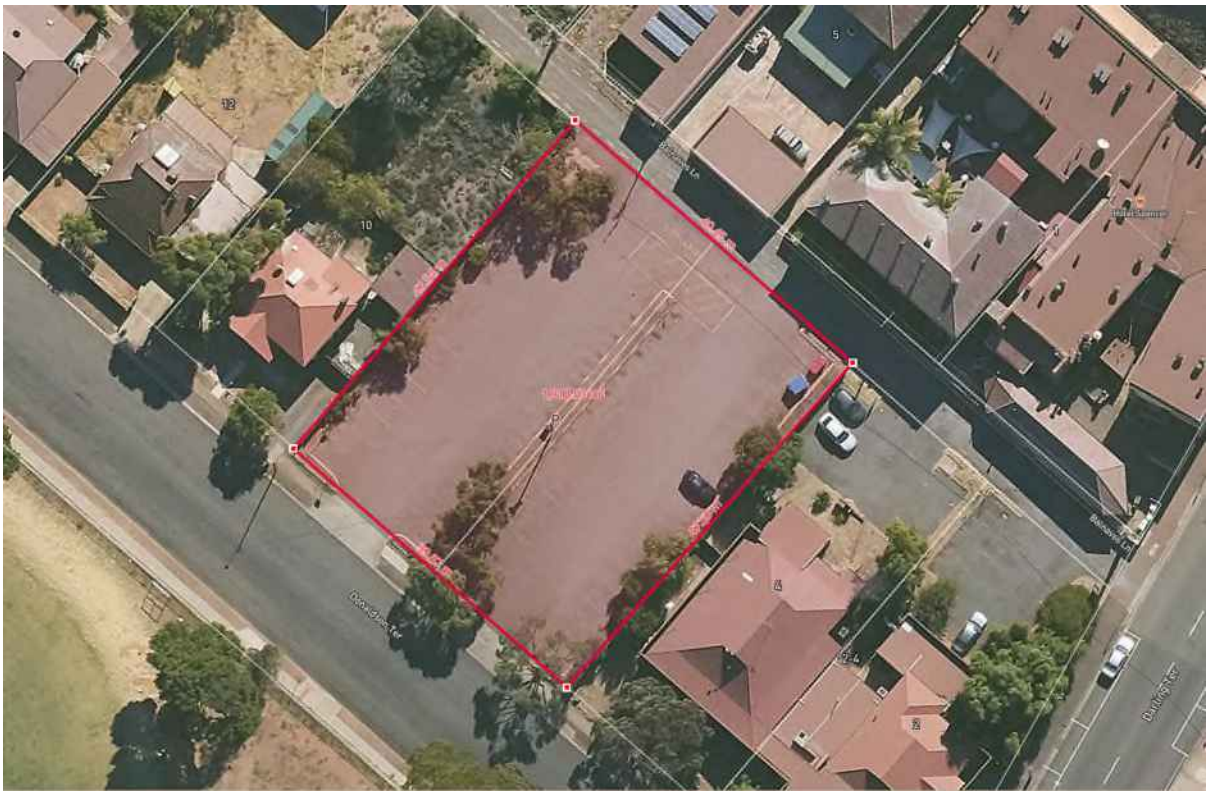
- Tourist accommodation with reception, laundry, and staff garaging facilities
- Off-street vehicle parking spaces – 77 spaces
- Modified and additional on-street parking spaces – 14 additional spaces
- 'Spencer Motel' illuminated signage presenting to Donaldson Terrace and Darling Terrace

2.0 BACKGROUND:

2.1 Existing Car Park

The existing Car Park over CT 5228/853 and CT 5138/681 (shown below) has been historically utilised as hotel parking for the Spencer Hotel, staff parking by numerous surrounding businesses and for student pickup from Samaritan Collage. The removal of the car park has been raised as a point of concern during the public notification process, specifically that the Spencer Hotel will lose required vehicle parking spaces. Neither Title for both identified allotments state any legal tie to another allotment or business.

The removal of the car parks in their entirety is permissible and will not trigger a reassessment of the Spencer Hotel parking requirements.



2.2 Previous Application

Previous application 22040761 received Development Consent in 2023 for the partial demolition and construction of 7 angled vehicle parking spaces at the Spencer Hotel Site, namely 1-3 Forsyth Street. This is expressed to note that the application before you proposes to expand the parking over 1-3 Forsyth Street from the previously approved 7 parking spaces to 18.

3.0 SUBJECT LAND & LOCALITY:

3.1 Land Description:

The subject land comprises six allotments with a combined area of 5898m^2: Certificate of Title 5228/853, 5228/854, 5138/681, 5726/443, 5735/987, 5228/855. Allotments 5228/854 and 5228/855 are separated from the other allotments by Balnaves Lane, however still comprise part of the land.

The subject property, encompassing allotments 1-3 Forsyth Street and 2-4 Donaldson Terrace, Whyalla, is bisected by Balnaves Lane. Both clusters of allotments are predominantly rectangular in configuration. The property boasts significant frontage along Donaldson Terrace (86m), secondary frontage to Darling Terrace (45m), and rear laneway access via Balnaves Lane (77m).

Currently, the site features two existing structures:

1. The Hotel Spencer, a building of State Heritage significance.
2. A second building situated at the intersection of Donaldson Terrace and Darling Terrace.

3.2 Locality:

The subject property benefits from a strategic location in Whyalla, with the Samaritan College situated to its south-west. Positioned just one street back from the active Patterson Street, a primary business strip, the property enjoys proximity to a range of commercial activities and services. This unique blend of educational and commercial elements in proximity contributes to the dynamic and multifaceted nature of the locality.

3.3 Zoning:

The subject land comprising six allotments (two allotments separated by a laneway) is located within the Township Mainstreet Zone, however, is adjoining the boundary of the Established Neighbourhood Zone to the South-West.

The land, 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:**
  Change of use: Code Assessed - Performance Assessed
  Tourist accommodation: Code Assessed - Performance Assessed
  Signage: 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, Township Mainstreet Zone Table 5, Column A, Item 2 specifies, "any kind of development where the site of the development is not adjacent land to a site used for residential purposes in a neighbourhood-type zone."

As a site within the allotment of 1 Walls Street is used for residential purposes and falls within a neighbourhood-type zone, notification is required.

5.2 List of Representations

4 representations were received during the notification period – 3 in support of the development with some concerns and 1 in opposition to the development.

Support with concerns

No. of representation	Name	Address	Matters raised	Request to be heard
1	Nastasja Agerman		• Concern for heat within Motel courtyard – Suggests the inclusion of a tree in the courtyard.	No

2	Mingyon Bird		• Potential stormwater runoff into property of 7b Forsyth Street. • Noise generation	No
3	Emily Nankivell on behalf of J & A Watson Pty Ltd / Metric Consulting Engineers Pty Ltd		• Use and maintenance of Balnaves Lane during and following construction. • The operation of the walkway that runs between Balnaves Lane and Forsyth Street located adjacent to the side boundary of 5 Forsyth Street. • Fencing to the boundary between the site (1-3 Forsyth Street) and 5 Forsyth Street. • Clarification regarding any changes to the beer garden on the site (1-3 Forsyth Street), whether it is being extended and acoustic treatments.	Yes

Opposes

No. of representation	Name	Address	Matters raised	Request to be heard
4	Shay Bogg		• Vehicle parking volumes insufficient – Concern for increase in on-street parking. • Potential introduction of blind-spots with proposed angled on-street parking.	Yes

			• Potential overshadowing of 10 Donaldson Terrace.	

Complete representations can be found within the attachments.

5.3 Applicant's response

The response addresses concerns raised during public notification regarding the proposed motel development. The key issues highlighted included stormwater management, traffic and parking, landscaping, noise, overshadowing, use of Balnaves Lane, fencing, and potential impact on the existing beer garden.

The response demonstrates that the development aligns with the Township Mainstreet Zone's intended land use and has been meticulously designed to mitigate any adverse effects on the surrounding area. It addresses stormwater management through improved drainage, ensures adequate car parking provisions, and incorporates landscaping to enhance visual amenity. Noise concerns are alleviated by demonstrating compliance with relevant policies and highlighting the nature of tourist accommodation, which typically generates minimal noise. The response also confirms no overshadowing impact on neighbouring properties and that the beer garden will remain unaffected.

In conclusion, the response assures that the development has been thoughtfully planned to meet all necessary requirements and minimise any potential negative impacts, while contributing positively to the local area.

Complete response can be found within the attachments.

6.0 REFERRALS

6.1 Mandatory Referrals

Minister responsible for the administration of the Heritage Places Act 1993

6.2 Internal Referrals

Council Assets 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 for the purpose of the Seriously at Variance test under Section 107(2)(c) of the Act, given that the Township Mainstreet Zone explicitly contemplates Tourist Accommodation. 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	A stormwater Management Report prepared by FMG Engineering has been provided to assist in the assessment. The supplied report 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 in accordance with 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.
State Heritage Place	**1** Development maintains the heritage and cultural values of State Heritage Places through conservation, ongoing	PO 1.7 PO 2.1 PO 3.2	State Heritage have provided the following response: "The subject land is contained within the State Heritage Place

	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*.		Overlay of the Planning and Design Code. The proposed development is considered to be acceptable in relation to the above State Heritage Place for the following reason/s. • The proposed development includes the construction of 18 car parks to the rear of the Spencer Hotel. The car parking will be accommodated as a result of the previous approval of the removal of the two-storey accommodation and the garage (DA22040761). • The proposed fencing and landscaping are considered to complement the existing hotel and will be consistent with the heritage values of the State Heritage Place.”

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, tourist accommodation is explicitly listed as an envisaged use within Designated Performance Feature 1.1.

The envisaged uses within the Zone notwithstanding, the full intent and nature of the Zone and locality must be assessed. The following Performance Outcomes are applicable:

Zone – DPF 1.1
Development comprises one or more of the following:
(m) Tourist accommodation

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 proposed 2-3 storey motel development, complete with off-street parking, laundry, reception, and illuminated signage, aligns seamlessly with the Performance Outcomes of the Township Mainstreet Zone. It fulfils the zone's intent by providing essential tourist accommodation. The development is situated at a location which is considered secondary to the main street, being Patterson and Forsyth Street, removing the necessity to conform to the typical shop front 'style'. The development's design is aimed at enhancing the streetscape through thoughtful architecture, landscaping, and integrated signage, thereby promoting a vibrant atmosphere. Moreover, by repurposing an existing commercial site, the motel exemplifies efficient land use and contributes to the ongoing vitality of the area, in line with the zone's policies.

7.5 Design and Siting

Built Form

The proposal seeks the demolition of existing building over 2-4 Donaldson Terrace and the construction of a 2-3 storey Motel.

The following Performance Outcomes are applicable:

Zone - PO 2.1
Buildings and structures are designed to complement the traditional low-scale main street built form by ensuring wall, parapet and roof height, verandah profile, and materials of construction are consistent with adjacent traditional main street buildings.

Zone - PO 2.4
Buildings create visual interest and an active interface with the main street frontage and maximise passive surveillance.

Zone - PO 2.8
Development contributes to and does not interfere with provision of an efficient and convenient pedestrian network linking the main street to adjoining zones.

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 1.3
Building elevations facing the primary street (other than ancillary buildings) are designed and detailed to convey purpose, identify main access points and complement the streetscape.

Design in Urban Areas - PO 2.1
Development maximises opportunities for passive surveillance of the public realm by providing clear lines of sight, appropriate lighting and the use of visually permeable screening wherever practicable.

Design in Urban Areas - PO 2.3
Buildings are designed with safe, perceptible and direct access from public street frontages and vehicle parking areas.

Design in Urban Areas - PO 2.4
Development at street level is designed to maximise opportunities for passive surveillance of the adjacent public realm.

Design in Urban Areas - PO 12.3
Buildings are designed to reduce visual mass by breaking up building elevations into distinct elements.

Design in Urban Areas - PO 12.7
Entrances to multi-storey buildings are safe, attractive, welcoming, functional and contribute to streetscape character.

The proposed motel development demonstrates compliance with the specified planning policies in several ways. The building's 2-3 storey height aligns with the low-rise character envisaged for the area, ensuring that its visual mass doesn't overwhelm the streetscape or neighbouring properties. The design incorporates varied elevations, breaking up the building's mass and creating visual interest, as encouraged by PO 12.3.

The ground floor facade, particularly along the primary street frontage, is designed to be engaging and informative, clearly conveying the building's purpose and main access points, thus fulfilling PO 1.3. The incorporation of ample windows and transparent elements at the street level not only contributes to an active streetscape but also maximizes passive surveillance opportunities, aligning with PO 2.1 and PO 2.4.

The design prioritizes pedestrian accessibility and safety, with clear and direct access points from the street and parking areas, as stipulated in PO 2.3 and PO 2.8. The overall architectural style and material choices, while contemporary, aim to harmonize with the existing built environment, particularly the traditional low-scale main street buildings, thereby addressing PO 2.1. Finally, the motel's entrance is designed to be functional, creating a welcoming experience for guests and contributing positively to the streetscape character, in accordance with PO 12.7.

Landscaping

A mix of soft landscaping and tree plantings have been proposed to soften the development and improve the visual appearance of both the development and public realm. The following Performance Outcomes are applicable:

Design in Urban Areas - PO 3.1
Soft landscaping and tree planting are incorporated to:
a) minimise heat absorption and reflection
b) maximise shade and shelter
c) maximise stormwater infiltration
d) enhance the appearance of land and streetscapes.

Design in Urban Areas - PO 7.4
Street-level vehicle parking areas incorporate tree planting to provide shade, reduce solar heat absorption and reflection.

Design in Urban Areas - PO 7.5
Street level parking areas incorporate soft landscaping to improve visual appearance when viewed from within the site and from public places.

The proposed development actively incorporates soft landscaping and tree planting within the courtyard and to the Donaldson Terrace Street frontage, fulfilling the requirements of Design in Urban Areas - PO 3.1. The inclusion of various shrubs and trees, such as the Fairy Fan, Tanika Mat Bush, Smoke Bush, Broad-leaf Hakea, and White Orchid Tree, will contribute to minimising heat absorption and reflection, providing shade and shelter, and maximizing stormwater infiltration. The strategic placement of these plantings will also significantly enhance the visual appeal of both the site itself and the surrounding streetscape. Furthermore, the incorporation of trees within the street-level car parking areas directly addresses PO 7.4 and PO 7.5, offering shade, reducing solar heat absorption and reflection, and improving the visual appearance of these areas when viewed from both within the site and from public spaces.

7.6 Traffic Impact, Access and Parking

Zone - PO 3.7
Buildings are set back from rear access ways to provide adequate manoeuvrability for vehicles.

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

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

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.

Transport, Access and Parking - 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.

Transport, Access and Parking - PO 2.1
Sightlines at intersections, pedestrian and cycle crossings, and crossovers to allotments for motorists, cyclists and pedestrians are maintained or enhanced to ensure safety for all road users and pedestrians.

Transport, Access and Parking - PO 3.1
Safe and convenient access minimises impact or interruption on the operation of public roads.

Transport, Access and Parking - PO 3.6
Driveways and access points are separated and minimised in number to optimise the provision of on-street visitor parking (where on-street parking is appropriate).

Transport, Access and Parking - PO 4.1
Development is sited and designed to provide safe, dignified and convenient access for people with a disability.

Transport, Access and Parking - 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.

Transport, Access and Parking - 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.

Transport, Access and Parking - PO 6.5
Vehicle parking areas that are likely to be used during non-daylight hours are provided with sufficient lighting to entry and exit points to ensure clear visibility to users.

The proposed development's approach to vehicle parking and access demonstrates a comprehensive effort to comply with relevant Performance Outcomes. The design ensures adequate manoeuvrability for vehicles

within the internal courtyard. By locating most of the parking within this courtyard and utilising existing and modified on-street spaces on Donaldson Terrace, the proposal minimises the need for crossovers on the main street. This approach also helps to reduce the visual impact of parking and protect residential amenity. The inclusion of landscaping within the courtyard further enhances its visual appeal and mitigates any potential negative impacts on adjacent sensitive receivers. The planned on-site delivery arrangements, with vehicles entering and exiting via Darling Terrace and utilising the internal courtyard for turning, ensure minimal disruption to public roads and pedestrian paths. The provision of two designated accessible parking spaces near accessible rooms demonstrates a commitment to providing safe and convenient access for people with disabilities. Finally, the development's parking strategy, which includes 77 on-site spaces and proposes the addition of 14 parking spaces on Donaldson Terrace, along with the consideration of average occupancy rates, ensures sufficient parking provisions while optimising land use.

7.7 Interface between Land Uses

Imposition of Built Form

The following Performance Outcomes are applicable:

Zone - PO 3.2
Buildings mitigate the visual impacts of massing on residential development within a neighbourhood-type zone.

Zone - PO 3.8
Buildings on an allotment fronting a road that is not a State maintained road, and where land on the opposite side of the road is within a neighbourhood-type zone, provides an orderly transition to the built form scale envisaged in the adjacent zone to complement the streetscape character.

Design in Urban Areas - PO 10.1
Development mitigates direct overlooking from upper-level windows to habitable rooms and private open spaces of adjoining residential uses in neighbourhood-type zones.

The proposed motel development successfully addresses the visual and privacy concerns outlined in the specified policies. The substantial 42-meter separation between the proposed building and the nearest residential dwelling within a neighbourhood-type zone (1 Walls Street) effectively mitigates any potential visual impact of the motel's massing, satisfying Zone - PO 3.2. Furthermore, this separation, coupled with the building's design, eliminates the possibility of direct overlooking from upper-level windows into habitable rooms and private open spaces of the neighbouring residential property, ensuring compliance with Design in Urban Areas - PO 10.1.

The motel fronts a road which is not State-maintained, its design and scale are intended to harmonize with the surrounding context, reflecting the established scale of other adjoining buildings, providing an appropriate transition that respects the existing built form of the adjacent neighbourhood-type zone, thus fulfilling Zone - PO 3.8.

Waste Management

The following Performance Outcomes are applicable:

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.

The proposed development's waste management strategy, prepared by Colby Phillips Advisory, aligns with the relevant Performance Outcomes. The provision of a ground floor enclosed storage area for bins effectively minimises the visual impact of waste management. The enclosed nature of this storage area, coupled with its integration into the building design, ensures that bins are screened from public view, contributing to the overall aesthetic quality of the development. The designated bin storage area on the ground floor, with its convenient access for refuse collection via Balnaves Lane, provides a dedicated and adequately sized space for the collection and sorting of waste materials. The low traffic volume on Balnaves Lane ensures minimal disruption during refuse collection, further supporting the practicality and effectiveness of this waste management approach. The proposed collection point on Balnaves Lane, away from the main street, also aligns with the intent of minimising disruptions to pedestrian and traffic flow in busier areas.

Overshadowing

Due to the scale of the proposed building the overshadowing of adjoining properties must be a consideration of the assessment. The applicable Performance Outcomes are as follows:

Zone - PO 3.3
Buildings mitigate overshadowing of residential development within a neighbourhood-type zone.
Interface between Land Uses - PO 3.1
Overshadowing of habitable room windows of adjacent residential land uses in:
- *a. a neighbourhood-type zone is minimised to maintain access to direct winter sunlight*
- *b. other zones is managed to enable access to direct winter sunlight.*

Interface between Land Uses - PO 3.2
Overshadowing of the primary area of private open space or communal open space of adjacent residential land uses in:
- *a. a neighbourhood type zone is minimised to maintain access to direct winter sunlight*
- *b. other zones is managed to enable access to direct winter sunlight.*

Interface between Land Uses - PO 3.3
Development does not unduly reduce the generating capacity of adjacent rooftop solar energy facilities taking into account:
- *a) the form of development contemplated in the zone*
- *b) the orientation of the solar energy facilities*
- *c) the extent to which the solar energy facilities are already overshadowed.*

The development successfully addresses overshadowing concerns by ensuring no negative impact on neighbouring residential properties, both within a neighbourhood-type Zone and the Township Mainstreet Zone. Shadow diagrams provided for the Winter Solstice demonstrate that the proposed motel's shadow falls entirely on the road and public space, thus complying with Zone - PO 3.3, Interface between Land Uses - PO 3.1, and PO 3.2. Additionally, the design considers the potential impact on rooftop solar energy facilities, ensuring no undue reduction in their generating capacity, in line with Interface between Land Uses - PO 3.3.

7.8 Signage

The development proposes signage at three building elevations, Donaldson Terrace, Darling Terrace, and Balnaves Lane. The signage is illuminated and states ‘SPENCER MOTEL’.

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.

Advertisements - PO 1.1
Advertisements are compatible and integrated with the design of the building and/or land they are located on.

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.

Advertisements - PO 4.1
Light spill from advertisement illumination does not unreasonably compromise the amenity of sensitive receivers.

Advertisements - PO 5.2
Advertisements and/or advertising hoardings do not distract or create a hazard to drivers through excessive illumination.

The signage contributes to a consistent streetscape along both Donaldson Terrace and Darling Terrace through its integrated design and appropriate size and placement, aligning with Zone - PO 5.1. The integration of the signage into the building facades ensures its compatibility with the overall architectural design, fulfilling the requirement of Advertisements - PO 1.1. By clearly stating the name of the establishment, the signage serves its primary purpose of identifying the land use and activity, avoiding any unrelated content that could contribute to visual clutter, as outlined in Advertisements - PO 3.1. The use of internal illumination with a low lumen output of 185, comparable to path lighting, minimises light spill and ensures it doesn't compromise the amenity of nearby residents or create a hazard for drivers, thereby adhering to Advertisements - PO 4.1 and PO 5.2. In conclusion, the proposed signage is well-designed, functional, and considerate of its surroundings, meeting the applicable Performance Outcomes.

7.9 Stormwater Management

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 42.2
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.

The proposed development incorporates stormwater management techniques that align with the requirements of the Performance Outcomes. The plan includes the installation of a tertiary water quality treatment device to enhance the quality of stormwater runoff before it's discharged, thus aiming to achieve a post-development water quality that is equivalent to or better than its pre-developed state. The design also focuses on managing peak flows and the rate of stormwater discharge. The use of larger pipes and the strategic redirection of runoff contribute to reducing the volume of stormwater entering Balnaves Lane, thereby mitigating potential downstream impacts and aligning with PO 42.3. The focus on effective stormwater collection, conveyance, and treatment, coupled with the planned landscaping, suggests an integrated approach to stormwater management that fulfils the intent of PO 7.7.

8.0 CONCLUSION

The proposed motel development demonstrates a strong alignment with the Performance Outcomes outlined in the Planning and Design Code.
The development fulfills the zone's intent by providing much-needed tourist accommodation and is a use which is specifically envisaged within the Zone.

The design prioritises pedestrian accessibility, visual appeal, and passive surveillance. Landscaping and tree planting are integrated to enhance the site's aesthetics, manage stormwater, and create a pleasant environment. The proposed waste management strategy ensures efficient waste collection and minimises visual impact through enclosed storage of waste receptacles and arranging for waste collection to occur from Balnaves Lane. The development addresses overshadowing concerns, ensuring minimal impact on neighbouring properties and solar energy facilities. The parking strategy provides adequate on-site parking while limiting disruptions to the street network. The motel's design and scale are sensitive to the surrounding context, providing an appropriate transition from the adjacent Established neighbourhood Zone.

Overall, the proposal is a well-considered development that will contribute positively to the area's vibrancy and functionality while respecting the existing built environment, 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 24014431, by LCA Hotel Freeholds Pty Ltd 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
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 needs to 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 3
Landscaping plantings as detailed in approved plans titled ‘LANDSCAPE PLAN’, dated 26/07/2024, shall be planted prior to use of the development. All plantings, inclusive of those approved over the road verge shall be maintained, with diseased and dying plants replaced as necessary to the satisfaction of Council.

Condition 4
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 prepared by FMG Engineering, to ensure that stormwater does not adversely affect the property and any adjoining property.

Condition 5
The driveway and parking areas shall be maintained in a good and trafficable condition to the reasonable satisfaction of the Council at all times.

Condition 6
The advertisement and advertising structure shall be maintained in good repair at all times.

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).

Advisory Note 2
As the proposed development includes the construction of a driveway(s) and landscaping over the footpath and road verge area, you are advised that a permit to undertake works that impact on Council infrastructure is required prior to construction.

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.*

(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 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.

OFFICER MAKING RECOMMENDATION

Name: Lucas Trevisan
Title: City Planning Coordinator
Date: 07 September 2024



PRELIMINARY
DATED: 01 / 05 / 2024

2 /81 Grange Rd
Welland SA 5007

T: 08 7087 6880
E: ceyles@hcs.on.net

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EDP HOTELS GROUP

540 Port Road,
Allenby Gardens
SA 5009

0 5 10 15 25m

Scale @ A3
1 : 500

Site Address:
DONALDSON TERRACE
WHYALLA SA

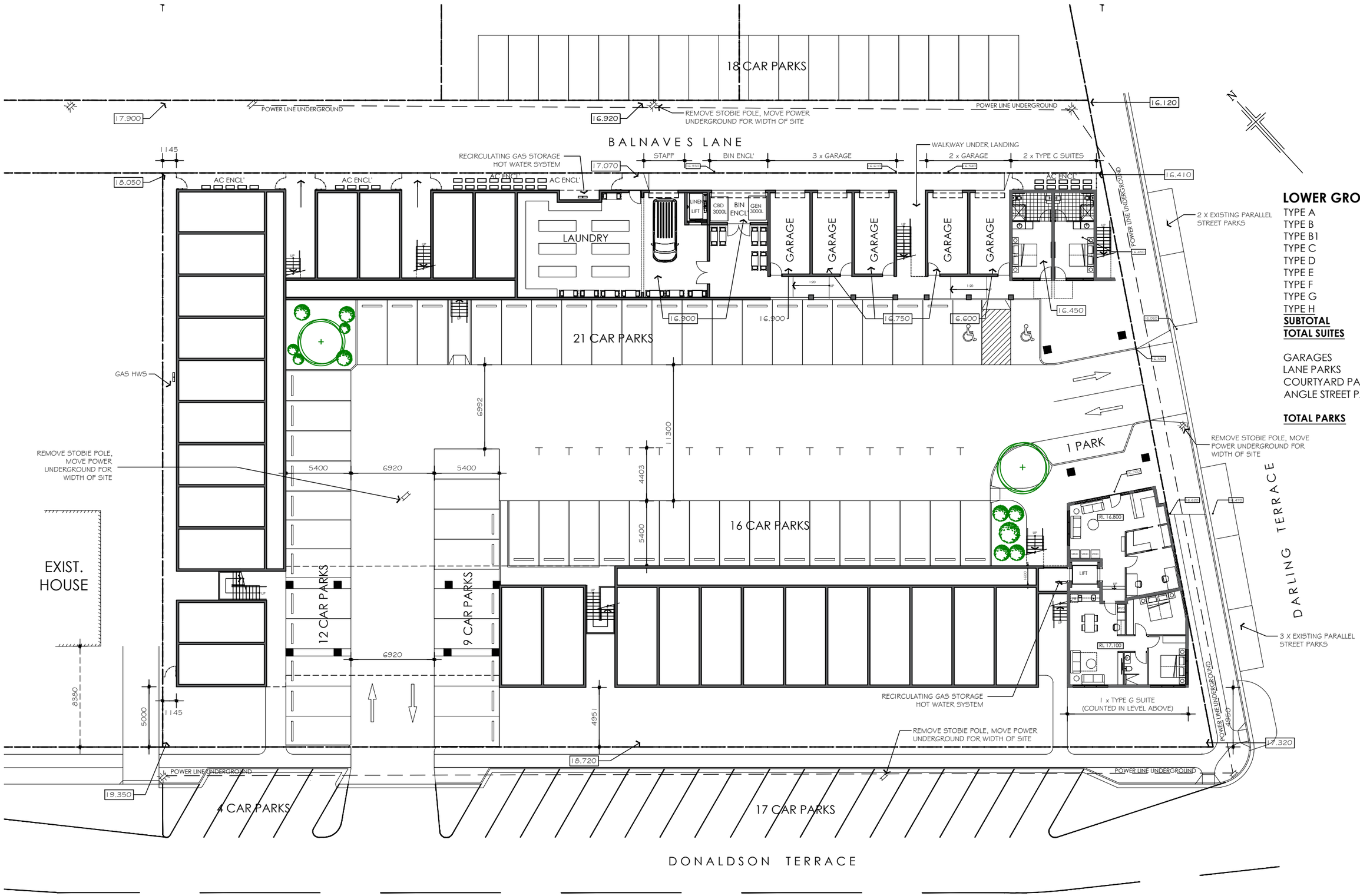
Project:
SPENCER MOTEL

Drawing Title:
PROPOSED SITE PLAN

Project No.
C2109

Date.
1/05/2024

Sheet No.
SK 1.1 A



LOWER GROUND APART'S

TYPE A	0
TYPE B	0
TYPE B1	0
TYPE C	2
TYPE D	0
TYPE E	0
TYPE F	0
TYPE G	1
TYPE H	0
SUBTOTAL	**3**
TOTAL SUITES	**100**
GARAGES	6
LANE PARKS	18
COURTYARD PARKS	58
ANGLE STREET PARKS	14
TOTAL PARKS	**=96**

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0 1 2 3 5 10

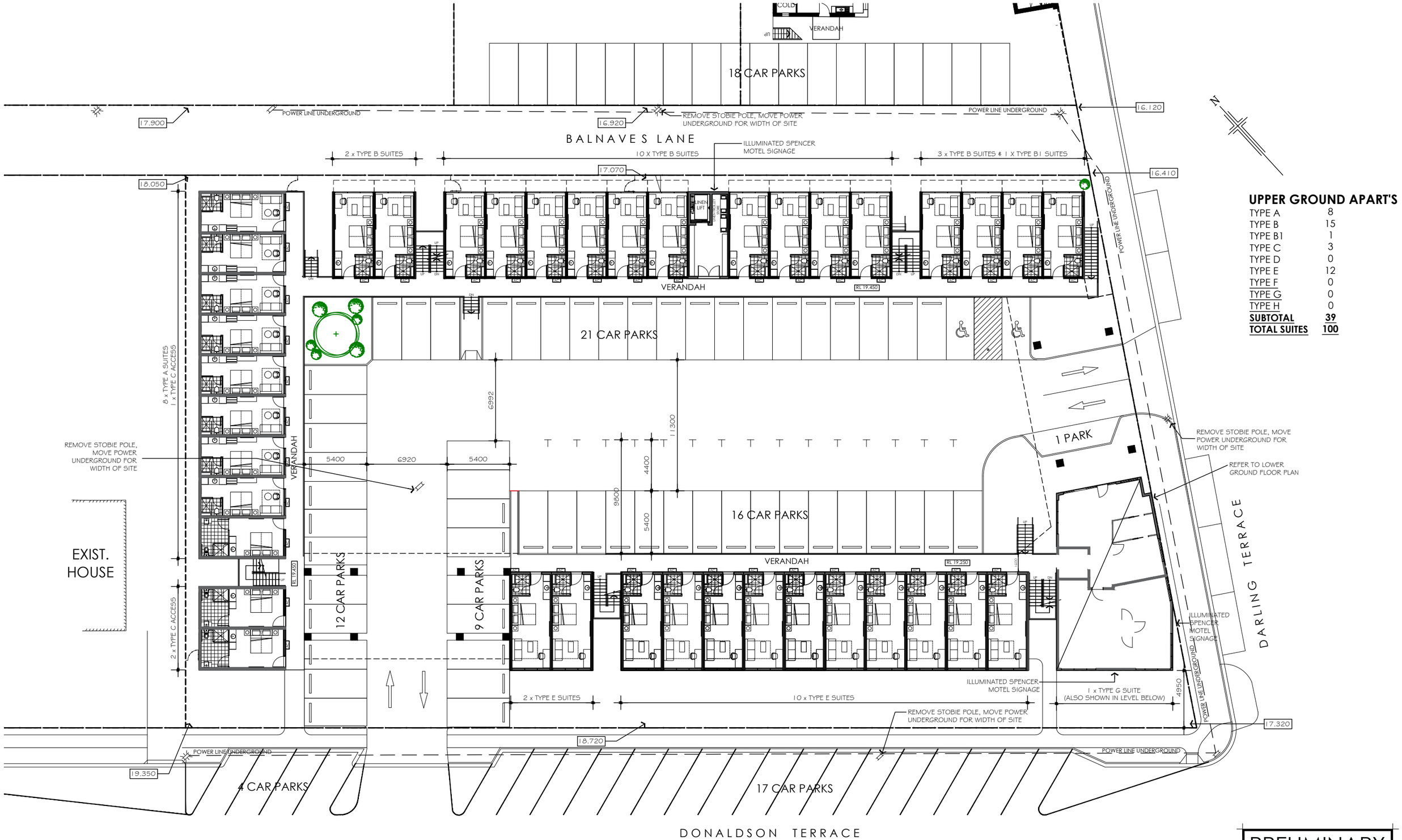
Scale @ A3
1 : 300

Site Address:
DONALDSON TERRACE
WHYALLA SA

Project:
SPENCER MOTEL

Drawing Title:
SKETCH LOWER GROUND FLOOR PLAN

Project No. C2109
Date. 26/07/2024
Sheet No. PL 2.1



UPPER GROUND APART'S

TYPE A	8
TYPE B	15
TYPE B1	1
TYPE C	3
TYPE D	0
TYPE E	12
TYPE F	0
TYPE G	0
TYPE H	0
SUBTOTAL	**39**
TOTAL SUITES	**100**

PRELIMINARY
DATED: 17 / 05 / 2024

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EAT · DRINK · PLAY

0 1 2 3 5 10

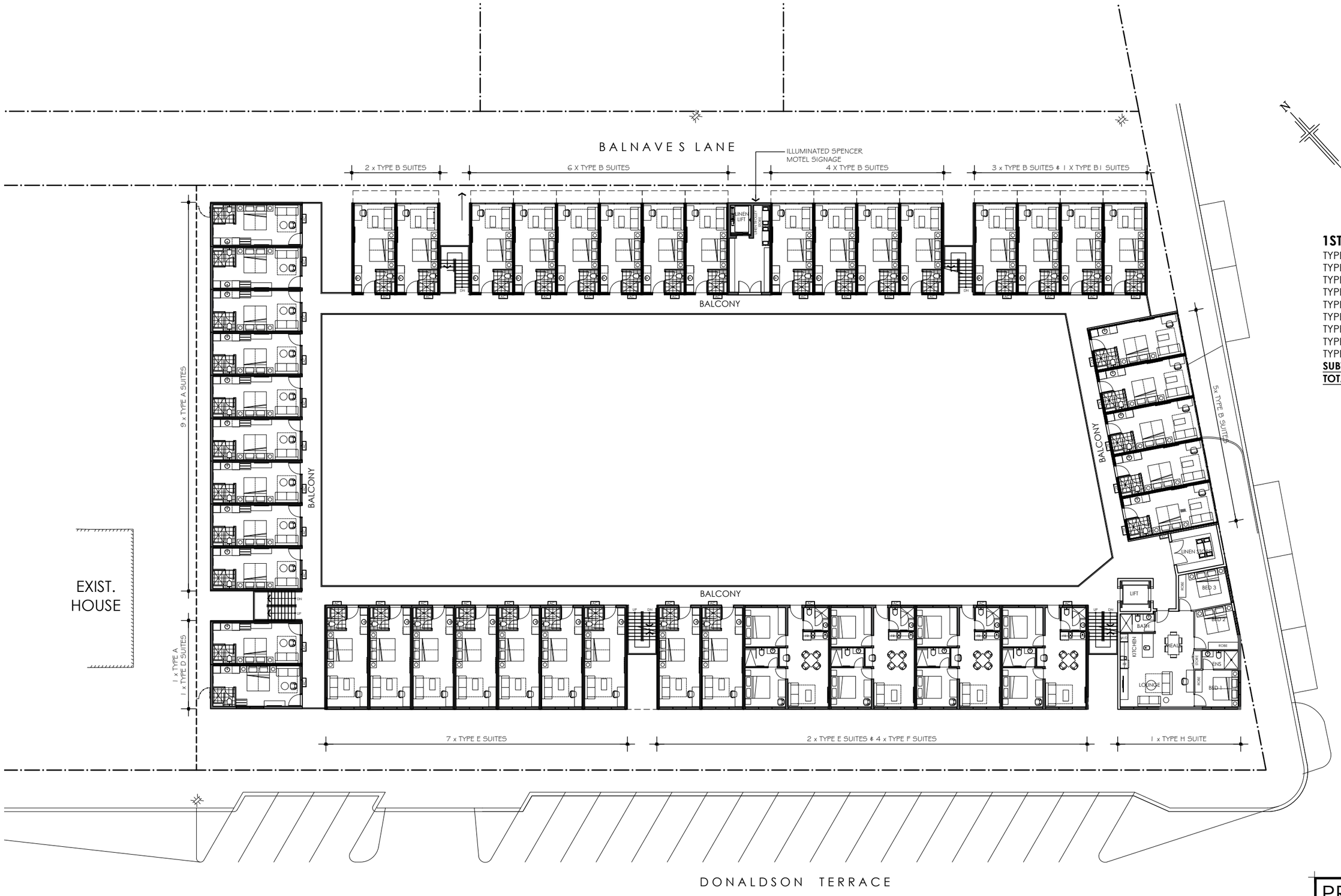
Scale @ A3
1 : 300

Site Address:
DONALDSON TERRACE
WHYALLA SA

Project:
SPENCER MOTEL

Drawing Title:
SKETCH UPPER GROUND FLOOR PLAN

Project No.	Date.	Sheet No.
C2109	17/05/2024	SK 2.2 A



1ST FLOOR APART'S

TYPE A	10
TYPE B	20
TYPE B1	1
TYPE C	0
TYPE D	1
TYPE E	9
TYPE F	4
TYPE G	0
TYPE H	1
SUBTOTAL SUITES	**46**
TOTAL SUITES	**100**

PRELIMINARY
DATED: 01 / 05 / 2024

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0 1 2 3 5 10

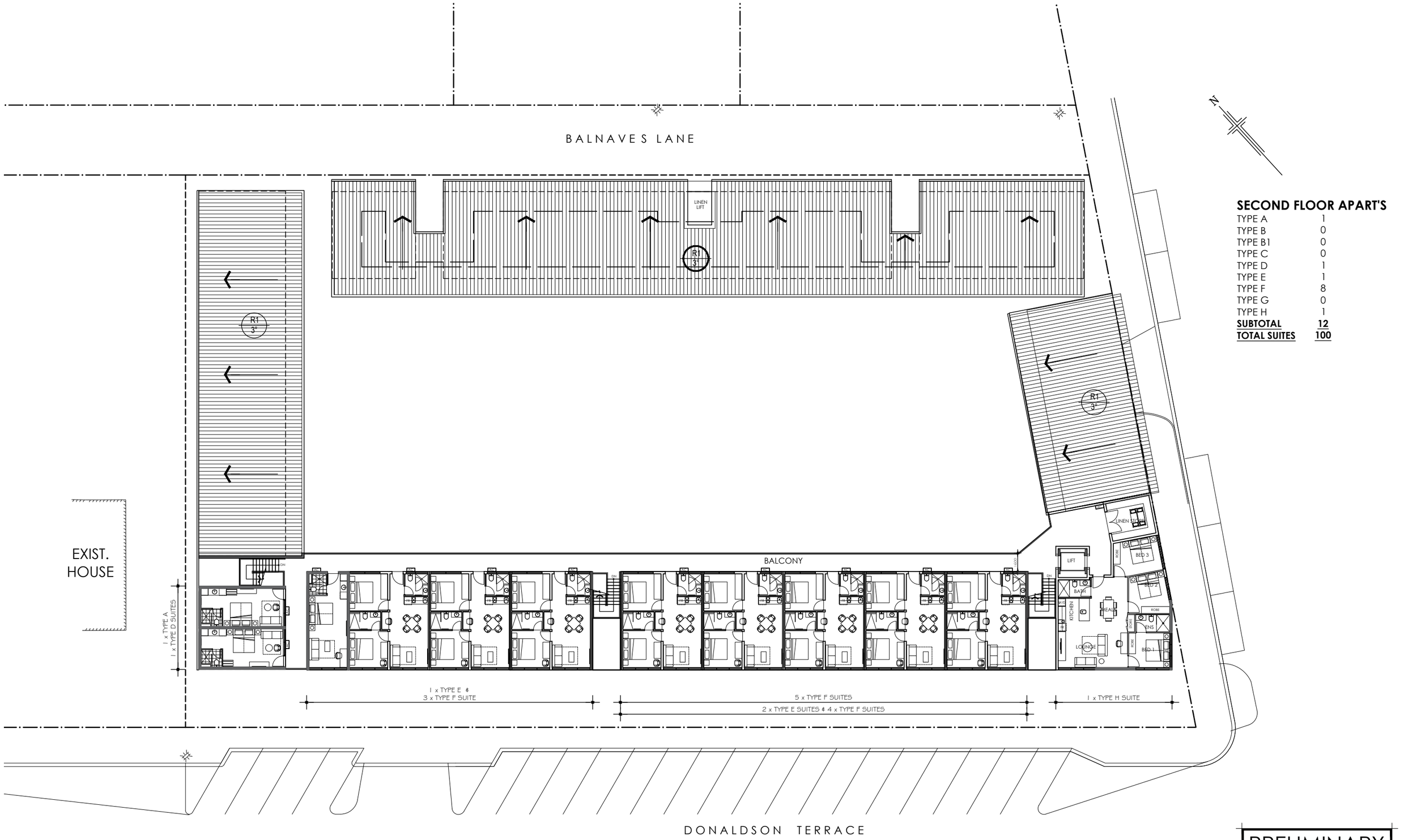
Scale @ A3
1 : 300

Site Address:
DONALDSON TERRACE
WHYALLA SA

Project:
SPENCER MOTEL

Drawing Title:
SKETCH FIRST FLOOR PLAN

Project No. C2109
Date. 1/05/2024
Sheet No. SK 2.3 A



SECOND FLOOR APART'S

TYPE A	1
TYPE B	0
TYPE B1	0
TYPE C	0
TYPE D	1
TYPE E	1
TYPE F	8
TYPE G	0
TYPE H	1
SUBTOTAL	**12**
TOTAL SUITES	**100**

PRELIMINARY
DATED: 01 / 05 / 2024

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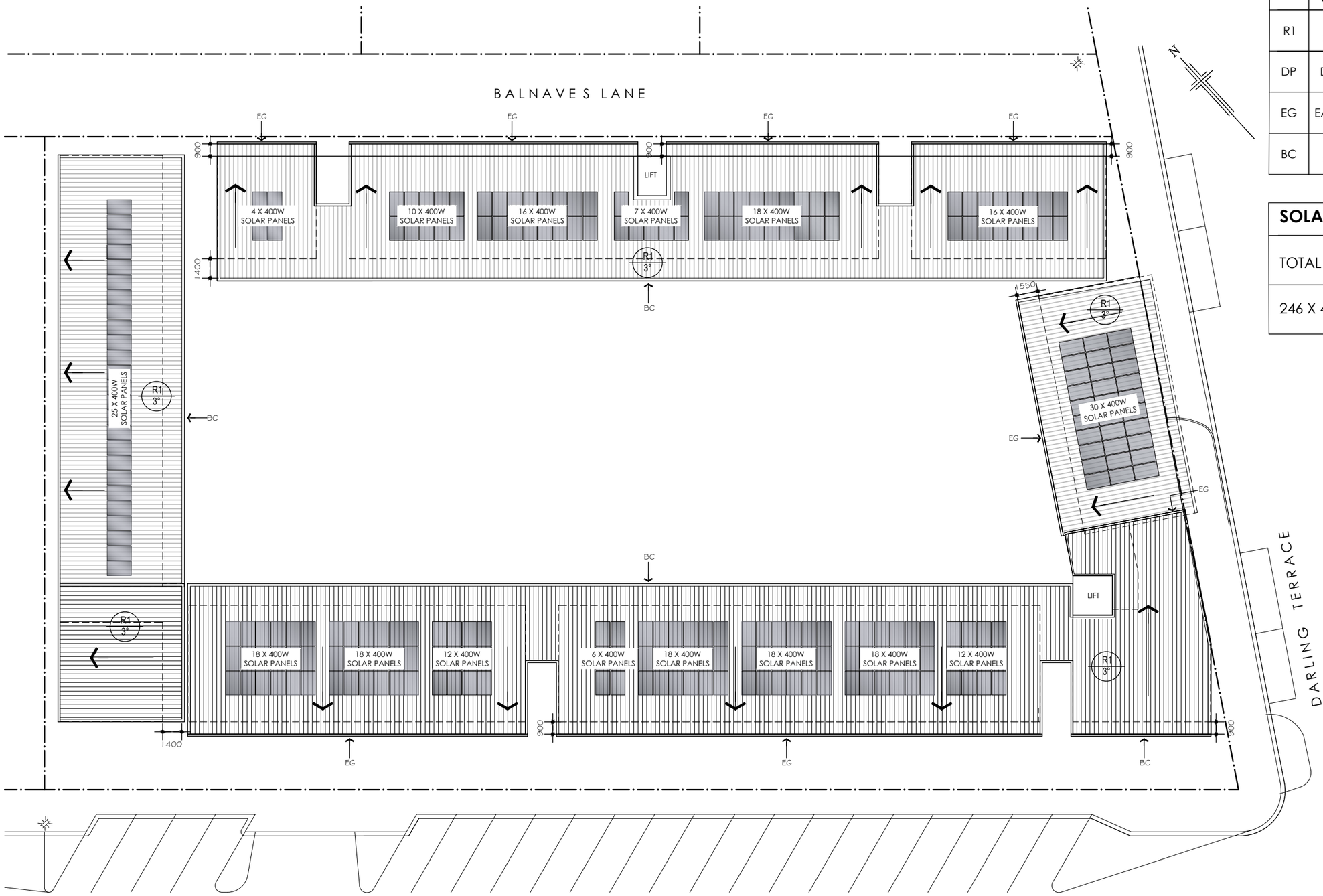
Scale @ A3
1 : 300

Site Address:
DONALDSON TERRACE
WHYALLA SA

Project:
SPENCER MOTEL

Drawing Title:
SKETCH SECOND FLOOR PLAN

Project No. C2109
Date. 01/05/2024
Sheet No. SK 2.4 A



LEGEND

	R1 X°	ROOF SHEET INDICATOR SHOWING ROOF PITCH AND ROOF SHEET TYPE
R1	ROOF SHEETING	KLIP-LOK 700 HI STRENGTH ROOF SHEETING 0.48 BMT COLORBOND SURFMIST
DP	DOWNPIPE	PVC DOWNPIPE PAINTED FINISH. COLOUR TO MATCH WALL COLOUR
EG	EAVE GUTTER	STRATCO EDGE GUTTER. COLORBOND MONUMENT
BC	BARGE CAPPING	COLOURBOND BARGE CAPPING COLOUR: MONUMENT

SOLAR PANELS SCHEDULE:

TOTAL SOLAR PANELS	246
246 X 400W = 98.4KW	

PRELIMINARY
DATED: 01 / 05 / 2024

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SA 5009

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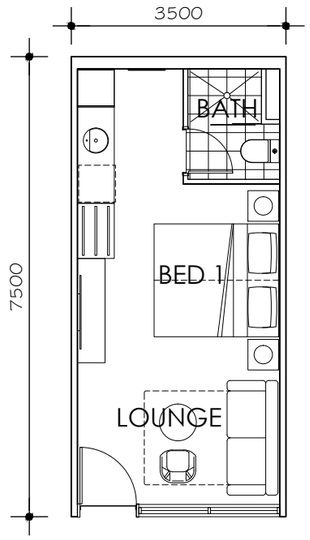
Scale @ A3
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Site Address:
DONALDSON TERRACE
WHYALLA SA

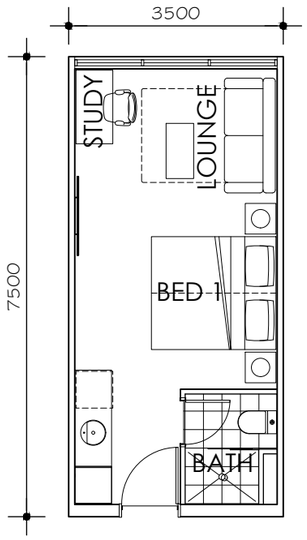
Project:
SPENCER MOTEL

Drawing Title:
SKETCH ROOF PLAN

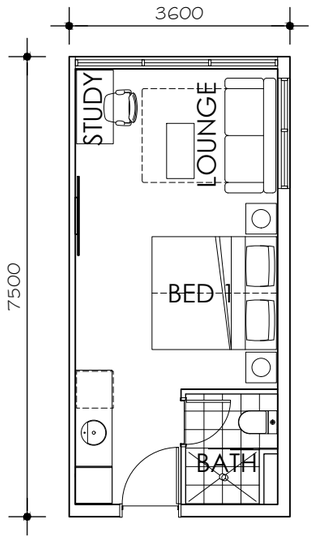
Project No. C2109
Date. 01/05/2024
Sheet No. SK 2.5 A



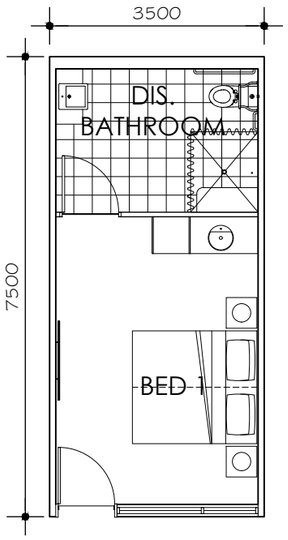
TYPE A x 19



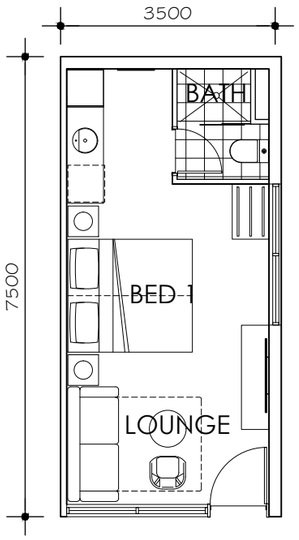
TYPE B x 35



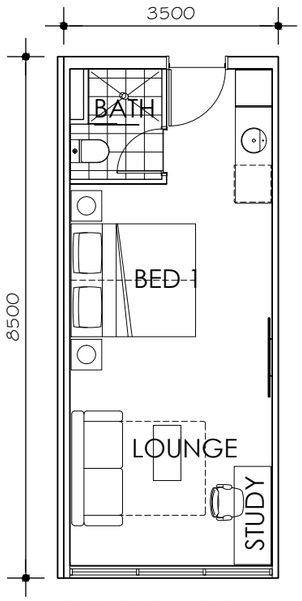
TYPE B1 x 2



TYPE C x 5

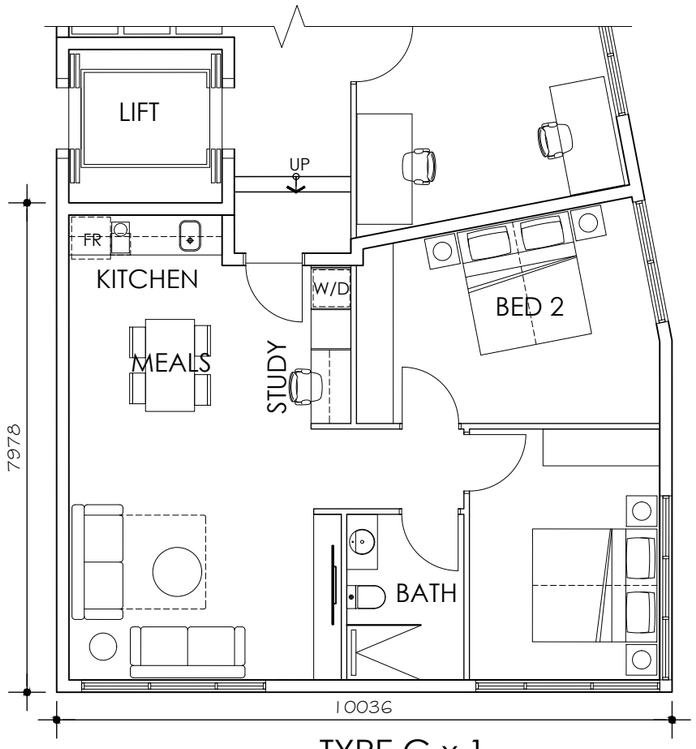


TYPE D x 2

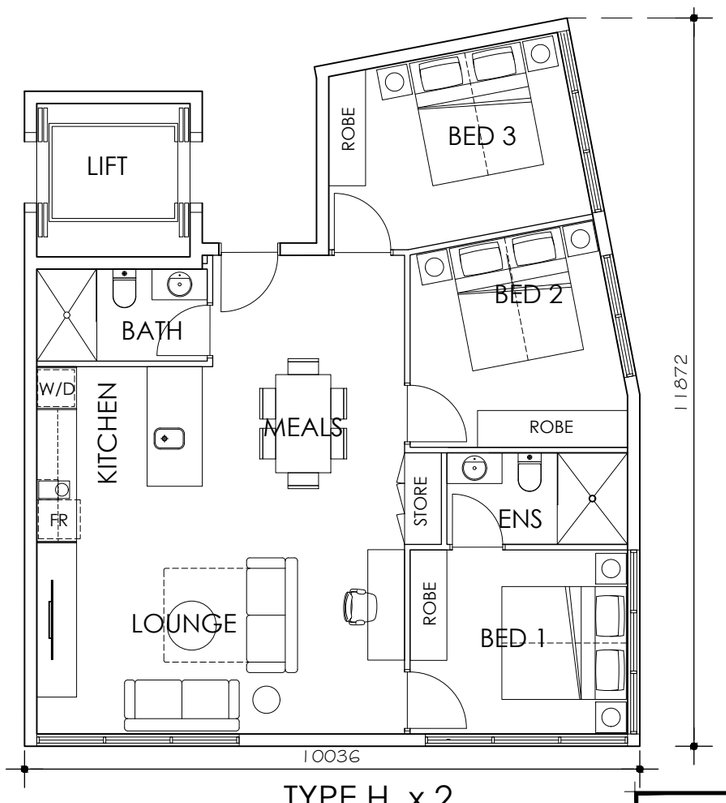


TYPE E x 22

TYPE F x 12



TYPE G x 1



TYPE H x 2

PRELIMINARY
DATED: 01 / 05 / 2024

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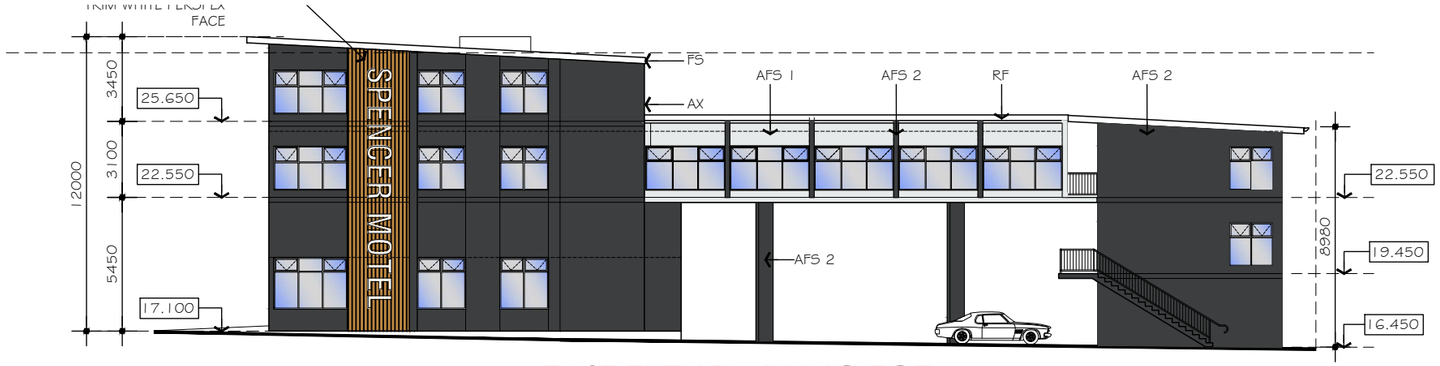
Scale @ A3
1 : 100

Site Address:
DONALDSON TERRACE
WHYALLA SA

Project:
SPENCER MOTEL

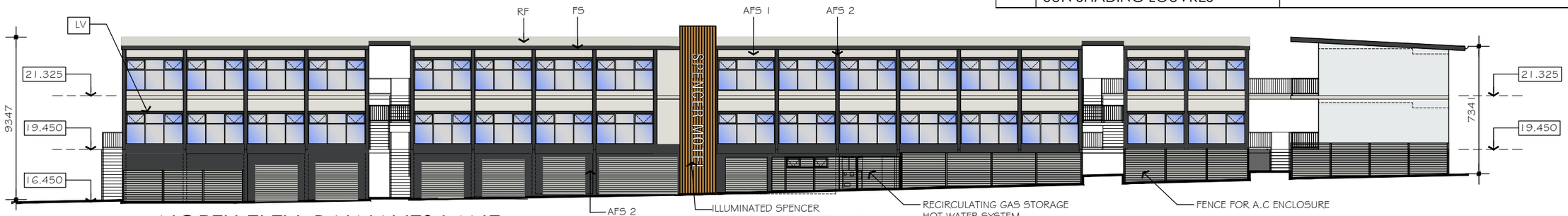
Drawing Title:
SKETCH SUITE PLANS

Project No. C2109
Date. 01/05/2024
Sheet No. SK 3.1 A

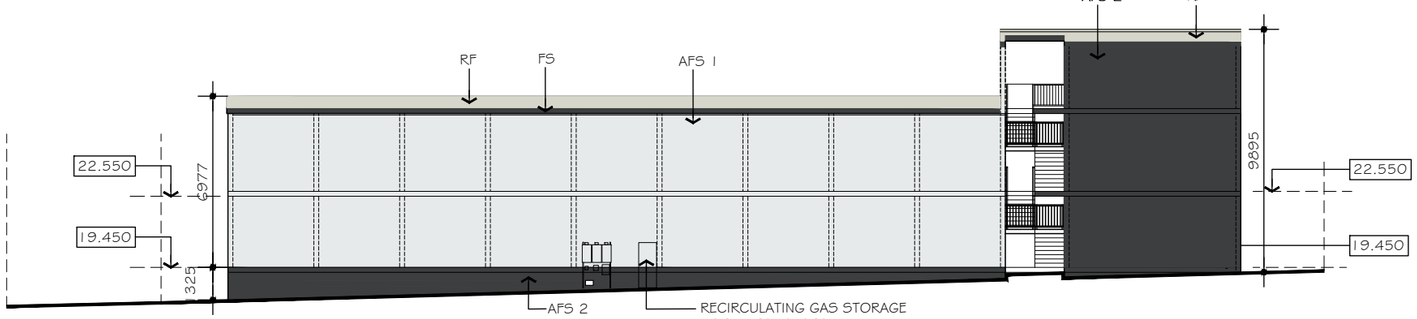


EAST ELEV DARLING TCE
SCALE 1 : 250 @ A3

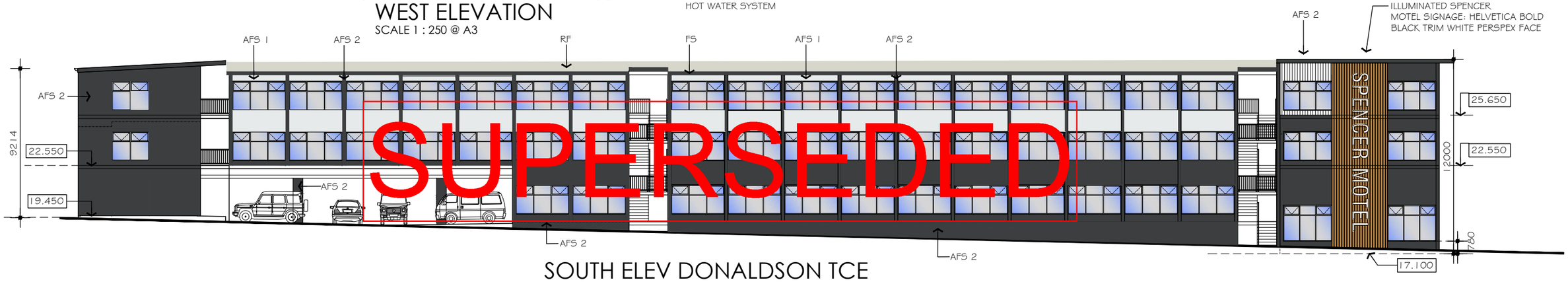
MATERIAL & COLOUR FINISHES SCHEDULE		
RS	ROOF SHEETING	COLORBOND SURFMIST
-	EAVES	DULUX LEXICON
FS	FASCIA	COLORBOND MONUMENT
EG	EAVE GUTTER	COLORBOND MONUMENT
DP	DOWNPIPE	TO MATCH WALL COLOUR
ATC	ALUMINIUM TIMBER CLADDING	ULTRAWOOD HONEY MAPLE OR SIMILAR
AX	AXON CLADDING	DULUX DOMINO
AFS 1	AFS RENDER	DULUX LEXICON
AFS 2	AFS RENDER	DULUX DOMINO
GD	GARAGE DOOR	COLORBOND SHALE GREY
-	WINDOW FRAMES	POWDER COAT BLACK
-	DOOR FRAMES	POWDER COAT BLACK
HB	HANDRAIL & BALUSTRADES	POWDERCOAT BLACK
LV	POWDERCOATED ALUM. SUN SHADING LOUVRES	POWDERCOAT BLACK



NORTH ELEV BALNAVES LANE
SCALE 1 : 250 @ A3



WEST ELEVATION
SCALE 1 : 250 @ A3



SUPERSEDED

SOUTH ELEV DONALDSON TCE
SCALE 1 : 250 @ A3

See 'Sheet No. SK 02' for amended SOUTH ELEV DONALDSON TERRACE

PRELIMINARY
DATED: 01 / 05 / 2024

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Welland SA 5007

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E: ceyles@hcs.on.net

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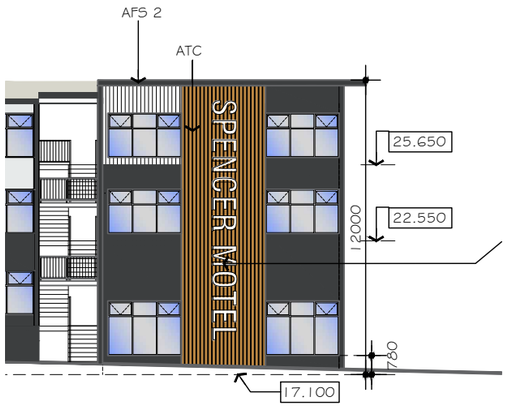
Scale @ A3
1 : 250

Site Address:
DONALDSON TERRACE
WHYALLA SA

Project:
SPENCER MOTEL

Drawing Title:
ELEVATIONS

Project No. C2109
Date. 01/05/2024
Sheet No. SK 4.1 A

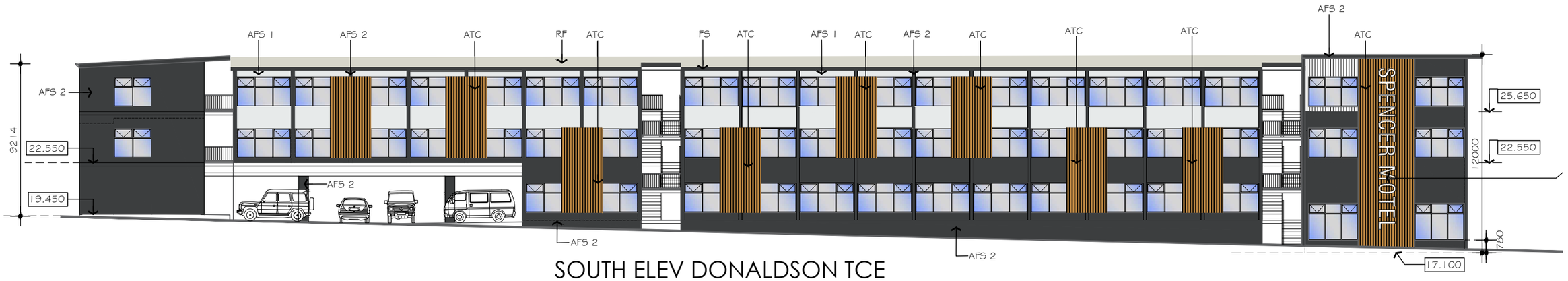


ILLUMINATED SPENCER MOTEL SIGNAGE:
HELVETICA BOLD BLACK TRIM WHITE PERSPEX FACE

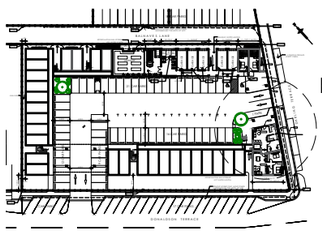
LED MODULE HALO LIGHING - AT 185 LM.
SA M-NV 12V SERIES

MATERIAL & COLOUR FINISHES SCHEDULE

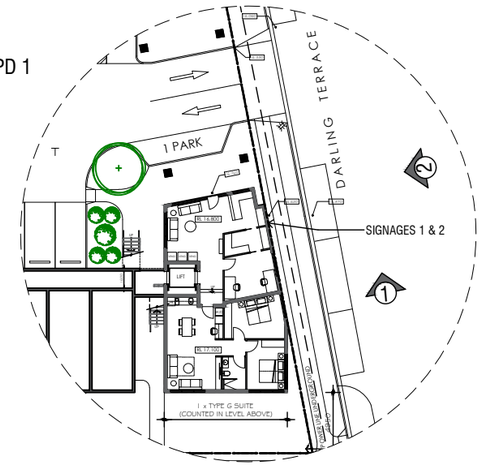
RS	ROOF SHEETING	COLORBOND SURFMIST
-	EAVES	DULUX LEXICON
FS	FASCIA	COLORBOND MONUMENT
EG	EAVE GUTTER	COLORBOND MONUMENT
DP	DOWNPIPE	TO MATCH WALL COLOUR
ATC	ALUMINIUM TIMBER CLADDING	ULTRAWOOD HONEY MAPLE OR SIMILAR
AX	AXON CLADDING	DULUX DOMINO
AFS 1	AFS RENDER	DULUX LEXICON
AFS 2	AFS RENDER	DULUX DOMINO
GD	GARAGE DOOR	COLORBOND SHALE GREY
-	WINDOW FRAMES	POWDER COAT BLACK
-	DOOR FRAMES	POWDER COAT BLACK
HB	HANDRAIL & BALUSTRADES	POWDERCOAT BLACK
LV	POWDERCOATED ALUM. SUN SHADING LOUVRES	POWDERCOAT BLACK



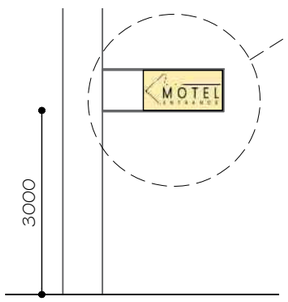
SOUTH ELEV DONALDSON TCE
SCALE 1 : 250 @ A3



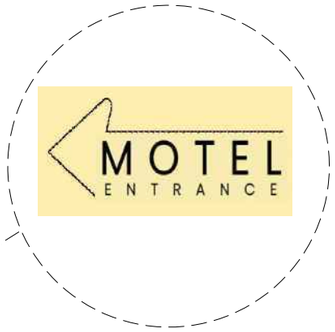
KEY PLAN
SCALE 1:2000 @ A3



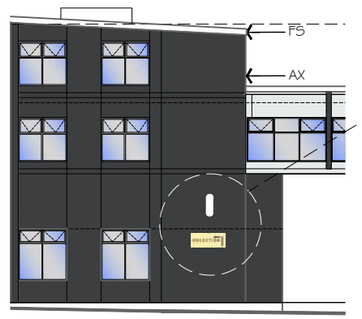
PLAN DETAIL 1 SHOWING SIGNAGE LOCATIONS
SCALE 1:500 @ A3



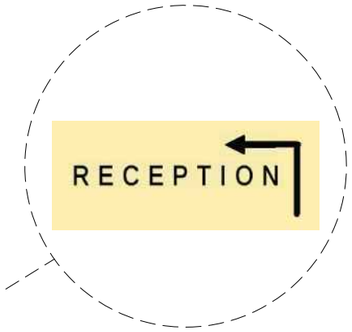
ELEVATION 1
SCALE 1:100 @ A3



STREET SIGNAGE 1
(ATTACHED TO WALL)



ELEVATION 2
SCALE 1:100 @ A3



SIGNAGE 2
(ON FRONT WALL)

2 /81 Grange Rd
Welland SA 5007

T: 08 7087 6880
E: ceyles@hcs.on.net

EDP HOTELS GROUP

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SA 5009

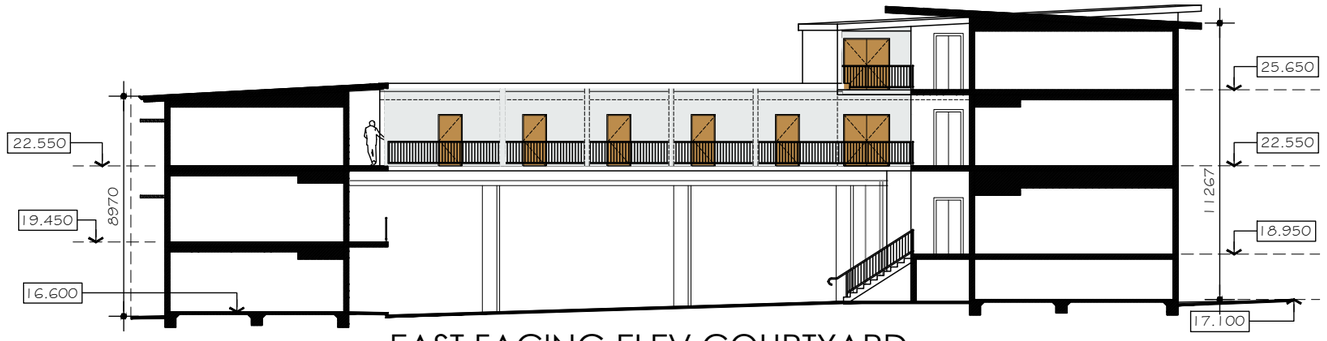
Scale @ A3
1 : 250

Site Address:
DONALDSON TERRACE
WHYALLA SA

Drawing Title:
DETAILS

Project:
SPENCER MOTEL

Project No. C2109
Date. 13/08/2024
Sheet No. SK 02

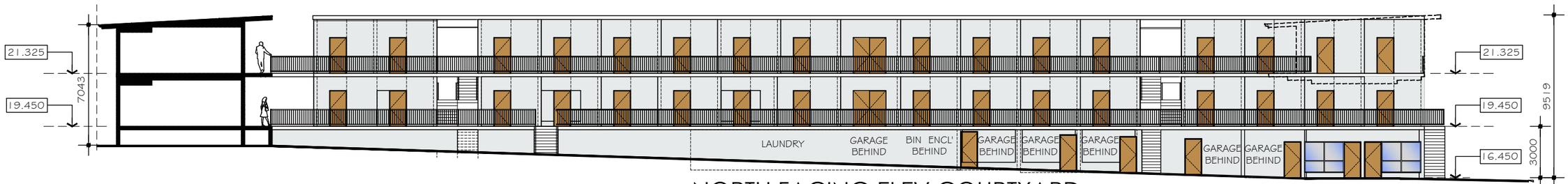


EAST FACING ELEV COURTYARD

SCALE 1 : 250 @ A3

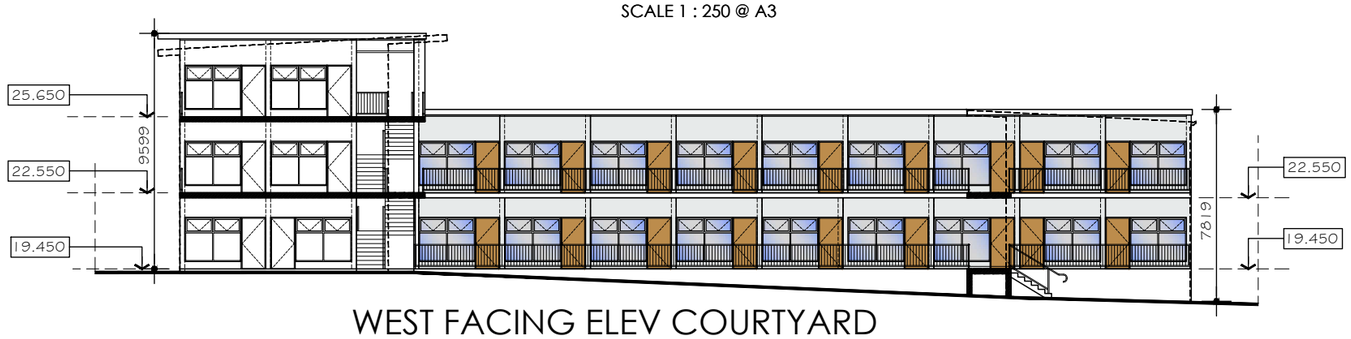
MATERIAL & COLOUR FINISHES SCHEDULE

RS	ROOF SHEETING	COLORBOND SURFMIST
-	EAVES	DULUX LEXICON
FS	FASCIA	COLORBOND MONUMENT
EG	EAVE GUTTER	COLORBOND MONUMENT
DP	DOWNPIPE	TO MATCH WALL COLOUR
ATC	ALUMINIUM TIMBER CLADDING	ULTRAWOOD HONEY MAPLE OR SIMILAR
AX	AXON CLADDING	DULUX DOMINO
AFS 1	AFS RENDER	DULUX LEXICON
AFS 2	AFS RENDER	DULUX DOMINO
GD	GARAGE DOOR	COLORBOND SHALE GREY
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HB	HANDRAIL & BALUSTRADES	POWDERCOAT BLACK
LV	POWDERCOATED ALUM. SUN SHADING LOUVRES	POWDERCOAT BLACK



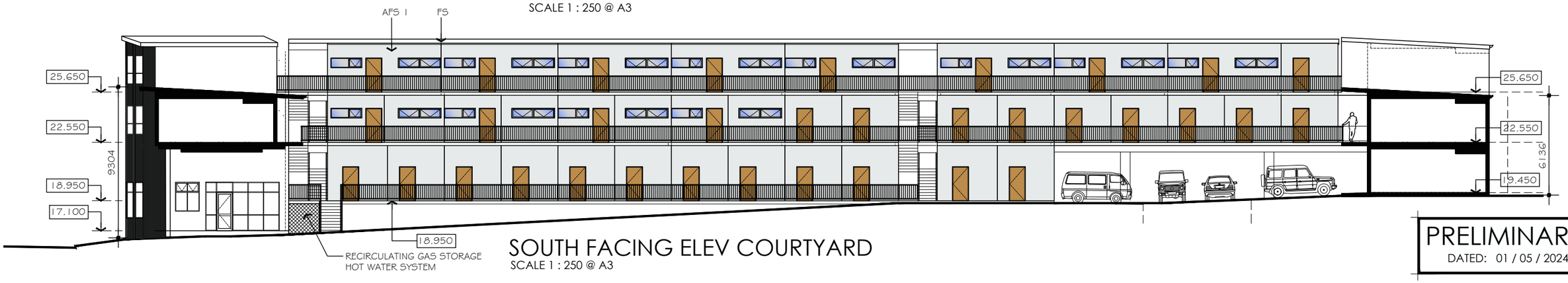
NORTH FACING ELEV COURTYARD

SCALE 1 : 250 @ A3



WEST FACING ELEV COURTYARD

SCALE 1 : 250 @ A3



SOUTH FACING ELEV COURTYARD

SCALE 1 : 250 @ A3

PRELIMINARY

DATED: 01 / 05 / 2024

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E: ceyles@hcs.on.net

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Allenby Gardens
SA 5009

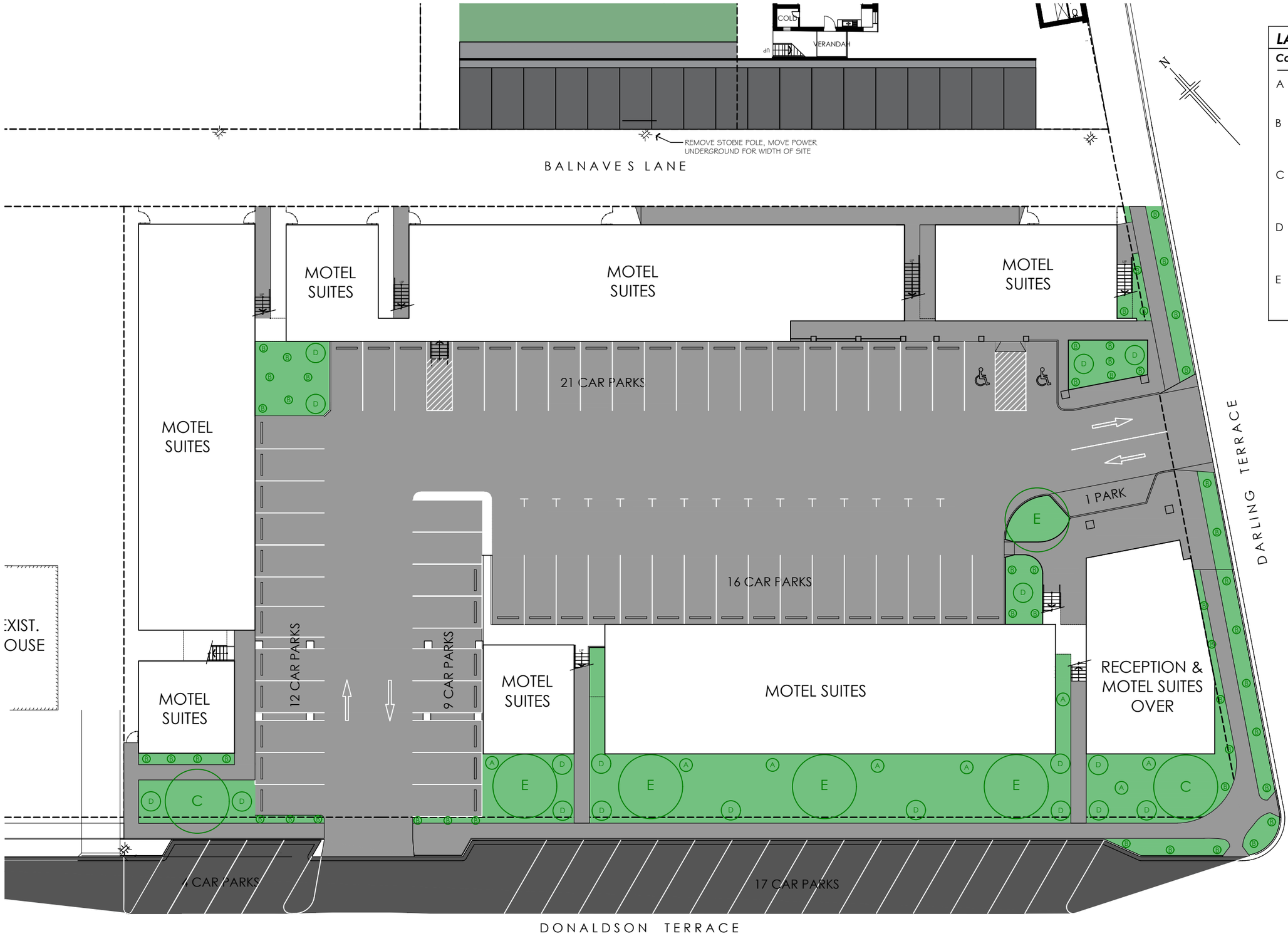
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Site Address:
DONALDSON TERRACE
WHYALLA SA

Project:
SPENCER MOTEL

Drawing Title:
COURTYARD ELEVATIONS

Project No. C2109 | Date. 01/05/2024 | Sheet No. SK 4.2 A



LANDSCAPE PLANT SELECTIONS

Common Name	(Botanical Name)
A Fairy Fan	*(Scaevola Aemula)* Full Sun, Full Shade
B Tanika Mat Bush	*(Lomandra Longifolia)* Full Sun
C Smoke Bush	*(Cotinus Coggygria 'Velvet Cloak')* Full Sun, Part Shade
D Broad-Leaf Hakea	*(Hakea Dactyloides)* Part Shade
E White Orchid Tree	*(Bauhinia Alba)* Full Sun, Part Shade

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EDP HOTELS GROUP

540 Port Road,
Allenby Gardens
SA 5009

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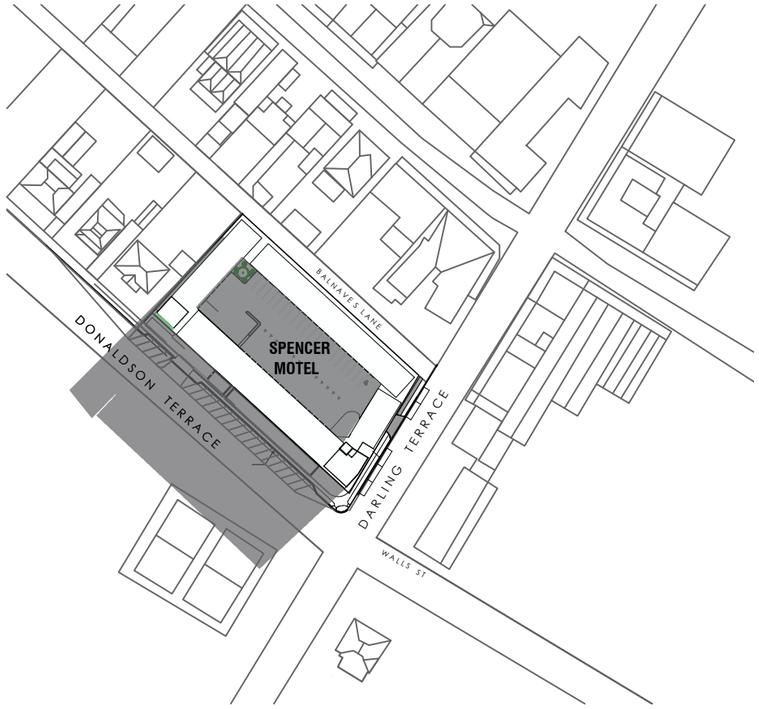
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WHYALLA SA

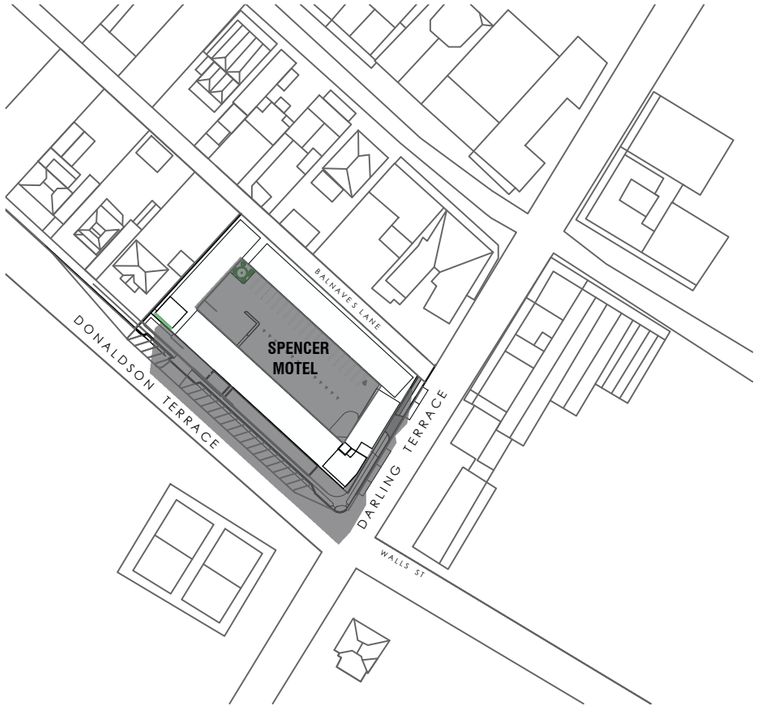
Project:
SPENCER MOTEL

Drawing Title:
LANDSCAPE PLAN

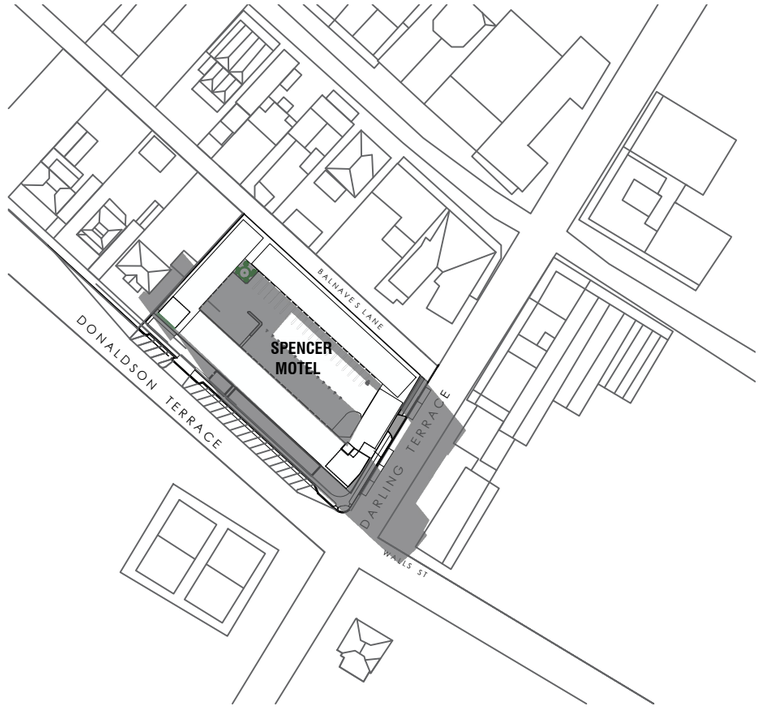
Project No. C2109
Date. 26/07/2024
Sheet No. PL 5.1



21ST JUNE , 9 AM
SCALE 1 : 2000 @ A3



21ST JUNE , 12 PM
SCALE 1 : 2000 @ A3



21ST JUNE , 3 PM
SCALE 1 : 2000 @ A3

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T: 08 7087 6880
E: ceyles@hcs.on.net

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Allenby Gardens
SA 5009

Scale @ A3
1 : 2000

Site Address:
DONALDSON TERRACE
WHYALLA SA

Project:
SPENCER MOTEL

Drawing Title:
SHADOW DIAGRAMS

Project No. C2109 | Date. 13/08/2024 | Sheet No. SK 03

Details of Representations

Application Summary

Application ID	24014431
Proposal	2-3 level motel with 100 tourist accommodation units, signage and ancillary car parking.
Location	1-3 FORSYTH ST WHYALLA SA 5600, 2-4 DONALDSON TCE WHYALLA SA 5600

Representations

Representor 1 - Nastasja Agerman

Name	Nastasja Agerman
Address	
Submission Date	26/06/2024 10:38 AM
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 Concerned the inside of the motel courtyard will get very hot. A tree in the middle of the carpark would be good to mitigate the heat and provide something less harsh for the guests to look at.	

Attached Documents

Representations

Representor 2 - Mingyon Bird

Name	Mingyon Bird
Address	
Submission Date	14/07/2024 04:19 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 feel you have neglected to consider my residential property situated at 7b Forsyth Street Whyalla which is only metres away and almost backs onto the proposed development. I do not object to the development, per se, however I am very concerned about the stormwater runoff (or lack thereof) that runs down Balnaves Lane from the new Bayview Drive through Bottle Development and how this further development is going to impact on this even more so and how the flooding which already occurs down this lane into my property will be alleviated. It would be most appreciated if this issue could be addressed and remedied during this development. Also as the owner of my other residential property situated at 15 Whitehead Street I am very concerned at the noise factor that affects both properties at the moment and will this be taken into consideration. At the present time both properties are greatly affected by the noise at the weekends from mainly the Spencer Hotel with regular extremely loud, music being played into the very early hours of the morning (3a.m) and constant drunk and disorderly customers roaming the street and lane. Will these issues be addressed and what suggestions will be offered as complaints have been ignored. I look forward to hearing your suggestions of how these issues will be remedied. Thankyou Mingyon Bird

Attached Documents

Representations

Representor 3 - Emily Nankivell

Name	Emily Nankivell
Address	
Submission Date	16/07/2024 05:27 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 support the development with some concerns
Reasons See attached letter	

Attached Documents

Representation-to-application-24014431-1384785.pdf

Level 1, 74 Pirie Street
Adelaide SA 5000
PH: 08 8221 5511
W: www.futureurban.com.au
E: info@futureurban.com.au
ABN: 76 651 171 630

July 16, 2024

Upper Spencer Gulf Regional Assessment Panel
City of Whyalla
Submitted online via PlanSA

Dear Panel Members,

REPRESENTATION TO APPLICATION 24014431

We provide this representation in response to the public notice of application 24014431 for the construction of a 2-3 level motel (tourist accommodation) with signage and ancillary car parking ("proposed development") at 1-3 Forsyth Street and 2-4 Donaldson Terrace, Whyalla ("the site").

Our client, J & A Watson Pty Ltd / Metric Consulting Engineers Pty Ltd, has an interest in the neighbouring property at 5 Forsyth Street, Whyalla ("5 Forsyth Street"). Our client is currently renovating this property and will be moving into 5 Forsyth Street in August 2024.

Our client is concerned that the accessibility and amenity of 5 Forsyth Street will be detrimentally impacted by the proposed development. While our client is, in principle, supportive of the proposed development, it has some concerns and queries in relation to the proposed development particularly in relation to:

- use and maintenance of Balnaves Lane during and following construction;
- the operation of the walkway that runs between Balnaves Lane and Forsyth Street located adjacent to the side boundary of 5 Forsyth Street;
- fencing to the boundary between the site (1-3 Forsyth Street) and 5 Forsyth Street; and
- clarification regarding any changes to the beer garden on the site (1-3 Forsyth Street), whether it is being extended and acoustic treatments.

Each of these matters are detailed further below.

Balnaves Lane

We understand that Balnaves Lane is a public road under the care and control of the Whyalla Council ("Council"). Balnaves Lane provides rear access to a number of properties facing Forsyth Street, including our client's property at 5 Forsyth Street. Balnaves Lane is a one-way laneway and caters for traffic movements entering from Darling Terrace and exiting onto Farrell Street.

We understand that upgrades to service infrastructure and other construction works have been undertaken within Balnaves Lane in relation to works at the south western corner of the site for the new bottle shop. These works have included periodic closure of Balnaves Lane and removal of the road surface to the western end of Balnaves Lane. Our client had not been notified of previous road closures or works that have been undertaken to Balnaves Lane.

While some disruption to Balnaves Road during construction is anticipated, effort should be made to minimise disruption where possible. Including:

- providing notification of proposed road closures to my client and other users of Balnaves Road during the construction period;
- alternative access arrangements being put in place during road closures to enable ongoing vehicle access to properties from Balnaves Lane. For example enabling vehicles to exit Balnaves Lane onto Darling Street where access to Farrell Street is not available without contravening road rules; and
- construction vehicles and materials not to be stored or parked in Balnaves Lane.

These matters, along with other construction management measures, could be specified in a construction management plan and required by way of condition on the Planning Consent. Wording of a condition could be as follows or similar:

> *A Construction Environmental Management Plan be prepared to the reasonable satisfaction of the Whyalla Council detailing construction management matters including road closures, notification to nearby owners of certain works, hours of construction, dust control and the like.*

The proposed development will result in increased traffic movements on Balnaves Lane. As this is our clients only vehicle access to it's rear of building car parking, the ongoing integrity and maintenance of Balnaves Lane is critical. Our client would like to understand how the developer and/or the Council proposes to maintain Balnaves Lane for the continued enjoyment of its users.

Existing Walkway and Boundary Fence

There is an existing walkway that is contained within the site (1-3 Forsyth Street) and next to 5 Forsyth Street, refer **Figure 1**. This walkway is used by pedestrians for access between Balnaves Lane and Forsyth Street and patrons of the Motel for smoking.

Figure 1 *Existing Walkway between the site (1-3 Forsyth Street) and 5 Forsyth Street*



Our client would like clarification regarding this laneway and whether as part of this application or other works occurring to the site:

- the walkway will be closed;
- if it is to be closed, how will this portion of the site be used;
- if the existing boundary fence that is located between the walkway on the site (1-3 Forsyth Street) and 5 Forsyth Street is proposed to be replaced;
- if so, what fencing is proposed and how will this fencing maintain the security of 5 Forsyth Street.

Beer Garden

The plans are silent on the use and layout of the existing Hotel located on the site at 1-3 Forsyth Street, including the beer garden that is located to the rear of the existing Hotel building. It is noted that the proposal plans indicate that demolition approval has been granted for existing buildings, approved as part of development application 22040761. The demolition of these buildings will provide space for 18 carparks to be used in association with the proposed tourist accommodation. However, it is not clear on the plans what is proposed for the remaining area to the rear of the Motel. Our client would like to better understand the proposed layout for the site at 1-3 Forsyth Street and whether this includes an extension to the beer garden.

If the beer garden is being extended my client would also like to understand what acoustic treatments have been proposed to minimise noise impacts on its property at 5 Forsyth Street.

If the beer garden is proposed to be extended to the side boundary of the site, my client would also like to understand how the fence line will be managed, as the existing fence is currently, and regularly, damaged by hotel patrons who use this area (currently the walkway) to smoke.

Subject to suitable clarification and resolution of the above matters, my client would be willing to withdrawn this representation.

If suitable resolution is not reached my client wishes to be heard by the Upper Spencer Gulf Regional Assessment Panel.

Our client would be happy to meet with the Applicant to discuss these matters. Please contact me on 0401 799 903 should you have any questions.

Yours sincerely,

Em Nankivell

Emily Nankivell
Associate Director

Representations

Representor 4 - Shay Bogg

Name	Shay Bogg
Address	
Submission Date	16/07/2024 05:43 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
The development does not have sufficient on-site parking for the proposed tourist accommodation and therefore would cause an increase in street parking. The existing car park is used by patrons and staff of the Spencer Hotel. By removing this car park, and with the proposed development not having sufficient on-site parking (Code requires 100 spaces), there will be an increased demand for street parking, exacerbating congestion within surrounding streets. This will not only cause inconvenience to residents but also pose safety risks, particularly in residential areas where children and pedestrians are prevalent. With the increased vehicle movement entering and exiting the proposed tourist development from Donaldson Terrace, it will significantly increase the likelihood of accidents and near-misses, making it unsafe for residents of 10 Donaldson Terrace to safely navigate their own driveways. The angled street parking near the driveway will cause blind spots, further increasing the risk. Additionally, the significant shading the new building would cause on 10 Donaldson Terrace is a serious concern. The height and scale of the proposed motel will block natural sunlight, negatively impacting the property's natural light and ambiance. Moreover, the proposed design does not seem suitable for tourist accommodation and appears to be more aligned with longer-term stays. This mismatch in design and purpose could lead to additional issues such as permanent occupancy, which might not have been the intended use for this development and would cause further parking and congestion issues for longer periods. It also raises concerns about the suitability of amenities and facilities provided, which may not cater adequately to short-term tourists but instead to longer-term residents. Furthermore, it may attract a different demographic than originally intended, potentially leading to changes in the neighbourhood dynamics.

Attached Documents

Ref: 22ADL-1496

URPS

Adelaide
27 Halifax Street
Enter via Symonds Pl
Adelaide SA 5000

08 8333 7999

Melbourne
Podium, Level 7
530 Collins Street
Melbourne VIC 3000

03 8593 9650

urps.com.au

3 September 2024

Lucas Trevisan
Planning Officer
City of Whyalla

Submitted via PlanSA Portal

Dear Lucas,

Development Application 24014431 - Response to Representations

Introduction

URPS acts for EDP Hotels Group ('the applicant') for the above development application.

I have reviewed each of the representations and provide a response to the key planning concerns below.

Amended plans have been prepared to supplement this written response and can be found in Appendix A.

Summary of Representations

A total of four (4) representations were received during the public notification period. Two representors have elected to be heard at the decision making hearing. The representations are summarised in the table below:

Table 1: Summary of Representations

Name	Representor's Address	Position	Concerns
Nastasja Agerman		Supports with concerns and does not wish to be heard.	Landscaping

Name	Representor's Address	Position	Concerns
Mingyon Bird		Supports with concerns and does not wish to be heard.	Stormwater, Noise.
Emily Nankivell (On behalf of J & A Watson Pty Ltd)		Supports with concerns and wishes to be heard.	Use of Balnaves Lane, Fencing, Beer Garden and Noise.
Shay Bogg		Opposes the development and wishes to be heard.	Parking, Overshadowing, Amenity.

Summary of Concerns

The key planning concerns from the representors opposing the development include:

- Stormwater Management.
- Traffic & Car Parking.
- Landscaping.
- Noise.
- Overshadowing.
- Use of Balnaves Lane during the construction of and on-going operation of the development.
- Fencing.
- Beer Garden.

I note that one representor has raised issues with the proposed land use. I have chosen to omit discussion surrounding this for brevity as the land use is expressly sought by the Zone.

Response to Concerns

Stormwater Management

One representor raised concern regarding existing stormwater runoff from Balnaves Lane. They sought that the proposal remediate and address this existing issue. FMG consulting engineers has reviewed the comments with respect to stormwater management and have provided this response:

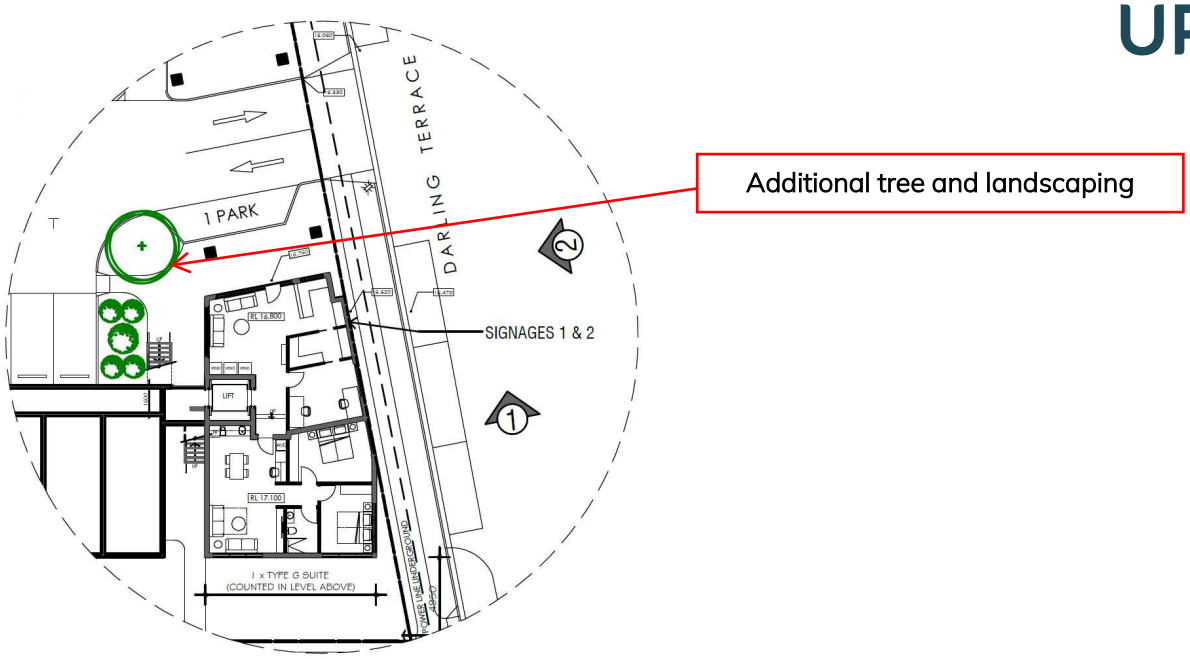
- Balnaves Lane generally falls towards the south-east. Given Balnaves lane is a Council Road reserve, it is Council's responsibility to ensure overland flow within Balnaves Lane is safely diverted into Darling Terrace.
- Given the proposed site is located "downhill", the proposed development should have no impact on stormwater management for properties further upstream (i.e. 7B Forsyth and other properties to the north and west) along Balnaves Lane.
- Under current pre-development conditions, runoff from the subject site is understood to be conveyed via overland flow directly into Balnaves lane, in an uncontrolled manner.
- The proposed development will formalise roughly 80% of this post-development runoff directly into Darling and Donaldson Terraces, significantly reducing the volume of stormwater entering Balnaves Lane, and in principal reducing nuisance ponding within Balnaves lane.

Traffic and Car Parking

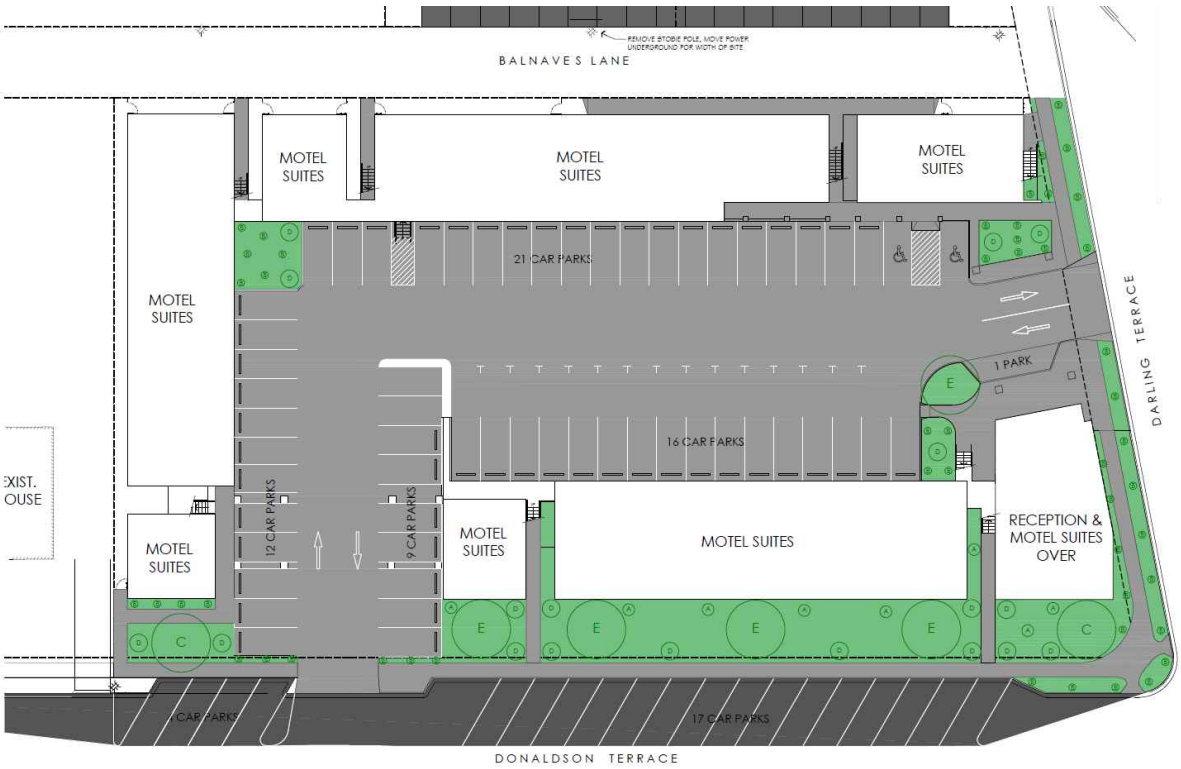
A dedicated response to the items raised with respect to traffic and car parking is provided in the attached letter from Melissa Mellen at MFY Traffic Consultants (Appendix C).

Landscaping

One representor has raised concern about the potential heat island effect generated by hard surfacing of the proposed carpark. It was sought by the representor that a tree be added to the carpark. The plans have been amended (Appendix A) and now includes a tree within the car parking area – refer below.



The Landscape Plan (SK 5.1A) also details extensive landscaping at the frontages of the site – extract of plan below:



The proposed soft landscaping, includes the following small and medium sized shrubs and trees:

Common Name (Botanical Name)	Image
Fairy Fan (*Scaevola aemula*)	
Tanika Mat Bush (*Lomandra longifolia*)	
Smoke Bush (*Cotinus coggygria 'Velvet Cloak'*)	
Broad-leaf Hakea (*Hakea dactyloides*)	

Common Name (Botanical Name)	Image
White Orchid Tree (*Bauhinia alba*)	

Amenity Impacts (Noise)

Two representors have raised concerns relating to the potential noise generated by the proposed land use.

The Interface between Land Uses section of Part 4 – General Development Policies deals with the management of such issues.

With respect to noise, the following policies are relevant:

DO 1 ***Development is located and designed to mitigate adverse effects on or from neighbouring and proximate land uses.***

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 4.1 ***Noise that affects sensitive receivers achieves the relevant Environmental Protections (Noise) Policy***

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 adjacent sensitive receiver boundary or zone.***

PO 4.4 ***External noise into bedrooms is minimised by separating or shielding these rooms from service equipment areas and fixed noise sources located on the same or an adjoining allotment.***

The proposed development satisfies the above provisions because:

- Noise generated by the development would be largely limited to vehicles arriving and existing the land. Tourist accommodation is not a use which is typically considered to generate unreasonable levels of noise.
- Access to the site is located more than 15 metres from the nearest sensitive receiver at 1 Walls Street.
- The design and siting of the structures surrounds areas reserved for vehicle movements and the packing/unpacking of vehicles, mitigating the travel of noise to sensitive receivers.
- Although some representors have raised concerns about public intoxication, we note that the proposed development is for tourist accommodation and does not propose liquor licensing capacity or increasing the number of patrons associated with the existing Spencer Hotel.
- Any unreasonably loud or boisterous behaviour from visitors to the tourist accommodation would be dealt with by the proprietor with an escalation to police if required – as would be the case with any unreasonable domestic noise generated at unreasonable times.

Overshadowing

One representor raised concerns about overshadowing as a result of the proposed development. There concern was with respect to the property to the immediate north-west of the site, which is located in the Township Mainstreet Zone.

The following policies are relevant:

DPF 3.1 ***North-facing windows of habitable rooms of adjacent residential land uses in a neighbourhood-type zone receive at least 3 hours of direct sunlight between 9.00am and 3.00pm on 21 June.***

DPF 3.2 ***Development maintains 2 hours of direct sunlight between 9.00 am and 3.00 pm on 21 June to adjacent residential land uses in a neighbourhood-type zone in accordance with the following:***

a. for ground level private open space, the smaller of the following:

i. half the existing ground level open space, or

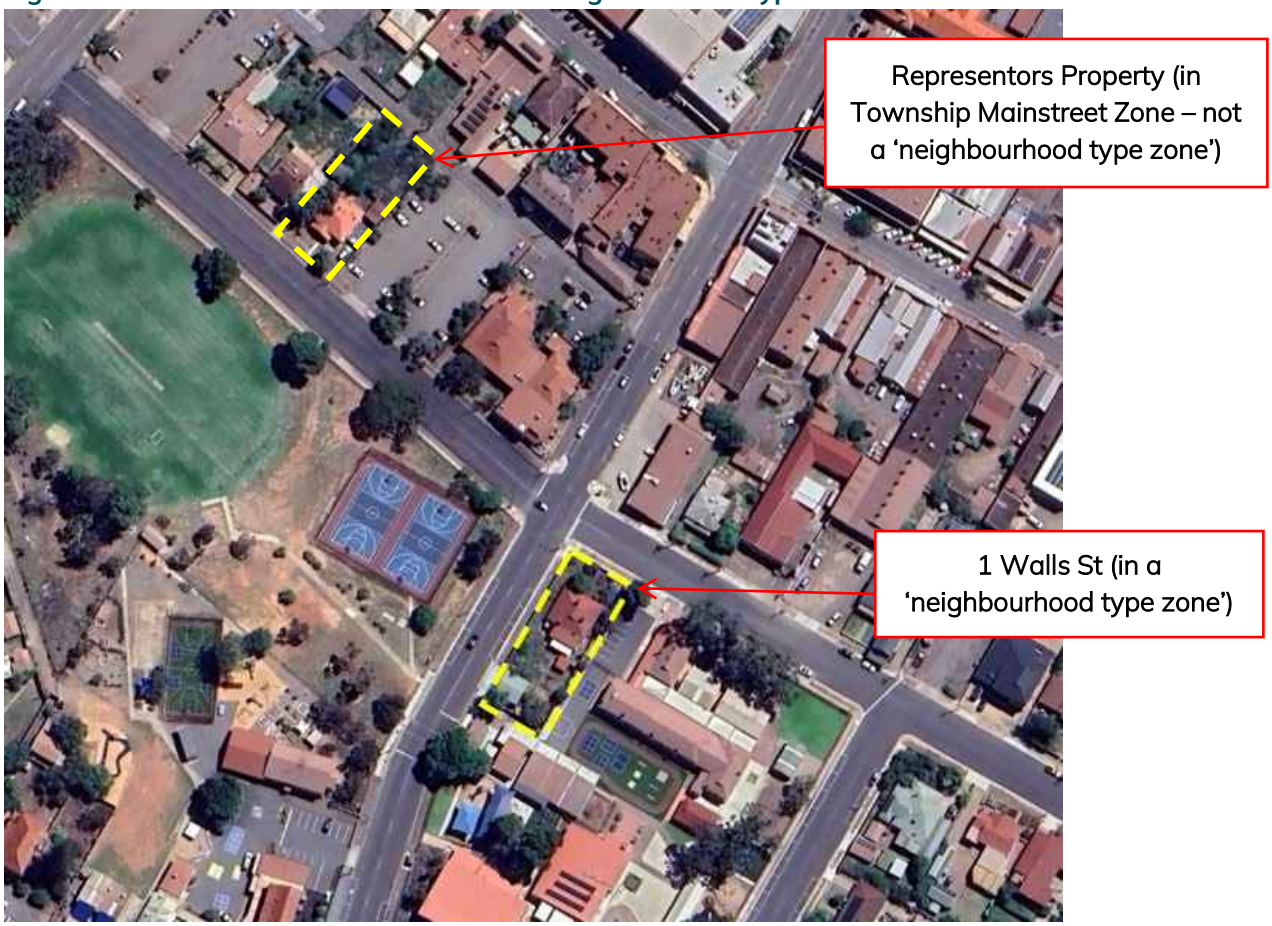
ii. 35m2 of the existing ground level open space (with at least one of the area's dimensions measuring 2.5m)

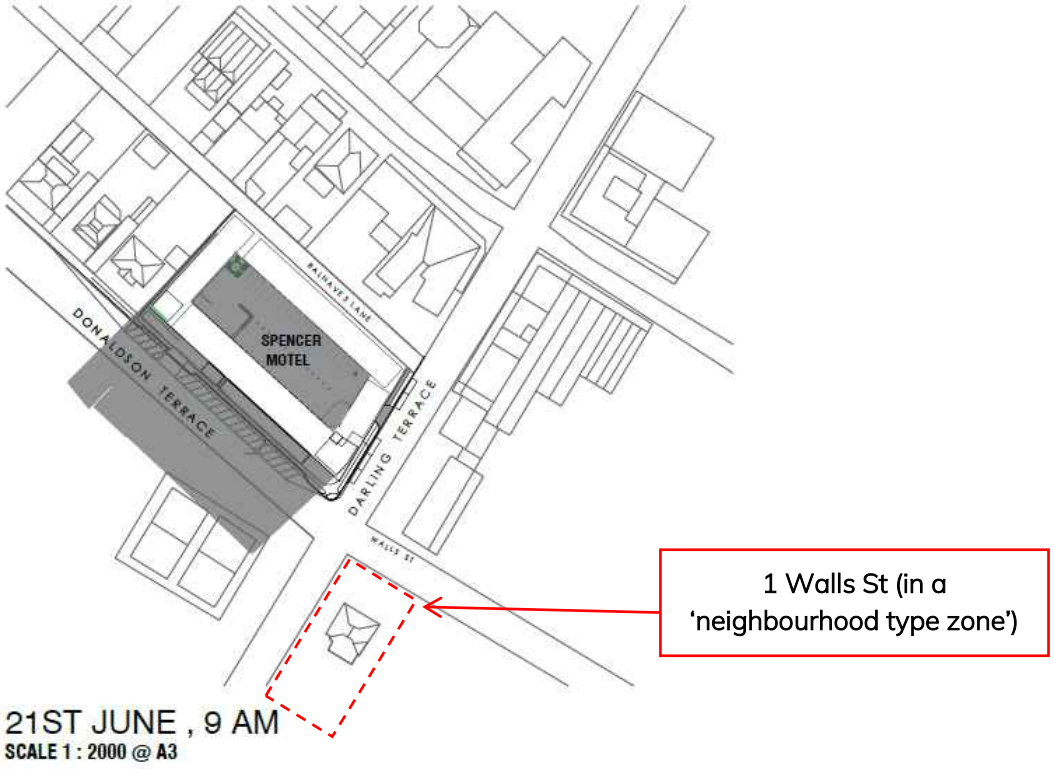
b. for ground level communal open space, at least half of the existing ground level open space.

To reiterate what was described on page 20 of the planning report, the nearest dwelling in a neighbourhood type zone is located at 1 Walls Street (Figure 1.). The representors property is not in a neighbourhood type zone. As I understand it is also presently used as a personal services establishment, not a residence.

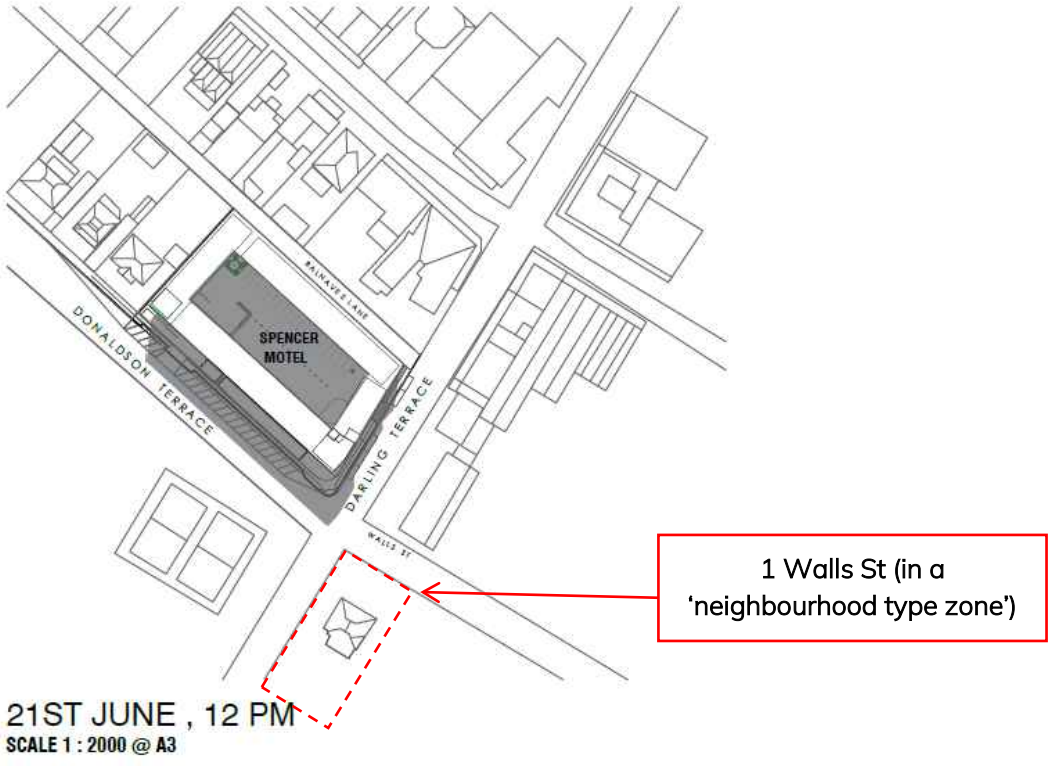
With respect to 1 Walls Street, the rear yard and private open space for this dwelling will not be impacted by the proposed development – refer below and attached shadow diagrams (Appendix B) for the Winter Solstice which demonstrate no overshadowing to the rear yard of 1 Walls Street. DPF 3.1 and 3.2 of the Code are satisfied as is demonstrated in the attached Shadow Diagrams and extracts overleaf.

Figure 1 Nearest residential use in a neighbourhood type Zone.

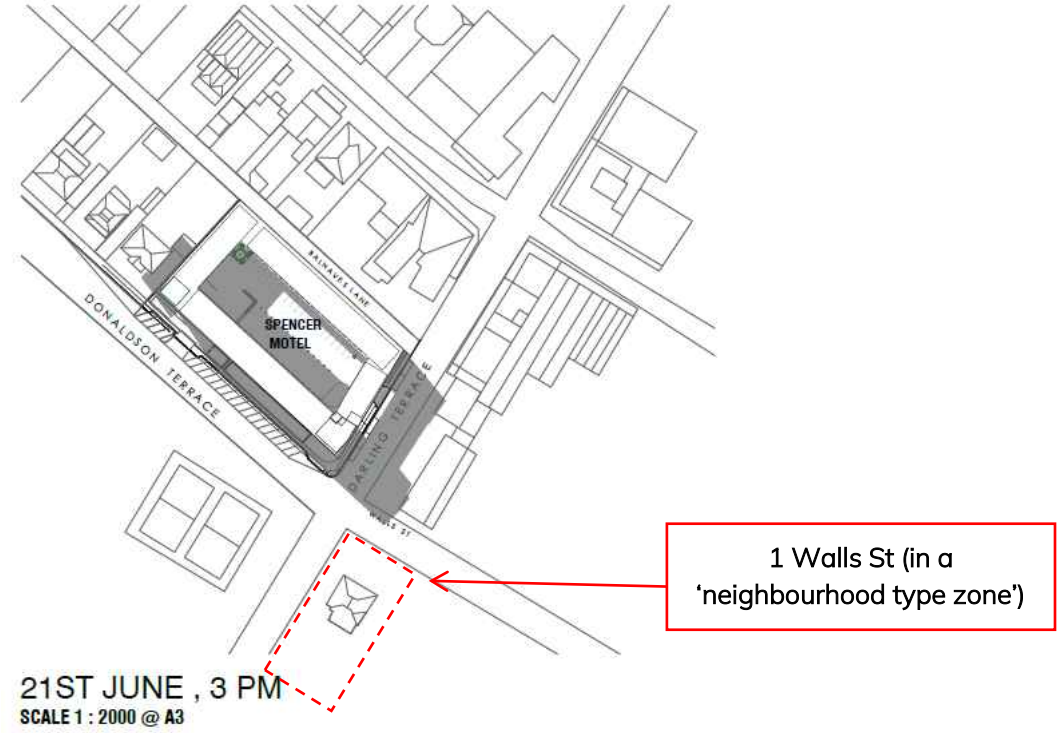




21ST JUNE , 9 AM
SCALE 1 : 2000 @ A3



21ST JUNE , 12 PM
SCALE 1 : 2000 @ A3



Balnaves Lane, Pedestrian Walkway and Fencing

One representor requested a construction management plan be prepared to ensure that their right of way through Balnaves Lane isn't compromised during the construction phase. A dedicated response to this item is provided in the **attached** letter from Melissa Mellen at MFY Traffic Consultants.

Beer Garden

One representor has queried whether any works are proposed to alter the existing beer garden located at 1 – 3 Forsyth Street.

No works are proposed to the existing hotel or associated beer garden in this Development Application, save for the formalising of at grade car parking arrangements.

Summary

Thank you for the opportunity to review and address the concerns of the representors.

In summary, the proposal:

- For Tourist Accommodation is an envisaged land use in the Township Mainstreet Zone.

- Would not generate unreasonable levels of noise which would impact sensitive receivers.
- Effectively managers stormwater and flood risk.
- Provides suitable at grade car parking.
- Generates an acceptable level of traffic that can be readily accommodated by the local road network.
- Has been architecturally designed and adopts high quality materials and finishes to improve the visual amenity of the subject land while being sympathetic to the existing residential character of the locality.

Please do not hesitate to contact me if you have any further questions.

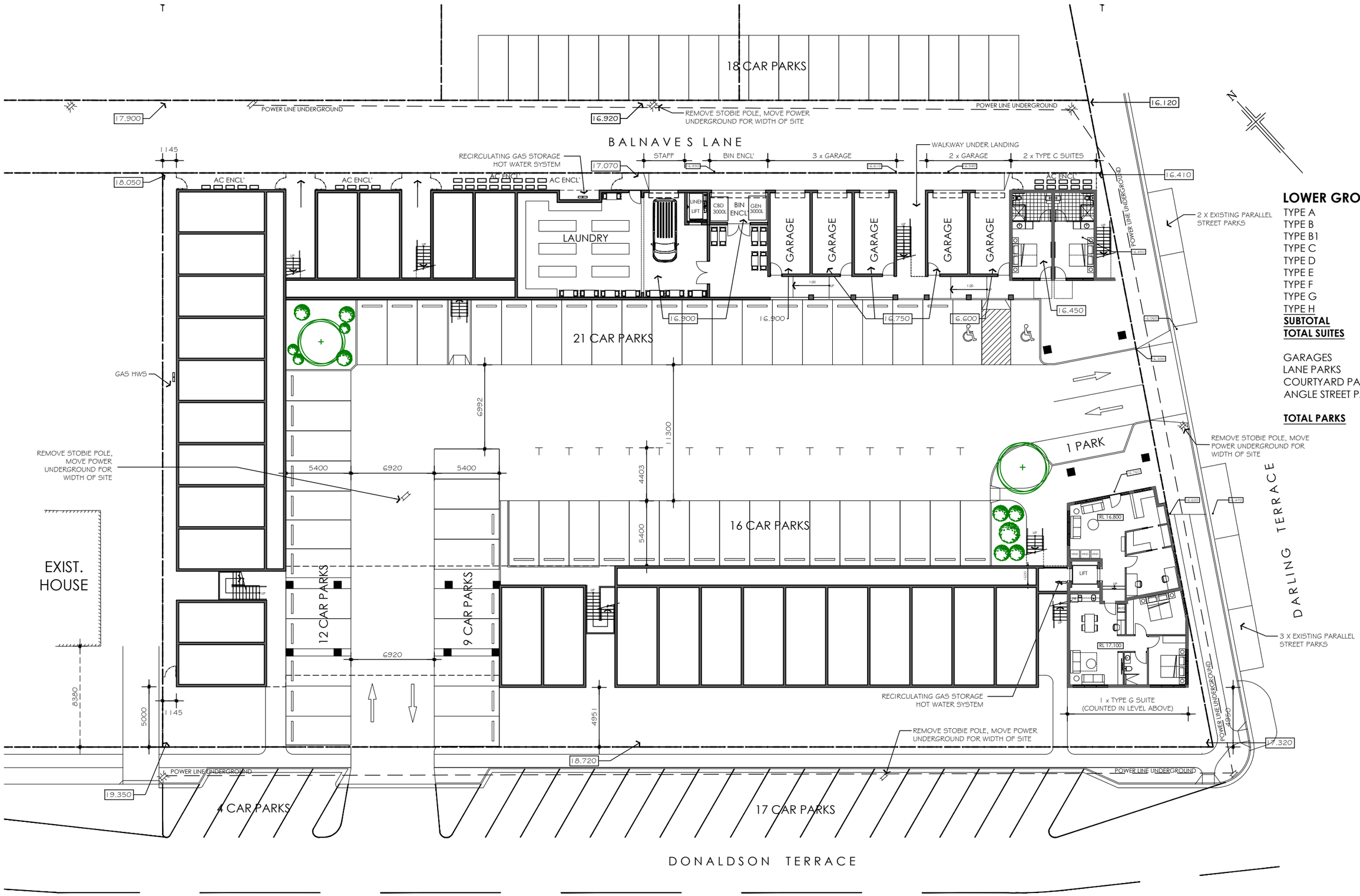
Otherwise, we look forward to answering any questions panel members may have at the relevant Upper Spencer Gulf Regional Assessment Panel meeting.

Yours sincerely



Chelsea Jurek
Principal Consultant

Appendix A – Amended Plans



LOWER GROUND APART'S

TYPE A	0
TYPE B	0
TYPE B1	0
TYPE C	2
TYPE D	0
TYPE E	0
TYPE F	0
TYPE G	1
TYPE H	0
SUBTOTAL	**3**
TOTAL SUITES	**100**
GARAGES	6
LANE PARKS	18
COURTYARD PARKS	58
ANGLE STREET PARKS	14
TOTAL PARKS	**=96**

2 /81 Grange Rd
Welland SA 5007

T: 08 7087 6880
E: ceyles@hcs.on.net

© CED building design

EDP HOTELS GROUP

540 Port Road,
Allenby Gardens
SA 5009

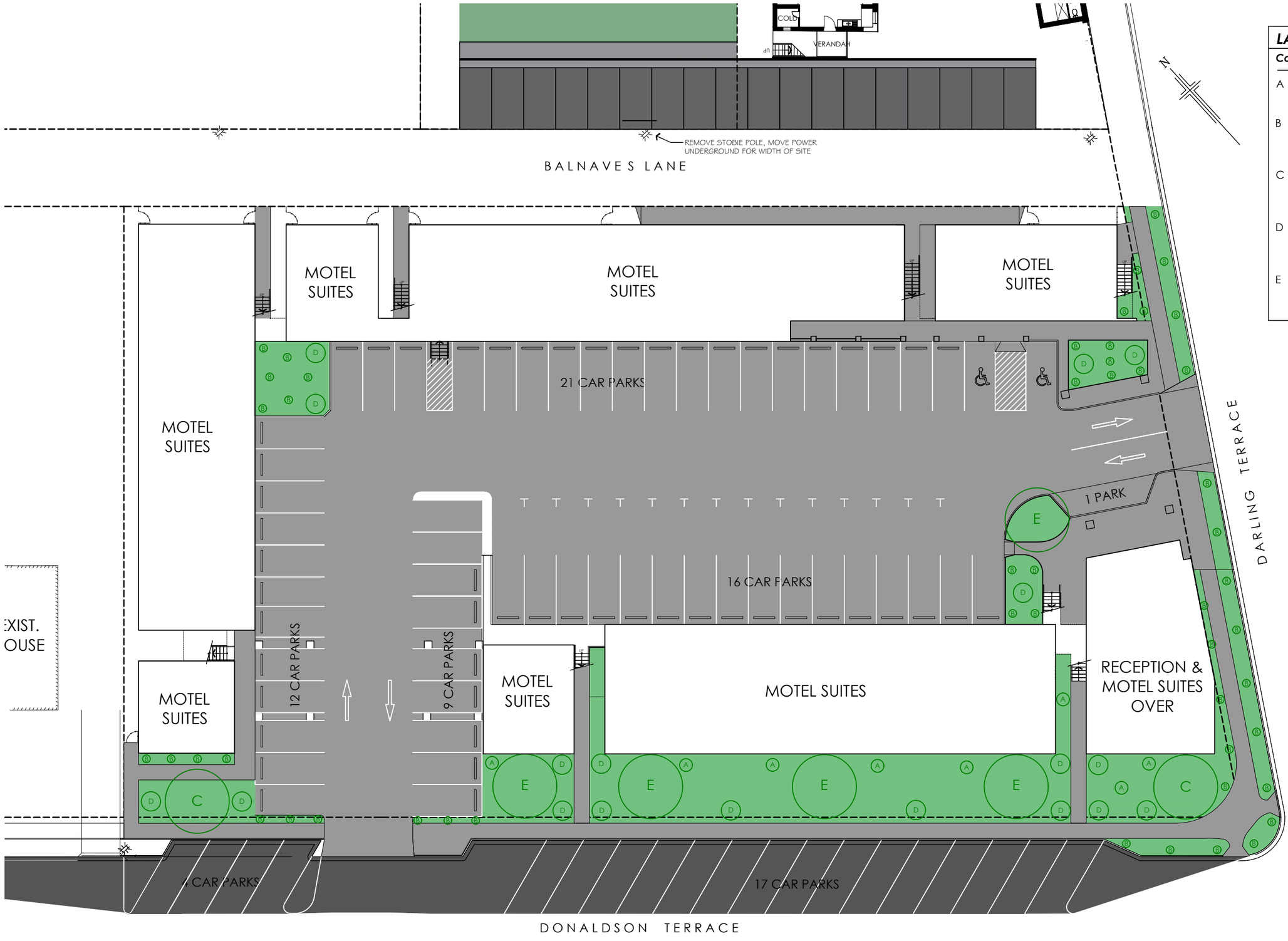
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Site Address:
DONALDSON TERRACE
WHYALLA SA

Project:
SPENCER MOTEL

Drawing Title:
SKETCH LOWER GROUND FLOOR PLAN

Project No. C2109 | Date. 26/07/2024 | Sheet No. PL 2.1



LANDSCAPE PLANT SELECTIONS

Common Name	(Botanical Name)
A Fairy Fan	*(Scaevola Aemula)* Full Sun, Full Shade
B Tanika Mat Bush	*(Lomandra Longifolia)* Full Sun
C Smoke Bush	*(Cotinus Coggygria 'Velvet Cloak')* Full Sun, Part Shade
D Broad-Leaf Hakea	*(Hakea Dactyloides)* Part Shade
E White Orchid Tree	*(Bauhinia Alba)* Full Sun, Part Shade

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SA 5009

0 1 2 3 5 10

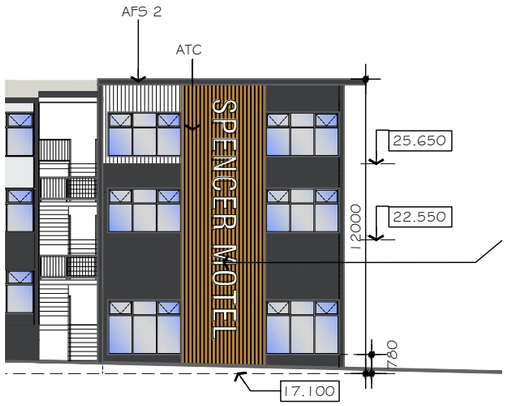
Scale @ A3
1 : 300

Site Address:
DONALDSON TERRACE
WHYALLA SA

Project:
SPENCER MOTEL

Drawing Title:
LANDSCAPE PLAN

Project No. C2109
Date. 26/07/2024
Sheet No. PL 5.1



ILLUMINATED SPENCER MOTEL SIGNAGE:
HELVETICA BOLD BLACK TRIM WHITE PERSPEX FACE

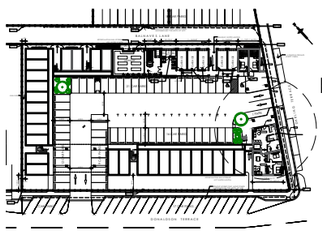
LED MODULE HALO LIGHING - AT 185 LM.
SA M-NV 12V SERIES

MATERIAL & COLOUR FINISHES SCHEDULE

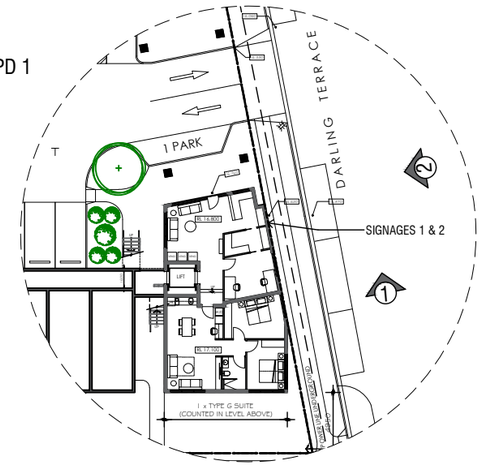
RS	ROOF SHEETING	COLORBOND SURFMIST
-	EAVES	DULUX LEXICON
FS	FASCIA	COLORBOND MONUMENT
EG	EAVE GUTTER	COLORBOND MONUMENT
DP	DOWNPIPE	TO MATCH WALL COLOUR
ATC	ALUMINIUM TIMBER CLADDING	ULTRAWOOD HONEY MAPLE OR SIMILAR
AX	AXON CLADDING	DULUX DOMINO
AFS 1	AFS RENDER	DULUX LEXICON
AFS 2	AFS RENDER	DULUX DOMINO
GD	GARAGE DOOR	COLORBOND SHALE GREY
-	WINDOW FRAMES	POWDER COAT BLACK
-	DOOR FRAMES	POWDER COAT BLACK
HB	HANDRAIL & BALUSTRADES	POWDERCOAT BLACK
LV	POWDERCOATED ALUM. SUN SHADING LOUVRES	POWDERCOAT BLACK



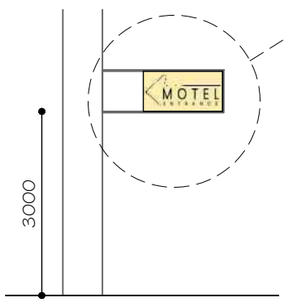
SOUTH ELEV DONALDSON TCE
SCALE 1 : 250 @ A3



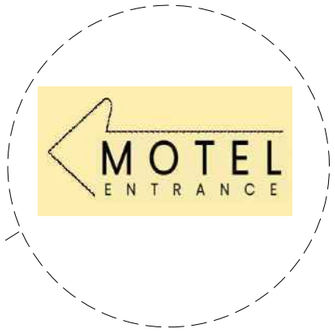
KEY PLAN
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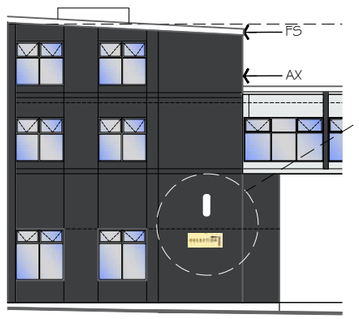
PLAN DETAIL 1 SHOWING
SIGNAGE LOCATIONS
SCALE 1:500 @ A3



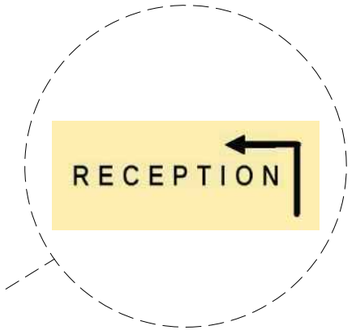
ELEVATION 1
SCALE 1:100 @ A3



STREET SIGNAGE 1
(ATTACHED TO WALL)



ELEVATION 2
SCALE 1:100 @ A3



SIGNAGE 2
(ON FRONT WALL)

2 /81 Grange Rd
Welland SA 5007

T: 08 7087 6880
E: ceyles@hcs.on.net

EDP HOTELS GROUP

540 Port Road,
Allenby Gardens
SA 5009

Scale @ A3
1 : 250

Site Address:
DONALDSON TERRACE
WHYALLA SA

Drawing Title:
DETAILS

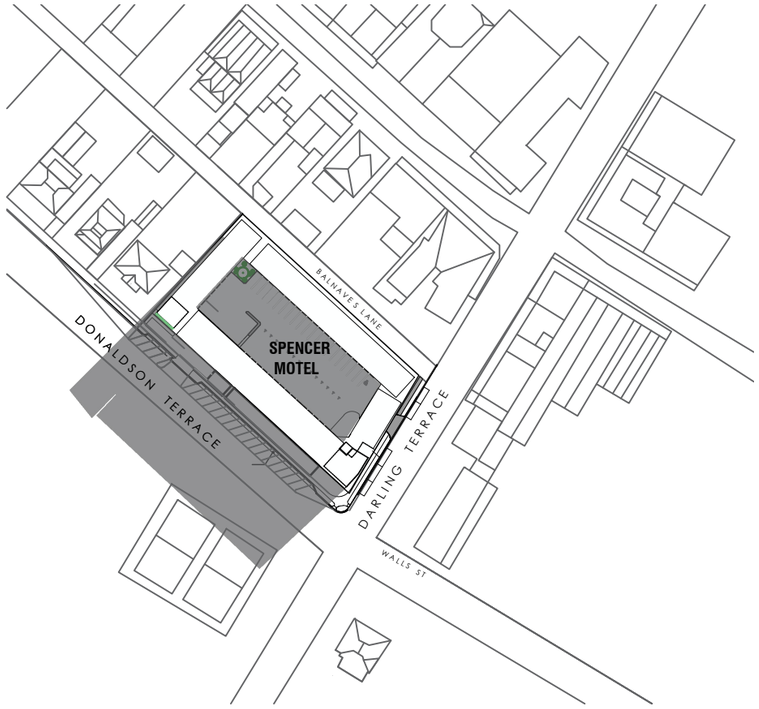
Project:
SPENCER MOTEL

Project No.
C2109

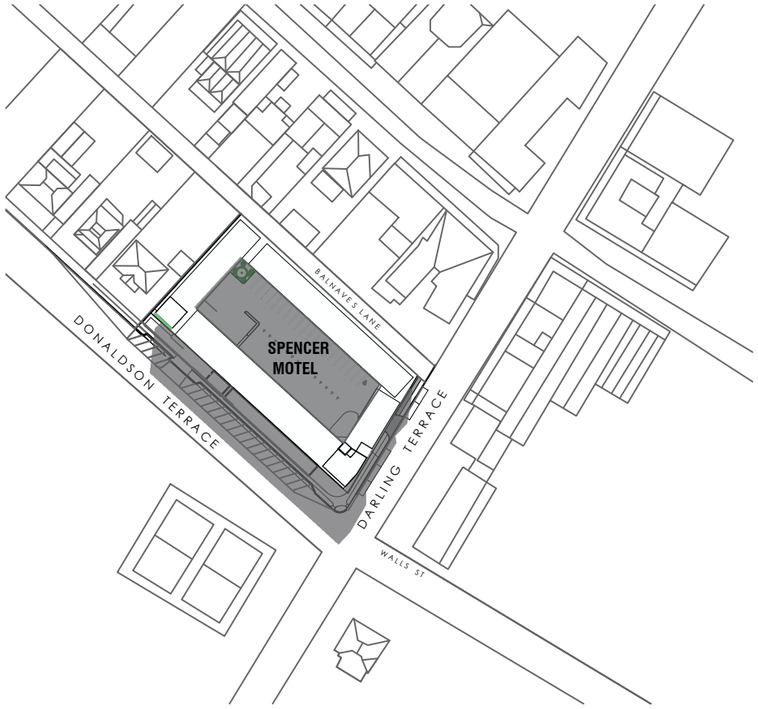
Date.
13/08/2024

Sheet No.
SK 02

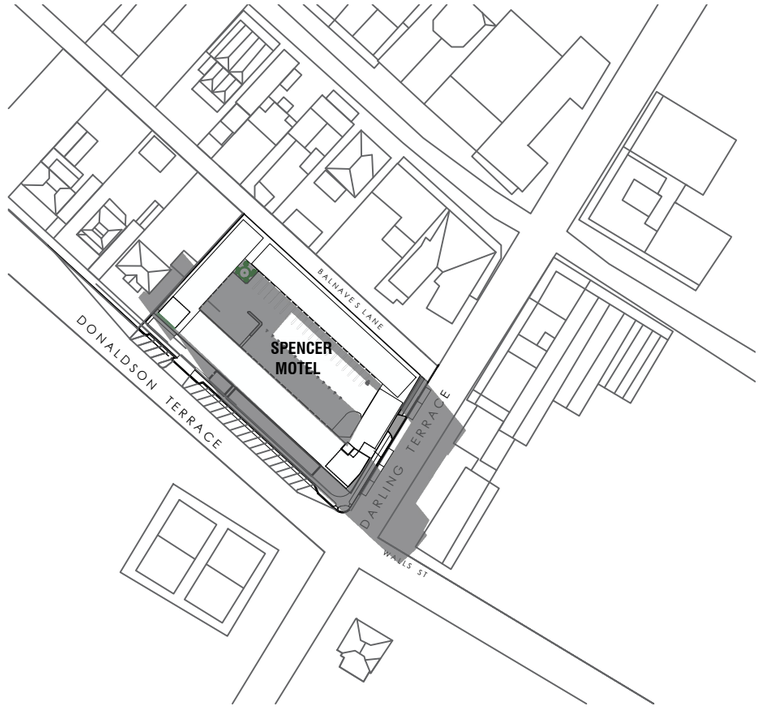
Appendix B – Shadow Diagrams



21ST JUNE , 9 AM
SCALE 1 : 2000 @ A3



21ST JUNE , 12 PM
SCALE 1 : 2000 @ A3



21ST JUNE , 3 PM
SCALE 1 : 2000 @ A3

2 /81 Grange Rd
Welland SA 5007

T: 08 7087 6880
E: ceyles@hcs.on.net

EDP HOTELS GROUP

540 Port Road,
Allenby Gardens
SA 5009

Scale @ A3
1 : 2000

Site Address:
DONALDSON TERRACE
WHYALLA SA

Project:
SPENCER MOTEL

Drawing Title:
SHADOW DIAGRAMS

Project No. C2109
Date. 13/08/2024
Sheet No. SK 03

Appendix C – Response to Representations – MFY Traffic Consultants

MLM/23-0202

1 August 2024

Traffic • Parking • Transport
Unit 6, 224 Glen Osmond Road
FULLARTON SA 5063
T: +61 8 8338 8888
F: +61 8 8338 8880
E: mfya@mfy.com.au
W: mfy.com.au
MFY Pty Ltd
ABN 79 102 630 759

Ms Chelsea Jurek
URPS
27 Halifax Street
ADELAIDE SA 5000

Dear Chelsea,

APPLICATION ID 24014431 - PROPOSED TOURIST ACCOMMODATION – 1-3 FORSYTH STREET AND 2-4 DONALDSON STREET, WHYALLA- RESPONSE TO REPRESENTATIONS

I am in receipt of representations relating to the proposal to construct 100 tourist accommodation units at the above site. As requested, I have reviewed the representations as they relate to traffic and parking matters and provide the following additional information to assist Council in its assessment of the application.

Only two of the representations included matters relating to traffic or parking, namely:

- a report prepared by Ms Emily Nankivell of Future Urban on behalf of her client who has an interest in [redacted] Ms Nankivell confirmed that her client did not oppose the development but raised a number of concerns on which clarification was sought; and
- a representation from Shay Bogg of [redacted] who opposed the development.

I will respond to the representations separately.

In regard to the concerns raised in Ms Nankivell's report, she has sought advice in relation to the following traffic related matters:

- accessibility on Balnaves Lane during construction and minimised disruption and inconvenience, given that her client's only access relies on this lane; and
- the condition of Balnaves Lane and ensuring the pavement is maintained

In order for works to be undertaken within a public road, approval from Council will be required. In some cases, it is necessary to implement traffic restrictions to provide for the safe constructability of development on adjacent land (as acknowledged by Ms Nankivell).

Where such a situation occurs, there is a requirement in accordance with the Road Traffic Act for a traffic control plan to be approved by the Road Authority. Further, there are specific criteria that

must be met in developing the traffic control plans to ensure that appropriate safety criteria are met.

Accordingly, in the event that Balnaves Lane is impacted during construction of the facility, a traffic management plan would be required in order for any closure (or part thereof) or use of the lane during construction to be approved. The provision of a Condition to that effect would therefore be superfluous.

Notwithstanding the above, the provision of a Condition relating to the preparation of a Construction Traffic Management Plan could be included.

As identified by Ms Nankivell Balnaves Lane is a public road. The requirement for maintenance therefore rests with Council. While there will be some additional traffic on the lane, such volumes will be minimal and will not change the nature or function of the lane. Accordingly, while the developer will need to ensure that the condition of the lane is not impacted during construction (or undertake amelioration measures to rectify any impact), the on-going maintenance is a matter for Council.

Ms Nankivell also sought clarification in respect to any impact on the existing lane which is located between the properties at 1-3 Forsyth Street and 5 Forsyth Street and provides pedestrian connectivity between Forsyth Street and Balnaves Lane. This proposal does not seek to restrict this existing pedestrian connection which will be maintained in its current form. The existing wall on the south-eastern corner of the lane will be demolished (approved through separate Development Application) but the lane will continue to be defined through the provision of the linemarking associated with the proposed parking spaces.

The concerns raised by Shay Bogg relate to an inadequate supply of parking for the proposed development and increased congestion on the road network.

A detailed assessment of parking was completed and documented in the traffic and parking report prepared for the DA. This assessment identified that when the facility is fully occupied, there is forecast to be a requirement for some parking to occur on-street.

The proposal, however, also includes the creation of additional angled parking on the street, which could be used by guests at the facility but equally by other drivers in Whyalla, given that these spaces are in the public realm. The assessment also included identification of existing vacancies and confirmed that the parking will be accommodated in existing vacancies.

The proposal will not be fully occupied at all times and the 85th percentile parking demand for the accommodation is anticipated to be catered for on-site. Accordingly, the additional on-street parking being constructed by the developer would only be utilised infrequently by accommodation guests and would be available for the public at all other times.

Whyalla has wide streets and the proposed spaces, which have been endorsed by Council, will comply with the requirements of the Australian Standard. Further, the volumes associated with the development will not result in congestion on the street, nor will they change the nature or function of its use.

In summary, therefore, I concur with Ms Nankivell that a Construction Traffic Management Plan should be provided in relation to any impact on the adjacent road network (and particularly Balnaves Lane) during the construction period, albeit given that such a plan is required in order for the encroachment or traffic control to be approved, inclusion of a Condition would be superfluous. In relation to parking demand and traffic congestion, I consider the proposal will cater for parking on-site during most periods and that infrequent peak demands will be accommodated on-street. Further, the creation of angled parking by the developer will provide for improved parking in the public realm, consistent with relevant Australian Standards.

Yours sincerely,
MFY PTY LTD

MELISSA MELLEN
Director

BUSINESS WOMEN'S AWARDS
2010 NATIONAL WINNER
2010 TELSTRA SOUTH AUSTRALIAN BUSINESS WOMAN OF THE YEAR

LCA Hotels Freehold Pty Ltd
22ADL-1496
17 May 2024

Planning Report

Proposed Motel with 100 Tourist Accommodation units at 2-4 Donaldson Terrace and 1-3 Forsyth Street, Whyalla

SHAPING GREAT COMMUNITIES

URPS

Planning Report

17 May 2024

Lead consultant	URPS 27 Halifax Street Enter via Symonds Pl Adelaide SA 5000 (08) 8333 7999 urps.com.au
In association with	CED Building Design, MFY Traffic Consultants, FMG Consulting Engineers, Alexander and Symonds, Agon Environmental, Colby Phillips Advisory Succession Ecology.
Prepared for	LCA Hotels Freehold Pty Ltd
Consultant Project Manager	Chelsea Jurek, Senior Consultant cjurek@urps.com.au
URPS Ref	22ADL-1496

Document history and status

Revision	Date	Author	Reviewed	Details
V1	1/02/24	C. Jurek	M. Rolfe	Initiation of report
V2	15/05/24	C. Jurek	M. Rolfe	Final

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

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https://urpsau.sharepoint.com/sites/Synergy/Shared Documents/Projects/22ADL/22ADL-1496 - 6-8 Donaldson Terrace, Whyalla/Working/URPS Planning Advice/240516_V2_Planning Report_Tourist Accommodation_Donaldson and Darling Terrace.docx

URPS

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Executive Summary

Applicant and Owner:	EDP Hotels Group
Property Location:	1-3 Forsyth Street, Whyalla. 2-4 Donaldson Terrace, Whyalla.
Site Area:	3,900m^2
Council:	The Corporation of the City of Whyalla
Planning and Design Code:	9 May 2024 version 2024.8
Zone:	Township Main Street Zone
Current Land Uses:	Vacant land / car park (1-3 Forsyth Street) Rear of hotel and tourist accommodation – the Spencer Hotel (1-3 Forsyth Street) Office and car park (2-4 Donaldson Terrace).
Proposed Land Uses:	Tourist Accommodation
Description of Development:	Construction of a 2-3 level motel (tourist accommodation) with signage and ancillary car parking.
Assessment Pathway:	Code Assessed - Performance Assessed

Introduction

URPS has been engaged by LCA Hotels Freehold Pty Ltd (the Applicant), to provide planning support for the Development Application proposing a 2-3 level motel comprising 100 tourist accommodation units with signage and ancillary car parking.

This report provides a description of the proposed development, its land/locality and an assessment against the Planning & Design Code (the Code).

The following supporting documents are attached:

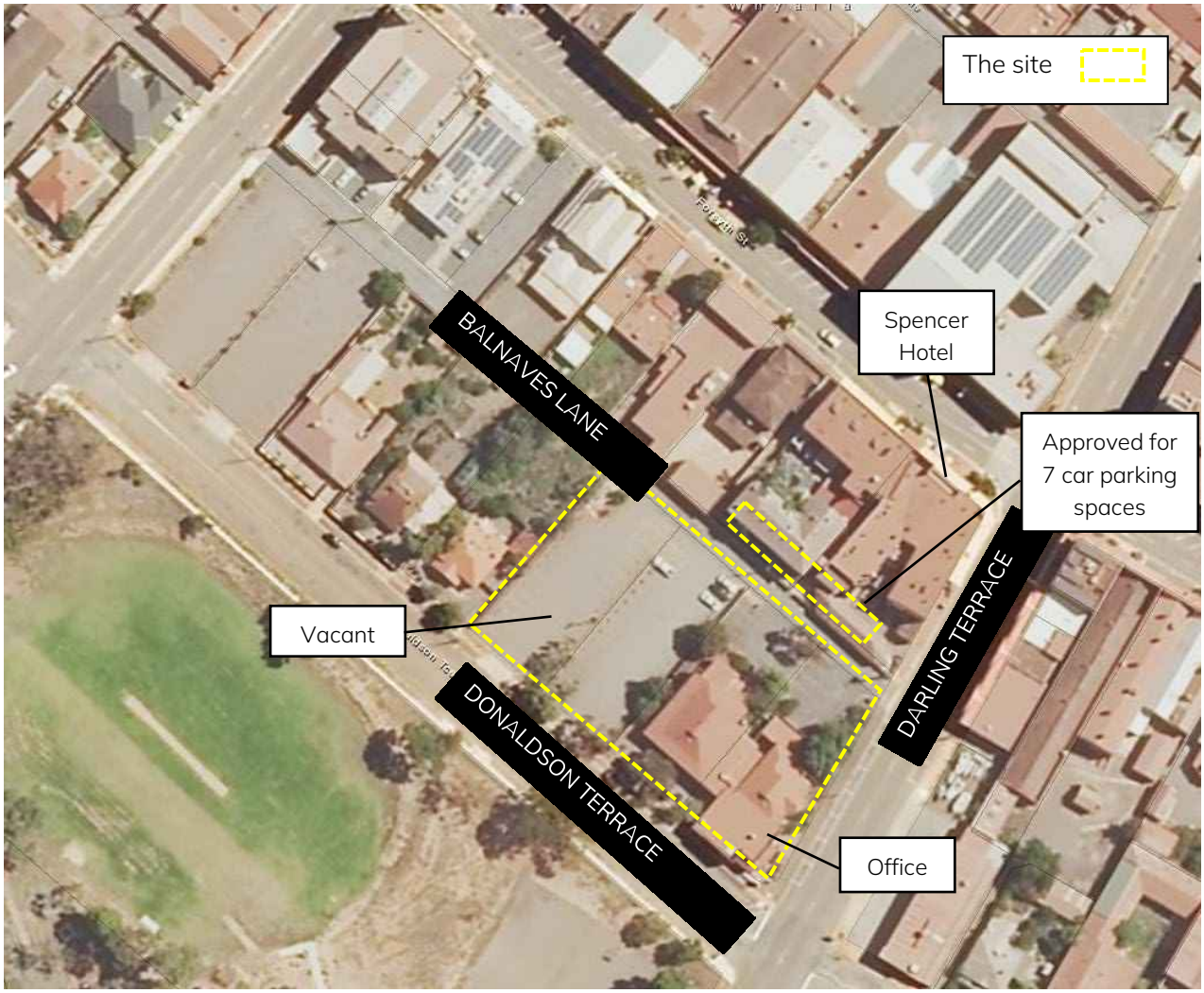
- Detail Survey prepared by FMG (**Attachment A**).
- Architectural Drawings preparing by CED Building Design (**Attachment B**).
- Traffic and Parking Assessment prepared by MFY Traffic Consultants (**Attachment C**).
- Waste Management Plan prepared by Colby Phillips Advisory (**Attachment D**).
- Preliminary Site Investigations Report prepared by Agon Environmental (**Attachment E**).
- Signed Site Contamination Declaration Form (**Attachment F**).
- A Stormwater Management Plan prepared by FMG (**Attachment G**).
- Desktop Native Vegetation Assessment prepared by Succession Ecology (**Attachment H**).
- Signed Native Vegetation Declaration Form prepared by Succession Ecology (**Attachment I**).

The Site

1.1 The Site

The site is located on the western side of Darling Terrace between Forsyth Street and Donaldson Terrace. The site is depicted in **Figure 1** below:

Figure 1 – The Site



The eastern side of Balnaves Lane to the rear of the existing Spencer Hotel has planning approval demolition of the rear building and construction of 7 angled car parking spaces (DA 22040761). The remainder of the site includes the four allotments with frontage to Donaldson Terrace, Balnaves Lane and Darling Terrace as depicted in **Figure 1**. The two, western-most, of these allotments are vacant. It is understood that this area is sometimes used informally by patrons of the Spencer Hotel for car parking. Importantly, there are no formal approvals that link this land to the Spencer Hotel. The two eastern-most, of these allotments contain a single storey commercial office building and associated open lot car parking.

Vehicular access is provided via Balnaves Lane and via two existing crossovers to Donaldson Terrace. Balnaves Lane is a 6.5 metre-wide parcel of alienated Crown Land (Volume 6023 folio 190) in the custodianship of the Corporation of the City of Whyalla.

Several trees exist on the land. These are not Native Vegetation as confirmed in the Desktop Native Vegetation Assessment undertaken by Succession Ecology (Attachment H).

The Site Survey at Attachment A provides further detail on the existing features of the land.

1.2 The Locality

The locality contains a mix of commercial, retail, residential and open space land uses.

A single storey building is located on the western side of the land at 10 Donaldson Terrace. This building appears to be a former dwelling. It is currently used as a personal or domestic services establishment by a beautician. This building is setback from the street approximately 5 metres and has a single width driveway along its eastern boundary immediately adjacent to the land. It is in the Township Main Street Zone which is the same zone as the site.

There is a large sports oval and courts opposite the land on Donaldson Terrace associated with the Whyalla Town Primary School.

Diagonally opposite the site to the south-east at 1 Walls Street is a dwelling contained within the Primary School grounds.

To the north of the land is the rear of a variety of buildings including the Hotel Spencer, with its primary frontage to Forsyth Street. Balnaves Lane provides rear access to these buildings. Forsyth Street/Patterson Street is the main street in the Zone and comprises a mix retail and commercial land uses typical of a regional town.

The nearby Hotel Spencer located on the Forsyth Street/Darling Street corner is a two-storey brick building designed in the Art Deco style. It is a State Heritage Place. The rear of the Spencer Hotel is opposite the north-eastern part of the subject site.

To the east of the land on the eastern side of Darling Terrace is a service trade premises which sells and displays marine equipment and boats. This building is single storey and is setback approximately 7 metres from Darling Terrace.

The land and its surrounds are depicted on the Locality Plan overleaf.



URPS

EDP HOTELS GROUP

HOTEL DEVELOPMENT

1-3 FORSYTH AND 2-4 DONALDSON TERRACE, WHYALLA

ZONE MAP	DWG. REF.	—	DA01
16/05/2024	REVISION	—	B
1:1000 @ A3	URPS REF.	—	22ADL-1496

Proposed Development

The proposed development is for a 2-3 level motel with 100 tourist accommodation units, signage and ancillary car parking. The proposed development is depicted in the Architectural Drawings prepared by CED Building Design at **Attachment B**.

Figure 2 below provides a perspective image of the motel as viewed from the corner of Donaldson Terrace and Darling Terrace.

The development includes the following:

- A tourist accommodation building ranging in height from 2 to 3 levels.
- 100 accommodation units of varying configurations.
- There are 77 on-site parking spaces proposed on-site plus 14 additional on-street parking spaces immediately adjacent to the subject site. This means that there is a total of 91 parking spaces available for the proposed tourist accommodation.
- Signage.

Figure 2 – Perspective Image



Procedural Matters

1.3 Zoning and Overlays

The land is in the Township Main Street Zone under the Planning & Design Code. The land is on the southern boundary of the Established Neighbourhood Zone, which exists on the southern side of Donaldson Terrace.

The following Overlays apply to the land:

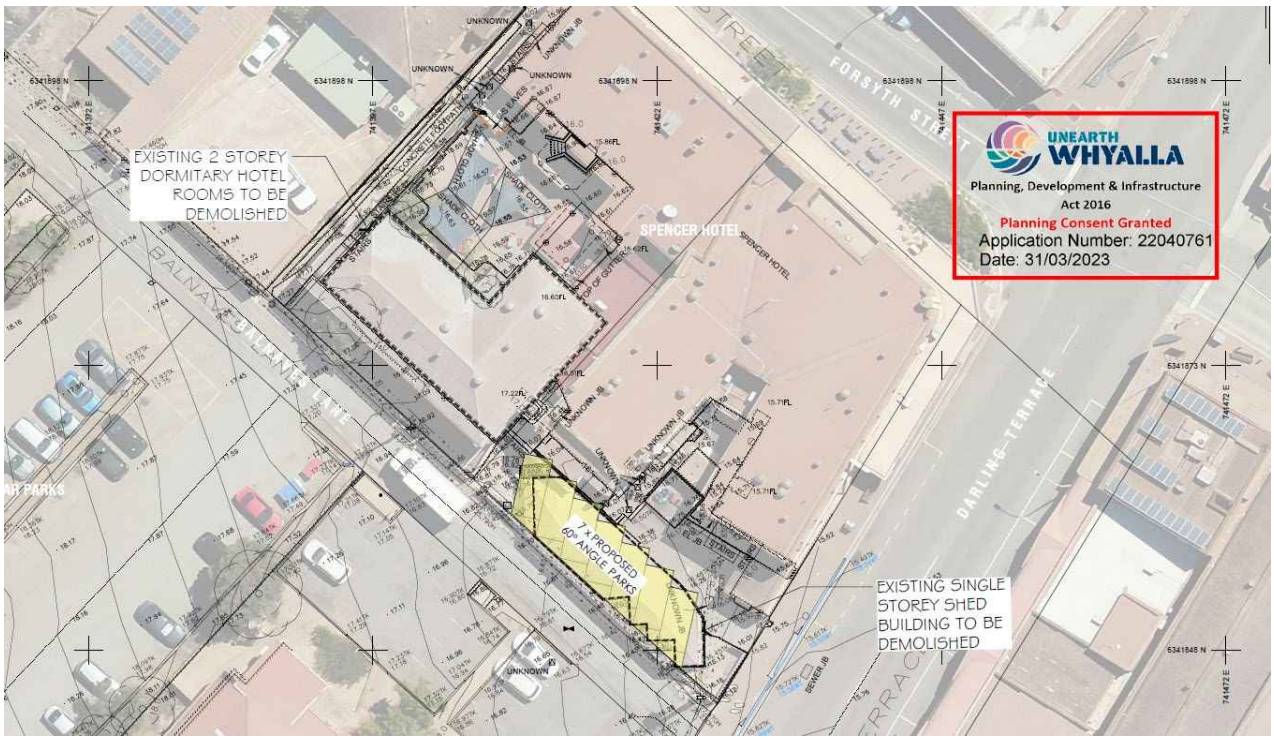
- Hazards (Flooding – Evidence Required)
- Native Vegetation
- State Heritage Place -26028 (Spencer Hotel site only).

The Heritage Adjacency provisions also do not apply to the south-western portion of the land where the proposed tourist accommodation building is located. Importantly, the extent of works proposed on the Spencer Hotel site are limited to the area where outbuildings have already been approved for demolition and partially replaced with at-grade car parking (see Figure 3 and Figure 4 below).

Figure 3 - Subject Site (dashed yellow line), State Heritage Place Overlay (orange shading) and Heritage Adjacency Overlay (yellow shading)



Figure 4 – Approved DA 22040761



1.4 Public Notification

Table 5 – Procedural Matters – Notification within the Township Main Street Zone lists different types of development that do not require public notification.

Table 5 lists tourist accommodation more than the maximum building height listed in the Township Main Street Zone as requiring public notification. As detailed in section 5.2 of this Planning Report the building does not exceed this height.

A development that satisfies the following provisions does not require public notification:

2. ***Any kind of development where the site of the development is <u>not adjacent land to a site used for residential purposes in a neighbourhood-type zone</u>.***

   Except any of the following:

   - ***the demolition of a State or Local Heritage Place***
   - ***the demolition of a building (except an ancillary building) in a Historic Area Overlay.***

Under the *Planning, Development and Infrastructure Act 2016*, adjacent land is defined as land no more than 60 metres from the other land.

There is a dwelling located within 60 metres of the subject site in the adjoining Established Neighbourhood Zone. On this basis, public notification will be required.

1.5 Statutory Referrals

1.5.1 Heritage SA

A portion of the site is located on land that forms part of a State Heritage Place. On this basis, a statutory referral to Heritage SA will be required. As detailed in section 4.1, the extent of the proposed works are limited to at-grade car parking to the rear of the existing Spencer Hotel site. This area was previously approved for this purpose for 7 angled car parking. It is now sought that the number of car parking spaces be increased to 18 and that they are readjusted to be right-angled. Of note, is that the portion of the site where the main tourist accommodation building is to be located does not trigger the 'Heritage Adjacency' Overlay provisions.

1.5.2 Site Contamination

Under Schedule 9-Referrals, 9A-Site Contamination, of the PDI Regulations 2017, *"Development that is specified by the Planning and Design Code as development of a class to which this item applies"*, requires referral to the Environment Protection Authority (EPA). Part 9 – Referrals of the Code under Part 9.1 Referral Body: Environment Protection Authority, lists "site contamination" and the "Change in use of land to a more sensitive use".

The land is currently vacant / used an overflow car park to Hotel Spencer and the eastern portion has been used for office. With reference to Practice Direction 14, the change from office "commercial class 1" (office) to "tourist accommodation", constitutes a change in use to a more sensitive use.

In accordance with Practice Direction 14, a Preliminary Site Investigations Report (Attachment E) and Site Contamination Declaration Form (Attachment F) is provided with this application. The PSI Report concludes that *"there are no EPA referral triggers for this site"*. It also states that *"Agon [the Environmental Consultant] considers that the potentially contaminating activities identified on site would not preclude the proposed future land use (tourist accommodation)…"*.

1.6 Approach to Planning Assessment

Part 1 of the Code is entitled "Rules of Interpretation". It includes the follow information on the "Hierarchy of Policies/Modification of Provisions":

If there is an inconsistency between provisions in the relevant policies for a particular development, and for the purpose of section 66(3)(b) of the Act, the following rules will apply to the extent of any inconsistency between policies:

(a) the provisions of an overlay will prevail over all other policies applying in the particular case; and
(b) a subzone policy will prevail over a zone policy or a general development policy; and
(c) a zone policy will prevail over a general development policy.

Part 1 of the Code is entitled "Rules of Interpretation". It includes the following information on the role of Designated Performance Features:

Policies - Desired Outcomes and Performance Outcomes

Zone, subzone, overlay and general development policies are comprised of desired outcomes (DOs) and performance outcomes (POs). These are applicable to performance assessed development and to restricted development.

Desired outcomes

Desired outcome are policies designed to aid the interpretation of performance outcomes by setting a general policy agenda for a zone, subzone, overlay or general development policies module. Where a relevant authority is uncertain as to whether or how a performance outcome applies to a development, the desired outcome(s) may inform its consideration of the relevance and application of a performance outcome, or assist in assessing the merits of the development against the applicable performance outcomes collectively.

Performance outcomes

Performance outcomes are policies designed to facilitate assessment according to specified factors, including land use, site dimensions and land division, built form, character and hazard risk minimisation.

Designated performance features

In order to assist a relevant authority to interpret the performance outcomes, in some cases the policy includes a standard outcome which will generally meet the corresponding performance outcome (a designated performance feature or DPF). A 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. (underlining added)

Designated Performance Features are not minimum or maximum quantitative standards. Rather, they perform in much the same way as Design Techniques did in some former Development Plans. The ERD Court previously confirmed that Design Techniques are one way of satisfying associated Performance Criteria but not the only way.

In the recent matter of Parkins v Adelaide Hills Council Assessment Manager [2022] SAERDC 12 (1 August 2022), Commissioner Dyer found as follows:

74. *The rules of the Code state that a DPF is a "…standard outcome…", "…a guide…." it "…does not necessarily need to be satisfied to meet the Performance Outcome…" and "… does not derogate from the discretion to determine that the outcome is met in another way…" A DPF, therefore, is advisory, it is but one way the PO is satisfied. If a DPF was the only way a PO was to be satisfied, the PO has no work to do.*

75. *The question becomes what guidance does a DPF provide if not met? The rules are silent on the issue of quantum departure. However, they do provide that a DPF "…does not derogate … from the need to assess development on its merits against all relevant policies".*

76. *A DPF is a relevant policy and must therefore form part of the assessment. On my reading, whilst quantum departure from the terms of a DPF is not, of itself, grounds for refusal, I am not convinced that quantum departure can be completely ignored. It will, if nothing else, be a flag to the relevant authority to carefully ensure that, by way of alternative or the specific facts and circumstances of the matter, the performance outcome is met.*

77. *The significance of any departure will depend, as always, on the circumstances of the matter at hand. The preciseness of the correlation between a PO and its corresponding DPF will also have bearing. [My underlining]*

2. Planning Assessment

The key planning considerations associated with the proposed development are:

- Land Use
- General Design
- Building Height
- Building Setbacks
- Parking
- Vehicle Access
- Interface between Land Uses
- Overlooking
- Landscaping
- Waste Management
- Stormwater and Flood Management
- Native Vegetation
- Advertisements

Each of these planning issues are analysed in detail in the following sections of this report.

2.1 Land Use

Performance Outcome and Designated Performance Feature 1.1 of the Township Main Street Zone state:

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

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

(m) ***Tourist Accommodation*** ***(underlining added)***

Tourist accommodation is a land use specifically anticipated in Zone.

The land use satisfies Performance Outcome and Designated Performance Feature 1.1 of the Township Main Street Zone.

2.2 General Design

The Performance Outcomes and Designated Performance Features relating to Built Form and Character for commercial development in the Township Main Street Zone state:

PO 2.1 ***Buildings and structures are designed to complement the traditional low-scale main street built form by ensuring wall, parapet and roof height, verandah profile, and materials of construction are consistent with adjacent traditional main street buildings.***

PO 2.2 ***Buildings preserve main street character by complementing key traditional shop-front elements such as narrow building and tenancy footprint with frequently repeated frontages, clear-glazed narrow shop front displays above raised display levels (base stall boards) and recessed entries.***

PO 2.4 ***Buildings create visual interest and an active interface with the main street frontage and maximise passive surveillance.***

DPF 2.4 ***Not less than 50% of the ground floor primary frontage of buildings are visually permeable, transparent or clear glazed. (underlining added)***

The provisions quoted above focus on development within the main street being complementary to the traditional main street character. The main street in Whyalla is Forsyth Street/Patterson Street. This is illustrated in the Township Main Street Zone where Forsyth Street/Patterson Street runs down the centre as shown in Figure 4 overleaf.

The land is not located within the main street. It is situated on Donaldson Terrace, on the south-western boundary of the Township Main Street Zone. It is also adjacent to an Established Neighbourhood Zone characterised by low scale residential land uses and an Oval associated with the local school.

Given this context, it is contended that it is not necessary for the development to have a main street built form character including elements such as a parapet, verandah, narrow tenancy footprint and shop front display.

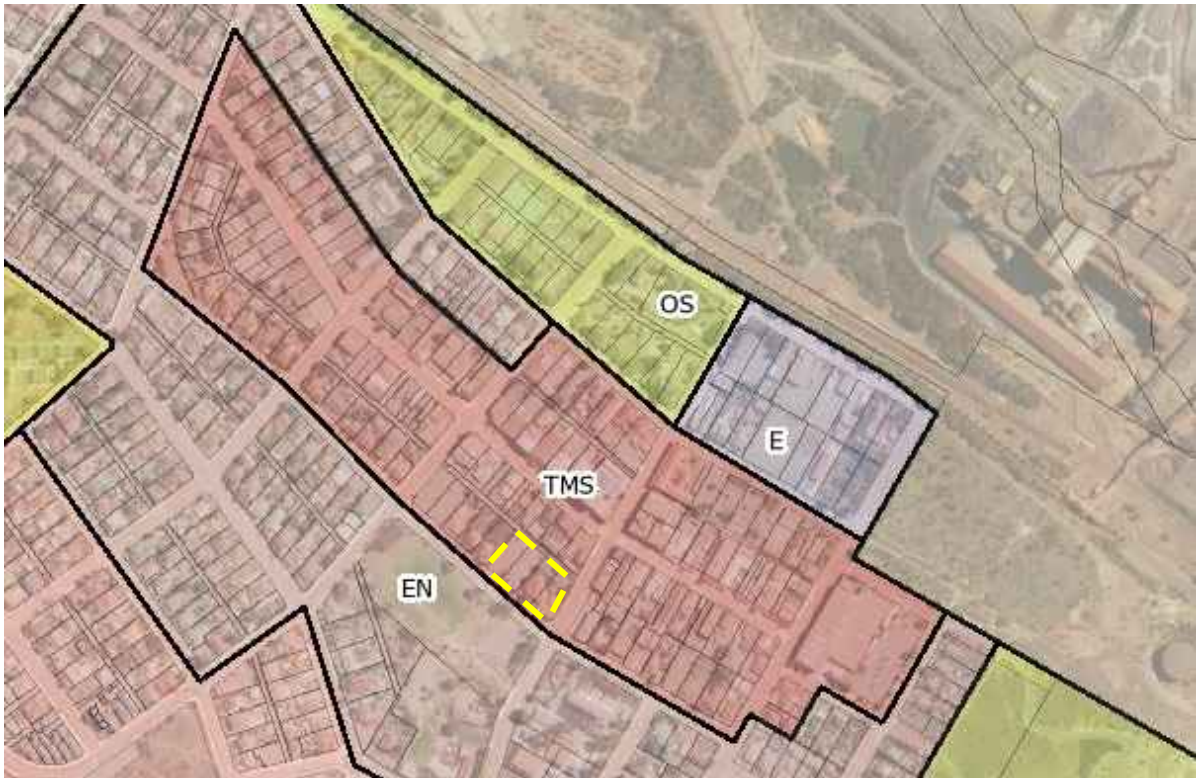
The development responds appropriately to it context by including a generous landscaped setback to the Donaldson Terrace frontage of 5 metres, consistent with the adjacent low-scale former residential land uses to the west. It also provides a new landmark at the corner Darling Terrace and Donaldson Street that is consistent in scale with the Hotel Spencer.

The street frontages contain glazed elements, and repetition of balcony and façade elements, creating a level of consistency with the main street character sought for the zone. Of note also, is the Desired Outcome 2 of the Zone, which seeks that:

DO 2 ***Development contributes to the vibrancy and activity of public spaces and reinforces the traditional main street character. (underlining added)***

The introduction of 100 tourist accommodation units will bring guests and visitors into the township, adding vibrancy and activity to this location.

The built form sufficiently satisfies the provisions quoted above given the context. Figure 4 – Township Main Street Zone showing Forsyth Street/Patterson Street



Notwithstanding, the following design features of the development are relevant to the assessment:

- The wall, roof and parapet height are of a height that complements the low-rise character of the Zone.
- The skillion roof is referential to the roof forms in the locality.
- The mass of the building to the Darling Terrace frontage is mitigated by the central driveway entrance at ground level.
- The mass of the building to Donaldson Terrace is mitigated by the central pedestrian stairs and the double width driveway located at the western potion of this frontage. This elevation is further articulated through the use of windows and repetitive balcony features.

On this basis, it is contended that the building is appropriately designed for this type of land use and its location on the edge of the Zone boundary.

The Performance Objectives and Designated Performance Features in the General Design provisions of the Code state:

PO 1.4 ***Plant, exhaust and intake vents and other technical equipment is integrated into the building design to minimise visibility from the public realm and negative impacts on residential amenity by:***

(a) positioning plant and equipment in unobtrusive locations viewed from public roads and spaces

(b) screening rooftop plant and equipment from view

(c) when located on the roof of non-residential development, locating the plant and equipment as far as practicable from adjacent sensitive land uses.

DPF 1.4 Development does not incorporate any structures that protrude beyond the roofline.

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. (underlining added)

The siting of air conditioner units is internal to the site at balcony level. This configuration separates the units from the nearest sensitive receivers located at 12 Donaldson Terrace and 1 Walls Street.

The development incorporates solar panels on the roof of the building. These will not be readily visible from the public realm given the roof pitch. Balnaves Lane is also used for some back-of-house-type operations including the waste collection, on-site laundry and linen store. Gas storage is also in this location. This separates the day-to-day function of the motel away from the interface with the school drop off areas and minimises visibility from the public realm. The proposal performs very well against General Design Performance Outcomes 1.4 and 1.5 in this regard.

2.3 Building Height

Performance Outcome 3.1 and Designated Performance Feature 3.1 of the Township Main Street Zone state:

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

DPF 3.1 Building height is no greater than…:

(b) (i) Where the site has a frontage of at least 25 metres and depth of at least 50 m - 3 building levels up to a height of 12m

(ii) In all other cases – 2 building levels up to a height of 9m. (underlining added)

The land has a frontage of 45.8 metres to Darling Terrace and a depth of 83 metres. The Code anticipates buildings up to 3 buildings levels and 12 metres in height.

The proposed development ranges in height from 2-3 building levels and has a maximum height of 12 metres (refer East Elevation Darling Tce Attachment B – SK 4.1A).

Designated Performance Feature and Performance Outcome 3.1 quoted above is satisfied.

2.4 Building Setbacks

2.4.1 Front Boundary Setbacks

Performance Outcome 3.4 of the Township Main Street Zone states the following in relation to front boundary setbacks:

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

The development is setback 5 metres from the front boundary to Donaldson Terrace. This setback provides a landscaped strip between the footpath and building. As stated previously, Donaldson Terrace is not part of the main street proper and does not have a typical main street character. Instead, it is on the edge of the Township Main Street Zone with the Established Neighbourhood Zone opposite. The proposed front setback to Donaldson Terrace is respectful of the setback of the existing former dwelling at 10 Donaldson Terrace which is setback in the order of 8 metres. A balanced approach to providing no setback (as envisaged in the zone) and responding to the adjacent 8 metre setback, was therefore required.

With respect to Darling Terrace, the majority of the built form is built to the boundary. This setback is consistent with the established setback of Hotel Spencer, to the north-east of the land. This approach is consistent with the *'continuity of street façade'* sought for the *'main street'* in PO 3.4.

On this basis, the proposed boundary setbacks to Donaldson Terrace and Darling Terrace are acceptable in this context.

2.4.2 Side Boundary Setbacks

The Performance Outcomes and Designated Performance Features of the Township Main Street Zone state the following in relation to side boundary setbacks:

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

DPF 3.5 Building walls are located on side boundaries. (underlining added)

The development is setback 1.2 metres from the side boundaries, not located on the side boundary 'to achieve a continuity of street façade to the main street' as anticipated in the provision quoted above.

As stated previously, Donaldson Terrace is not part of the main street proper (Forsyth Street/Patterson Street) with a typical main street character. Instead, it has a residential character being on the boundary of the Township Main Street Zone and the Established Residential Zone opposite the land.

The building to the west of the site is a personal and domestic services establishment located in the Township Main Street Zone. This business occupies a single storey dwelling. The proposed 2-3 level development on the site responds to this context by providing a 1.2 metre side setback. While this is not specifically in accordance with PO 3.5, it is responsive to the existing site context. Considering this context, it is less important and less desirable from an amenity perspective to build directly on the side boundary.

On this basis, it is contended that the proposed side boundary setback is appropriate.

2.4.3 Rear Boundary Setbacks

The Performance Outcomes and Designated Performance Features of the Township Main Street Zone state the following in relation to rear boundary setbacks:

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

PO 3.7 ***Buildings are set back from rear access ways to provide adequate manoeuvrability for vehicles.***

DPF 3.7 ***Buildings are set back from the rear access way have:***

- ***(i) no minimum requirement where the access way is 6.5m or more wide or***
- ***(ii) where the access way is less than 6.5m wide, the distance equal to the additional width required to make the access way at least 6.5m wide. (underlining added)***

The building is setback 1.2 metres from the rear boundary (Balnaves Lane). Balnaves Lane is a 6.5 metre-wide private lane. It is unclear whether this constitutes a 'street boundary'. Notwithstanding, the location of the built form at 10 Donaldson Terrace with generous side and rear boundary setbacks does not preclude it from having suitable access to light and ventilation, as anticipated in Performance Outcome 3.6 quoted above.

Performance Outcome 3.7 anticipates buildings to be setback from rear boundaries for the purposes of providing adequate manoeuvrability for vehicles on site. Consistent with DPF 3.7(i), Balnaves Lane is 6.5 metres wide, therefore no setback is required.

Performance Outcomes 3.6 and 3.7 and Designated Performance Feature 3.7 as quoted above are satisfied.

2.5 Parking

Performance Outcome 5.1 and Designated Performance feature 5.1 outline the car parking rates for tourist accommodation as follows:

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***

DPF 5.1 ***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:***

- ***(a) Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements (underlining added)***

Table 1 - General Off-Street Car Parking Requirements in the Code states that tourist accommodation should provide:

1 car parking space per accommodation unit / guest room (underlining added)

A car parking and traffic assessment has been prepared by MFY traffic consultants (Attachment C). The MFY report informs the assessment of parking as follows:

- The Code anticipates 100 on-site parking spaces for the proposed tourist accommodation.
- There are 77 on-site parking spaces proposed on-site plus 14 additional on-street parking spaces immediately adjacent to the subject site. This means that there is a total of 91 parking spaces available for the proposed tourist accommodation. This is a shortfall of 9 spaces.
- The proposed shortfall of 9 parking spaces is acceptable because on-street parking surveys reveal that there is between 125 and 160 on-street parking spaces available within 200m of the site. Importantly, this approach to parking satisfies PO 5.1(a) quoted above.
- The proposed tourist accommodation is likely to be only 66% occupied on average, greatly reducing car parking demand.

The proposed parking design satisfies the relevant provisions of the Code.

2.6 Vehicle Access

The following Performance Outcomes and Designated Performance Features in the Traffic, parking and access section of the Township Main Street Zone and the Transport, Access and Parking section of the Code are relevant to the development:

Township Main Street Zone

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.***

DPF 1.4 ***All vehicle manoeuvring occurs onsite.***

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

DPF 4.2 ***Vehicle parking areas are located behind the building line of the associated building. (underlining added)***

All vehicle manoeuvring will occur on-site avoiding any interruption of the usual operation of Donaldson Terrace and Darling Terrace.

The carparking is enclosed by 2-3 storey buildings close to the side boundaries of the land. The buildings will effectively eliminate any visual or noise impacts on the neighbouring dwelling at 10 Donaldson Terrace.

The Performance Outcomes and Designated Performance Features quoted above are satisfied.

General Development Policies

PO 3.1 Safe and convenient access minimises impact or interruption on the operation of public roads.

DPF 3.1 The access is:

- ***(a) provided via a lawfully existing or authorised driveway or access point or an access point for which consent has been granted as part of an application for the division of land, or***
- ***(b) not located within 6m of an intersection of 2 or more roads or a pedestrian activated crossing. (underlining added)***

The proposed development is accessed by two driveways, one to Donaldson Terrace and one to Darling Terrace. Each of these is in excess of 6 metres from the intersection of Darling Terrace and Donaldson Terrace.

Designated Performance Feature 3.1 quoted above is satisfied.

PO 3.3 Access points are sited and designed to accommodate the type and volume of traffic likely to be generated by the development or land use. (underlining added)

The development includes two, 7-metre-wide, two-way driveways that will easily accommodate both guest vehicles and service vehicles entering and exiting the land.

Performance Outcomes 3.3 and 3.4 quoted above are satisfied.

PO 3.5 Access points are located so as not to interfere with street trees, existing street furniture (including directional signs, lighting, seating and weather shelters) or infrastructure services to maintain the appearance of the streetscape, preserve local amenity and minimise disruption to utility infrastructure assets. (underlining added)

DPF 3.5 Vehicle access to designated car parking spaces satisfy (a) or (b):

- ***(a) is provided via a lawfully existing or authorised access point or an access point for which consent has been granted as part of an application for the division of land***
- ***(b) where newly proposed, is set back:***
  - ***(i) 0.5m or more from any street furniture, street pole, infrastructure services pit, or other stormwater or utility infrastructure unless consent is provided from the asset owner***
  - ***(ii) 2m or more from the base of the trunk of a street tree unless consent is provided from the tree owner for a lesser distance***
  - ***(iii) 6m or more from the tangent point of an intersection of 2 or more roads***
  - ***(iv) outside of the marked lines or infrastructure dedicating a pedestrian crossing. (underlining added)***

PO 3.6 Driveways and access points are separated and minimised in number to optimise the provision of on-street visitor parking (where on-street parking is appropriate).

DPF 3.6 Driveways and access points:

- ***(a) for sites with a frontage to a public road of 20m or less, one access point no greater than 3.5m in width is provided***
- ***(b) for sites with a frontage to a public road greater than 20m:***
  - ***(i) a single access point no greater than 6m in width is provided or***
  - ***(ii) not more than two access points with a width of 3.5m each are provided. (underlining added)***

The land currently has two double width driveways that will be closed and relocated to create two driveways, one at each frontage. The development has two frontages one to Donaldson Terrace of 83 metres and one to Darling Terrace of 45.8 metres. Each frontage is proposed to have a two-way driveway. This is consistent with Performance Outcome 3.6 which seek a single access to each frontage.

This results in an improvement to the existing situation, despite the driveways being slightly wider (7 metres) than anticipated in Designated Performance Feature 3.6 quoted above.

The provisions quoted above are sufficiently satisfied.

2.7 Interface Between Land Uses

The following provisions in the Interface between Land Uses section of the Code are relevant to the development:

Overshadowing

PO 3.1 Overshadowing of habitable room windows of adjacent residential land uses in:

(a) a neighbourhood-type zone is minimised to maintain access to direct winter sunlight

(b) other zones is managed to enable access to direct winter sunlight. (underlining added)

The nearest dwelling in a neighbourhood type zone is located at 1 Walls Street. The rear yard and private open space for this dwelling will not be impacted by the proposed development given they are located in excess of 50 metres from the site.

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).***

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 adjacent sensitive receiver boundary or zone. (underlining added)

The noise emitted from the development will be mostly from vehicles entering and exiting the land. The land has two access points more than 15 metres from the nearest noise sensitive receiver at 1 Walls Street. The design of the development will sufficiently screen the noise impacts on this property.

Vehicles will also be driving and accelerating at low speeds to enter the 50 km per hour township speed limit. These low speeds will not create unreasonable noise impacts beyond that to be anticipated within a commercial zone.

Vehicles associated with deliveries will be able to achieve all movements on-site in a forward direction, without the need to reverse, activating reversing beepers. Some of the day-to-day back of house operations will occur to Balnaves Lane at the rear of the site. This will also assist in minimising noise emissions from the land.

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). (underlining added)

The development contains lighting at the front of the land and over the carparking area and accommodation units internally. The 2-3 level building at the residential interface will sufficiently screen the lighting from the dwelling at 1 Walls Street. Given the dwellings, siting at the edge of the Township Main Street Zone, the interface impacts associated with the proposed development are considered reasonable.

2.8 Overlooking

The Performance Outcome and Designated Performance Feature in the Design section of the General Development Policies of the Code state:

PO 10.1 ***Development mitigates direct overlooking from upper level windows to habitable rooms and private open spaces of adjoining residential uses.***

DPF 10.1 ***Upper level windows facing side or rear boundaries shared with a residential allotment/site satisfy one of the following:***

- ***(a) are permanently obscured to a height of 1.5m above finished floor level and are fixed or not capable of being opened more than 200mm***
- ***(b) have sill heights greater than or equal to 1.5m above finished floor level***
- ***(c) incorporate screening with a maximum of 25% openings, permanently fixed no more than 500mm from the window surface and sited adjacent to any part of the window less than 1.5 m above the finished floor level. (underlining added)***

As detailed on the western elevation – drawing SK 4.1A, the Type C and Type A suites do not contain windows to the west. Windows to these suites are located internal to the site. No overlooking of 10 or 12 Donaldson Terrace is possible.

2.9 Landscaping

The Performance Outcomes in the Design section of the General Development policies of the Code state:

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

(a) minimise heat absorption and reflection

(b) maximise shade and shelter

(c) maximise stormwater infiltration

(d) enhance the appearance of land and streetscapes

(e) contribute to biodiversity.

PO 3.2 *Soft landscaping and tree planting maximises the use of locally indigenous plant species, incorporates plant species best suited to current and future climate conditions and avoids pest plant and weed species. (underlining added)*

The proposed development includes a landscaped strip to the Donaldson Terrace frontage to enhance the appearance of this street frontage. The proposed plant species will be chosen from local planting guides to ensure they are drought tolerant and suitable for the area. This design approach satisfies the Code provisions quoted above.

2.10 Waste Management

Design in Urban Areas PO 1.5 and PO 11.1 provides guidance on the location of storage and management of waste on site:

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.*

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.*

As detailed in the Waste Management Plan at Attachment D:

- The waste storage area is incorporated into the building envelope and is screened from view by a roller (or similar) door (PO 1.5).
- A dedicated waste storage area has been provided and this area contains storage for recyclable materials and general waste. Food/Garden Organics is not an available service for private collection in Whyalla so this is not provided.

The waste management system generally complies with Design in Urban Areas PO 1.5 and PO 11.1.

2.11 Stormwater and Floodwater Management

The Hazards (Flooding – Evidence Required) Overlay in the Code includes the following relevant provisions:

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.***

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 (underlining added)

The proposed development appropriately manages stormwater from the site as detailed in the Stormwater Management Plan (Attachment G). This satisfies the provisions quoted above.

2.12 Native Vegetation

The site is covered by the Native Vegetation Overlay under the Code. The development satisfies Performance Outcome and Designated Performance Outcome 1.1 of the Native Vegetation Overlay which state:

PO 1.1 ***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.***

DPF 1.1 ***An application is accompanied by:***

(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:

(i) in connection with a relevant access point and / or driveway
(ii) within 10m of a building (other than a residential building or tourist accommodation)
(iii)within 20m of a dwelling or addition to an existing dwelling for fire prevention and control
(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
or
(b) a report prepared in accordance with Regulation 18(2)(a) of the Native Vegetation Regulations 2017 that establishes that the clearance is categorised as 'Level 1 clearance'. (underlining added)

Succession Ecology has confirmed in its report at Attachment H and I that:

> *"vegetation on site represents a mixture of planted ornamental species and exotic weeds. Although River Red Gums, which are native to South Australia, were identified in the assessment area, it can be inferred that they must have been planted, as the species is not native to the Whyalla area.*

No remnant native vegetation was identified within the assessment area. There is, therefore, a very low probability that works will generate any impact to any native vegetation community"

A signed site contamination declaration form is also provided stating 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 development satisfies the Performance Outcome and Designated Performance Outcome quoted above.

2.13 Advertisements

Performance Outcome and Designated Performance Feature 5.1 of the Township Main Street Zone state:

PO 5.1 ***Advertisements are sited and designed to achieve an overall consistency of appearance along individual street frontages. (underlining added)***

The development includes signage on the Donaldson Terrace and Darling Terrace frontages of the building. The façade signage is integrated into the building form (Figure 1) and is of high quality. It will not be illuminated at this stage. Contextually, the signage is of a size and position that achieves a consistent appearance along the street frontage as sought by Performance Objective 5.1 quoted above.

3. Conclusion

The proposed development is worthy of Council's favourable consideration because:

- Tourist accommodation is specifically anticipated land use in the Township Main Street Zone.
- The built form responds to the general design features sought for the zone by providing a new landmark at the corner Darling Terrace and Donaldson Street that is consistent in scale with the Hotel Spencer.
- The side and rear boundary setbacks respond to the sites context at the junction of two zones and at the interface with single storey buildings to the south-east and north-west.
- The proposed parking design satisfies the relevant provisions of the Code.
- Vehicle access points are consolidated, improving accessibility to the site.
- The potential for off-site impacts including overshadowing, noise and light spill has been managed through the design of the building.
- A generous landscaped setback to the Donaldson Terrace is provided consistent with the nearby residential land uses.
- Waste generated from the tourist accommodation can be stored on site and discretely removed via the rear of the site from Balnaves Lane.
- The proposed development has been designed to account for stormwater.
- The project ecologist confirms that no native vegetation is proposed to be removed.

On this basis, the proposed development satisfies the relevant provisions of the Planning & Design Code and warrants Planning Consent.

Appendix A

Detail Survey prepared by FMG

Appendix B

Architectural Drawings preparing by CED Building Design

Appendix C

Traffic and Parking Assessment prepared by MFY Traffic Consultants

Appendix D

Waste Management Plan prepared by Colby Phillips Advisory

Appendix E

Preliminary Site Investigations Report prepared by Agon Environmental

Appendix F

Signed Site Contamination Declaration Form.

Appendix G

A Stormwater Management Plan prepared by FMG

Appendix H

Desktop Native Vegetation Assessment prepared by Succession Ecology.

Appendix I

Signed Native Vegetation Declaration Form prepared by Succession Ecology

SHAPING
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URPS

SV/23-0202

17 May 2024

Traffic • Parking • Transport

Unit 6, 224 Glen Osmond Road
FULLARTON SA 5063

T: +61 8 8338 8888
F: +61 8 8338 8880
E: mfya@mfy.com.au
W: mfy.com.au

MFY Pty Ltd
ABN 79 102 630 759

Mr Marcus Rolfe
Urban Regional Planning Solutions
12/154 Fullarton Road
ROSE PARK SA 5067

Dear Marcus,

PROPOSED SPENCER MOTEL, DONALDSON TERRACE, WHYALLA

This report relates to the proposed development of the Spencer Motel in Whyalla, as illustrated on CED Building Design's site plan (C2109 SK 2.1A) dated 19 April 2024. The proposal, which will be located at the intersection of Darling Terrace and Donaldson Terrace, will include 100 units. As requested, we have reviewed the proposal as it relates to traffic and parking matters and provide the following advice to assist Council in the assessment of the project.

1 SUBJECT SITE

The subject site is currently improved by a vacant building and a car park. The carpark is not associated with a specific development and would appear to be used as general public parking. The land has frontage to Darling Terrace to the east, Donaldson Terrace to the south and Balnaves Lane to north.

The existing development includes two access points on Donaldson Terrace and four access points on Balnaves Lane.

The Spencer Hotel is located opposite the site. An existing approval for the hotel included construction of seven angled parking spaces with access directly to Balnaves Lane.

1.1 ROAD NETWORK

Donaldson Terrace, Darling Terrace and Balnaves Lane are roads in the care and control of Whyalla City Council.

Donaldson Terrace and Darling Terrace include two-way carriageways with footpaths on both sides. Parking is permitted on both roads. Darling Terrace includes marked on-street parking spaces which are time restricted during certain periods.

Balnaves Lane is a one-way laneway which caters for westbound traffic movements. The lane includes a carriageway which is approximately 6.5 m wide. The urban default speed limit of 50 km/h is applicable to these roads.

1.2 PARKING

Notwithstanding that the car park on the subject land is not specifically related to a development, a review of the existing utilisation of parking on the site has been completed using historical aerial imagery for the period March 2017 to September 2021. The 85th percentile parking demand for this period was 34 vehicles, with occupancy on weekends being less than ten vehicles. This would indicate that the vehicles parked on the site could be associated with employees who work in close proximity to the subject land.

2 PROPOSED DEVELOPMENT

The proposed Spencer Motel will include 100 units. Parking for the facility will be provided in the courtyard and six garages. Additional parking spaces will also be created on the adjacent Spencer Hotel site and the approved angled parking spaces will be adjusted to be marked at right angles to Balnaves Lane.

In addition, angled parking spaces will be marked on Donaldson Terrace to increase the on-street parking provision adjacent to the site.

Darling Terrace and Donaldson Terrace will provide the main pedestrian linkages to the site, albeit connectivity would also be available via Balnaves Lane. Footpaths will provide direct access to the site for pedestrians.

2.1 ACCESS

The proposed development will be accessed via one access on Donaldson Terrace and one access on Darling Terrace. The proposed access points will be designed in accordance with Australian/New Zealand Standard, *Parking Facilities Part 1: Off-street car parking (AS/NZS 2890.1:2004).*

Both access points will cater for simultaneous traffic movements as shown in Figure 1.



Figure 1: Simultaneous traffic movements at the access points

There will be a head-height clearance of 3.1 m at the Donaldson Terrace access and 6.1 m at the Darling Terrace access. The head-height clearance which will comply with the requirements in AS/NZS 2890.1:2004.

2.2 DELIVERIES AND REFUSE COLLECTION

Refuse collection will occur on Balnaves Lane. The traffic volume on Balnaves Lane is very low and therefore the requirement for vehicles to pass a refuse vehicle in the lane will be infrequent. Nonetheless, in the event that a car arrives on Balnaves Lane while refuse is being collected, the car will be able to manoeuvre around the parked refuse truck as shown in Figure 2.



Figure 2: A car manoeuvring around a refuse truck on Balnaves Lane

Deliveries for the development will occur on-site. Delivery vehicles will enter and exit the site via the proposed Darling Terrace access and turn around in the intersection of parking aisles. Figure 3 identifies that an 8.8 m medium rigid vehicle (MRV) will be able to enter and exit the site in a forward direction, albeit such a vehicle will only infrequently access the site.

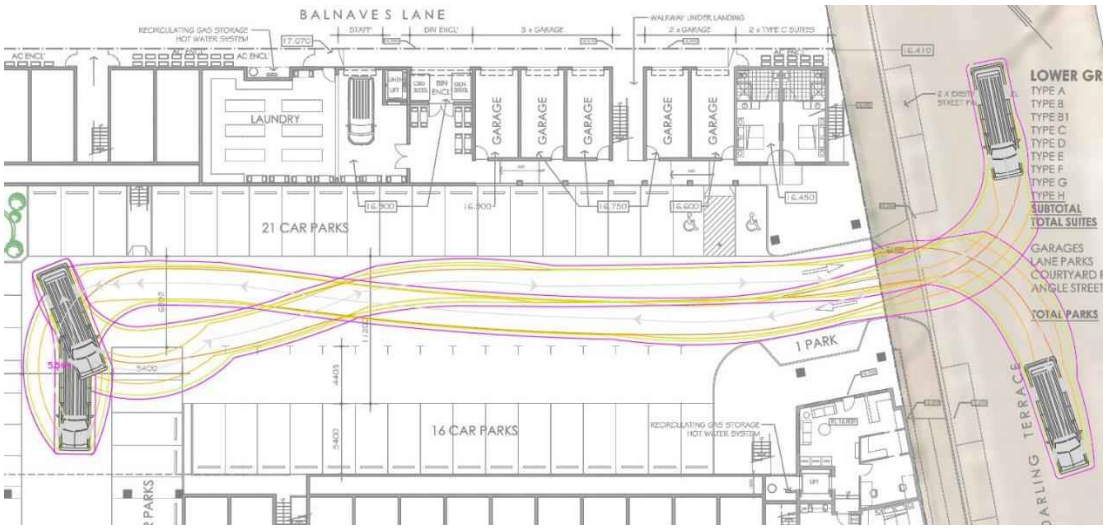


Figure 3: MRV entering and exiting the site in a forward direction

The above figure illustrates that the delivery vehicle will utilise two parking spaces within the western aisle. During peak trading periods these spaces will be allocated to staff who will be able to move their vehicles when the vehicles are arriving. During other periods the spaces will be vacant and will not impeded the turning movements of the vehicle.

The head-height clearance at this access is 6.1 m which will exceed the requirement of 4.5 m identified in the Australian Standard, *Parking Facilities Part 2: Off-street commercial vehicle facilities (AS 2890.2:2018).* Vehicles with a height of less than 3m will be able to utilise the Donaldson Terrace access to exit the site.

2.3 CAR PARKING

2.3.1 Courtyard Car Park

The proposal will private 59 parking spaces within the central courtyard. The proposed parking spaces will comply with the dimensional requirements in *AS/NZS:2890.1:2004* for a User Class 2 facility in that spaces will be 2.5 m wide and 5.4 m long, with an adjacent 5.8m wide aisle. The car park will include one parallel parking space which will be 2.1 m wide and 5.4 m long.

Two parking spaces for people with disabilities will be provided in the car park. These spaces will be designed in accordance with the requirements in Australian Standard*, Parking Facilities Part 5: On-street Car Parking (AS 2890.5:2020)* in that it will include a 2.4 m wide space with a 2.4 m wide shared space.

2.3.2 Garages

Six garaged parking spaces will be provided on-site. These garages will be access via Balnaves Lane. The garages will be set back 1.5 m from the carriageway to allow for drivers on Balnaves Lane to spot a vehicle exiting the garage.

The proposed garages will comply with the requirements in AS/NZS:2890.1:2004 and will include a 2.4 m wide doorway. There will be an apron width of 7.4 m which will exceed the minimum requirements identified in *AS/NZS2890.1:2004*.

2.3.3 Spencer Hotel Site

In addition to the previously approved spaces, 11 additional parking spaces will be created on the Spencer Hotel site and will be access directly from Balnaves Lane. The parking spaces will comply with the requirements in *AS/NZS:2890.1:2004*. While Balnaves Lane is a public road (and therefore *Australian Standard Parking Facilities Part 5 On-Street Parking (AS2890.5:2020)* would typically apply), the slow speed and low volume of vehicles in the lane will result in the road environment being akin to a car park and hence it would be appropriate to apply the off-street standard when considering the design criteria.

In addition, the seven approved angled parking spaces that were proposed as part of the Spencer Hotel redevelopment will be redesigned as regular parking spaces in accordance with *AS/NZS:2890.1:2004*, resulting in one additional space.

2.3.4 Donaldson Terrace

The proposal will include the creation of 21 angled parking spaces on Donaldson Terrace. The proposed spaces will meet the requirements specified in *AS 2890.5:2020.* Figure 4 identifies the proposed angle parking spaces on Donaldson Terrace and the dimensions showing compliance with *AS 2890.5:2020*.

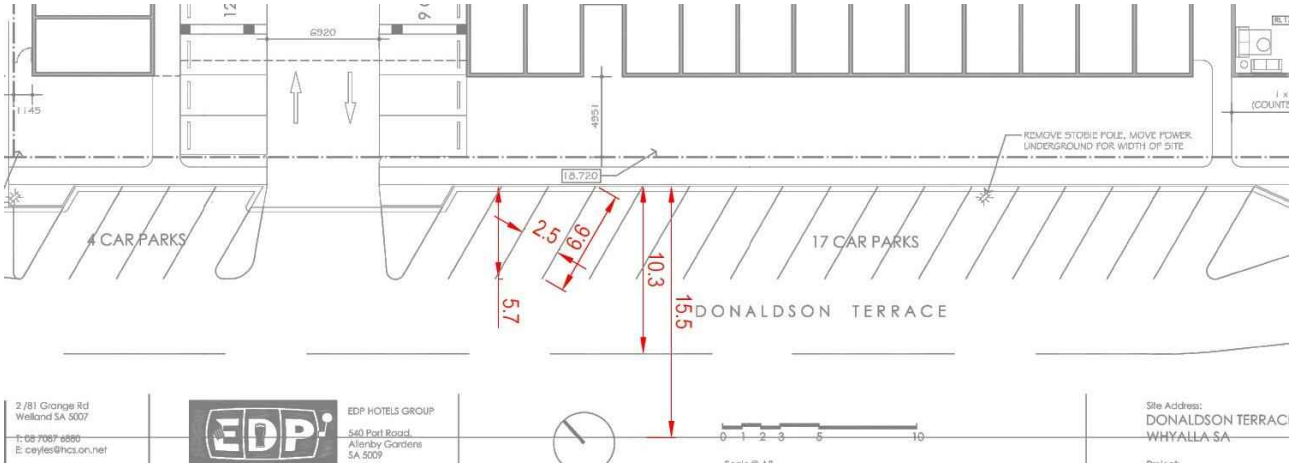


Figure 4: Proposed angle parking on Donaldson Terrace

The proposed parking spaces will result in a loss of seven kerbside parking spaces on Donaldson Terrace which will result in a net increase of 14 spaces. A bus stop will also be relocated in consultation with Council.

2.4 PEDESTRIANS

3 PARKING ASSESSMENT

The Planning and Design Code identifies a parking provision rate of one space per accommodation unit for a tourist accommodation facility. Based on this requirement, the proposal will generate a requirement for 100 parking spaces.

In reality, the proposed facility will only be fully occupied infrequently. Data from the Australian Accommodation Monitor identifies an average motel occupancy rate of approximately 66% in South Australia for the year of July 2022 – June 2023. On this basis, there will be an average of 66 units occupied which would resulting in a demand for 66 vehicles.

The proposal includes a total of 77 off-street parking spaces including 59 parking spaces in the courtyard, six garaged parking spaces and 12 additional parking spaces on the Spencer Hotel site. The average parking demand will therefore be catered for on the site.

The proposal will also include 14 additional parking spaces on Donaldson Terrace. While these spaces will be within the public realm and will not be exclusively available for the hotel, it is anticipated that the spaces will be available during the evening peak demand period at the motel.

During infrequent events when all units could be occupied, there could be approximately nine vehicles parked on the street network within close proximity to the site. In order to ensure that such a demand would not have an adverse impact on the road network should the additional parking demand be realised, a review of the available parking on-street within 200m of the motel site was completed and identified that there were in excess of 125 spaces available on a weekday, with higher vacancies identified on weekends (greater than 160). There will, therefore, be spaces readily available on-street within close proximity of the motel should guests be required to park on-street.

Consideration has also been given to the existing (albeit not allocated) parking was to be accommodated on the road network. There would be adequate capacity to readily cater for this existing on the street in addition to the increased demand which could occur in the event the motel was fully utilised.

4 TRAFFIC ASSESSMENT

The RMS Guide to Traffic Generating Developments identifies a traffic generation rate of 3 trips per room per day or 0.4 trips per room during the afternoon peak hour for a motel. Based on this, the proposed motel could generate approximately 300 trips per day, with 40 of these occurring during the afternoon peak hour.

The above volumes are low and if realised will result in a minimal impact on the adjacent road network. Further, there will be no change to the nature or function of any street.

5 SUMMARY

The proposed motel will provide for safe and convenient access and all vehicles will enter and exit the site in a forward direction. Traffic movements generated by the proposal will be low and will have no adverse impact on the road network.

The proposal has developed a parking solution for the proposal by including developing an on-street solution with angled spaces to supplement the on-street parking facilities. The on-site provision will cater for the average parking demand and hence during most periods all parking will be on-site. The development of the on-street parking solution will increase the on-street yield, thus minimising impact during peak periods.

Yours sincerely,
MFY PTY LTD



Suresh Vijayakumar
Associate

2 - 8 Donaldson Terrace, Whyalla

Spencer Motel

Waste Management Plan

Date: 10 May 2024

Prepared for:

EDP Hotels Group

Colby Phillips Advisory Pty Ltd

Suite 117, 147 Pirie Street

Adelaide, SA 5000

info@colbyphillips.com.au

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Distribution List

Chelsea Jurek	URPS
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1 INTRODUCTION

This document presents a waste management plan (WMP) for the proposed Tourist Accommodation at the corner of Donaldson Terrace and Darling Terrace, in Whyalla.

The WMP explains how the Development can manage waste effectively to achieve regulatory requirements and desired design and operating objectives, including those recommended by the South Australian Better Practice Guide (State Guideline) (Zero Waste SA, 2014) for waste management in this type of development. The WMP should be read in conjunction with other planning approval documentation for the Development referenced.

2 DEVELOPMENT DESCRIPTION

The proposed Development is at the corner of Donaldson Terrace and Darling Terrace, Whyalla, in the Whyalla City Council (Council). Per plans provided (Drawings C2109 dated 19 Apr 2024), the Development is a multi-storey Tourist Accommodation complex comprising of 100 rooms with reception/ office to support the accommodation – see Figure 3-1 (page 4) for the site plan. This figure also includes information on the waste management system, discussed later in the WMP.

Table 2-1 below includes the recommended Waste Resource Generation Rate (WRGR) classification (for each land use) based on the State Guideline (Zero Waste SA, 2014), which are used for estimation of waste and recycling volumes to assess waste storage required for the site.

Table 2-1: Land Use and Waste Resource Generation Rate classification

Land Use	Site Location	WRGR Land Use Type	Development metrics for waste volume estmate	
Motel Accommodation	Ground to Level 2	Hotel and Motel Accommodation	100	Rooms

3 STAKEHOLDER ENGAGEMENT

The proposed development would be located outside the Adelaide metropolitan area. This means that there is reduced access to services including waste collection. Colby Phillips Advisory contacted the major waste collection contractors and only two companies service Whyalla (Cleanaway and Veolia). Both of these only offer Front Lift collection of General Waste (6 days per week) and Cardboard Recycling (once a week) in Whyalla. There is presently no access to Mixed Recycling or Organics collections, and no access to any Rear Lift (smaller 660L and 1100L skips) services.

Cleanaway was asked (J. Townsend, 19Apr2024) to assess the proposed waste collection system and has confirmed it would be suitable for Cleanaway to service.

The Services in Table 4.1 and the Waste Generation values provided in

Table **4.2** reflect this reduced service.

Council has been consulted and has provided in-principle support for the waste system proposed including collection of bins from Balnaves Lane with a Front Lift truck.

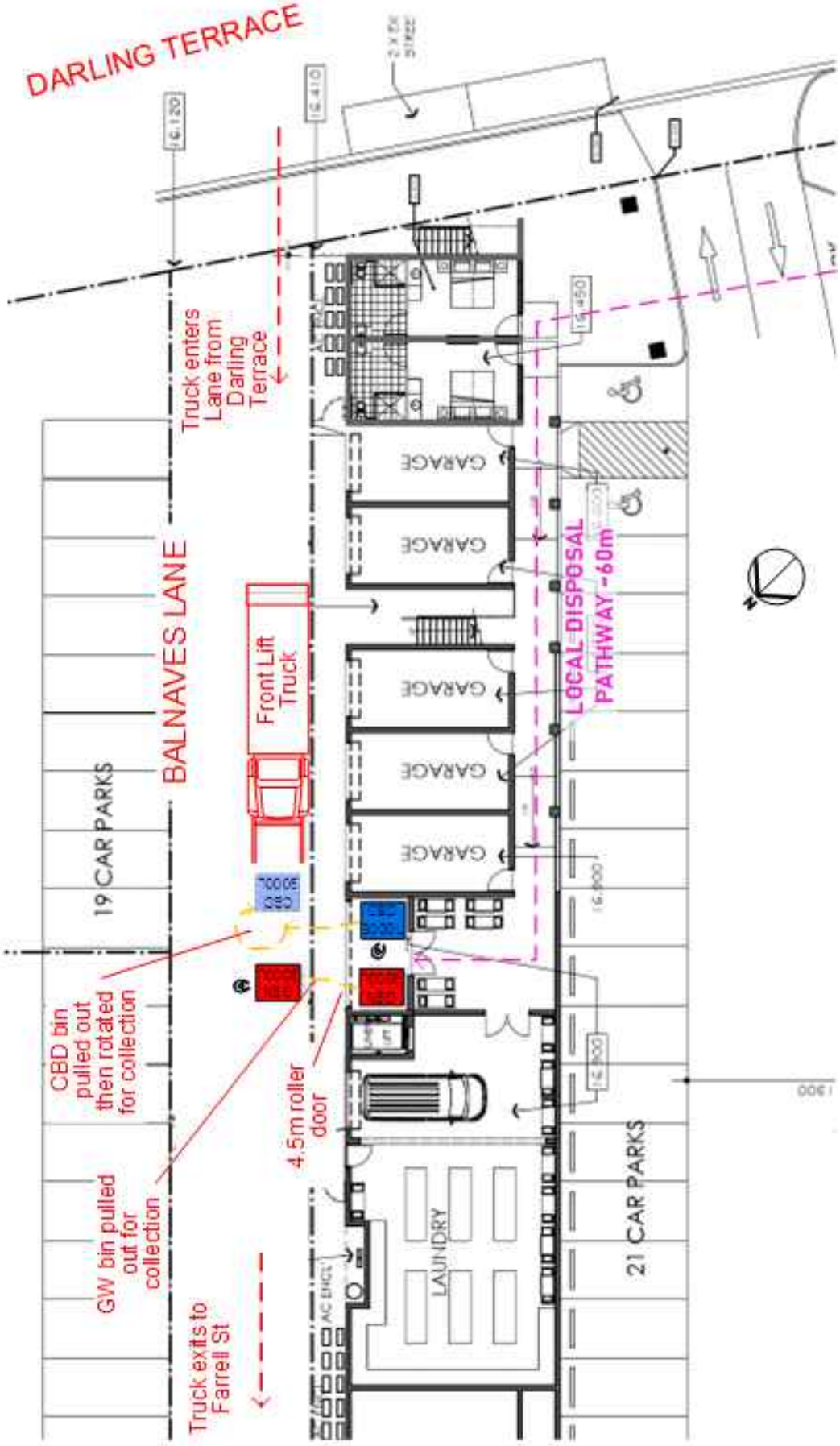


Figure 3-1 Overview of site including waste storage area, bin collection presentation and staff lift access, Red = General Waste, Blue = Cardboard/ Paper.

4 WASTE & RECYCLING SERVICE PROVISION

Table 4.1 outlines the recommended waste services by land use per Table 2-1. The different waste service classifications listed in Table 4.1 are explained below.

- ***Routine Services –*** These require on-site waste storage and routine and regular collections and would include services for general waste and cardboard. Note that collection of mixed recycling and organics is not presently available in Whyalla.
- ***At-call services –*** These involve non-frequent collections, for speciality waste (i.e. not collected by other services) and are organised and provided on an as-needed basis.
- ***Maintenance services –*** Some waste items (e.g. lighting in common areas, garden waste, etc) would be removed and disposed of (off-site) by the contractor providing the related maintenance service (and hence on-site waste storage is not usually needed or provided).
- ***External Services –*** These are where waste items (e.g. hard, waste, e waste including printer cartridges, batteries, lighting etc) can be dropped off by staff at external locations, e.g., the Whyalla Waste and Resource Recovery Facility (and thus, separate on-site waste storage is not usually needed or provided). The Recovery Facility accepts a variety of waste items with applicable fees and charges.

Table 4.1 Expected or recommended waste & recycling services for the Development

Service Type	Accommodation Rooms
Routine (regularly scheduled)	General Waste Cardboard & Paper
At-call (as needed)	Not applicable
Maintenance (waste removed by contractor)	Sanitary (in-room or public toilets) Garden Waste Lighting (where applicable)
External (by staff off-site)	Hard/ E waste Printer Cartridges Batteries

4.1 Waste & Recycling Volumes

Table 4.2 overleaf estimates expected waste and recycling volumes for the proposed development. These estimates are based on recommended Waste Resource Generation Rates (WRGRs) in the South Australian Better Practice Guide (SABPG) – Waste Management in Residential or Mixed-Use Developments (Zero Waste SA, 2014).

The values shown in

Table 4.2 represent peak use, for example when the Accommodation is full.

Table 4.2 Estimated waste & recycling volumes (Litres/week) at the Development.

Waste/Recycling Service	*Waste volume (during peak periods)* *L/week*
General Waste	5,300
Cardboard & Paper	2,500
Confidential Paper	Minor
Mixed Recycling	Not available in Whyalla
Food/Garden Organics	Not available in Whyalla
CDL (10c deposit drink containers)	100
Hard waste	210
E-waste	40
TOTAL	8,050

Note: General Waste includes all expected food waste and hard plastics / other recycling, since these materials cannot presently be collected in Whyalla.

5 WASTE MANAGEMENT SYSTEM

Table 5.1 below estimates the total waste & recycling volumes as well as the bin size, location and collection frequency. Collection frequency is based on peak usage waste generation per

Table 4.2 above. Non-peak periods may require less frequent collection. Actual collection frequency can be determined once the site is operational and may be seasonally adjusted.

Table 5.1 Waste storage and bin schedule for Routine Services, including collection frequency and collection service provider.

Waste Storage Area(s)	Location	Routine Service	Estimated Waste/Recycling Volumes (L/wk)	Provider	Collection Frequency (Events/wk)	Max. Bins/Items Stored & Collected (per Event)		
						No.	Size (L)	Type
Motel Accommodation	*Ground Level Waste Room*	General Waste	5,300	Private Contractor - Front Lift	2	1	3,000	Skip
		Cardboard & Paper	2,500		1	1	3,000	Skip
		CDL	100	Drop off	1	4	25	Crate

Potential bin configuration and the recommended bin storage areas (per Figure 3-1) are shown in Table 5.1 above. These illustrations demonstrate that adequate space can be provided to meet the site's waste management requirements

5.1 User Dispoal

Each point of user disposal (accommodation rooms) will have User Storage appropriate to their activities. User Storage may include:

- Suitable General Waste bins.
- Suitable Cardboard / Paper bins.

All bins would be sized as needed depending on local user need (e.g. 20L, 40-80L bins/crates), bag-lined if general waste, mobile or with handles or trolleys to enable easy transport or carriage by staff to bin storage areas.

Baskets or crates should be located in several (visible) places throughout the site to allow guests to dispose CDL (10c deposit) drink containers

5.2 Local Disposal (Including Transfer Pathways)

Staff will access all points of user disposal and transport waste to the waste room. For the accommodation rooms on Levels 1, staff will travel to Ground Level via the Linen Lift. For the accommodation rooms on Levels 2, staff will travel to Ground Level via the combined guest/ staff Lift. The longest disposal path is approximately 60 m.

5.3 Waste Storage Area(s)

Figure 3-1 on page 4 shows the layout of the Waste Storage Enclosure and demonstrates there is adequate space for storage, allowing movement of bins with maximum dimensions of bins available locally in South Australia.

5.4 Presentation and Collection

Figure 3-1 on page 4 shows the collection path for collection of bins by a private contractor. Collections for skip bins would be made using front-lift trucks up to 11 m in length. The contractor would gain access to the property via Balnaves Lane, from Donaldson Terrace.

The Contractor would drive up to the waste enclosure on Balnaves Lane and provide a bin pull out/ pull in service from the waste enclosure. Each collection event would take 3 - 5 minutes. The Contractor would leave the site via Balnaves Lane to Farrell Street.

CDL drink containers would be taken to a local collection centre by motel staff.

5.5 Other Services

5.5.1 Maintenance Services

Waste would be generated by maintenance services or activities at the site (e.g. regular landscaping/gardening, lighting, repair work, etc.). These maintenance-generated waste materials would be handled and disposed of by the contractor undertaking these services. Dedicated on-site storage for these waste materials is therefore not needed.

5.5.2 External

Disposal of hard waste and e waste would be coordinated by Site Management. Waste items could be temporarily stored in within the loading zone and transferred to the Waste and Resource Recovery Facility.

The Building User Manual(s) at the Development would advise on availability and/or organising Hard /E-waste collection services.

Staff would be able to dispose of smaller waste items, such as printer cartridges, batteries and lighting, to publicly available external drop off points (e.g. supermarkets, telco retail stores, etc.), which accept these materials.

The Building User Manual(s) would include advice on external drop-off points for these waste items, which may include reference to Council advice available at their Web site.

5.6 Bin cleaning

Bin cleaning at the Development could be outsourced to an external contractor (e.g. a local cleaning contractor).

5.7 Transfer pathways

There are a range of transfer pathways for the waste systems at the Development, which were described above. The following is provided as a guide for sizing and designing these transfer pathways.

- *Transfer pathways –*
  - *User disposal – Free of steps, no grades greater than 1:15, and cater for mobility impaired users.*
  - *Local disposal points to central storage – enough width to accommodate relevant bins, trolley, or waste loads being transferred, free of steps, no grades greater than 1:12*
  - *Collection – less than 35m with no steps or grades greater than 1:10*
- *Floors – Hard surfaces where bins and skips are to be carted.*
- *Lifts – All lifts should be sized to allow for bulky hard waste items*

Based on current plans, these requirements for transfer pathways in the Development appear to be generally satisfied. All relevant transfer pathways should be reviewed and confirmed at detailed design stage to ensure they are appropriate.

5.8 Waste system Operation and Management

5.8.1 Responsibilities

The Site Management would manage the waste system for the site, including ensuring that good waste management outcomes by staff were achieved. Staff would be required to handle waste transfer from user disposal to local disposal in the appropriate bins in the Waste Storage Area.

Table 5-2 summarises the responsibilities of different parties / stakeholders for proposed waste management and operational activities at the Development. In summary, the Building / Facilities Manager would manage the waste system, including ensuring that good waste management outcomes by tenants were achieved.

Table 5-2 Management & operational responsibilities for the waste systems at the Development

Activity	Responsible party
Local Disposal & External Disposal	Cleaning staff & building maintenance staff
Local Disposal of waste from communal areas	Building maintenance staff
Waste Storage Areas, Hard Waste, Hygiene, Odour Management & Cleaning	Building maintenance staff
Collection services – Waste & Recycling	Private Contractor(s)
Management	Building Manager
Education, Training & Engagement (staff)	Building Manager, with support from Council

5.8.2 Implementation & Communication

The following should be put in place.

- ***Site Management System / Manual*** – Advice and instructions on waste management and using the waste systems should be provided for staff, including contact information for further information, questions and issues.
- ***Staff Induction –*** Should include guidance on how the sites waste management system operates.
- ***Clear signage*** – At all disposal points.
- ***Emergency Response or Site Management Plan(s) –*** Should include response measures (or contingencies) for:
    - Waste collection services suspended or not available;
    - Incorrect use by tenants of the waste systems;
    - Illegal dumping on-site; and
    - Poor waste management outcomes (including cleanliness, odour and/or low diversion).

5.9 Other Waste System Design or Management Issues

The following would be considered and/or implemented for waste systems at the Development. More details for some of these items can be resolved at detailed design stage with the waste contractor and/or Council.

1) **Bins** – These would comply with Australian Standard for Mobile Waste Containers (AS 4213).
2) **Signage** –
    - Appropriate signage in all Local Disposal and Waste Storage Areas should be used to assist in the correct disposal of waste and recycling.
3) **Vermin, hygiene & odour management (inc. ventilation)**
    - ***Inspection & Cleaning*** –
        - Requirements for cleanliness of waste storage areas should be explained clearly in the building user manual. An inspection regime would be developed and implemented by Management for waste systems at the Development, including ensuring that surfaces and floors around disposal areas, transfer pathways and waste storage areas are kept clean and hygienic and free of loose waste and recycling materials.
    - ***Odour Control*** –

- Waste storage areas should be well ventilated for control of odours.

4) **Access & security** –
   - All Waste Storage Areas are within secure premises.

6 PLANNING & DESIGN CODE OBJECTIVES

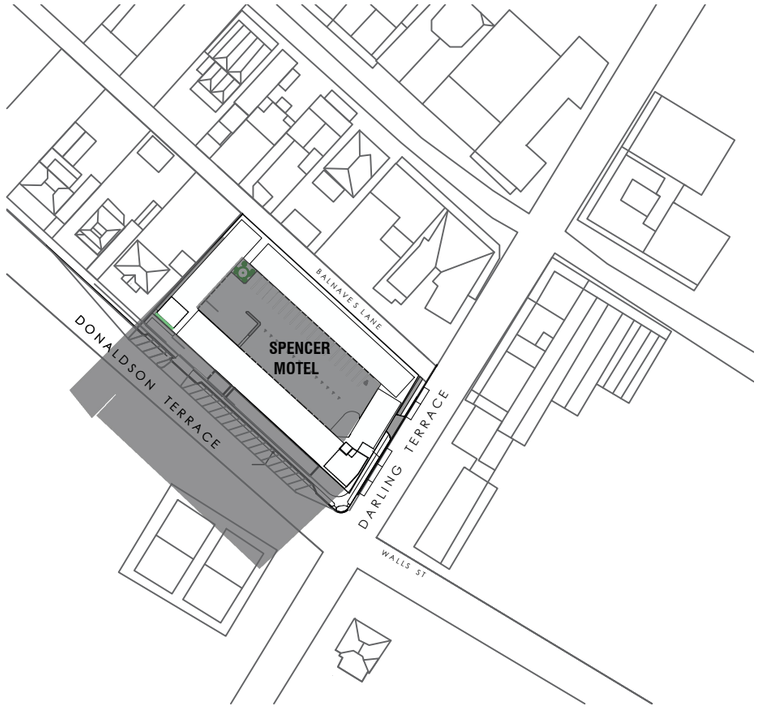
The applicable General Development Policies relating to Waste are provided in the following table. The third column states how these policies have been addressed in the proposed design.

General Development Policies **Design (Rural 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.	DTS/DP 1.5 None are applicable	Response: The waste storage area is incorporated into the building envelope and is screened from view by a roller (or similar) door.

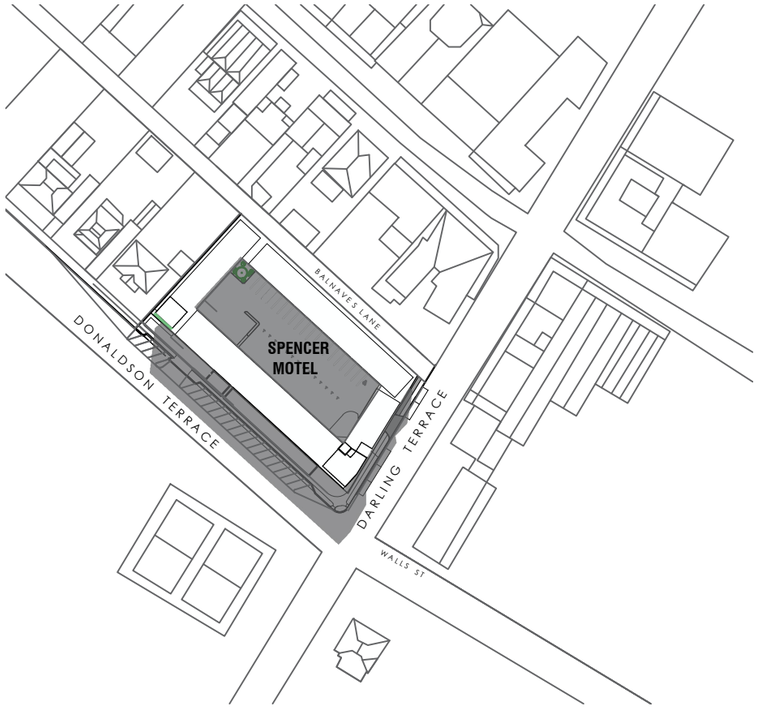
7 REFERENCES

PlanSA. (2021). *Planning & Design Code.*

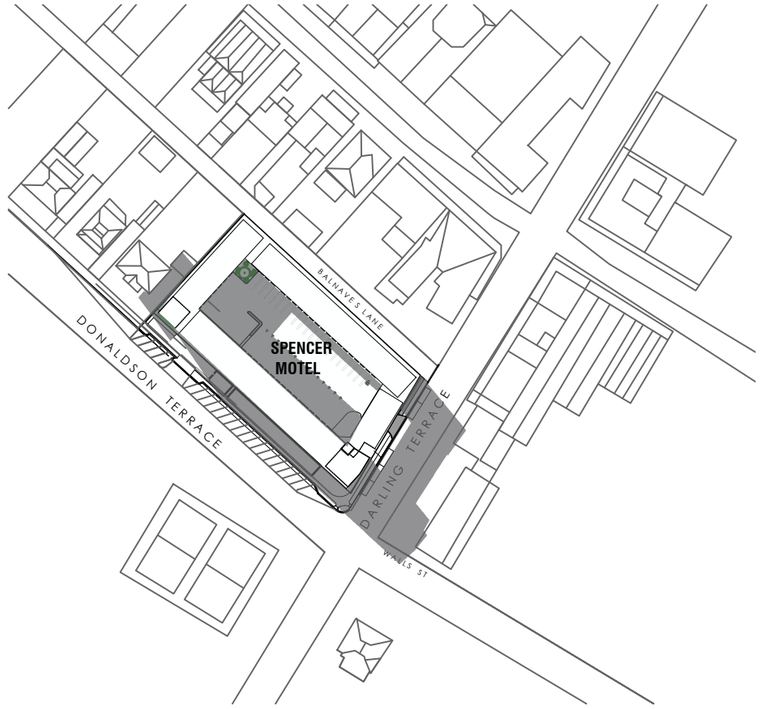
Zero Waste SA. (2014). South Australian Better Practice Guide – Waste Management in Residential or Mixed Use Developments.



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SCALE 1 : 2000 @ A3



21ST JUNE , 12 PM
SCALE 1 : 2000 @ A3



21ST JUNE , 3 PM
SCALE 1 : 2000 @ A3

2 /81 Grange Rd
Welland SA 5007

T: 08 7087 6880
E: ceyles@hcs.on.net

EDP HOTELS GROUP

540 Port Road,
Allenby Gardens
SA 5009

Scale @ A3
1 : 2000

Site Address:
DONALDSON TERRACE
WHYALLA SA

Project:
SPENCER MOTEL

Drawing Title:
SHADOW DIAGRAMS

Project No. C2109
Date. 13/08/2024
Sheet No. SK 03

ENGINEERING

Stormwater management report

JOB NUMBER:	S63849_285226
CLIENT:	Living Choice Australia Pty Ltd
SITE:	CNR Farrell Street & Donaldson Terrace, WHYALLA, SA 5600
DATE:	18/04/2024
REVISION:	0

Engineering your success.

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MELBOURNE
SYDNEY

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Introduction

FMG Engineering (FMG) has been engaged by Living Choice Australia Pty Ltd to prepare a Stormwater Management Plan for the proposed works at CNR Farrell Street & Donaldson Terrace, Whyalla, SA 5600 for the purpose of planning approval. Engineering survey has been undertaken, and this report will be updated should any assumptions made need modification.

This Stormwater Management Plan has been prepared in accordance with Planning Assessment of the proposed land. The intent of this report is to provide a high-level summary of feasible stormwater management principles which will be applied on site to meet Council's requirements and to demonstrate how stormwater can be managed on the proposed development, including detention storage requirements. This report will be updated if fundamental changes to design intent occur throughout the design process.

Site understanding

The site is situated at the intersection of CNR Farrell Street & Donaldson Terrace, Whyalla, SA 5600. It naturally slopes towards the southeast with an average surface grade of 3.8%. The development will occur across two distinct areas divided by Balnaves Lane: Site 1 to the south of Balnaves Lane and Site 2 to the north. Site 1 encompasses approximately 3,700 m2 and is bordered by Donaldson Terrace to the southwest and Darling Terrace to the southeast and with residential development to the northwest and Balnaves Lane to the northeast.
Site 2 comprises a mix of residential and commercial buildings, located adjacent to Balnaves Lane and surrounded by other commercial developments. Site 2 is approximately 600m^2. Upon survey review, it was observed that there is currently no existing stormwater network adjacent to the site's bordering streets. It is assumed that stormwater is currently directed to the kerb and channel, where it is collected by a series of side entry pits downstream. Refer to Appendix A of this report for the survey details.

The subject sites are predominantly developed land, characterized by nearly entirely impervious surfaces. Consequently, the post-development flows are expected to remain largely unaffected or experience only minor changes.



Figure 1: Site location

FMG has not identified any upstream catchments for this location. In addition, flood mapping (reference: *South Australian Property and Planning Atlas SAPPA*), suggests that there is no local flooding concerns with this particular site during the 1% Annual Exceedance Probability (AEP) storm event as seen in Figure 2.



Figure 2 - Flood inundation mapping (https://sappa.plan.sa.gov.au/)

Proposed Development

The concept design outlining the proposed site plan is shown in appendix A which subject to changes in future design stages. This development consists of a motel which includes, multiple carparking bays, garages, suites etc. It should be noted that this concept plan is intended for development application purposes only. All setbacks, site coverage, carparking numbers, landscaping areas and the like are subject to statutory approval. All existing and proposed features, dimensions, areas and boundaries are approximate only and subject to verification via detailed site survey.

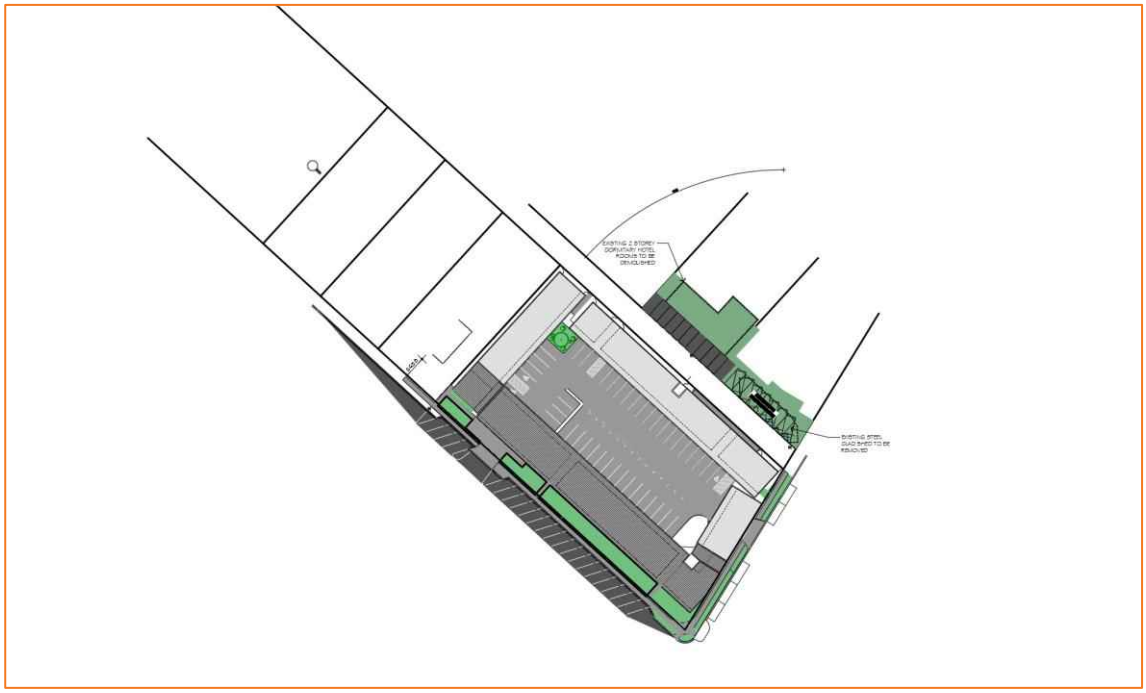


Figure 3: Architecture drawings for proposed development

Stormwater management requirements

The stormwater requirements for the Stormwater Drainage Strategy were established based on correspondence with the Whyalla Council and the Infrastructure Guidelines SA (Revision 1.1, April 2020).

- *The average recurrence intervals were adopted based on 'commercial areas' from Infrastructure Guidelines SA, as 20-year ARI for the minor storm event and 100-year ARI for the major storm event.*
- *Given all areas are nearly all sealed and stormwater runoff is currently directed to the kerbs and no detention will be required.*
- *Developments and Council projects should comply with principles and recommendations of Water Sensitive Urban Design in Greater Adelaide Technical Manual and Council's Stormwater Management Plans to achieve the following water quality standards:*
    - *80% retention of the typical urban annual load for Total Suspended Solids (TSS);*
    - *60% retention of the typical urban annual load for Total Phosphorus (TP)*
    - *45% retention of the typical urban annual load for Total Nitrogen (TN)*
    - *90% retention of the typical urban annual load for gross pollutants (litter);*
- *Finished Floor Levels are to be as follows:*
    - *A minimum of 300mm above the top of kerb level for residential properties that grade towards the road unless otherwise advised.*
    - *Properties that grade away from2 the road should have the Finished Floor Level built up wherever possible, however if not practical, the level of the driveway and front boundary is to be raised at least 150mm above the top of the kerb level directly adjacent to provide freeboard.*
    - *Finished Floor Levels for industrial and commercial properties are to be a minimum of 150mm above the level of the post-development major storm flood level adjacent to the building – this is usually calculated within the adjacent carpark or hardstand area.*
    - *Finished Floor Levels for developments of a sensitive nature (ie. emergency services, schools, adjacent water courses etc) are to be assessed using the merits of the site.*

Stormwater management plan

FMG has prepared a preliminary stormwater modelling and Preliminary Civil Design (As shown in Appendix B) to support this stormwater management plan and demonstrate feasible compliance with Council's requirements. The outcomes of this preliminary investigation indicate the most efficient site management of stormwater will be achieved as follows:

- The stormwater generated from the roof will be redirected to the roadside kerbs using multiple downpipe outlets.
- Stormwater from paved surfaces will be gathered via grated inlet pits and then conveyed to the roadside kerb at Darling Terrace
- Larger pipes will be used to ensure that the peak velocity from the pipes will be adequately managed.
- A tertiary water quality treatment device (Oceanprotect Jellyfish JF 1200-1-1 or similar approved) will be installed prior to discharging runoff from the paved surfaces into the street, to reach WSUD treatment targets.

Catchment analysis

Site catchments were determined based on aerial imagery, and concept drawings as per Appendix A. Pre-development catchment includes 95% pervious and 5% impervious areas with a footprint of 5,900m^2 based on current aerial imagery of the site. Table 1 summarises the post-development sub-catchment areas and percentages of pervious/impervious.

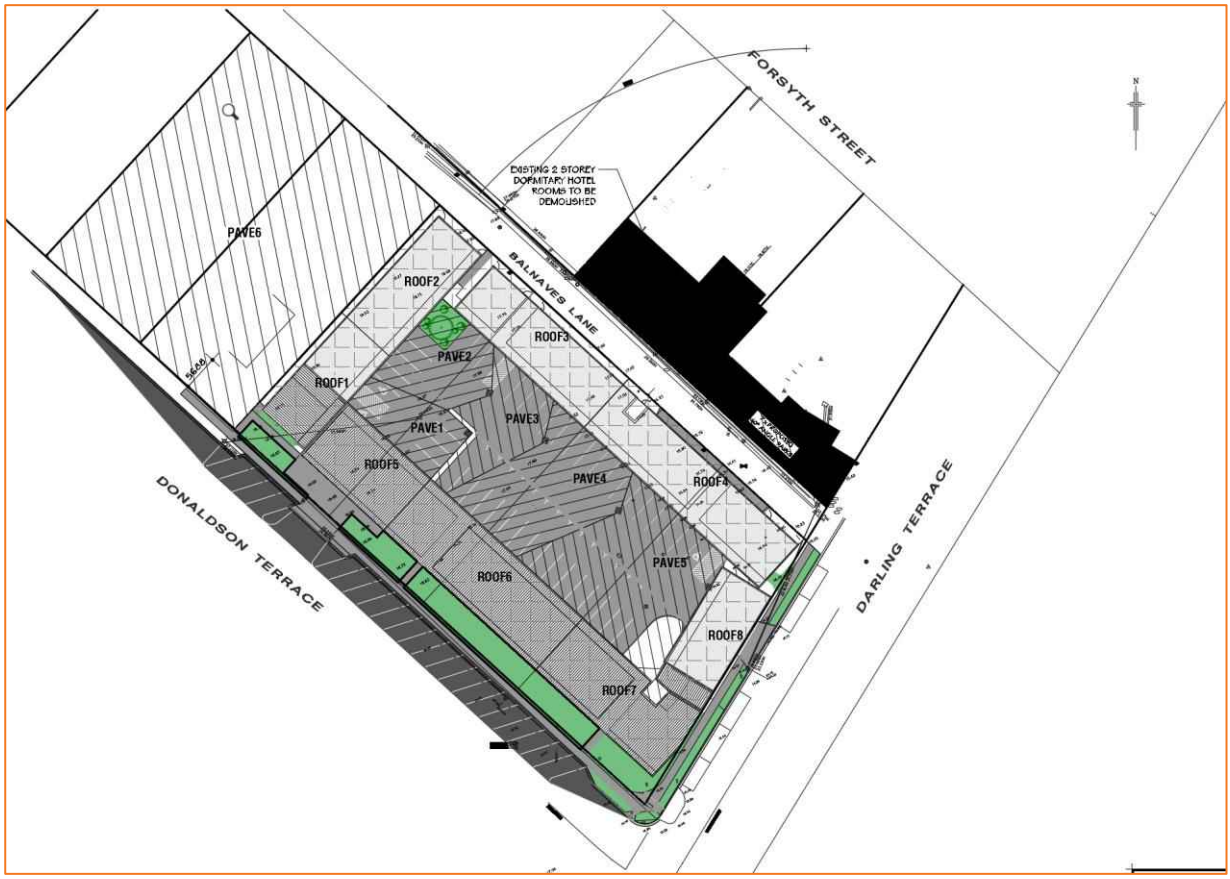


Figure 4 – Sub-catchment Plan

Table 1 – Post-development Catchment properties

SUB-CATCHMENT	AREA (M2)	% IMPERVIOUS	% PERVIOUS
ROOF 1	212	100	0
ROOF 2	233	100	0
ROOF 3	317	100	0
ROOF 4	391	100	0
ROOF 5	194	100	0
ROOF 6	357	100	0
ROOF 7	268	100	0
ROOF 8	183	100	0
PAVED 1	145	100	0
PAVED 2	196	50	50
PAVED 3	196	100	0
PAVED 4	347	100	0
PAVED 5	523	100	0
PAVED 6 (TBC)	*1922*	*100*	*0*
PAVED 7 (NORTHEAST BALNAVES)	600	100	0
TOTAL POST-DEVELOPMENT	**4,162**	**98**	**2**

The total post-development area excludes the paved area 6, as the current scope of work is restricted to a total area without paved area 6.

Hydrological parameters

The DRAINS model hydrological input parameters are outlined below:

Impervious area depression storage:	1 mm
Supplementary area depression storage:	1 mm
Pervious area depression storage:	5 mm
Stormwater model:	
Pre-Development	Extended Rational Method (C=0.3)
Post-Development	ILSAX
Antecedent moisture condition:	2.5 (as mentioned in section 7.6 of RD-DK-D2)
Soil Type	3
Rainfall data	ARR Data Hub
The time of concentration for the total pre-development area was set at 10 minutes. This decision was based on the highly impervious nature of the land and the predominance of sealed flow paths with steep slopes. For post-development, time of concentration was estimated to range between 4 to 5 minutes. This was due to the small catchment areas and again predominant impervious surfaces.	

A DRAINS model was prepared (Figure 5) to demonstrate the feasibility of controlling peak flows to match pre-development flows. It is anticipated that minor changes will be incorporated into the final construction documentation as design details are resolved, but holistically we do not anticipate any changes to the way in which stormwater will be managed on site.

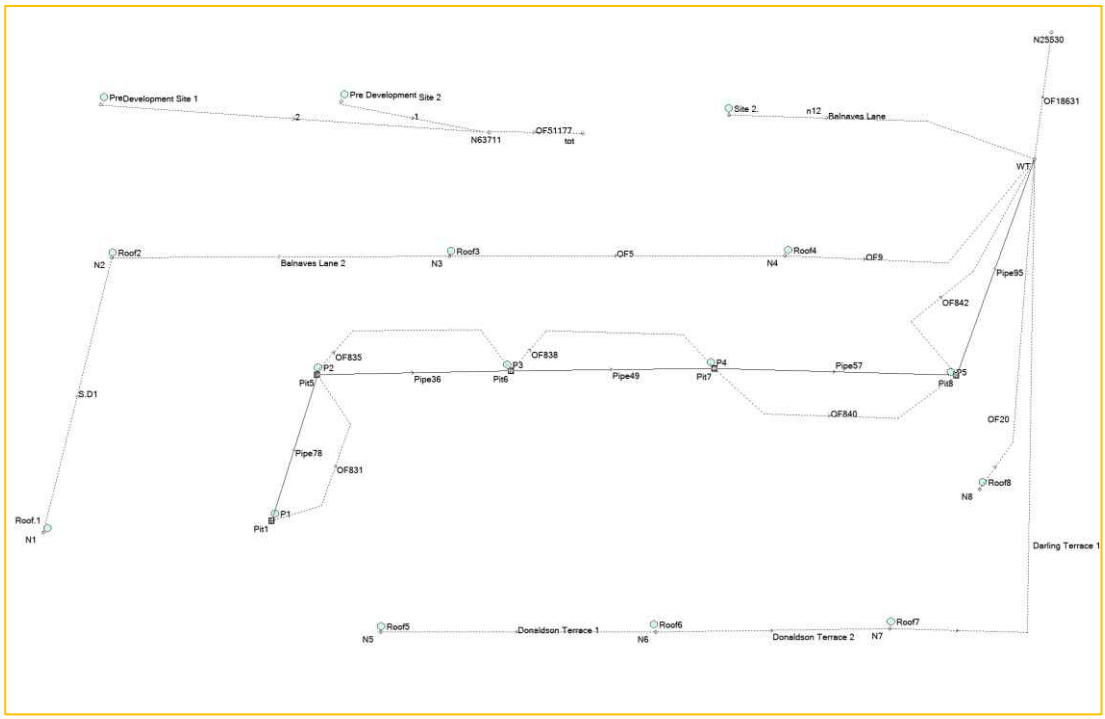


Figure 5: DRAINS model layout

DRAINS modelling results

The model presented above simulates the peak stormwater runoff by directing runoff from roofs and hardstands towards the water table on Darling Terrace via Balnaves Lane and Donaldson Terrace. The total stormwater discharged is lower than the pre-development stormwater generated, as indicated by drainage modelling. However, this comparison is somewhat subjective since the pre-development catchment is modelled as a whole. Nevertheless, the single catchment model closely resembles pre-development conditions, providing a reliable estimate of stormwater generation. The implementation of larger pipes on the site likely contributed to the post-development flows being lower than pre-development flows. Refer to Appendix B for DRAINS results.

Table 2: DRAINS modelling

Scenario	Minor Storm 5% AEP / 1:20 year ARI	Major storm 1% AEP / 1:100-year ARI
	Peak Flow	
Total Pre-Development	109 L/s	172 L/s
Total Post Development	108 L/s	177 L/s

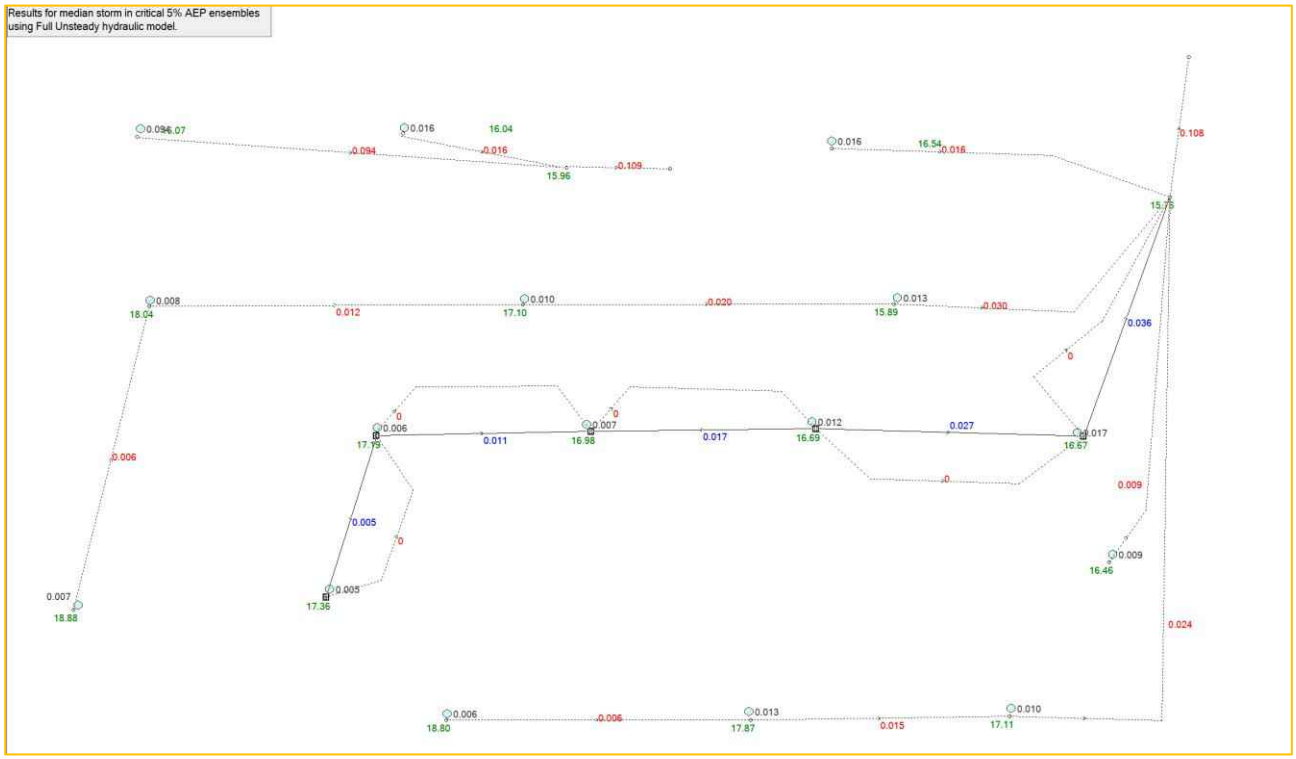


Figure 6: DRAINS modelling results during minor (5% AEP) storm events

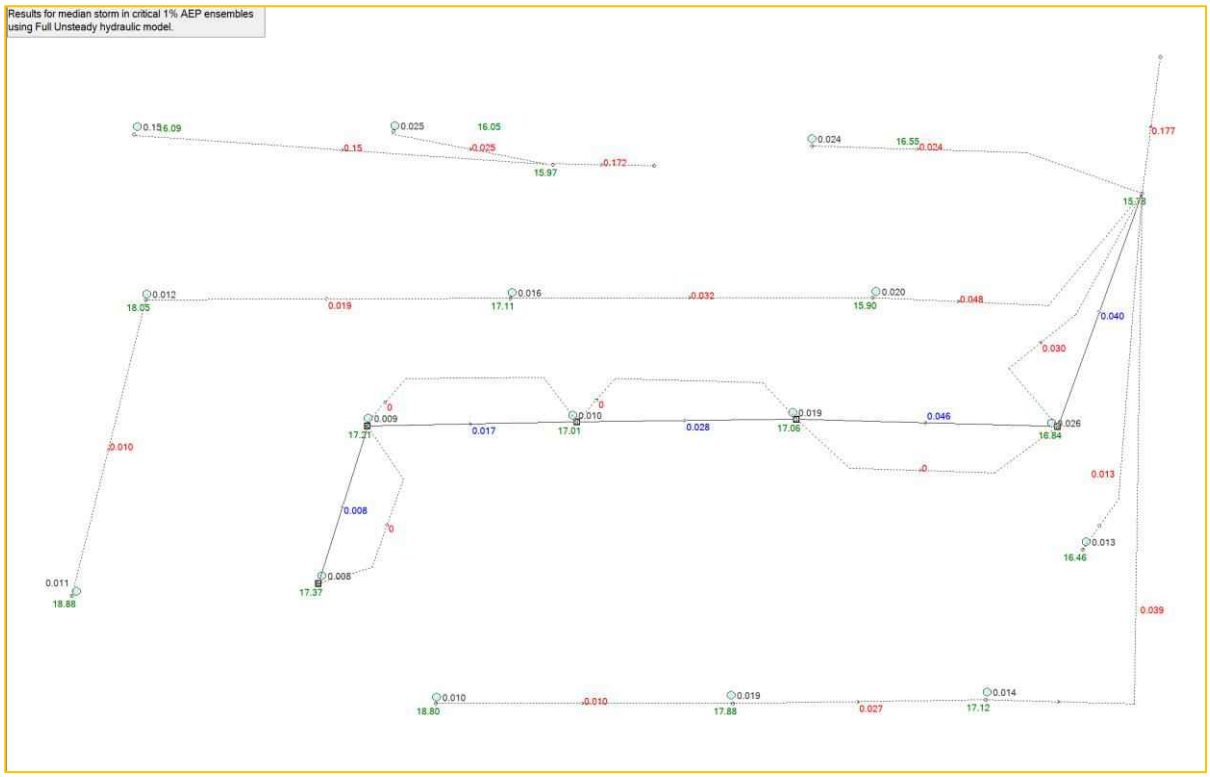


Figure 7: DRAINS modelling results during major (1% AEP) storm events

Stormwater quality

MUSIC model

The MUSIC model has been split into four sub catchments.

- The stormwater generated by the hardstand enclosed by the motel will be collected through a pit and pipe network which will be incorporated with gross pollutant traps and a tertiary treatment device (Oceanprotect Jellyfish or similar approved) end of line.
- Conservatively, pavements around the east and west of the building have assumed no additional treatment beyond the jellyfish GPT, however the design intent of these areas would be to grade towards grassed verges where minor levels of treatment would be provided.

We suggest collecting rainwater from roofs in a 5-10kL tank for reuse. Allocating 1-2kL per day could greatly increase the reduction rates. This option will be presented alongside results, and feasibility will be studied further during detailed design.

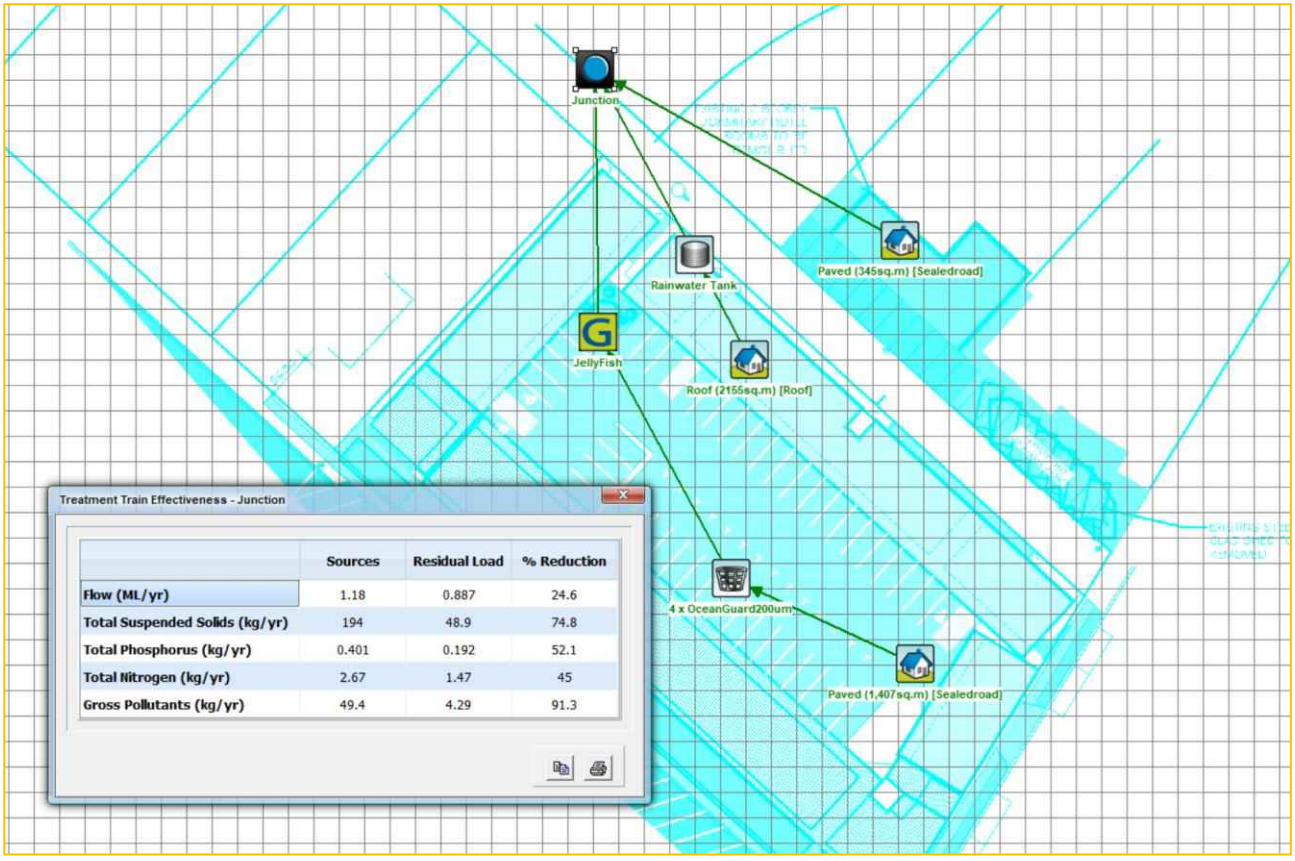


Figure 8 - MUSIC Model Layout

Table 3: MUSIC modelling results

	COUNCIL TARGET REDUCTION	% REDUCTION ACHIEVED IN MODEL	COMPLIANCE
TSS	80%	74.8%	Not Achieved
TP	60%	52.1%	Not Achieved
TN	45%	45%	Achieved
Gross Pollutants	90%	91.2%	Achieved

The data above reveals that the objectives for total phosphorus and total suspended solids have not been achieved. This is primarily due to the proposed carpark to the north Balnaves Lane, which cannot have tertiary treatment due to the point of stormwater discharge being the surface of Balnaves Lane. If below ground stormwater drainage was available in Balnaves Lane, improved treatment could be achieved however this. In such a scenario, our experience is that it may not be feasible to achieve for the best practice quality objectives but rather aim to meet or improve on pre-development standards. Given the possibility for harvesting of roofwater, and tertiary treatment of runoff collected from the ground plane surface, FMG's opinion is that an overall improvement in water quality will be achieved by this development.

Conclusions

The stormwater management plan outlined herein features minimal stormwater assets, primarily due to council advice indicating negligible need for stormwater detention post-development, given the minimal changes to the imperviousness and the flow increase. Presently, the subject site lacks surrounding stormwater systems, with all runoffs directed to the water table and collected downstream by pits. All roof runoff is expected to discharge into adjacent street water tables. Meanwhile, paved areas within the motel enclosure will utilize a pit and pipe system, discharging to the Darling Terrace water table.

Drain modelling reveals that pre and post-development flows remain similar, except during major storm events like the 1% AEP storm, where a an extra discharge of 5L/s is shown during the post development.

In order to meet stormwater quality standards, gross pollutant traps are integrated into pit inlets, supplemented by a jellyfish (or approved equivalent) with a flow rate of 7.5 L/s to treat all paved surface runoff. Additionally, during MUSIC modelling, rainwater tank and water reticulation were considered as measures to attain quality targets, pending confirmation and further consideration during the detailed design phase or as per client preferences.

This SMP has been prepared to demonstrate how stormwater can be effectively managed on the site, and if any alterations are made to stormwater management during the detailed design phase this SMP will be updated accordingly.

Limitations

FMG Engineering has prepared this report in accordance with our Proposal and the Brief where provided. The contents of the report are for the sole use of FMG Engineering and no responsibility or liability to any third party will be accepted. Data or opinions contained within the report may not be used in other contexts or for any other purposes without FMG Engineering's prior review and agreement.

It is strongly recommended that any plans and specifications prepared by others and relating to the content of this report, or amendments to the original plans and specifications, are reviewed by FMG Engineering to verify that the intent of our recommendations is properly reflected in the design. During construction FMG Engineering requests the opportunity to review our interpretations if the exposed site conditions are significantly different from those inferred in this report.

The work carried out in the preparation of this report has been performed in accordance with the requirements of FMG Engineering's Quality Management System which is certified by NCS International Pty Ltd to comply with the requirements of ISO9001. This report is not to be reproduced either wholly or in part without prior written permission from FMG Engineering.

Appendix A

Stormwater Management Schematic

PAVE6

EXISTING 2 STOREY DORMITARY HOTEL ROOMS TO BE DEMOLISHED

SPENCER HOTEL

SPOON DRAIN TO BE PROVIDED TO CARRY STORMWATER FROM ROOF TO BALNAVES LANE

SPOON DRAIN TO BE PROVIDED BETWEEN PITS TO DIVERT OVERLAND FLOW TOWARDS PITS

STORMWATER GENERATED FROM ROOF WILL BE DISCHARGED TO THE WATER TABLE. LOCATIONS TO BE PROVIDED ONCE DOWNPIPE LOCATIONS ARE RECIEVED

DISCHARGE LOCATION TO BE CONFIRMED DURING DETAILED DESIGN STAGE

STORMWATER GENERATED FROM ROOF WILL BE DISCHARGED TO THE WATER TABLE. LOCATIONS TO BE PROVIDED ONCE DOWNPIPE LOCATIONS ARE RECIEVED

1 GP CL 18.00
2 GP CL 17.90
3 GP CL 17.85
4 GP CL 17.60
5 GP CL 16.80

250ø RCP PIPE @2%
300ø RCP PIPE @2%
375ø RCP PIPE @1%
450ø RCP PIPE @1%
90mm PVC @1%
90mm PVC @2%

FLOOR LEVEL 15.86FL
FLOOR LEVEL 16.62FL
15.71FL FLOOR LEVEL
UNKNOWN
UNKNOWN JB
SEWER JB
SEWER MH
TOP OF GUTTER
LOW EAVES
SHADE CLOTH
CONCRETE FOOTPATH
TILE ROOF
NAIL
TBM E: 534 N: 6 L: 19.07m
SOLID LINE
CHAIN LINE 9 3

ALL INTERNAL DRAINAGE WORKS ARE TO BE IN ACCORDANCE WITH A.S./N.Z.S. 3500.3-2018 PART 3 'STORMWATER DRAINAGE SYSTEMS' AND IN ACCORDANCE WITH MANUFACTURERS DETAILS AND SPECIFICATIONS

WARNING
BEWARE UNDERGROUND SERVICES
THE LOCATIONS OF SERVICES ARE APPROXIMATE ONLY AND THEIR EXACT POSITION SHOULD BE PROVEN ON SITE. NO GUARANTEE IS GIVEN THAT ALL EXISTING SERVICES ARE SHOWN

CONTRACTOR IS TO ENSURE THAT ANY EXISTING STORMWATER REMAINS FUNCTIONAL OR IS REDIRECTED TO AN ALTERNATIVE POINT OF DISCHARGE DURING CONSTRUCTION.
AN ALLOWANCE SHOULD BE MADE FOR ALL TEMPORARY WORKS AS REQUIRED.

LEGEND

- PROPOSED DRAINAGE PIT
- PIT NUMBER / PIT TYPE (Ex = EXISTING) / LEVEL AT CENTRE OF PIT LID (e.g. 1 GP CL 99.99)
- SD — PROPOSED SPOON DRAIN

REV	DESCRIPTION	DATE	INIT	APP
A	SCHEMATIC	26.04.2024	EW	XX

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ADELAIDE MELBOURNE SYDNEY BRISBANE
P 1300 975 878 ABN 58 083 071 185
fmgengineering.com.au
ISO 9001 Quality Management System | ISO 45001 OH&S Management System

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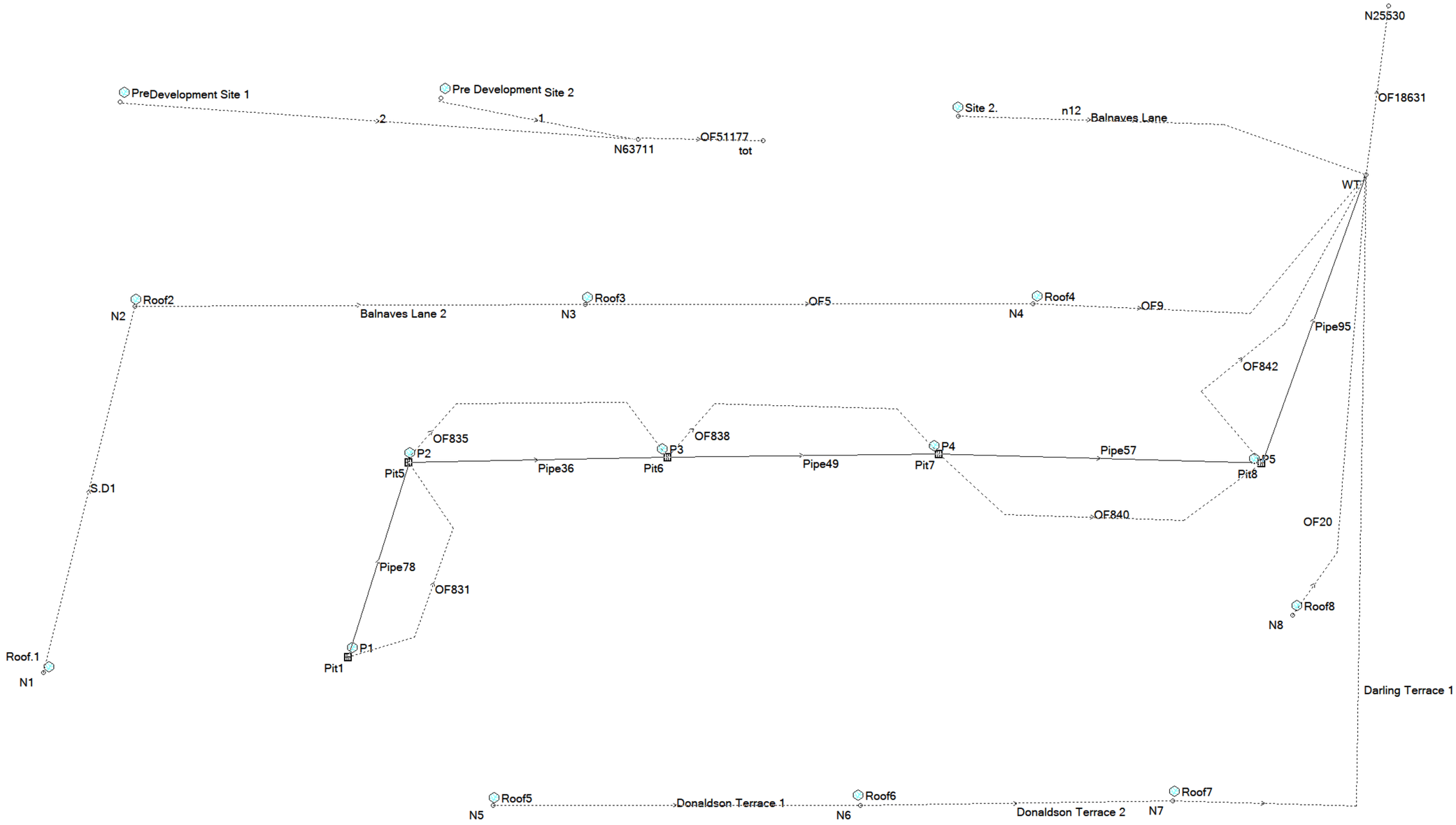
CLIENT: LIVING CHOICE AUSTRALIA PTY LTD
PROJECT TITLE: SPENCER MOTEL
SITE ADDRESS: DONALDSON TERRACE, WHYALLA, SA 5600
DRAWING TITLE: CIVIL SCHEMATIC

DESIGNED	DRAWN
EW	XX
CHECKED	No. OF SHEETS
XX	X
SCALE	DATE STARTED
1:250 @ A1	XX.XX.XXXX
SITE ID & JOB No.	REV.
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DRAWING NO.	
SHC 01	A

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Appendix B

DRAINS Results



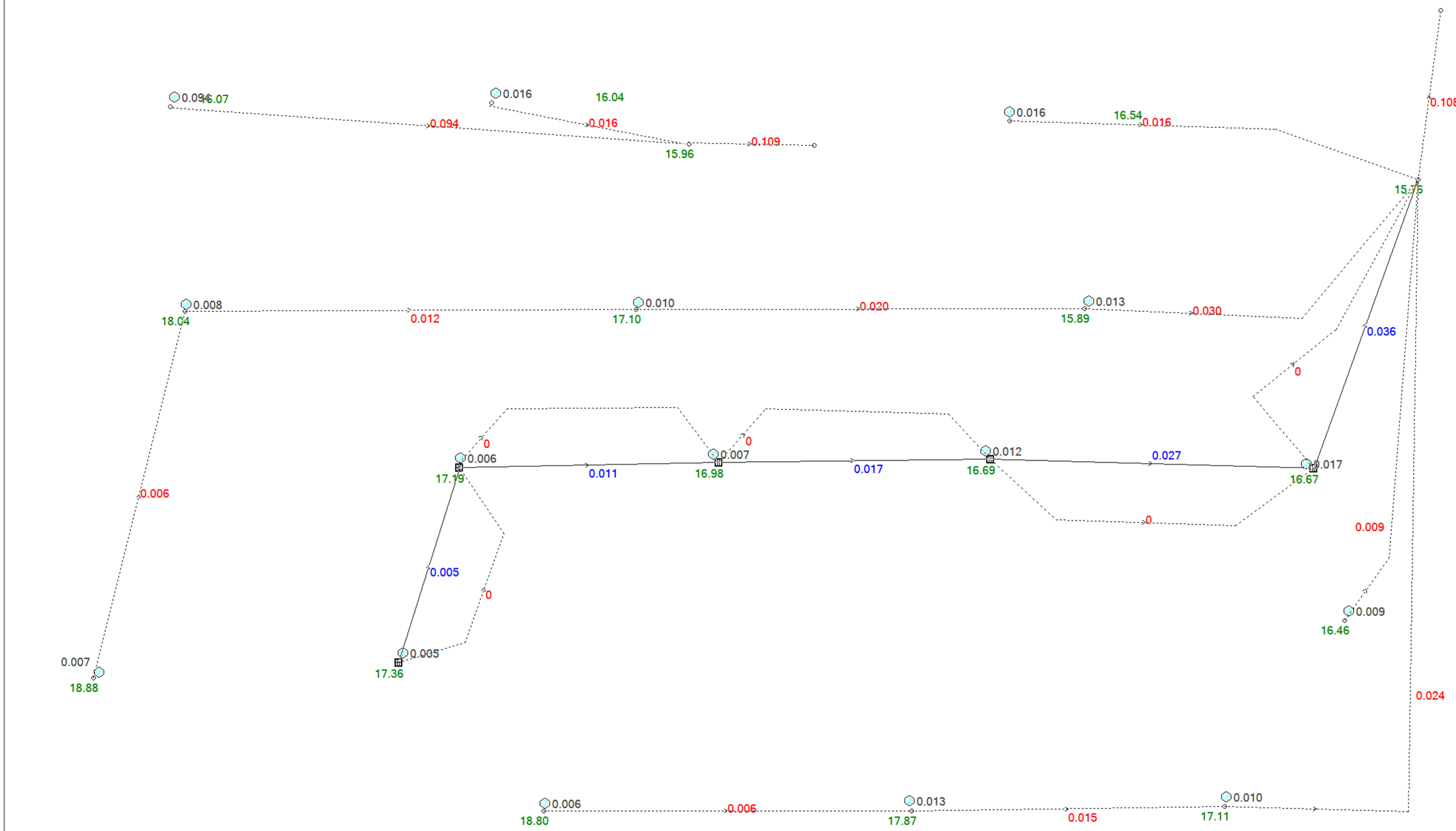
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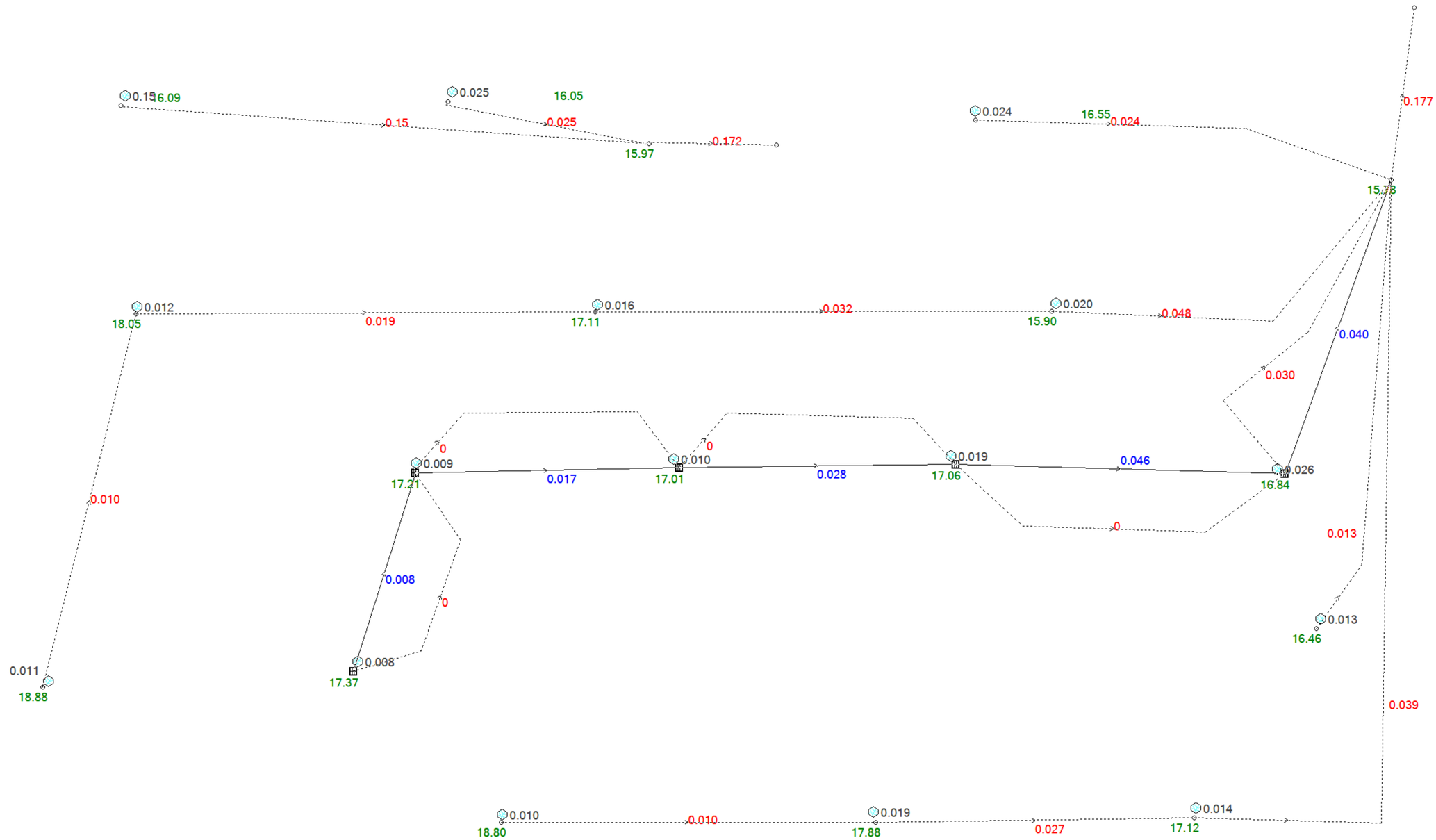
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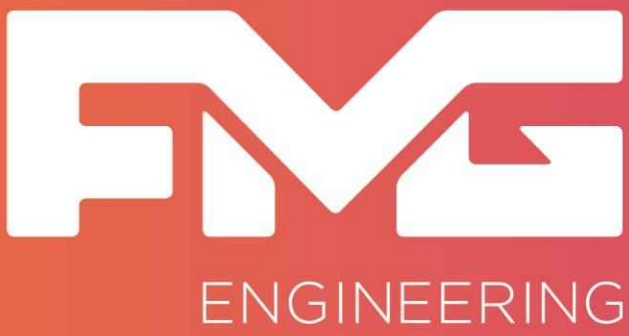
SPENCER HOTEL - DRAINS MODELLING

Results for median storm in critical 5% AEP ensembles using Full Unsteady hydraulic model.



Results for median storm in critical 1% AEP ensembles using Full Unsteady hydraulic model.





ADELAIDE
67 Greenhill Road
Wayville SA 5034
Ph: 08 8132 6600

MELBOURNE
2 Domville Ave
Hawthorn VIC 3122
Ph: 03 9815 7600

SYDNEY
Suite 28, 38 Ricketty St
Mascot NSW 2020
Ph: 1300 975 878

ABN: 58 083 071 185

DEVELOPMENT NO.:	24006627
APPLICANT:	Hanlan Whyalla Pty Ltd & Whyalla Hotel Pty Ltd
ADDRESS:	99-107 Playford Ave Whyalla Playford SA 5600
NATURE OF DEVELOPMENT:	Construction of forty (40) additional accommodations units comprising of 10 cabins on the site of and for use in conjunction with an existing motel complex, together with associated driveways, car parking and landscaping
ZONING INFORMATION:	**Zones:** • General Neighbourhood **Overlays:** • Affordable Housing • Building Near Airfields • Hazards (Flooding - Evidence Required) • Noise and Air Emissions • Native Vegetation • Urban Transport Routes
LODGEMENT DATE:	20 March 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 2024.5 14/03/2024
CATEGORY OF DEVELOPMENT:	Code Assessed - Performance Assessed
NOTIFICATION:	Yes
RECOMMENDING OFFICER:	Lucas Trevisan Planning Officer
REFERRALS STATUTORY:	Commissioner of Highways
REFERRALS NON-STATUTORY:	Nil

CONTENTS:

ATTACHMENT 1: Final Plans

ATTACHMENT 2: Supporting Planning Statements

ATTACHMENT 3: Representations

ATTACHMENT 4: Response to Representations

ATTACHMENT 5: Traffic Report

1.0 DETAILED DESCRIPTION OF PROPOSAL:

The proposed development comprises an expansion to the existing tourist accommodation land use – In more detail it includes:

- Construction of 10 cabins comprising 40 accommodation units
- 2 x gazebos
- 43 vehicle parking spaces for cabin occupants
- 4 vehicle parking spaces for truck or car + trailer
- 10 additional vehicle parking spaces for restaurant patrons
- Widening of internal circulation road
- Mass soft landscaping

2.0 BACKGROUND:

2.1 Existing Land Use

The subject land, 99-107 Playford Avenue, Whyalla, is currently a mixed-use site. Primarily, the land functions as tourist accommodation, operating as a motel. In addition to the primary use, the site also accommodates a restaurant. While this restaurant serves the motel guests, it is also open to the public, providing an ancillary service to the accommodation facility and the wider community.

2.2 Clarification of Land Use

Definition: Part 7 of the Planning and Design Code defines tourist accommodation as meaning a premises in which temporary or short-term accommodation is provided to travellers on a commercial basis.

This use may also include:

a) onsite services and facilities primarily for the use by guests;
b) facilities for the management of the accommodation.

It should be noted that ‘Caravan and tourist park’ is listed as an inclusion within this definition.

Proposed Development: The applicant's intent is to accommodate FIFO workers. However, the expansion will not exclude other travellers like holidaymakers, nurses, or tourists. The proposed 'single suite' cabins include an ensuite bathroom and a 19.5m^2 room with a kitchenette and sleeping facilities. The 'DDA Studio' cabin features a bathroom for persons with disabilities and an 18.87m^2 room with a single sink and sleeping facilities.

Suitability for Long Stays: The cabins' design suggests they would not be suitable for extended stays.

Relevant Case Law: *Bediavas V Development Assessment Commission* [2017] SAERD 1 (10 January 2017)

“In any event, a person may be a tourist in an area, in the sense of having a permanent residence in another place and travelling to the area to stay, short term, and experience a different environment and possibly culture, whilst also undertaking work for payment. In other words, a person may be a tourist and a short term worker.”

Confirmed Land Use: While the primary intent is to cater to FIFO workers, the proposed development aligns with the definition of tourist accommodation as it doesn't preclude other travellers. The cabin design might influence the length of stay, but the nature of the accommodation itself doesn't disqualify it from being considered tourist accommodation and is therefore the appropriate land use.

3.0 SUBJECT LAND & LOCALITY:

3.1 Land Description:

The subject land comprises a single allotment with an area of 12836m^2, Certificate of Title 6040/234.

The subject land, legally described as 99-107 Playford Avenue, Whyalla Playford, is characterised by a rectangular shape with rounded corners along its Playford Avenue frontage. The northeastern corner, also rounded, provides minor frontage to Rudall Avenue (approximately 12 meters), facilitating a point of access and egress. The property boasts substantial frontage along Playford Avenue (93 meters), although this frontage does not currently permit access or egress. Secondary access and egress are provided via Halliday Street frontage (136 meters). Additionally, the property features egress-only access through its Ferry Street frontage (136 meters). Lastly, a laneway runs along the rear boundary of the property (91 meters). An existing gate within this laneway boundary suggests current access and egress capabilities from this point as well.

Currently, the site features three existing buildings:

1. A prominent horse-shoe shaped building located towards the Playford Avenue and Halliday Street frontages, containing motel and restaurant facilities.
2. 2 small residential—size sheds located in the southwestern corner.

3.2 Locality:

The locality surrounding 99-107 Playford Avenue, Whyalla Playford, is characterised by a predominantly residential character, typical of the General Neighbourhood Zone. The surrounding properties are primarily low-scale, single-storey detached dwellings, creating a sense of spaciousness and a suburban nature.

The proximity of the Whyalla Wetlands, located approximately 130 meters away, adds a unique natural element to the locality, offering potential recreational opportunities for residents and visitors.

While the area is primarily residential, the subject land's frontage on Playford Avenue, a major arterial road connecting the Lincoln Highway through Whyalla, introduces a higher volume of traffic and business which conflicts with the detached dwelling nature.

3.3 Zoning:

The subject land is located within the General Neighbourhood Zone which surrounds the subject land, substituting for the Open Space Zone encompassing the Whyalla Wetlands.

The subject land comprising one allotment (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:**
  Tourist accommodation: Code Assessed - Performance Assessed
  Outbuilding (Gazebo(s)): Code Assessed – Deemed to Satisfy

- **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 General Neighbourhood 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, tourist accommodation, 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

Plan SA has registered a total of 19 received representations, however it is believed some entries are erroneous as two Representors have collectively provided 6 additional entries containing the same material as their initial entries.

Removing the erroneous entries, 7 representations support the development with some concerns and 6 representations oppose the development.

Support with concerns

No. of representation	Name	Address	Request to be heard
1.	Argiri Kotsomitis		Yes
2.	Jared Jones		Yes
4 – 9.	Ken Andrew		No
12.	Roy Ward		Yes
14.	Gail Fergusson		No
15.	Kath Jacquier		Yes
17.	Angelina Kerr		Yes

Opposes

No. of representation	Name	Address	Request to be heard
3.	Levi Sturm		No
10.	Alan Laird		No
11.	Wickstein Grant		No

13.	Paul Havelberg		Yes
16.	Susan Smith		No
18 – 19.	Stephen Raymond		Yes

A summary of all concerns raised are collated as follows:

- Noise and dust during construction
- Increased traffic and parking on public streets
- On-site parking volumes
- Verbal noise generated from the land during all hours
- An increase in on-site traffic noise during all hours
- Restaurant overflow parking (dirt area proposed to be developed) being removed for cabins, increasing on-street parking
- Allocation for truck parking on property
- Debates the assigned land use being ‘tourist accommodation’, argues that it is similar workers camps
- Concern of exiting vehicles using rear laneway
- Built form of the cabins does not suit the established character of the locality
- Question of whether the land use meets the intent of the Zone

Complete representations can be found within the attachments.

5.3 Applicant’s response

Response to representations prepared by Phillip Brunning is summarised below:

The proposal aims to meet the increased demand for worker accommodation due to ongoing infrastructure projects. Concerns were raised about land use, density, design, traffic, parking, and construction disruption.

The applicant has made amendments to the proposal, including removing rear laneway access, increasing on-site parking, and adding additional landscaping. The letter argues that the proposed use, while intensive, is compatible with the surrounding residential area. It highlights the site's separation from residential properties, the setbacks of the cabins, and the use of appropriate materials and colours.

Concerns about amenity and interface are addressed by emphasizing the assumption of good management and the relatively benign nature of accommodation activities. The letter also mentions the inward-facing entrances of the cabins and the provision of communal areas within the existing motel complex.

Regarding traffic and parking, a traffic assessment concluded that adequate parking is provided on-site. Modifications have been made to accommodate larger vehicles and trailers, and Council are invited to review parking restrictions in surrounding streets.
The applicant is willing to work with the council on a construction environment management plan to minimise disruption during construction.

Complete response can be found within the attachments.

6.0 REFERRALS

6.1 Mandatory Referrals

Commissioner of Highways

6.2 Internal Referrals

Nil

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 for the purpose of the Seriously at Variance test under Section 107(2)(c) of the Act, given that the General Neighbourhood Zone explicitly contemplates a range of accommodation styles with varying degrees of stay and site intensities. 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**
Affordable Housing	N/A	N/A	Not applicable. Development does not form affordable housing.
Building Near Airfields	**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.	PO 1.3	Development achieves an appropriate separation from Whyalla Airport.
Hazards (Flooding – Evidence Required)	**1** Development adopts a precautionary approach to mitigate potential impacts on people, property, infrastructure and the environment from	PO 1.1	All proposed cabins feature a sub-floor void 700mm high. This places all cabins above the 300mm guide set by Designated Performance Feature 1.1.

	potential flood risk through the appropriate siting and design of development.		This removes the risk of entry of potential floodwaters.
Noise and Air Emissions	**1** Community health and amenity is protected from adverse impacts of noise and air emissions.	PO 1.1	Development incorporates tourist accommodation which is defined as a sensitive receiver within Part 8 of the Planning and Design Code.
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.
Urban Transport Routes	**1** Safe and efficient operation of Urban Transport Routes for all road users. **2** Provision of safe and efficient access to and from Urban Transport Routes.	PO 1.1 PO 2.1 PO 3.1	Mandatory referral to the Commissioner of Highways was undertaken. Directions to apply conditions to the development were given. The Commissioner has provided no additional comment. • Access is maintained to allow safe entry to and from the site. • Sufficient on-site queuing is available for arriving patrons. • Existing access points will accommodate the motel expansion.

7.3 Technical Numeric Variations

None are present at the subject land.

7.4 Land Use

The General Neighbourhood 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 ‘tourist accommodation’ is not listed. It is noted however, that Designate Performance Feature 1.1 envisages a range of accommodation styles with varying degrees of stay and site intensities; namely, ancillary accommodation, typical dwellings, residential flat buildings, retirement facility, student accommodation, and supported accommodation.

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

Zone - PO 1.1
Predominantly residential development with complementary non-residential uses that support an active, convenient, and walkable neighbourhood.

Zone - PO 1.2
Non-residential development located and designed to improve community accessibility to services, primarily in the form of:

a) *small scale commercial uses such as offices, shops and consulting rooms*
b) *community services such as educational facilities, community centres, places of worship, child care facilities and other health and welfare services*
c) *services and facilities ancillary to the function or operation of supported accommodation or retirement facilities*
d) *open space and recreation facilities.*

Zone - PO 1.3
Non-residential development sited and designed to complement the residential character and amenity of the neighbourhood.

Although not explicitly listed as an envisaged use, the proposed development can be considered compliant with the General Neighbourhood Zone's intent and purpose. Primarily serving as tourist accommodation, it acts as a complementary non-residential use in the predominantly residential area, catering to travellers and visitors who will likely support local businesses during their stays. The existing use rights for tourist accommodation further solidify its compatibility.

Moreover, the development indirectly supports the community by providing much-needed accommodation for workers involved in significant regional projects, aligning with broader community benefits and government priorities. While not directly listed in PO 1.2, this role in supporting economic activity and addressing identified needs contributes to community accessibility to services. The development's design and siting are considerate of the neighbourhood’s character, with setbacks, low profile, and landscaping minimising visual impact. It should be noted that the Comfort Inn presents to Playford Avenue, and the siting of tourist accommodation on a main arterial road is typical of such a land use.

Its 'island site' location, buffered by roads, further mitigates any potential adverse effects. The careful integration into the existing context supports the assertion that tourist accommodation and residential development can coexist harmoniously. In conclusion, the proposal's function and contribution to the community align with the zone's overall intent. The thoughtful consideration of siting, design, and landscaping ensures it complements the neighbourhood, satisfying PO 1.3. The development's alignment with the zone's purpose and positive community contribution supports its appropriateness in this location.

7.5 Design and Siting

Built Form

Zone - PO 3.1
Building footprints allow sufficient space around buildings to limit visual impact, provide an attractive outlook and access to light and ventilation.

Zone - PO 4.1
Buildings contribute to a low-rise suburban character.

Zone - PO 5.1
Buildings are setback from primary street boundaries to contribute to the existing/emerging pattern of street setbacks in the streetscape.
Zone - PO 6.1
Buildings are set back from secondary street boundaries to achieve separation between building walls and public streets and contribute to a suburban streetscape character.

Zone - PO 8.1
Building walls are set back from side boundaries to provide:
- *a) separation between buildings in a way that contributes to a suburban character and*
- *b) access to natural light and ventilation for neighbours.*

Zone - PO 9.1
Building walls (excluding ancillary buildings and structures) are set back from rear boundaries to provide:
- *a) separation between buildings in a way that contributes to a suburban character*
- *b) access to natural light and ventilation for neighbours*
- *c) private open space*
- *d) space for landscaping and vegetation.*

Design in Urban Areas - PO 25.1
The sub-floor space beneath transportable buildings is enclosed to give the appearance of a permanent structure.

The proposed cabins demonstrate compliance with the relevant siting and design policies. With a site coverage of 30%, the cabins ensure sufficient space around buildings, promoting an attractive outlook and access to light and ventilation, thus meeting PO 3.1. Their single-story design contributes to the desired low-rise suburban character as per PO 4.1. The minimum 3-meter setback from the street frontage aligns with the existing streetscape pattern, satisfying PO 5.1 and PO 6.1. The 2.1-meter separation between cabins, coupled with extensive landscaping, provides adequate separation and contributes to a suburban character, fulfilling PO 8.1. Furthermore, the cabins adhere to rear setback requirements, ensuring privacy, light, ventilation, and space for landscaping, as outlined in PO 9.1. Additionally, by enclosing the sub-floor space, the cabins achieve the appearance of permanent structures, meeting the requirements of PO 25.1. Overall, the cabins' design and siting successfully integrate into the surrounding neighbourhood, maintaining its suburban character and ensuring a harmonious visual presence.

Landscaping
A mix of soft landscaping and tree plantings have been proposed to soften the development and improve the visual appearance of both the development and public realm. The following Performance Outcomes are applicable:

Design in Urban Areas - PO 3.1
Soft landscaping and tree planting are incorporated to:
- *a) minimise heat absorption and reflection*
- *b) maximise shade and shelter*
- *c) maximise stormwater infiltration*
- *d) enhance the appearance of land and streetscapes.*

Design in Urban Areas - PO 7.4
Street-level vehicle parking areas incorporate tree planting to provide shade, reduce solar heat absorption and reflection.

Design in Urban Areas - PO 7.5
Street level parking areas incorporate soft landscaping to improve visual appearance when viewed from within the site and from public places.

Design in Urban Areas - PO 7.6
Vehicle parking areas and associated driveways are landscaped to provide shade and positively contribute to amenity.

The inclusion of proposed landscaping, as shown in the site plans, will contribute to minimising heat absorption and reflection, maximising shade and shelter, and enhancing the overall visual appeal of the site, thereby fulfilling the objectives of PO 3.1 and PO 7.5. The strategic placement of trees within the street-level vehicle parking areas directly addresses PO 7.4 by providing shade and reducing solar heat impact. The integration of landscaping throughout the parking areas and driveways, as indicated in the plans, further enhances amenity and contributes positively to the overall site experience, satisfying the requirements of PO 7.6. In summary, the development's landscaping plan demonstrates a comprehensive approach to creating a comfortable, aesthetically pleasing, and environmentally responsible built environment.

7.6 Traffic Impact, Access and Parking

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 7.3
Safe, legible, direct and accessible pedestrian connections are provided between parking areas and the development.

Transport, Access and Parking - PO 3.1
Safe and convenient access minimises impact or interruption on the operation of public roads.

Transport, Access and Parking - PO 3.3
Access points are sited and designed to accommodate the type and volume of traffic likely to be generated by the development or land use.

Transport, Access and Parking - PO 3.8
Driveways, access points, access tracks and parking areas are designed and constructed to allow adequate movement and manoeuvrability having regard to the types of vehicles that are reasonably anticipated.

Transport, Access and Parking - PO 4.1
Development is sited and designed to provide safe, dignified and convenient access for people with a disability.

Transport, Access and Parking - 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.

Transport, Access and Parking - PO 6.1
Vehicle parking areas are sited and designed to minimise impact on the operation of public roads by avoiding the use of public roads when moving from one part of a parking area to another.

Transport, Access and Parking - 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.

Transport, Access and Parking - PO 6.7
On-site visitor parking spaces are sited and designed to be accessible to all visitors at all times.

Transport, Access and Parking - PO 8.1
Internal road and vehicle parking areas are surfaced to prevent dust becoming a nuisance to park residents and occupants.

Transport, Access and Parking - PO 9.1
The provision of adequately sized on-site bicycle parking facilities encourages cycling as an active transport mode.

Transport, Access and Parking - PO 9.2
Bicycle parking facilities provide for the secure storage and tethering of bicycles in a place where casual surveillance is possible, is well lit and signed for the safety and convenience of cyclists and deters property theft.

Transport, Access and Parking - PO 11.1
Heavy vehicle parking and access is designed and sited so that the activity does not result in nuisance to adjoining neighbours as a result of dust, fumes, vibration, odour or potentially hazardous loads.

Transport, Access and Parking - PO 11.2
Heavy vehicle parking ensures that vehicles can enter and exit a site safely and without creating a hazard to pedestrians and other vehicular traffic.

Transport, Access and Parking - PO 11.3
Heavy vehicle parking is screened through siting behind buildings, screening, landscaping or the like to obscure views from adjoining properties and public roads.

The inclusion of landscaping and screening around parking areas helps minimise visual impact and potential disturbances to adjacent sensitive receivers. The design also prioritises safe and accessible pedestrian connections between parking areas and the development. The existing access points, which will remain unchanged (bar the laneway access which is to be closed to vehicle traffic), are deemed sufficient to accommodate the anticipated traffic volume, ensuring safe and convenient access minimising disruption to public roads, thus complying with PO 3.1 and PO 3.3. The design of driveways, access points, and parking areas consider the manoeuvrability needs of various vehicle types, including larger vehicles and trailers, aligning with PO 3.8. The provision of designated disabled parking spaces near the DDA-compliant cabins ensures accessibility for all users.

The development also provides ample on-site parking, exceeding the requirements of the Planning and Design Code, and further reducing the potential for on-street parking congestion, thus addressing PO 5.1. The internal layout of the parking areas is designed to remove the need for vehicles to use public roads for manoeuvring within the site, contributing to the efficient operation of the surrounding road network as per PO 6.1. The inclusion of bicycle parking facilities encourages sustainable transportation options and promotes the safety and convenience of cyclists, fulfilling PO 9.1 and PO 9.2. The surfacing of internal roads and parking areas helps control dust and minimize nuisance to residents, aligning with PO 8.1. Finally, the overall site layout and landscaping plan suggests that such parking would be situated away from neighbouring properties and public roads.

In summary, the development's approach to transport, access, and parking demonstrates a commitment to minimizing impacts on the surrounding environment and ensuring the safety and convenience of all users.

7.7 Interface between Land Uses

Imposition of Built Form
The applicable Performance Outcomes are as follows:

Interface between Land Uses - 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.

Interface between Land Uses - 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.

The proposed expansion of tourist accommodation demonstrates compliance with the relevant policies PO 1.2 and PO 2.1. By incorporating advanced landscaping, the development establishes a visual and acoustic buffer between the new cabins and neighbouring sensitive receivers, thereby reducing adverse impacts. The nature of tourist accommodation itself, being a relatively low-impact activity, coupled with the presence of on-site management to address any potential concerns, further ensures that any disruptions to neighbouring properties are minimised. Additionally, adherence to EPA noise policies for equipment such as air conditioners guarantees that noise levels remain within acceptable residential limits, blending in with the existing environment. By taking a proactive approach to mitigating potential impacts and considering the needs of neighbouring properties, this expansion strikes a balance between its operational requirements and the preservation of the surrounding residential amenity.

Waste Management
The following Performance Outcomes are applicable:

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.

The waste storage area's strategic location adjacent to the Ferry Street entry driveway enables convenient access for standard waste collection vehicles, ensuring efficient waste management. The swept path diagram confirms that service vehicles can manoeuvre without obstructing traffic flow, further minimising disruption. This integration of waste management facilities into the site layout effectively minimises visual impact, aligning with PO 1.5. Furthermore, the provision of a dedicated waste storage area adequately sized for the motel's operations fulfils the requirements of PO 11.1, promoting on-site collection and sorting of recyclable materials and waste. Overall, the development's thoughtful waste management plan successfully addresses both the functional and aesthetic aspects outlined in the policies.

7.9 Stormwater Management

The following Performance Outcomes are applicable:

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.

The proposed development will reduce stormwater discharge from 11.46L/s to 9.60L/s as specified within the Stormwater Calculations prepared by TMK Consulting Engineers. This is achieved by detaining roof runoff in 5 detention tanks and treating surface runoff with a bio-retention swale. The proposed detention volume of 25,000L exceeds the required 24,949L for a 1% AEP storm event, ensuring adequate stormwater management. Additionally, the remaining surface area will be cleaned with a bio-retention swale and discharged to the street water table. Therefore, the stormwater considerations are acceptable as they demonstrate a reduction in discharge and provide sufficient detention capacity to manage major storm events.

7.10 Gazebos

The proposed gazebos are regarded as outbuildings for the purposes of assessment. An outbuilding is defined within the Planning and Design Code as meaning a non-habitable detached building on the same site as a main building which is ancillary and subordinate to the main building and has a use and function which relates to the main building, but does not include a private bushfire shelter.

The General Neighbourhood Zone provides a deemed to satisfy assessment pathway for outbuildings. To which the proposed outbuildings comply with the Deemed to Satisfy policies deemed applicable by the Planning and Design Code.

Section 107, (1) of the Planning, Development, and Infrastructure Act 2016 specifies that in a case where proposed development is to be assessed as code assessed development and the development cannot be assessed, or fully assessed, as deemed-to-satisfy development, the development will be assessed on its merits against the Planning and Design Code.

Subsection (2), (a) of Section 107 then clarifies that in connection with subsection (1), to the extent that 1 or more elements of the proposed development may be classified as deemed-to-satisfy under the Planning and Design Code (if any)—that part of the development will be taken to have been granted planning consent.

As the gazebos as outbuildings meet the criteria of Deemed to Satisfy, the gazebos should be taken to have been granted planning consent.

8.0 CONCLUSION

In conclusion, the proposed expansion of tourist accommodation at 99-107 Playford Avenue, Whyalla, aligns with the intent and purpose of the General Neighbourhood Zone. The development addresses a recognized need for worker accommodation while remaining inclusive of other travellers. The careful consideration of design, siting, and landscaping ensures minimal impact on the surrounding residential area. The proposal's compliance with relevant policies concerning traffic, parking, interface, waste management, and stormwater management further strengthens its suitability. While concerns raised during public notification are acknowledged, the proposed amendments and the applicant's commitment to responsible development demonstrate an initiative-taking approach to addressing these issues. Based on the comprehensive assessment against the Planning and Design Code, the proposed development is recommended for approval.

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 24006627, by Hanlan Whyalla Pty Ltd & Whyalla Hotel Pty Ltd 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
All works shall be conducted in such a manner that will mitigate or minimise impacts (particularly noise and dust) on the locality during and after construction.

Condition 3
Landscaping plantings as detailed in approved plans prepared by Adam Littlefield Landscape Architects, dated 19/08/2024, shall be planted prior to use of the development. Plantings shall be of an advanced maturity and shall be maintained, with diseased and dying plants replaced as necessary to the satisfaction of Council.

Condition 4
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 Civil Plan prepared by TMK, to ensure that stormwater does not adversely affect the property and any adjoining property.

Condition 5
The driveway and parking areas shall be maintained in a good and trafficable condition to the reasonable satisfaction of the Council at all times.

Condition 6
No vehicle access and egress shall be gained through the boundary of the property to the adjoining laneway.

Conditions imposed by Commissioner of Highways under Section 122 of the Act
Condition 1
All access to/from the site shall be gained via Rundall Avenue, Ferry Street, and Halliday Street only.

Condition 2
Stormwater run-off shall be collected on-site and discharged without impacting the safety and integrity of the adjacent road network. Any alterations to the road drainage infrastructure required to facilitate this shall be at the applicant’s cost.

ADVISORY NOTES

Planning Consentf

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: 09 September 2024

DENOTES 5KL DETENTION TANK. PROVIDE ø31mm OUTLET RESTRICTOR ORIFICE TO OUTLET OF SUMP TO RESTRICT FLOW TO 1.92L/SEC. (TYPICAL)

DENOTES 5KL DETENTION TANK. PROVIDE ø31mm OUTLET RESTRICTOR ORIFICE TO OUTLET OF SUMP TO RESTRICT FLOW TO 1.92L/SEC. (TYPICAL)

PROPOSED BUILDING FFL. 10.050

PROPOSED BUILDING FFL. 10.050

PROPOSED BUILDING FFL. 10.350

PROPOSED BUILDING FFL. 10.500

PROPOSED BUILDING FFL. 9.700

PROPOSED BUILDING FFL. 10.100

PROPOSED BUILDING FFL. 9.800

PROPOSED BUILDING FFL. 9.500

PROPOSED BUILDING FFL. 9.500

EXISTING BUILDING FFL. 10.200

EXISTING BUILDING FFL. 9.800

EXISTING PAVEMENT TO REMAIN

EXISTING PAVEMENT TO REMAIN

EXISTING PAVEMENT TO REMAIN

EXISTING PAVEMENT TO REMAIN

EXISTING PAVEMENT TO REMAIN

EXISTING PAVEMENT TO REMAIN

MATCH TO EXISTING PAVEMENT LEVELS. PROVIDE FLEXIBLE SEALANT BETWEEN NEW AND EXISTING PAVEMENTS (TYPICAL).

MATCH TO EXISTING PAVEMENT LEVELS.

MATCH TO EXISTING PAVEMENT LEVELS. PROVIDE FLEXIBLE SEALANT BETWEEN NEW AND EXISTING PAVEMENTS (TYPICAL).

PROPOSED SPOON DRAIN TO MATCH THE EXISTING BOX GUTTER

PROPOSED SPOON DRAIN TO MATCH THE EXISTING BOX GUTTER

PROPOSED GAZEBO AREA

PROPOSED GAZEBO AREA

600SQ. GS. CL. 9.300 IL. 8.950

600SQ. GS. CL. 8.900 IL. 8.400

900 SEP. CL. 9.350 IL. 8.800

PROVIDE 4000 WIDE x 300 DEEP BIO-RETENTION TRENCH WITH 10000 WIDE SWALE TO TOP OF BIO-RETENTION TRENCH (1:5 EMBANKMENTS). PROVIDE 100 'AG' DRAIN TO INVERT OF TRENCH. DRAIN TO PROPOSED STORMWATER SYSTEM.

DISCHARGE STORMWATER VIA 300 WIDE X 100 DEEP GALVANISED STEEL BOX CULVERT. SAW CUT KERB AT EACH SIDE AND MATCH WITH TOP OF KERB. PROVIDE FLEXIBLE SEALANT BETWEEN KERB AND BOX CULVERT (TYP). PROVIDE HEAVY DUTY GALVANISED STEEL CHEQUERPLATE COVER.

UNKNOWN JB

UNKNOWN SEP

G.I SHED

SHELTER

POOL

TANK

TOP OF GUTTER

ROOF LINE (RIDGE)

FLOOR LEVEL

STEP LEVEL

FALL

F.K.

DP

FB

L

SEP

LEGEND

- SELECTED PAVEMENT
- UNSEALED PAVEMENT
- SELECTED BLOCK PAVING
- L — LANDSCAPING / GRASSED AREA
- x 99.99 — EXISTING SPOT LEVEL
- EXISTING CONTOUR
- 300 WIDE CONCRETE SPOON DRAIN
- 100 HIGH CONCRETE KERB & GUTTER
- 100 HIGH CONCRETE KERB
- F.K. — CONCRETE FLUSH KERB
- FORMED OPEN DRAIN
- STORMWATER PIPE 0.5% MIN U.N.O.
- STORMWATER PIPE (SEALED) U.N.O.
- KERB RAMP
- SIDE ENTRY PIT (S.E.P)
- (GS) 600SQ. GRATED SUMP (UNO)
- (JB) 600SQ. JUNCTION BOX (UNO)
- 300 WIDE x 100 DEEP GALVANISED BOX CULVERT
- PRE-CAST CONCRETE HEAD WALL
- 99.89 — DESIGN LEVEL
- T.K. — TOP OF KERB.
- W.T. — WATER TABLE.
- P. — PAVEMENT.
- T.R.W. — TOP OF RETAINING WALL.
- B.R.W. — BOTTOM OF RETAINING WALL. (PAV. / GROUND LEVEL)
- C.L. — COVER LEVEL
- I.L. — INVERT LEVEL
- F.F.L. — FINISHED FLOOR LEVEL
- B.L. — BENCH LEVEL
- N.S. — NATURAL SURFACE LEVEL

NOTE:

THIS IS A PLANNING DRAWING ONLY, FURTHER ENGINEERING DESIGN INCLUDING SPECIFICATIONS, SIZING AND STORMWATER INVERTS TO BE PROVIDED PRIOR TO BUILDING RULES ASSESSMENT AND CONSTRUCTION.

THE LOCATION OF EXISTING STRUCTURES ADJACENT TO THE AREA OF CONSTRUCTION ARE TO BE CHECKED ON SITE BY THE BUILDER / CONTRACTOR. SHOULD A RISK OF POTENTIALLY UNDERMINING AN EXISTING STRUCTURE EXIST, THIS OFFICE IS TO BE NOTIFIED IMMEDIATELY.

BEWARE OF UNDERGROUND SERVICES. THE LOCATION OF UNDERGROUND SERVICES ARE APPROXIMATE ONLY AND NO GUARANTEE IS GIVEN THAT ALL EXISTING SERVICES ARE SHOWN. CONTRACTOR TO LOCATE AND CONFIRM DEPTH OF ALL EXISTING SERVICES PRIOR TO CONSTRUCTION.

CIVIL PLAN
1:200

1 : 200 @ A1

0 2 4 6 8 10m

No	REVISION	DRAWN	CHE'KD	DATE
PB	FOR PLANNING APPROVAL	BF	ASM	20.02.24
PA	PRELIMINARY ISSUE	BF	ASM	07.02.24

PROJECT

PROPOSED ADDITION
AT: 99 PLAYFORD AVE WHYALLA

FOR: ASPEX BUILDING DESIGNERS

DRAWING TITLE

CIVIL PLAN

Civil, Geotechnical, Environmental, Structural, Mechanical, Electrical
Fire, Hydraulics, Forensic, Construction Assist, Vertical Transport

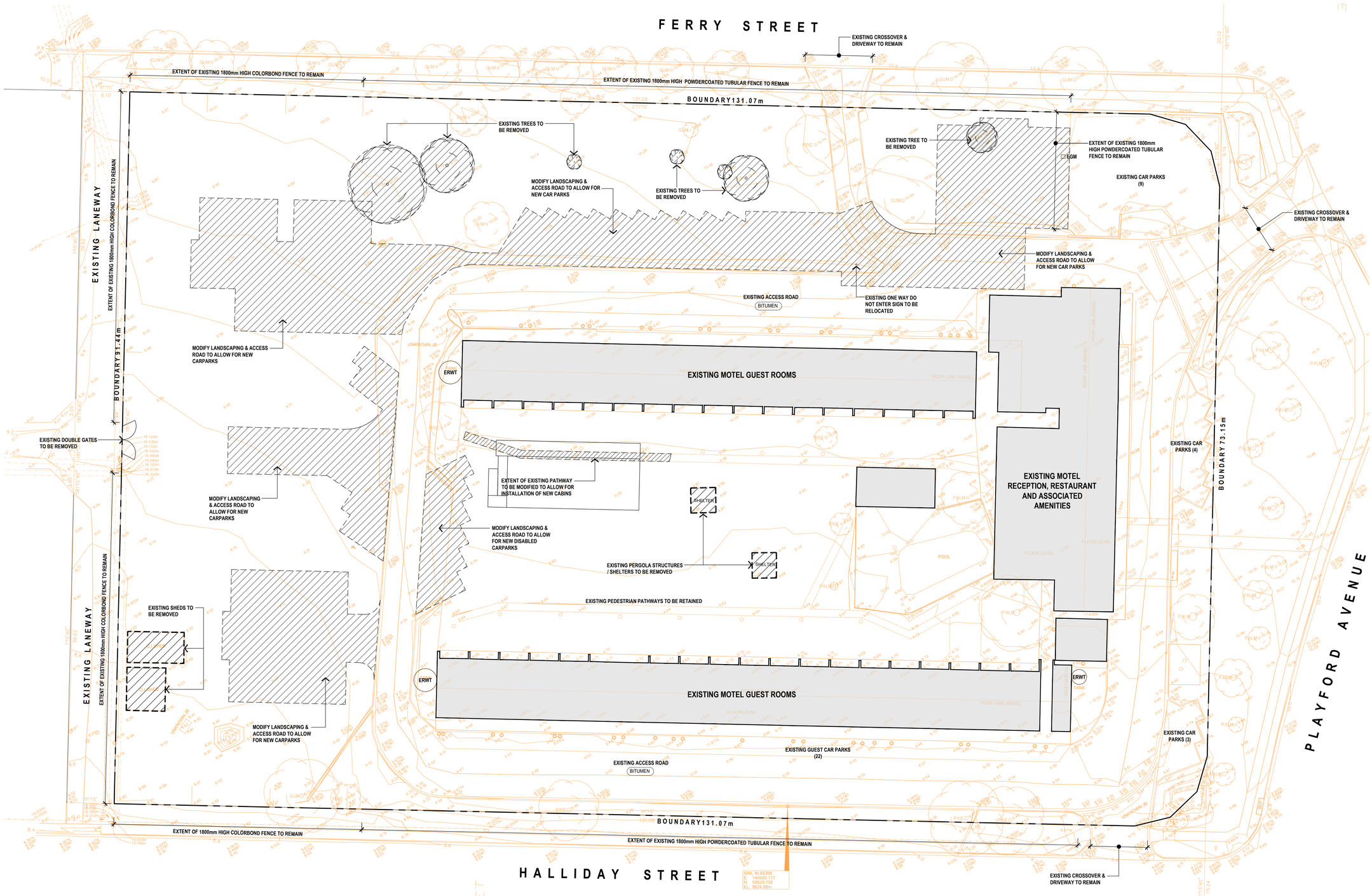
Adelaide Office: 08 8238 4100
Melbourne Office: 08 8238 4115
Riverland Office: 08 8582 3970
www.tmkeng.com.au

SCALES	AS SHOWN
DRAWN	BF
DATE	JAN'24
ENGINEER	BF
CHECKED	ASM

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DRAWING No.

2311161-C01/PB



OVERALL SURVEY / DEMOLITION PLAN

SCALE 1:250

0 2.5 5 7.5 10 12.5m

SCALE BAR

SITE PLAN LEGEND

EGM EXISTING GAS METER

ERWT EXISTING RAINWATER TANK

DEMOLITION LEGEND

HATCH DENOTES EXTENT OF DEMOLITION. REMOVE ANY REDUNDANT UNDERGROUND PIPEWORK AND SERVICES. DISPOSE OF ALL BUILDING MATERIALS OFF SITE.

DENOTES DEMOLITION AND OR REMOVAL OF ITEMS. THIS DRAWING TO BE READ IN-CONJUNCTION WITH ALL OTHER ASSOCIATED DRAWINGS.

DENOTES EXISTING TREES TO BE REMOVED INCLUDING ROOT SYSTEM. COMPACT, LEVEL OUT AND PREPARE GROUND FOR NEW WORKS.

DEMOLITION LEGEND

ANY REMOVAL OF ASBESTOS TO BE CARRIED OUT BY AN APPROVED CONTRACTOR.

ALL DEMOLISHED ITEMS ARE GENERALLY SHOWN DASHED.

THIS DRAWING TO BE READ IN CONJUNCTION WITH ALL OTHER DRAWINGS, SPECIFICATION AND DETAILED SCHEDULES.

IF DEMOLITION OR REMOVAL OF ANY ITEM RELATES TO HAVING POSSIBLE STRUCTURAL IMPLICATIONS, CONSULT THE DESIGNER AND / OR STRUCTURAL ENGINEER FOR ADVISE PRIOR TO CARRYING OUT THE WORK.

LOCATE ALL SERVICES AND ASSOCIATED PIPEWORK, DUCTING, CABLING, FIXTURES etc. VERIFY THEIR REMOVAL AND/OR THEIR RELOCATION BEFORE COMMENCEMENT OF ANY BUILDING WORK.

ALL DEMOLITION WORK TO COMPLY WITH AS 2601. COORDINATE ALL WORK WITH ALL RELEVANT TRADES.

VERIFY AND CONFIRM ALL NEW AND EXISTING FLOOR LEVELS PRIOR TO COMMENCEMENT OF ANY BUILDING WORK.

PROTECT ALL EXISTING SURFACES TO BE RETAINED AND ENSURE ANY SURFACES AFFECTED BY DEMOLITION WORK MUST BE MADE GOOD TO MATCH EXISTING.

ERECT NECESSARY HOARDINGS TO PROTECT EXISTING BUILDING ITEMS TO BE RETAINED.

LIAISE AND CO-ORDINATE WITH PROPRIETOR REGARDING ANY FURTHER ITEMS OTHER THAN THAT SCHEDULED THAT ARE TO BE RETAINED.

REPAIR AND MAKE GOOD ANY DAMAGE TO NEIGHBOURING OR COUNCIL PROPERTIES

TERMINATE AND CAP ANY REDUNDANT SERVICES INCLUDING PLUMBING AND ELECTRICAL.

REMOVE EXISTING KERB, FOOTPATH & ASSOCIATED ITEMS TO THE EXTENT SHOWN HATCHED.

Boundary information on this drawing has been provided via a detailed survey only. Prior to any building work commencing, it is the builder's responsibility to arrange a Boundary Identification survey to confirm all dimensions and set outs.

rev	details	dm	date
C	EXTENT OF DEMOLITION REVISED	-	09/08/24
B	EXTENT OF DEMOLITION REVISED	-	25/06/24
A	ISSUED FOR PLANNING	BB	28/02/24

aspex building designers

ASPEX BUILDING DESIGNERS Pty Ltd
Suite 5/83 Fullarton Road Kent Town SA 5067
08 8130 3700

admin@aspexdesigners.com.au
www.aspexdesigners.com.au

ABN 73 090 085 037

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Verifying all dimensions & setouts is the responsibility of the contractors. This drawing should not be scaled. Discrepancies should be reported immediately to the designer. This drawing shall be read in-conjunction with all other drawings, documents and specifications.

PLANNING CONSENT ISSUE

project
ADDITIONAL ACCOMMODATION TO EXISTING MOTEL COMPLEX
address
99 Playford Avenue
Whyalla, SA
client
Glenelg Bayside Investments

sheet size	scale	drawn
A1	1:250	BB

drawing title
OVERALL SURVEY/DEMOLITION PLAN

project no	drawing no	revision no
GBI 4066	**PD01**	**C**

GENERAL NOTES

ALL LINE MARKING & WHEEL STOPS TO CAR PARKS TO COMPLY WITH AS 2890.1 2004

ACCESS FOR PEOPLE WITH DISABILITIES HAS BEEN DESIGNED FOR AND WILL INCLUDE TOILET FACILITIES, ACCESS/ EGRESS AND CAR PARKING IN COMPLIANCE WITH BUILDING CODE OF AUSTRALIA AND AS1428.1, AS2890.6.

THE ACCESSWAY WILL BE CONSTRUCTED IN ACCORDANCE WITH AS 1428.1 INCLUDING CLAUSE 7 AND 8.

THE ACCESWAY SURFACE TO BE SLIP-RESISTANT . NO ABUTMENT OF SURFACES EXCEEDS 5MM (INCLUDING RECESSED ENTRANCE MATS).

EXTERIOR LIGHTING TO THE BUILDING AND CAR PARK WILL CONSIST OF LOCAL VANDAL PROOF LIGHTING TO THE SATISFACTION OF COUNCIL AND AUSTRALIAN STANDARDS / NCC REQUIREMENTS. LIGHTING TO BE DESIGNED & LOCATED TO AVOID LIGHT SPILL INTO RESIDENTIAL PROPERTIES & ADJACENT ROAD IN ACCORDANCE WITH AS 4282-1997AUSTRALIAN STANDARD CONTROL OF THE OBTRUSIVE EFFECTS OF OUTDOOR LIGHTING .

ALL WORK SHALL BE CARRIED OUT IN ACCORDANCE WITH NCC REQUIREMENTS AND RELEVANT AUSTRALIAN STANDARDS

REPAIR ANY DAMAGE TO COUNCIL PROPERTY DURING CONSTRUCTION TO COUNCIL'S REQUIREMENTS.

DISCHARGE FROM EXIT

AN EXIT MUST NOT BE BLOCKED AT THE POINT OF DISCHARGE. SUITABLE BARRIERS MUST BE PROVIDED TO PREVENT VEHICLES FROM BLOCKING THE EXIT OR ACCESS TO IT.

LINE MARKING TO 1 METRE WIDE CLEAR PATH OF TRAVEL TO THE ROAD MUST BE PROVIDED AS PER NCC - D2D15

AT THE LOCATION OF ACCESSIBLE DOOR RAMP UP PAVING LOCALLY @ MAX. GRADIENT 1:10, TO CREATE RAMPED THRESHOLD IN ACCORDANCE WITH AS 1428.1-2009 FIGURE 21. 75mm PAVEMENT SET DOWN AT OTHER AREAS.



EXAMPLE OF PROPOSED SCREENING TO REFUSE BINS. SCREENING TO BE POWDER COATED DARK GRAY AND TO A HEIGHT OF 1800mm

SCREENING DETAIL

SCALE NTS



EXAMPLE OF PROPOSED CAR PARK MARKING DOTS DELINEATORS ON GRAVEL

AREAS (m²)	
TOTAL SITE	12,780m²
EXISTING MOTEL	2,370m²
PROPOSED CABINS	(9x138m²) 1242m²
PROPOSED DDA CABINS	(1x163m²) 163m²
PROPOSED GAZEBOS	80m²
TOTAL BUILDING	3,855m²
SITE COVERAGE	30%

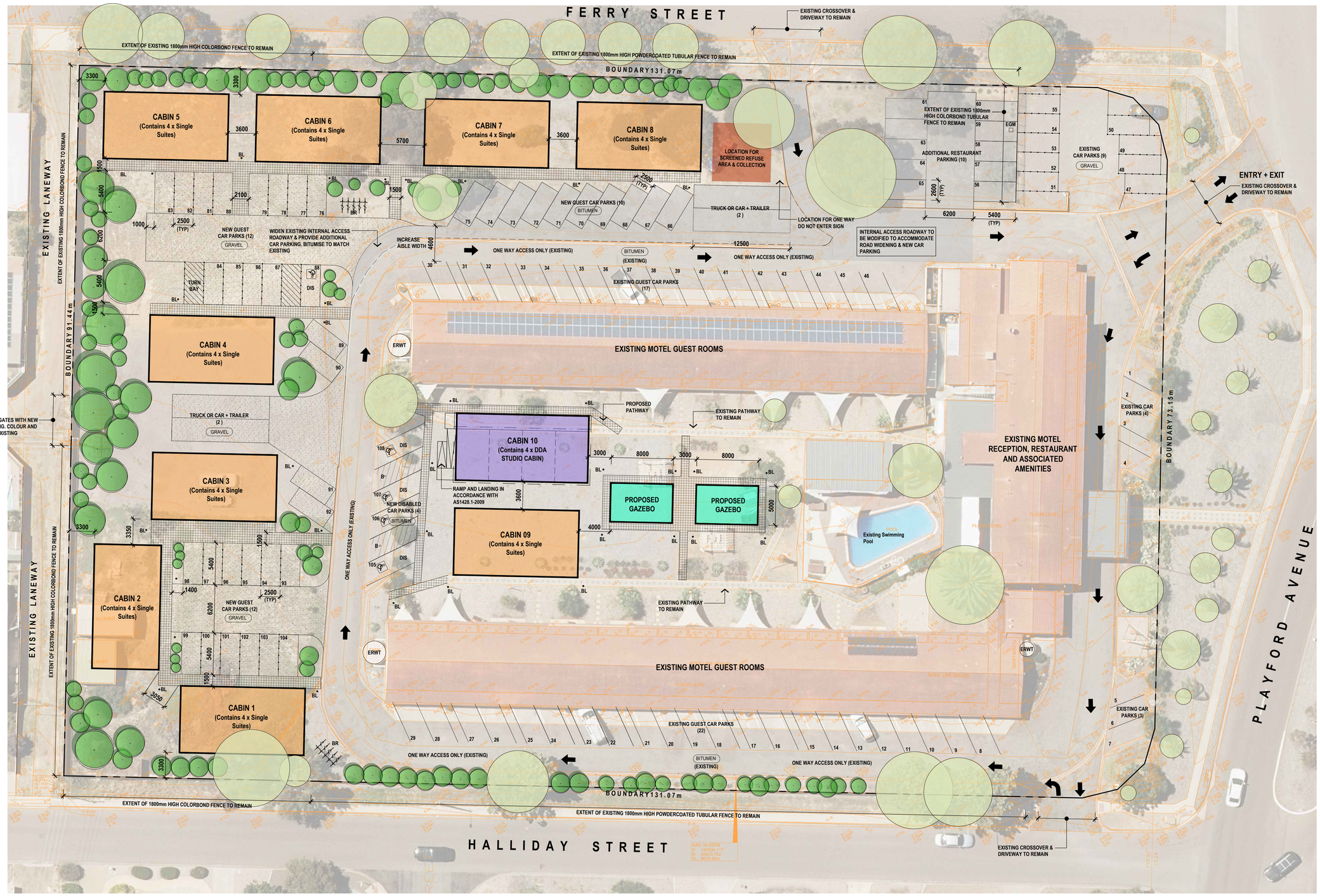
NUMBER OF CABINS	9
NUMBER OF DDA CABINS	1
EXISTING CAR PARKS	55
PROPOSED CAR PARKS	48
PROPOSED DISABLED CAR PARK	5
PROPOSED TRUCK & TRAILER CAR PARKS	4
TOTAL CAR PARKS	112

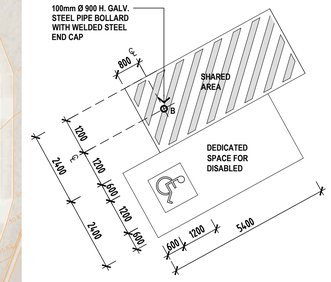
SITE PLAN LEGEND

- HATCH REPRESENTS EXTENT OF PROPOSED CABINS
  PROPRIETARY CABIN 16m X 6.6m
  CABIN WITH 4m X 2m DECK AT FRONT
- HATCH REPRESENTS EXTENT OF PROPOSED DDA STUDIO CABIN
  PROPRIETARY CABIN 17m X 6.6m
  CABIN WITH 18.5m X 2m SHARED VERANDAH AT FRONT
- HATCH REPRESENTS EXTENT OF PROPOSED GAZEBO
- SELECTED PAVING TO PEDESTRIAN PATHWAYS

B BOLLARD TO SHARED AREA
BL PROPOSED BOLLARD LIGHTING
BR BIKE RACK
EGM EXISTING GAS METER
ERWT EXISTING RAINWATER TANK

- EXISTING TREES
- PROPOSED LANDSCAPING





DEDICATED CAR PARING & SHARED AREA FOR PEOPLE WITH DISABILITIES IN COMPLIANCE WITH BUILDING CODE OF AUSTRALIA AND AS1428.1 , AS2890.6.

DISABLED CAR PARKING (TYP)

SCALE 1:100

0 1 2 3 4 5m

SCALE BAR

OVERALL SITE PLAN

SCALE 1:250

0 2.5 5 7.5 10 12.5m

SCALE BAR

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rev	details	dm	date
C	CAR PARKING AND EXTENT OF LANDSCAPING REVISED	-	09/08/24
B	CAR PARKING AND EXTENT OF LANDSCAPING REVISED	-	25/06/24
A	ISSUED FOR PLANNING	BB	28/02/24

aspex building designers

ASPEX BUILDING DESIGNERS Pty Ltd
Suite 5/83 Fullarton Road Kent Town SA 5067
08 8130 3700

admin@aspexdesigners.com.au
www.aspexdesigners.com.au

ABN 73 090 085 037

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PLANNING CONSENT ISSUE

project
ADDITIONAL ACCOMMODATION TO EXISTING MOTEL COMPLEX

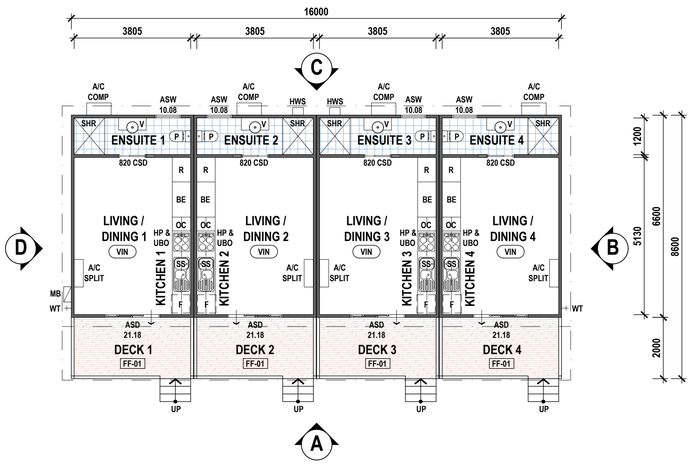
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OVERALL SITE PLAN

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GBI 4066	PD02	C

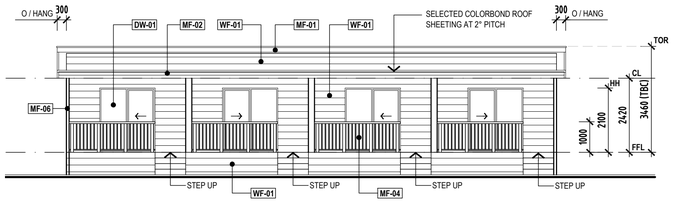


PROPOSED FLOOR PLAN - 4 x SINGLE SUITES

SCALE 1:100

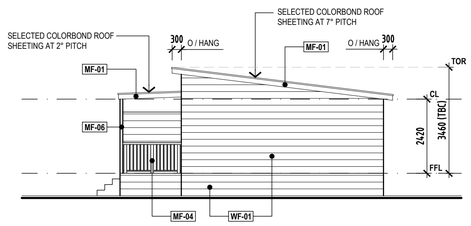
0 1 2 3 4 5m

SCALE BAR



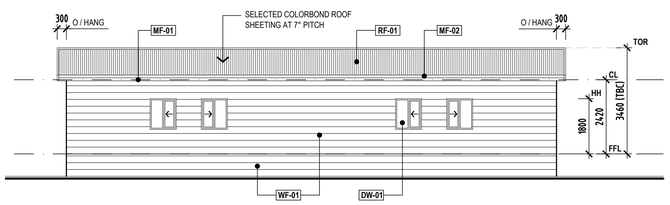
ELEVATION A

SCALE 1:100



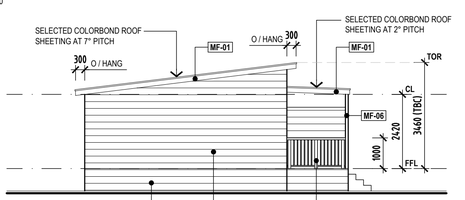
ELEVATION B

SCALE 1:100



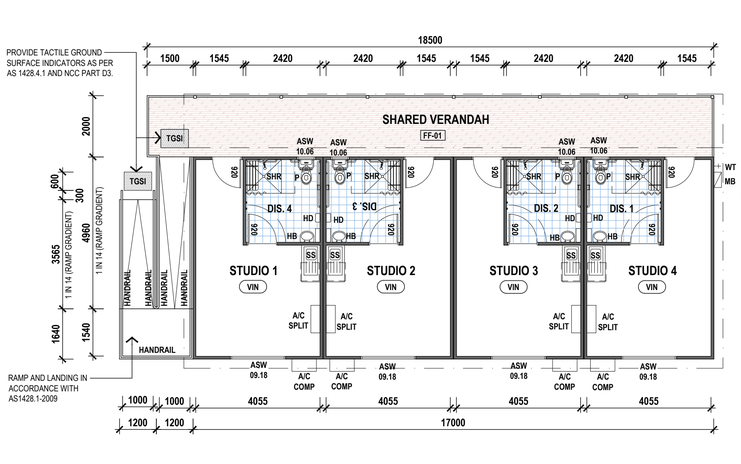
ELEVATION C

SCALE 1:100



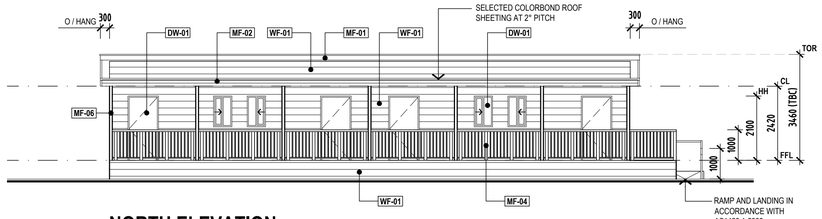
ELEVATION D

SCALE 1:100



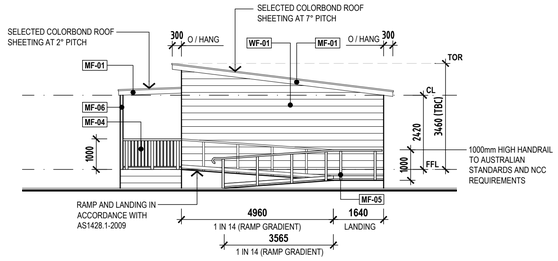
PROPOSED FLOOR PLAN - 4 x DDA STUDIO CABIN

SCALE 1:100



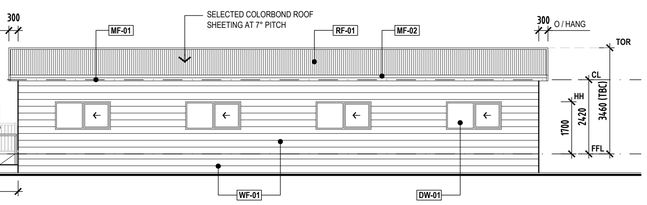
NORTH ELEVATION

SCALE 1:100



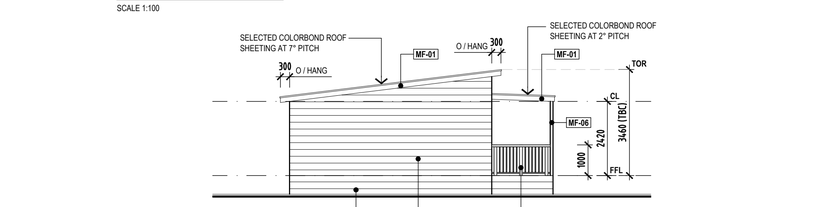
WEST ELEVATION

SCALE 1:100



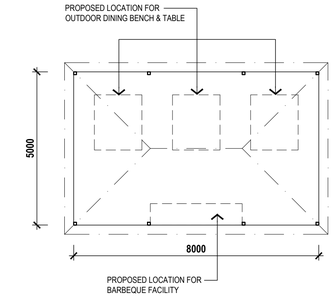
SOUTH ELEVATION

SCALE 1:100



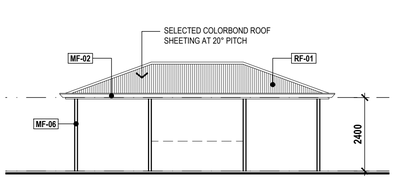
EAST ELEVATION

SCALE 1:100



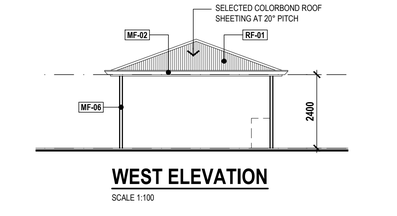
PROPOSED FLOOR PLAN - GAZEBO

SCALE 1:100



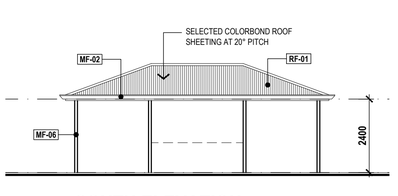
NORTH ELEVATION

SCALE 1:100



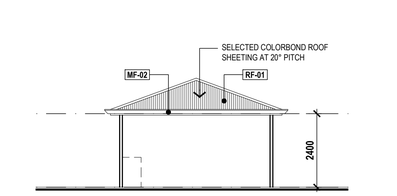
WEST ELEVATION

SCALE 1:100



SOUTH ELEVATION

SCALE 1:100



EAST ELEVATION

SCALE 1:100

ELEVATIONS LEGEND

CL	CEILING LEVEL
FFL	FINISHED FLOOR LEVEL
HH	HEAD HEIGHT
DP	DOWN PIPE
FG	FIXED GLASS
TOR	TOP OF ROOF

FLOOR FINISHES LEGEND

DENOTES SELECTED CERAMIC WET AREA FLOOR TILES

VIN SELECTED VINYL FLOORING

WALL LEGEND

DENOTES PROPOSED NEW WALLS

DOOR & WINDOW LEGEND

ASW	ALUMINIUM FRAMED SLIDING WINDOW
ASD	ALUMINIUM FRAMED SLIDING DOORS
CSD	CAVITY SLIDING DOOR

LEGEND

A/C	AIR CONDITIONING
BE	BENCH
DP	NEW 90Ø DOWN PIPE
F	REFRIGERATOR
HB	HAND BASIN
HD	HAND DRYER
HP & UBO	HOT PLATE & UNDER BENCH OVEN
HWS	HOT WATER SERVICE
L	LINEN
MB	METER BOX
OC	OVERHEAD CABINET
P	TOILET PAN
R	ROBE
SHR	SHOWER
SS	STAINLESS STEEL SINK
V	VANITY BASIN
WT	WATER TAP
TGSI	TACTILE GROUND SURFACE INDICATORS AS PER AS 1428.4.1 AND NCC PART D4-D4D9.

EXTERNAL FINISHES & COLOUR SCHEDULE (Scheme 1)



COLORBOND - WALLABY | COLORBOND - IRONSTONE | COLORBOND - DUNE

EXTERNAL FINISHES & COLOUR SCHEDULE (Scheme 1)

WF-01	SELECTED SMOOTH WALL CLADDING (Installed horizontally) COLOUR: PAINTED 'DUNE'
RF-01	SELECTED COLORBOND ROOF SHEETING COLOUR: COLORBOND 'WALLABY' (ALTERNATE COLOUR: COLORBOND 'IRONSTONE')
MF-01	BARGES & FASCIAS COLOUR: COLORBOND 'WALLABY' (ALTERNATE COLOUR: COLORBOND 'IRONSTONE')
MF-02	COLORBOND GUTTERS COLOUR: COLORBOND 'WALLABY' (ALTERNATE COLOUR: COLORBOND 'IRONSTONE')
MF-03	UPVC DOWN PIPES COLOUR: MATCH WALL COLOUR, PAINTED 'DUNE'
MF-04	TIMBER BALUSTRADE COLOUR: COLORBOND 'WALLABY' (ALTERNATE COLOUR: COLORBOND 'IRONSTONE')
MF-05	TIMBER POSTS WITH STAINLESS STEEL CONTINUOUS HANDRAIL AND KICKER
MF-06	TIMBER POSTS COLOUR: COLORBOND 'WALLABY' (ALTERNATE COLOUR: COLORBOND 'IRONSTONE')
DW-01	POWDER COATED ALUMINIUM WINDOWS AND DOORS COLOUR: COLORBOND 'WALLABY' (ALTERNATE COLOUR: COLORBOND 'IRONSTONE')
FF-01	SELECTED COMPOSITE DECKING



COLORBOND - MONUMENT | COLORBOND -SURFMIST | COLORBOND - WINDSPRAY | COLORBOND - BASALT

EXTERNAL FINISHES & COLOUR SCHEDULE (Scheme 2)

WF-01	SELECTED SMOOTH WALL CLADDING (Installed horizontally) COLOUR: PAINTED 'WINDSPRAY' (ALTERNATIVE COLOUR: PAINTED 'SURFMIST')
RF-01	SELECTED COLORBOND ROOF SHEETING COLOUR: COLORBOND 'SURFMIST'
MF-01	BARGES & FASCIAS COLOUR: COLORBOND 'MONUMENT'
MF-02	COLORBOND GUTTERS COLOUR: COLORBOND 'MONUMENT'
MF-03	UPVC DOWN PIPES COLOUR: MATCH WALL COLOUR, PAINTED COLORBOND 'WINDSPRAY'
MF-04	TIMBER BALUSTRADE COLOUR: PAINTED COLORBOND 'BASALT'
MF-05	TIMBER POSTS WITH STAINLESS STEEL CONTINUOUS HANDRAIL AND KICKER
MF-06	TIMBER POSTS COLOUR: PAINTED COLORBOND 'BASALT'
DW-01	POWDER COATED ALUMINIUM WINDOWS AND DOORS. COLOUR: COLORBOND 'MONUMENT'
FF-01	SELECTED COMPOSITE DECKING

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rev	details	dm	date
B	ALTERNATIVE COLOR SCHEME PROVIDED	-	25/06/24
A	ISSUED FOR PLANNING	BB	28/02/24

aspex building designers

ASPEX BUILDING DESIGNERS Pty Ltd
Suite 5/83 Fullarton Road Kent Town SA 5067
08 8130 3700

admin@aspexdesigners.com.au
www.aspexdesigners.com.au

ABN 73 090 085 037

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PLANNING CONSENT ISSUE

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drawing title
PROPOSED FLOOR PLANS & ELEVATIONS

project no	drawing no	revision no
GBI 4066	**PD03**	**B**

LANDSCAPE MASTERPLAN



LEGEND

- EXTENT OF LANDSCAPE WORKS
- EXTENT OF EXISTING COLOURBOND FENCE TO REMAIN
- EXISTING CONCRETE PATHWAY TO REMAIN
- EXISTING TREES TO BE REMOVED

DESIGN INTENT

- PLANTS HAVE BEEN SELECTED TO GIVE A STRONG IDENTITY / COLOUR AND TEXTURE TO THE DEVELOPMENT.
- THE PERIMETER GARDEN BEDS WILL BE MASS PLANTED TO GIVE A DENSE GARDEN BOUNDARY FEEL UNDER THE CANOPY TREES
- ALL ROAD / DRIVEWAY ENTRIES WILL HAVE GRAVEL APRONS TO ALLOW FOR UNINHIBITED VIEWS INTO THE CAR PARK AND ENSURE PEDESTRIAN SAFETY.
- TREES ARE PROPOSED TO BE CLEAN TRUNKED NATIVE SPECIES THAT WILL ADD CHARACTER AND GREENERY TO THE OUTDOOR SPACE AND WILL BE LOCATED IN THE GARDEN BED BETWEEN THE CABINS AND IN FEATURE LOCATIONS TO TAKE ADVANTAGE OF LONG VIEWS AROUND THE PROPERTY.
- THE GAZEBO AREA WILL HAVE A MORE THOUGHT OUT PLACEMENT OF PLANTING TO BEAUTIFY THE SPACE WITH NATIVE PLANTS AND FEATURE PLANTS AT KEY LOCATIONS TO PROVIDE A FOCAL POINT WHEN USING THE SPACE.
- PLANTING SPECIES HAVE BEEN CHOSEN FOR THEIR DIVERSITY IN FOLIAGE, FLOWER COLOUR AND TEXTURE GIVING A STRIKING CONTRAST AROUND THE PERIMETER, ALONG THE CABIN EDGES, FRONTAGES AND CAR PARKS.

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99 PLAYFORD AVENUE
WHYALLA, SA 5600

TITLE:
LANDSCAPE FINAL MASTERPLAN

CLIENT:
GLENELG BAYSIDE INVESTMENTS

SCALE:	PAGE:	DATE:	REV:
1:250 @ A1 1:500 @ A3	1	19/08/24	D

ADAM LITTLEFIELD
LANDSCAPE ARCHITECTS

LANDSCAPE CHARACTER

DENSE SCREEN PLANTING TO ENTIRE LENGTH OF WESTERN BOUNDARY WITH THE NEIGHBOURING HOUSES

RETAIN AND PROTECT EXISTING TREE PLANTING TO COUNCIL VERGE AREA

BANDS OF GRAVEL AT CORNERS OF CAR PARK DRIVEWAYS TO AID IN DRIVER VISIBILITY AND SAFETY OF PEDESTRIANS

BICYCLE RACKS

ALTERNATING ANGLED BANDS OF PLANTING AND GRAVELS THROUGHOUT THE SITE TO CREATE A SENSE OF INTEREST AND DESIGN CONTINUITY WHILE STILL BEING FUNCTIONAL AND AESTHETIC

TALL SCREENING SHRUBS TO PERIMETER OF REFUSE COLLECTIONS AREA, FRAGRANT CLIMBING PLANTS TO FENCE

LEGEND

EXTENT OF LANDSCAPE WORKS

EXISTING TREES TO BE REMOVED

DENSE SCREEN PLANTING TO ENTIRE LENGTH OF WESTERN BOUNDARY WITH THE NEIGHBOURING HOUSES

NATIVE CLIMBING PLANTS TO BOUNDARY FENCING FOR SCREENING AND COLOUR / FRAGRANCE

BOLLARDS AT KEY LOCATIONS THROUGHOUT THE SITE TO RESTRICT CAR MOVEMENT ONLY TO DRIVEWAY AREAS

FEATURE TREES TO FLANK EITHER SIDE OF CENTRAL AXIS WITH A NATIVE STRAPPY PLANT UNDERSTORY (NO ACCESS)

MASS PLANTED NATIVE GARDEN BED TO PERIMETER OF SITE TO GIVE A DENSE UNDERSTORY TO THE TREE CANOPY

NATIVE TREE PLANTING TO REAR PERIMETER OF SITE FOR WIND SCREENING AND AFTERNOON SHADE

BANDS OF GRAVELS THROUGHOUT THE SITE FOR ADDED INTEREST AND CHARACTER AND TO PORTRAY THE LOCAL ENVIRONMENT COLOURS AND TEXTURES



OPPORTUNITY FOR DENSE LARGE SHRUB PLANTING TO CORNER OF SITE WITH OPEN GRAVEL AREA TO ALLOW FOR DRIVER VISIBILITY

ANGULAR BANDS OF PLANTING AND GRAVELS TO ADD INTEREST TO THE CENTRAL GAZEBO SPACE

RETAIN AND PROTECT EXISTING TREES AROUND THE CENTRAL COURTYARD AND ENHANCE WITH ALTERNATING BANDS OF PLANTING AND GRAVELS

LARGE TWIN 5M X 8M SHELTER GAZEBO STRUCTURES WITH PICNIC TABLES AND SEATING SURROUNDED BY NATIVE PLANTING AND HIGHLIGHT SPECIES AT KEY LOCATIONS

BIO-RETENTION BASIN - REFER TO CIVIL DRAWINGS - PLANT WATER LOVING SPECIES, THEMEDA, FICINIA, CAREX AROUND EDGES AND BASE

COLOURFUL HIGHLIGHT SPECIES TO CORNER OF CAR PARK DRIVEWAYS TO GIVE A SENSE OF ARRIVAL AND DISTINCTION TO THE SPACE

BICYCLE RACKS

GRAVEL BANDS TO FLANK THE DISABLED PARKING AREAS TO GIVE OPTIMUM VISIBILITY AND ACCESS TO THE AREA

FEATURE NATIVE COLOURFUL PLANTING TO SHELTER SURROUNDS WITH HIGHLIGHT SHRUBS AT KEY LOCATIONS

DENSE SCREEN PLANTING TO THE ENTIRE LENGTH OF THE SOUTHERN BOUNDARY WITH THE NEIGHBOURING HOUSES

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99 PLAYFORD AVENUE
WHYALLA, SA 5600

TITLE:
LANDSCAPE CHARACTER

CLIENT:
GLENELG BAYSIDE INVESTMENTS

SCALE:	PAGE:	DATE:	REV:
1:250 @ A1 1:500 @ A3	2	19/08/24	D

ADAM LITTLEFIELD
LANDSCAPE ARCHITECTS

LANDSCAPE PLANTING

CABIN PLANTING AREA 1:250



HIGH CANOPY TREES TO EASTERN EDGE - CORYMBIA, ACACIA, ALLOCASUARINA

CLIMBING PLANTS TO FENCE BOUNDARY - TRACHELOSPERMUM JASMINOIDES

FEATURE TREES TO DRIVEWAY - HAKEA, EUCALYPTUS 'EUKY DWARF'

DENSE NATIVE UNDERSTORY - LOMANDRA, POA, DIANELLA, FICINIA

HIGH CANOPY & SCREENING TREES TO EASTERN EDGE - CORYMBIA, ACACIA, ALLOCASUARINA

FEATURE GREVILLEA AT ENTRY TO CAR PARK

LOMANDRA TO CAR PARK EDGE

DENSE STRUCTURAL SHAPED SHADE TREES TO CABIN EDGE - CALLITRIS, ALLOCASUARINA

FEATURE HARDENBERGIA AT ENTRY TO CAR PARK

SCREENING SHRUBS & TREES TO NORTHERN BOUNDARY - ELEAGNUS, DODONEA

HIGH CANOPY TREE TO NORTHERN EDGE - CORYMBIA, ACACIA, ALLOCASUARINA

TALL SCREENING SHRUBS TO PERIMETER OF REFUSE AREA - DODONEA, ELEAGNUS, GREVILLEA

FRAGRANT CLIMBING TRACHELOSPERMUM TO GROW UP FENCE AROUND THE REFUSE COMPOUND

COLOURFUL LIMONIUM & SENNA TO FLANK BOTH SIDES OF ENTRY PATH

EUKY DWARF TO CORNERS OF GARDEN BED

TALL NATIVE CORYMBIA TO CORNERS OF SPACE FOR OVERALL SHADE



GAZEBO PLANTING AREA 1:100

GENERAL BULK PLANTING WITHIN THE SITE OF NATIVE SHRUBS - WESTRINGEA, LEUCOPHYTA, EREMOPHILA

FEATURE SHRUBS AROUND THE BIKE RACK ZONE - WESTRINGEA, VIBURNUM, DODONEA

GENERAL BULK PLANTING WITHIN THE SITE OF NATIVE SHRUBS - WESTRINGEA, LEUCOPHYTA, EREMOPHILA

GREVILLEA FEATURE TO EDGE OF GAZEBO SPACE

FEATURE CYCAD & AGAVE IN CENTRAL LOCATION

LIMONIUM FLANKS PATHWAY

COLOURFUL SENNA TO BULK OUT THE GARDEN BED

LEGEND

- EXISTING TREES TO BE REMOVED
- EXISTING TREE TO BE RETAINED AND PROTECTED
- NATIVE CORYMBIA OR EUCALYPTUS TREE
- DENSE CANOPY TREE
- MEDIUM SIZED TREE
- FLOWERING FEATURE TREE
- NATIVE STRAPPY PLANT
- WHITE FLOWERING PLANT
- RED FLOWERING PLANT
- FRAGRANT CLIMBING PLANT
- BLUE / PURPLE FLOWERING PLANT
- SCREENING SHRUB
- FEATURE FOCAL PLANT

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SCALE:	PAGE:	DATE:	REV:
AS SHOWN	3	19/08/24	D

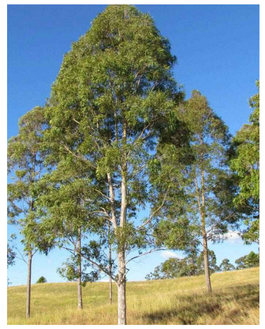
ADAM LITTLEFIELD
LANDSCAPE ARCHITECTS

PLANTING SELECTIONS

NATIVE TREES



ACACIA PENDULA
WEEPING MYALL
H = 8m x W = 6m
100Lt POT SIZE



CORYMBIA MACULATA
SPOTTED GUM
H = 12m x W = 8m
100Lt POT SIZE



ALLOCASUARINA VERTICILLATA
DROOPING SHE-OAK
H = 5m x W = 4m
100Lt POT SIZE



HAKEA FRANCISCIANA
EMU TREE
H = 4m x W = 3m
100Lt POT SIZE



CALLITRIS GLAUCOPHYTA
WHITE CYPRESS PINE
H = 6m x W = 4m
100Lt POT SIZE



EUCALYPTUS LEUCOXYLON
EUKY DWARF
H = 5m x W = 4m
100Lt POT SIZE

GROUNDCOVERS



MYOPORUM PARVIFOLIUM
CREEPING BOOBIALLA
H = 20cm SPREADING PLANT
140mm POTS



SCAEVOLA ALBIDA
'MAUVE CLUSTERS'
H = 30CM SPREADING PLANT
300mm POTS

SCREENING PLANTS



DODONEA VISCOSA 'PURPUREA' PURPLE HOP BUSH
H = 2.0m x W = 1.5m
PLANT @ 1200mm SPACING
200mm POTS



ELEAGNUS EBBINGEI
EBBINGS SILVER BERRY
H = 2.0m x W = 1.5m
PLANT @ 1500mm SPACING
200mm POTS



GREVILLEA
'HONEY GEM'
H = 2.0m x W = 1.5m
PLANT @ 1200mm SPACING
200mm POTS



VIBURNUM TINUS
LAURUSTINUS
H = 1.8m x W = 1.5m
PLANT @ 1200mm SPACING
200mm POTS



CALLISTEMON HARKNESS
GAWLER HYBRID
H = 2m x W = 1.5m
PLANT @ 1200mm SPACINGS
200mm POTS

STRAPPY PLANTS



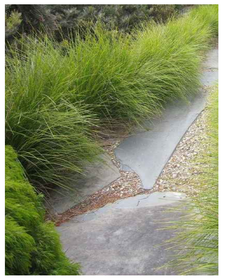
POA LABILLARDIERI 'ESKDALE'
TUSSOCK GRASS
H = 0.8m x W = 0.8m
PLANT @ 800mm SPACING
140mm POTS



DIANELLA CAERULEA
'EMERALD FOUNTAIN'
H = 0.5m x W = 0.5m
PLANT @ 500mm SPACING
140mm POTS



FICINA NODOSA
KNOBBY CLUB RUSH
H = 0.5m x W = 0.4m
PLANT @ 400mm SPACING
140mm POTS

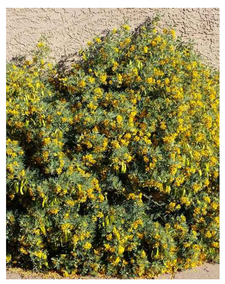


LOMANDRA LONGIFOLIA
TANIKA - DWARF MATT RUSH
H = 0.6m x W = 0.6m
PLANT @ 600mm SPACING
140mm POTS

SHRUBS



HARDENBERGIA VIOLACEA
'MEEMA'
H = 0.8m x W = 1.0m
PLANT @ 1000mm SPACINGS
140mm POTS



SENNA ARTEMISOIDES
SSP STURTII
H = 0.8m x W = 1.0m
PLANT @ 1000mm SPACINGS
140mm POTS



EREMOPHILA PTEROCARPA
WINGED FRUIT EMU BUSH
H = 0.8m x W = 1.0m
PLANT @ 1000mm SPACINGS
140mm POTS



LEUCOPHYTA BROWNII
CUSHION BUSH
H = 0.6m x W = 0.6m
PLANT @ 600mm SPACING
140mm POTS



WESTRINGEA FRUTICOSA
COASTAL ROSEMARY
H = 0.6m x W = 0.6m
PLANT @ 600mm SPACING
140mm POTS

FEATURE HIGHLIGHT PLANTS



AGAVE ATTENUATA
AGAVE
H = 0.8m x W = 0.8m
PLANT @ KEY LOCATIONS
300mm POTS



CYCAS REVOLUTA
CYCAD
H = 1.5m x W = 1.0m
PLANT @ KEY LOCATIONS
300mm POTS



LIMONIUM PEREZII
SEA LAVENDER
H = 1.0m x W = 1.0m
PLANT @ 1000mm SPACING
140mm POTS

BICYCLE LOOP RACK



TERRAIN GROUP STAINLESS STEEL URBAN
BIKE RACK - SKU: BP001
IN GROUND MOUNTING - CORE LEG
CONTACT: JAYNE SELBY 1800 335 112

NOTE:

- CONTRACTOR TO ALLOW FOR IRRIGATION TO ALL PLANTING BEDS, PLANTER BOXES AND TURF AREAS INCLUDING CONNECTIONS TO MAINS WATER, BACKFLOW PREVENTION DEVICES, PRESSURE REGULATORS IF REQUIRED AS WELL AS IRRIGATION CONTROLLER BOXES, LOCATION TO BE COORDINATED WITH OWNER.
- SOIL TESTS SHOULD BE UNDERTAKEN TO UNDERSTAND THE SOIL SUITABILITY WITH THE TREE SPECIES.
- ALL SPECIES WERE CHOSEN BASED ON INFORMATION FROM THE AUSTRALIAN ARID LANDS BOTANIC GARDENS, PLANT SELECTOR AND PREVIOUS KNOWLEDGE OF THE WHYALLA AREA.



PERIMETER FENCE CLIMBER

TRACHELOSPERMUM JASMINOIDES (STAR JASMINE) GROWN UP WIRES ON PERIMETER FENCE TO SCREEN THE BOUNDARY AND TO THE FENCE OF THE REFUSE COLLECTION AREA, THIS PLANT WILL PRODUCE A FRAGRANT AROMA THROUGHOUT THE HOT MONTHS OF THE YEAR.

BIO-RETENTION SPECIES



CAREX APPRESSA



FICINA NODOSA



THEMEDA TRIANDRA

ADDITIONAL ACCOMMODATION TO EXISTING MOTEL COMPLEX
99 PLAYFORD AVENUE
WHYALLA, SA 5600

TITLE:
PLANTING SELECTIONS

CLIENT:
GLENELG BAYSIDE INVESTMENTS

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ADAM LITTLEFIELD
LANDSCAPE ARCHITECTS

Whyalla 2623 001

5 March 2024

Town Planning
Development Advice
Strategic Management

Jodie Perone
Manager City Development
City of Whyalla
Via the Plan SA Portal

Dear Jodie,

DEVELOPMENT APPLICATION – ADDITIONAL ACCOMMODATION CABINS - COMFORT INN WHYALLA, 99 PLAYFORD AVENUE, WHYALLA

I refer to the development application by Hanlan Whyalla Pty Ltd & Whyalla Hotel Pty Ltd that seeks planning consent for the forty (40) additional accommodations units on the site of and for use in conjunction with an existing motel complex known as Comfort Inn Whyalla located at 99 Playford Avenue Whyalla.

I have been engaged by the Applicant to assist in the presentation of this development application for your determination as the relevant planning authority. I addition, I provide my town planning opinion for your consideration having regard to relevant provisions of the Planning & Design Code (the Code).

1. BACKGROUND

This proposal seeks to respond to an identified shortfall in temporary accommodation in Whyalla and the surrounding region. As you may be aware, with a range of major infrastructure projects underway in the Upper Spencer Gulf Region there is a shortage of accommodation for workers involved in these projects.

This current shortage is only anticipated to grow as a result of the recently announced hydrogen power plant and associated desalination plant to be developed outside of Whyalla that will supply green energy for export and steel production. These projects are forecast to create more than 4200 jobs.

My client purchased this motel property in August 2022, rebranding it from the Alexander Motel to Comfort Inn Whyalla. The premises currently provides for 42 traditional ensuite rooms of various configurations together with an 80 seat restaurant and 3 functions rooms each providing for up to 25 seats.

I am advised that occupancy during the week (Monday to Thursday) is currently tracking at around 87% and that in the past year there have been 73 nights where 100% occupancy was achieved. Friday to Saturday occupation is slightly less at around 58% for the 2023 year.

It is not uncommon to not only turn away workers in need of accommodation, but tourist visiting Whyalla which is not only a missed opportunity for this business but for the local economy more generally. This proposal seeks to provide greater capacity to address unmet demand in both sectors.

Phillip Brunning & Associates
ABN 40 118 903 021
Level 1, 27 Halifax Street
Adelaide SA 5000
Mobile 0407 019 748
phil@phillipbrunning.com
www.phillipbrunning.com

2. PROPOSAL

The proposal is to install 10 freestanding buildings, each providing 4 single suites (bedroom and living area with an ensuite bathroom), with 4 suites providing for persons with a disability having the necessary ramp access internal space for the manoeuvring of a wheelchair.

These buildings will be manufactured off site and then installed on the land in the manner shown, with car parking in front of each unit accessed by a network of additional driveways that connect with the existing driveway around the permitter of the motel building (main vehicle access from Playford Avenue).

Existing hotel rooms will continue to be serviced by 48 parking spaces.

Extensive landscaping is also proposed to not only enhance the amenity for guests, but to assist in screening buildings are they relate to the periphery of this site. Buildings will be clustered in this garden setting, with minimum separation of 3 metres from boundaries and each other for fire safety reasons.

It will be necessary to remove a number of trees and shrubs from the land to site the proposed cabins. I understand that while a number of these trees are of a native species, they are not remnant and do not constitute 'native vegetation' as defined under the Native Vegetation Act 1991.

Given light weight construction type and the generally flat nature of this site, minimal earthworks will be required. Buildings will be placed on an elevated footing system, with the underside screened form view. Steps and/or ramps will be provided for personal access, with verandahs to the front of each building.

Each of the buildings will have an area of 112.2 square metres, a wall height of 2.42 metres with a maximum ridge height of 3.46 metres to the top of the skillion roof form. It is expected that the floor level of these buildings will be some 900 mm above the ground level below, with all underfloor plumbing screened from view.

The proposed buildings will be of timber framed construction with light weight cladding provided to walls, a colorbond steel roof, 300 mm eave projections, with timber posts supporting a verandah to their front. The colour palette proposed for external materials is of lighter natural colour tones.

These additional accommodation units will be managed and serviced from the existing hotel complex which currently employs some 19 persons (anticipated to grow to 26 persons once the development is in its final form). Amenities provided in the main hotel building will also be available for use by guest within these cabins.

More centrally within the internal courtyard of the existing motel building, two new timber framed gazebos with hipped pitched roofs are proposed for use by guests as a 'picnic area' set amongst landscaped gardens. Comprehensive landscaping works are proposed, including shade trees and ground covers.

Stormwater from roof and paved areas is to be managed via use of water tanks for each building supplemented by a detention facility in the south west concern of the site. Whereas the main internal driveway will be paved with bituminised asphalt, parking areas adjacent the cabins will be paved with a permeable material.

3. CONTEXT

The land on which this development is proposed is more particularly described as Allotment 4124 in township Plan 560501, located within the Hundred of Randell as recorded in Certificate of Title Volume 6040 Folio 234.

The land has an area of some 12,770 square metres with frontages to Ferry Street to the north, Rudall Avenue/Playford Avenue to the east and Halliday Street to the south. To the west the land abuts a service lane (unnamed) held as a Crown Record.

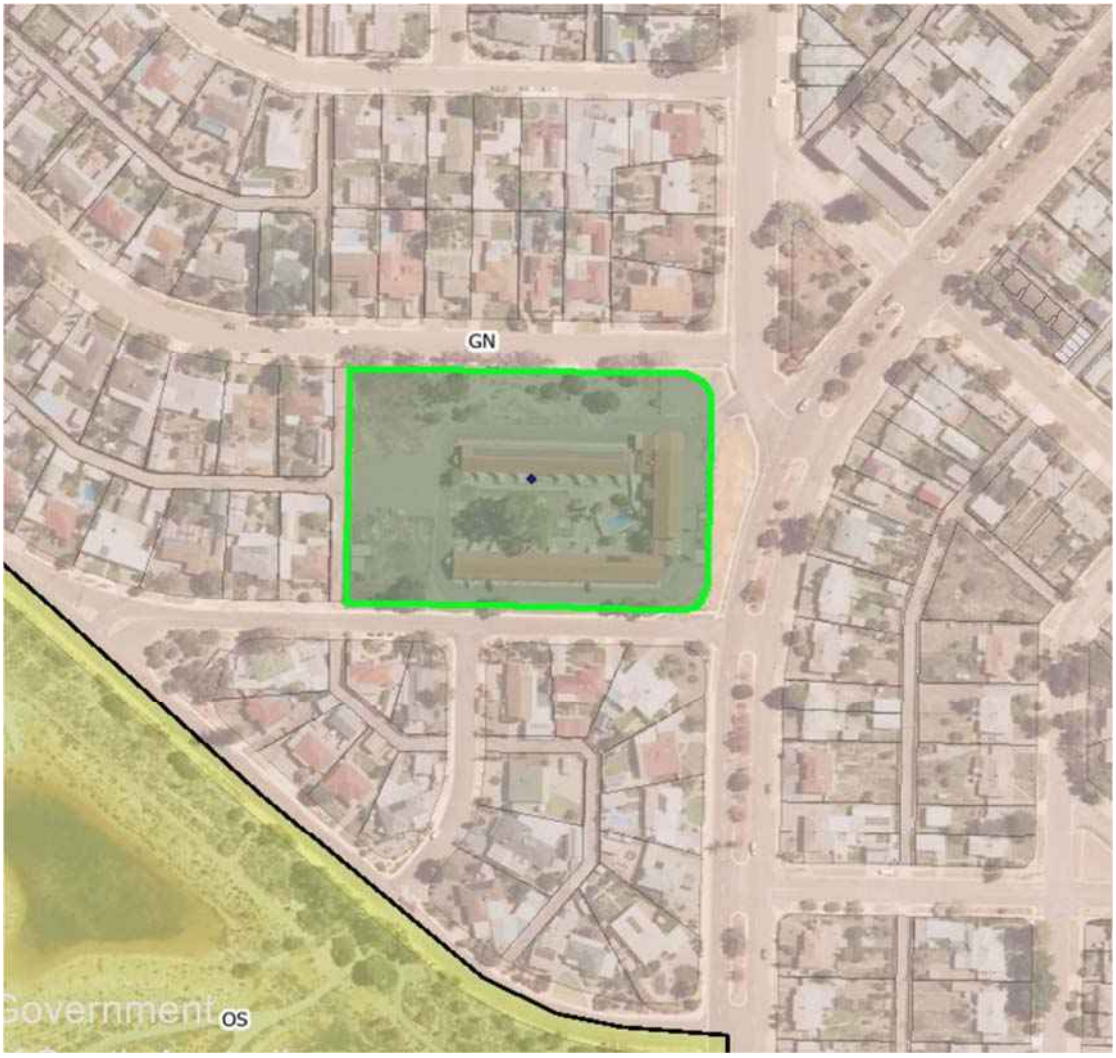




The land is developed with a motel complex established in 1970.

4. PLANNING & DESIGN CODE

The land is within General Neighbourhood zone of the Planning & Design Code.



The land is also subject to a number of policy Overlays in relation to:

- Affordable Housing
- Building Near Airfields
- Hazards (Flooding - Evidence Required)
- Noise and Air Emissions
- Native Vegetation
- Urban Transport Routes

In addition, certain General Development policies are also applicable:

- Design
- Design in Urban Areas
- Interface between Land Uses
- Tourism Development
- Transport Access & Parking
- Workers' accommodation and Settlements

Technical Numerical Variations (TNV) are not specified for this location.

5. ASSESSMENT CONSIDERATIONS

The following matters are of most relevance in the consideration of this proposal.

5.1 Nature of development

The proposed development would fall within the meaning of tourist accommodation.

Tourist accommodation — *Means premises in which temporary or short-term accommodation is provided to travellers on a commercial basis.*

This use may also include:

a) onsite services and facilities primarily for the use by guests;
b) facilities for the management of the accommodation

For completeness, I provide the meaning for workers accommodation.

Workers' accommodation — *Means premises used to accommodate workers on a temporary basis while they carry out employment:*

a) on the same site as the workers' accommodation; or
b) in mining or petroleum extraction; or
c) in seasonally intensive rural activities including fruit picking, pruning, animal shearing, meat processing, bulk handling or freight handling; or
d) in the construction of essential infrastructure.

While workers may reside within this accommodation cabins on a temporary basis, the proposal is not for *workers' accommodation* it the meaning provided by the Code in so far as their employment is not on the same site as their accommodation.

5.2 Assessment Pathway

As tourism accommodation is not listed as *accepted development*, *deemed to satisfy* or for that matter *restricted development*, the proposal is to be *performance assessed* having regard to relevant provisions of the Code.

On my review, Table 5 – Procedural Matters (PM) – Notification does not specifically exempt tourism development from public notifications procedures. Furthermore, the proposal may not reasonably be characterised as being of a *minor* nature.

Should representations be received as a result of this notification procedure, I would be happy to review and respond on behalf of the Applicant. As you will see, I have nominated that Council install the notice/s on site on behalf of the Applicant.

5.3 Land Use

It is first appropriate to note that this land enjoys certain existing use rights for tourist accommodation. While an expansion and/or intensification of this existing land use, it is not a new use to the land.

While not a community service *per se*, the proposed accommodation will in my view serve a broader community benefit in terms of responding to an identified need for additional accommodation for workers employed on significant projects in the region.

The multiple effects of these projects will have many positive benefits for the local community and South Australia more generally. As I understand it, Government has identified the provision of workers accommodation as a priority in this region.

While the Code primarily anticipates residential development in this location, the policy framework does provide for non-residential development subject to considerations in relation to character and amenity.

These considerations have informed the siting and design of the proposed accommodation units in so far as they are set back from property boundaries and street frontages, are of a low profile and will be substantively screened by landscaping.

The land on which these accommodation units are proposed is effectively an 'island site' with no direct interface with existing residential development. The buffer afforded by the surrounding public road network will assist in ameliorating any impact.

In so far as this proposal will increase the intensity of the tourist accommodation use of this land, it is within the capacity of the site and locality. I see no fundamental incompatibility between tourist accommodation and residential development.

5.4 Siting & Design

Mindful that the Code does not provide specific guidance for the siting and design of tourist accommodation within the General Neigbourhood Zone, the following provisions apply to development more generally:

- footprints that allow sufficient space around buildings (site coverage not exceeding 60%) – PO 3.1 & DPF 3.1;
- buildings that contribute to a low rise suburban character (not greater than 2 levels or 9metres, and wall height of 7 metres) – PO 4.1 & DPF 4.1;
- primary set back from street frontage to contribute to existing/emerging pattern of development (average less 1 m or 5 m) – PO 5.1 & DPF 5.1;
- secondary street set back to achieve suitable separation and contribute to suburban streetscape (at least 900 mm) – PO 6.1 & DPF 6.1;
- side boundary set backs to provide suitable separation between buildings in a way that contributes to suburban character) – PO 8.1 & DPF 8.1; and
- rear set backs that provides for suitable separation, light & ventilation, and landscaping (4 metres for ground level) – PO 9.1 & DPF 9.1

The proposal performs adequately with respect to these siting and design parameters:

- a site coverage of 30% (including existing motel buildings);
- building set back not less than 3 m to street frontage;
- not less than a 2.1 m separation between buildings on site (typically 3 m);
- extensive landscaping area proposed including screening to street frontages;
- buildings are of a residential scale and appearance, not exceeding 1 level; and
- sympathetic design style with appropriate materials and finishes.

While this development may not be mistaken for residential dwellings, the proposed buildings are nonetheless of a compatible scale and appearance that would not detract from the character of the surrounding area.

5.5 Traffic, Access & Parking

The Code sets out extensive suite or policies that speak to the provision of safe and convenient movement of vehicles to, from and within the site of development, together with the provision of adequate parking to meet demand arising.

To assist in this regard, the Applicant has engaged Fran Siow, an experienced and recognised technical expert in traffic engineer, to review the proposal having regard to Code provisions and relevant Australian Standards.

While I defer to Mr Siow's expert opinions, I make the following observations:

- the Code seeks provision of 1 parking space per accommodation unit or guest room which is satisfied by this proposal;
- while the analysis undertaken does not account for existing demand and supply of parking, he does provide an insight into occupancy rates and demand;
- Mr Siow suggests that the industry average for occupancy of tourist accommodation in south Australia is 63.%;
- in so far as the operator of this facility would seek to better this performance, I very much doubt that 100 % occupancy will be achieved in its expanded format;
- in the rare occasion where such is the case, the existing motel complex of 42 rooms is provided with 48 parking spaces, a theoretical surplus of 6 spaces,
- even allowing for the dining rooms (a proportion of patrons also being guests of the motel) the overall demand arising is likely to be less than that provided; and
- in the unlikely event that demand does exceed supply on site, there is ample provision for on-street parking immediately adjacent the land.

Mr Siow also reviews the layout and design of parking with respect to dimensions and aisle widths concluding that it is generally in accord with the relevant Australian Standard. Suitable provision is also made for a waste collection vehicle.

5.6 Interface & Amenity

While a non-residential land use, tourist accommodation is relatively benign activity with minimal potential for off site impacts. This is particularly the case where these is on site management that may suitably moderate any erroneous behaviour.

The planning authority may reasonably assume good management of this facility.

As to noise arising from air-conditioners and the like, such is to be specified and operated according to relevant EPA noise policy and will be of a residential nature such that would not be readily discernible relative to others within the area.

6. Conclusion

It is my view that the proposal is an appropriate form of development that suitably accords to the provisions of the Planning Code so as to warrant planning consent. The scale and intensity of the tourist accommodation is thought to be within the capacity of the site and unlikely to give rise to undesirable impact on the locality.

Yours faithfully

PHILLIP BRUNNING & ASSOCIATES PTY LTD



PHILLIP BRUNNING RPIA
Registered Planner
Accredited Professional – Planning Level 1

Details of Representations

Application Summary

Application ID	24006627
Proposal	Construction of forty (40) additional accommodations units comprising of 10 cabins on the site of and for use in conjunction with an existing motel complex, together with associated driveways, car parking and landscaping
Location	99-107 PLAYFORD AV WHYALLA PLAYFORD SA 5600

Representations

Representor 1 - ARGIRI KOTSOMITIS

Name	ARGIRI KOTSOMITIS
Address	
Submission Date	15/05/2024 10:38 AM
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 support the development with some concerns

Reasons

I have a few concerns regarding this development. This is a residential area, we already have parking and traffic issues when the motel has a function with cars parking along Ferry Street and at times blocking our driveway as there is currently not enough parking, with the cabins being built will only create more traffic. Construction noise and dust (when removing existing trees etc) how will this be kept to a minimum, as this is a residential area. Once the development is completed I am concerned of the noise level as there will now be more people in that area and extra traffic. Noise pollution/levels are a concern. I am not totally against this development as Whyalla does need more housing, I understand that it is being promoted as tourist accommodation but I feel it will be accommodation for fly in fly out workers and workers needing accommodation for long term use and this then brings a higher level of traffic and noise.

Attached Documents

Representations

Representor 2 - Jared Jones

Name	Jared Jones
Address	
Submission Date	15/05/2024 10:53 AM
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 support the development with some concerns

Reasons
I support the development as Whyalla needs more housing, and it is good to see local businesses grow and do well. However, I do how some legitimate concerns. Friday nights and Saturday nights already seem to be busy nights with guests parking down Ferry Street and in front of my house, will adequate parking be provided with more guests to be expected? Verbal disagreements are also heard from my house at on street parking semi-frequently, with police being called on occasion, will these arguments increase with more guests? How will this be handled? There will be increased traffic and noise pollution once the new cabins are built. The cabins are to be built directly in front of my house - how will the noise and traffic be handled? Can something be done to mitigate the noise levels and traffic? I have 2 young boys who go to bed relatively early, the noise and traffic are my biggest concerns.

Attached Documents

Representations

Representor 3 - Levi Sturm

Name	Levi Sturm
Address	
Submission Date	16/05/2024 07:29 AM
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 oppose the development

Reasons
This development will be very noisey to the residents in Ferry street. As I am directly across the road from the motel I will hear the occupants of the cabins very easily if they get up early for shift work and the initial construction of the cabins will also be noisey etc. I believe using the lane way as an exit will be a disturbance to some other residents in the street also. Car parking currently is already a pain with the motel as on busy nights their overflow of cars park in our street, I could see this getting worse if we have cabins.

Attached Documents

Representations

Representor 4 - Ken Andrew

Name	Ken Andrew
Address	
Submission Date	17/05/2024 02:19 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
Even though my address is Playford ave, my driveway exits onto Halliday st. My concerns that I think should be addressed are: Halliday st is a narrow st, and any trucks or commercial vehicles parking in it, that are using this accommodation will greatly restrict access along the street. This has happened on occasion in the past and caused difficulty for residents. If trucks are on one side of the street and private vehicles are on the other there will be only one-way traffic possible. There are some residents (me included) that have caravans, and need good road access to park them on our properties. We already see congested parking in the street, when the restaurant associated with the motel is busy. This will be vastly increased if this issue is not addressed now. Noise will increase with more traffic, and truck and commercial vehicle activity. I believe if this project goes ahead that: The Motel side of Halliday street should be marked up as "No Parking Anytime", and the residents side of Halliday st marked as "Permit parking Only" I believe the Motel needs to address parking for Vehicles using the new accommodation, and allow provision for parking on their property. Trucks currently park in the area proposed for the new accommodation, when the associated contractors are staying at the motel. Thank you for the opportunity to input to this decision and its implications.

Attached Documents

Representations

Representor 5 - Ken Andrew

Name	Ken Andrew
Address	
Submission Date	17/05/2024 02:20 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
Even though my address is Playford ave, my driveway exits onto Halliday st. My concerns that I think should be addressed are: Halliday st is a narrow st, and any trucks or commercial vehicles parking in it, that are using this accommodation will greatly restrict access along the street. This has happened on occasion in the past and caused difficulty for residents. If trucks are on one side of the street and private vehicles are on the other there will be only one-way traffic possible. There are some residents (me included) that have caravans, and need good road access to park them on our properties. We already see congested parking in the street, when the restaurant associated with the motel is busy. This will be vastly increased if this issue is not addressed now. Noise will increase with more traffic, and truck and commercial vehicle activity. I believe if this project goes ahead that: The Motel side of Halliday street should be marked up as "No Parking Anytime", and the residents side of Halliday st marked as "Permit parking Only" I believe the Motel needs to address parking for Vehicles using the new accommodation, and allow provision for parking on their property. Trucks currently park in the area proposed for the new accommodation, when the associated contractors are staying at the motel. Thank you for the opportunity to input to this decision and its implications.

Attached Documents

Representations

Representor 6 - Ken Andrew

Name	Ken Andrew
Address	
Submission Date	17/05/2024 02:25 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
Even though my address is Playford ave, my driveway exits onto Halliday st. My concerns that I think should be addressed are: Halliday st is a narrow st, and any trucks or commercial vehicles parking in it, that are using this accommodation will greatly restrict access along the street. This has happened on occasion in the past and caused difficulty for residents. If trucks are on one side of the street and private vehicles are on the other there will be only one-way traffic possible. There are some residents (me included) that have caravans, and need good road access to park them on our properties. We already see congested parking in the street, when the restaurant associated with the motel is busy. This will be vastly increased if this issue is not addressed now. Noise will increase with more traffic, and truck and commercial vehicle activity. I believe if this project goes ahead that: The Motel side of Halliday street should be marked up as "No Parking Anytime", and the residents side of Halliday st marked as "Permit parking Only" I believe the Motel needs to address parking for Vehicles using the new accommodation, and allow provision for parking on their property. Trucks currently park in the area proposed for the new accommodation, when the associated contractors are staying at the motel. Thank you for the opportunity to input to this decision and its implications.

Attached Documents

Representations

Representor 7 - Ken Andrew

Name	Ken Andrew
Address	
Submission Date	17/05/2024 02:34 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
Even though my address is Playford ave, my driveway exits onto Halliday st. My concerns that I think should be addressed are: Halliday st is a narrow st, and any trucks or commercial vehicles parking in it, that are using this accommodation will greatly restrict access along the street. This has happened on occasion in the past and caused difficulty for residents. If trucks are on one side of the street and private vehicles are on the other there will be only one-way traffic possible. There are some residents (me included) that have caravans, and need good road access to park them on our properties. We already see congested parking in the street, when the restaurant associated with the motel is busy. This will be vastly increased if this issue is not addressed now. Noise will increase with more traffic, and truck and commercial vehicle activity. I believe if this project goes ahead that: The Motel side of Halliday street should be marked up as "No Parking Anytime", and the residents side of Halliday st marked as "Permit parking Only" I believe the Motel needs to address parking for Vehicles using the new accommodation, and allow provision for parking on their property. Trucks currently park in the area proposed for the new accommodation, when the associated contractors are staying at the motel. Thank you for the opportunity to input to this decision and its implications.

Attached Documents

Representations

Representor 8 - Ken Andrew

Name	Ken Andrew
Address	
Submission Date	17/05/2024 04:23 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
Even though my address is Playford ave, my driveway exits onto Halliday st. My concerns that I think should be addressed are: Halliday st is a narrow st, and any trucks or commercial vehicles parking in it, that are using this accommodation will greatly restrict access along the street. This has happened on occasion in the past and caused difficulty for residents. If trucks are on one side of the street and private vehicles are on the other there will be only one-way traffic possible. There are some residents (me included) that have caravans, and need good road access to park them on our properties. We already see congested parking in the street, when the restaurant associated with the motel is busy. This will be vastly increased if this issue is not addressed now. Noise will increase with more traffic, and truck and commercial vehicle activity. I believe if this project goes ahead that: The Motel side of Halliday street should be marked up as "No Parking Anytime", and the residents side of Halliday st marked as "Permit parking Only" I believe the Motel needs to address parking for Vehicles using the new accommodation, and allow provision for parking on their property. Trucks currently park in the area proposed for the new accommodation, when the associated contractors are staying at the motel. Thank you for the opportunity to input to this decision and its implications.

Attached Documents

Representations

Representor 9 - Ken Andrew

Name	Ken Andrew
Address	
Submission Date	17/05/2024 04:31 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
Even though my address is Playford ave, my driveway exits onto Halliday st. My concerns that I think should be addressed are: Halliday st is a narrow st, and any trucks or commercial vehicles parking in it, that are using this accommodation will greatly restrict access along the street. This has happened on occasion in the past and caused difficulty for residents. If trucks are on one side of the street and private vehicles are on the other there will be only one-way traffic possible. There are some residents (me included) that have caravans, and need good road access to park them on our properties. We already see congested parking in the street, when the restaurant associated with the motel is busy. This will be vastly increased if this issue is not addressed now. Noise will increase with more traffic, and truck and commercial vehicle activity. I believe if this project goes ahead that: The Motel side of Halliday street should be marked up as "No Parking Anytime", and the residents side of Halliday st marked as "Permit parking Only" I believe the Motel needs to address parking for Vehicles using the new accommodation, and allow provision for parking on their property. Trucks currently park in the area proposed for the new accommodation, when the associated contractors are staying at the motel. Thank you for the opportunity to input to this decision and its implications.

Attached Documents

Representations

Representor 10 - Alan Laird

Name	Alan Laird
Address	
Submission Date	17/05/2024 04:33 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 oppose the development

Reasons

There seems to be a bit of dishonesty in the application. There are multiple references to the need for accommodation for workers due to multiple projects being planned for the region. However, despite the true justification, there is some pretence that this will be tourist accommodation. Let's face the honest truth that this application is to build a transient worker camp in the middle of a quiet residential area. The proposed single room cabins are as far from family accommodation as you could imagine and I'd doubt any genuine travelling tourist would ever consider them suitable. Given that the purpose of the application is to house transient workers this brings a different level of noise and disruption to the residents. Typically transient worker camps have a distinctly different level of noise and high activity at peak shift changes. Another area of concern is parking. Parking is already a significant issue as evidenced by the more recent addition of a car park on the corner of Ferry and Rudall. 3 x 25 seat conference rooms and an 80 seat restaurant bring a lot of traffic. This traffic floods the area while the conference rooms are in use. I'd expect, given the true nature of the expected use, the conference rooms will be in daily use while the projects are being undertaken. The other bit about transient worker camps are that labour movements to the worksite are often by bus. No allowance is made for this. Also, the proposed real estate is currently used for parking already. All the workers that currently use the Hotel who have a truck of Ute with trailer need this area to park longer than standard vehicles. There is some extra concern regards access. Development 24006627 does state in Condition 1 that access will be by Ferry, Rudall or Halliday only. However, the Public Notification on display at the property clearly shows a new one way access road to the unnamed service lane to the west of the property. This introduces more dust, noise and general disruption to the residents.

Attached Documents

Representations

Representor 11 - Wickstein Grant

Name	Wickstein Grant
Address	
Submission Date	18/05/2024 04:19 AM
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 oppose the development

Reasons
There is already a lack of parking at the Comfort Inn. Large trucks often park on Ferry Street and also cars on busy nights at the restaurant. We do not believe this is appropriate on a residential street. The use of the laneway to access cabins we also strongly oppose due to the noise and lights late at night and early in the morning. Our home is directly opposite said laneway and we don't believe this is a suitable location for cabins

Attached Documents

Representations

Representor 12 - Roy Ward

Name	Roy Ward
Address	
Submission Date	18/05/2024 11:03 AM
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 support the development with some concerns

Reasons
1. The planning application is for tourist accommodation, the planned development is akin to a workperson campsite. These campsites can be noisy and disruptive to nearby residents. 2. The proposed exit from the development is via a gateway into a service lane, this service lane runs alongside my property. The lane is used by pedestrians in the mornings and through-out the day, to exercise themselves (and their dogs) to gain access to the wetlands. 3. Years ago the lane was barriered at the Haliday street end, by the then council, to prevent the service lane being used as a public roadway, creating dust and noise nuisance to adjacent residents. 4. Exit from the development needs to be by way of the motel entrance. Not the service lane.

Attached Documents

Representations

Representor 13 - Paul Havelberg

Name	Paul Havelberg
Address	
Submission Date	22/05/2024 08:08 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

1. Inconsistency with General Neighbourhood Zone: The proposal does not align with the Desired Outcome (DO 1) of the General Neighbourhood Zone, which aims for low-rise, medium-density housing supporting various needs within easy reach of services without compromising residential amenity. The development, comprising ten freestanding transportable buildings for short-term accommodation, is neither low nor medium density and does not support neighborhood convenience. The proposed use (tourist or worker accommodation) does not meet the Deemed to Satisfy Criteria or Performance Outcome (PO 1.1), which expects predominantly residential development with complementary non-residential uses. 2. Non-compliance with Performance Outcomes: PO 1.2: The proposed use does not improve community accessibility to listed services. PO 1.3: The design does not complement the residential character and amenity, featuring transportable structures focused on utility rather than residential aesthetics. PO 1.4: The tourist accommodation does not improve service access, and its density and form are inconsistent with the local character and residential amenity. 3. Established Local Streetscape: The transportable cabins do not complement the existing residential character in scale, setbacks, facade treatments, or orientation. Cabins oriented with their rears facing the street and reduced setbacks contradict the established character of street-facing dwellings with articulated frontages. 4. Relationship to Existing Development: The proposed form fails to integrate with existing built forms that ensure privacy and minimize disturbances, lacking cohesion in material selection, color, scale, roof form, orientation, and configuration. 5. Intensity of Development: The proposed development's intensity exceeds the General Neighbourhood Zone's expectations, with a density not reflective of the zone's criteria for low and medium-density housing. The site's overall density is significantly higher when considering the existing 42-room tourist accommodation. 6. Land Use Conflicts: The proposed use could lead to conflicts with established residential uses due to noise and traffic from short-stay accommodations. Onsite management's potential to mitigate off-site amenity issues is unclear and not documented, with concerns about minimal setbacks, high density, and inadequate social/recreational areas. 7. Traffic Considerations: The proposal includes an additional exit via an unconstructed laneway, raising concerns about dust, safety, amenity, limited sight lines, and suitability for increased traffic. Conclusion: While addressing a need for accommodation, the proposal disregards the established planning framework, local amenity, and streetscape. The proposal is deemed inappropriate for the locality, and a request for refusal is made.

Attached Documents

Objection-letter-provided-by-Paul-and-Kylie-Havelberg-31-Ferry-St-Whyalla-1368409.pdf

I refer to your letter dated 140524 and I refer to the proposed development application 24006627 and thank you for providing the opportunity to make a submission.

I advise that I object to the proposal as submitted on the following grounds.

Inconsistency with General Neighbourhood Zone

The proposal does not align with the Desired Outcome of the General Neighbourhood Zone (DO 1) which states:

"Low-rise and medium-density housing that supports a range of needs and lifestyles located within easy reach of services and facilities. Employment and community service uses contribution to making the neighbourhood a convenient place to live without compromising residential amenity."

The proposal is for ten freestanding transportable buildings to accommodate 40 single suites for short term tourist or workers accommodation.

The intensity of this development is clearly not low or medium density or for a use that contributes to making the neighbourhood a convenient place to live without compromising residential amenity.

The proposed uses (Tourist accommodation or workers accommodation) do not fall under the Deemed to Satisfy Criteria/Designated Performance Feature or Performance Outcome.

The proposed use is not listed in DTS/DPF 1.1 and does not reasonably meet the outcome of PO 1.1 which states:

"Predominantly residential development with complementary non-residential uses that support an active, convenient, and walkable neighbourhood."

The application has not attempted to address the above criteria of the zone or provide clear guidance on outcomes to be achieved for non-residential development. The proposed development does not attempt to address these outcomes. Specifically:

PO 1.2 – the proposed non-residential use does not improve community accessibility to services of a nature listed.

PO 1.3 – the design does not compliment the residential character and amenity of the neighbourhood. It is noted that the design is for transportable structures of a density above that envisaged for the zone and designed with a focus on utility and ease of transportation, rather than presenting any of the typologies and forms reasonably associated with the immediately surrounding and well established residential built form.

PO 1.4 – the activity (tourist accommodation) does not improve access to services. The density and form are inconsistent with the established character of the locality. Furthermore the scale, type and form does not maintain residential amenity.

Established Local Streetscape

The proposed built form consists of transportable cabins that do not compliment the existing residential character in terms of:

a) Scale;
b) Setbacks;
c) Facades treatments; and
d) Orientation.

It is noted that cabins (5 - 8) are orientated so that the rear of the building face the street. This orientation, combined with a reduced setback runs counter to existing residential character that consists of dwellings that clearly address the street with visibly articulated frontages that include front doors and windows to habitable rooms, set with generous setbacks and established landscaping features.

Relationship to existing development

The proposed form does not attempt to integrate with the existing built form which has internalised and screened communal areas enclosed by the motel rooms. This existing format provides privacy for guests as well as reducing disturbances and activities negatively impacting the surrounding residential areas that have a reasonable expectation for the quiet enjoyment of their property and neighbourhood.

The new development does not reflect the existing built form in terms of material selection, colour palette, scale, roof form, orientation and configuration. As a result, the site will not present as a cohesive and comprehensively designed development.

Intensity of development

The intensity of the proposed development does not reflect that of the zone. While not a residential use, there is a reasonable expectation that the scale and number of units would have regard to the General Neighbourhood Zone which sets minimum allotment sizes at 300m2 (average).

The property has an area of 12,770m2. Forty units equals an average density of approximately 320m2 over the entire site. This calculation does not include the existing development of the existing 42 room tourist accommodation. Accounting for the existing development and the proposed new development, the intensity would not reasonably meet the criteria set for low and medium density housing.

Land use

The proposed use generates potential land use conflicts with the established surrounding land uses. It is noted that the existing tourist accommodation use is the result of historical development. However, this does not logically justify a significant intensification of this use in the form proposed. Short stay accommodation/workers accommodation generate activities that can result in land use conflicts with traditional residential settings in terms of noise and traffic movements.

While onsite management may assist in resolving some off-site amenity implications, this has not been explained or documented. Further, management cannot be expected to resolve all potential land use conflicts and when combined with the design proposed which includes:

a) Minimal setbacks;
b) High density accommodations built of light weight construction materials;
c) Disjointed location and scale or parking areas;
d) No convenient or clearly defined social gathering/recreational areas to service cabins 1 to 8 which have limited living space and surrounded by hardstand access and parking facilities.

Traffic considerations

The design proposes an additional exit point from the site using an existing laneway on the western boundary. No traffic assessment has been undertaken to consider traffic safety considerations and the appropriateness of this arrangement. It is noted that this laneway is not fully constructed (bitumen sealed) and may result in problems with:

a) Dust;
b) Safety due to proximity of intersections (limited separation distances, especially at the intersection with Ferry Street);
c) Amenity of surrounding residential properties, particularly those who directly abut the laneway;
d) Limited sight lines;
e) General suitability of the laneway to accommodate additional traffic flows.

Conclusion

The proposal can claim to attempt to address a pressing need for accommodation. However, in this instance, achieving this goal it demonstrates a comprehensive disregard of the established planning framework, local amenity for multiple permanent local residents and the established streetscape.

On this basis, I believe that the proposal is not appropriate for the locality and I request that the proposal be refused.

Representations

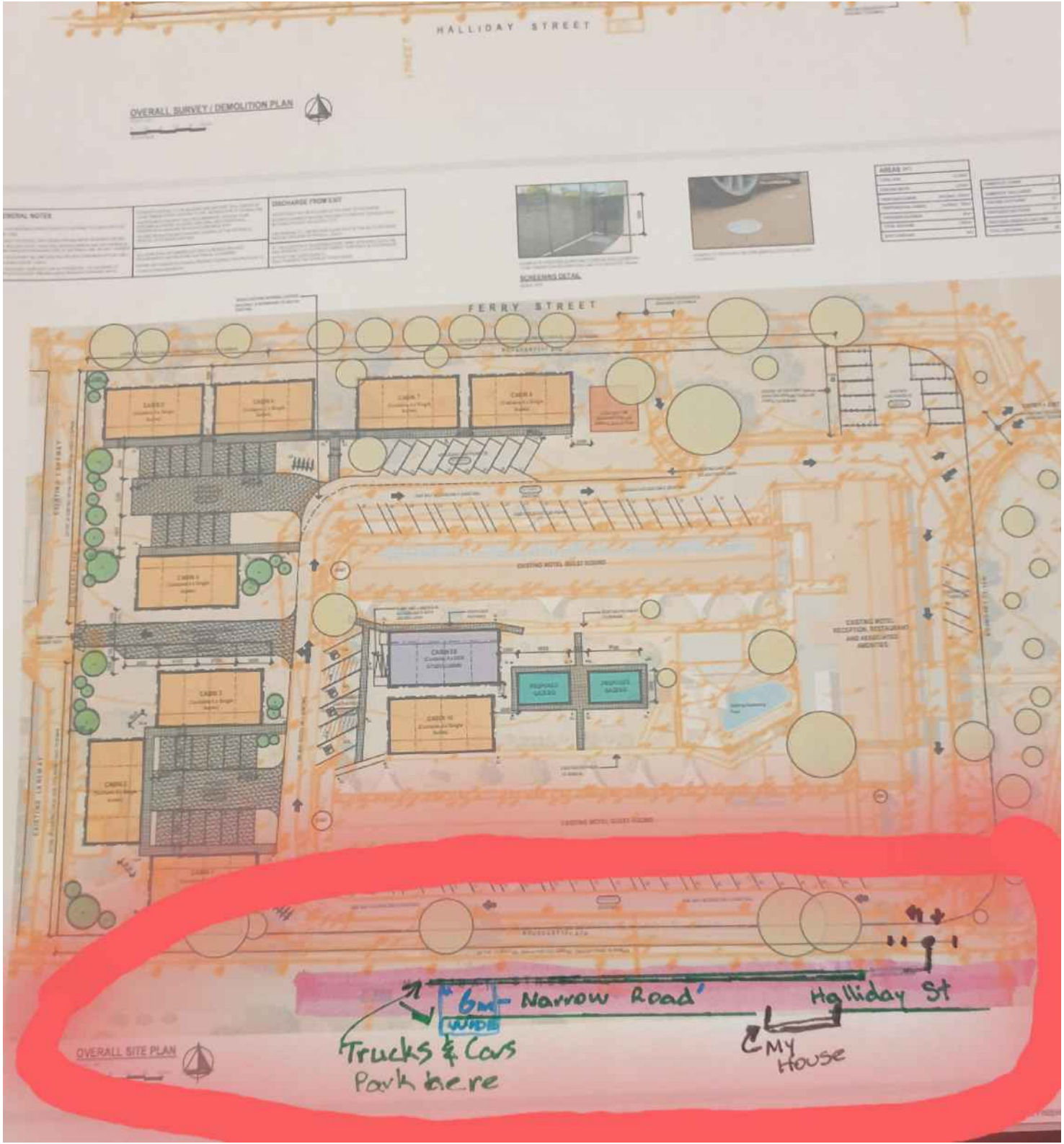
Representor 14 - Gail Fergusson

Name	Gail Fergusson
Address	
Submission Date	24/05/2024 11:41 AM
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
Parking a long Halliday Street directly opposite the Motel needs to be addressed. The road is 6m wide, parking on 1 side reduces traffic flow to single lane, parking on both sides blocks the road. Motel & Restaurant Guests park cars & trucks outside of my home creating extreme difficulties accessing my 2 driveways especially when taking my caravan in & out of my property. Trucks parking outside my property had been 'mostly' reduced with the trucks being parked at the back of the Motel, which will no longer be an option once the development proceeds. TO RESOLVE THE ISSUE % No parking 24/7 on Motel side of Halliday Street % Permit only parking 24/7 on residential side of Halliday Street- residences to be provided with parking permits.

Attached Documents

20240524_112623-1368944.jpg


HALLIDAY STREET
OVERALL SURVEY / DEMOLITION PLAN
FERRY STREET
OVERALL SITE PLAN
6m WIDE
Narrow Road
Halliday St
Trucks & Cars Park here
MY House

Representations

Representor 15 - Kath Jacquier

Name	Kath Jacquier
Address	
Submission Date	29/05/2024 09:47 AM
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 support the development with some concerns

Reasons
Half of my property is on Halliday St and the other half is in Gun St. My concerns are, movement of Traffic night or day. Noise of outdoor socialazing from an additional 40 people, plus the rubbish that may drift across to my property. Parking has always been an issue, especially at festive seasons and State sports days. This has been an issue in the past, where they have parked in Halliday and Gun St. Causing congestion in the road that it is very narrow. At times my families who came to visit at Christmas, found it difficult to find a space.

Attached Documents

Representations

Representor 16 - Susan Smith

Name	Susan Smith
Address	
Submission Date	29/05/2024 02:45 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 oppose the development

Reasons
No allowances made for restaurant patrons or trucks. Present truck parking will be used by the cabin development. Halliday street is too narrow to be used for parking and shouldn't be as it is not safe. As this will double the capacity of this hotel this will also increase noise, traffic numbers in a built up area and the demand on the water supply and environment. I also believe it will have a negative impact on property prices, as we wouldn't have purchased a house with such a large hotel opposite.

Attached Documents

Representations

Representor 17 - Angelina Kerr

Name	Angelina Kerr
Address	
Submission Date	01/06/2024 03:03 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 support the development with some concerns
Reasons Submission attached	

Attached Documents

comfort-inn-objections-1371274.pdf

My objection/concerns with the

Development Application – Additional Accommodation Cabins
Comfort Inn Whyalla, 99 Playford Avenue, Whyalla.

1. **BACKGROUND**

The Comfort Inn is a motel, located in the middle of a residential area that is planning to expand with 10 free standing "cabin style" types of accommodation that does not fit in with the existing structure. It is a motel, not a caravan/cabin park.
Upon studying the application & drawings it is clearly visible that these cabins will have 4 single suites with amenities, leading me to believe they will be rented out to FIFO workers, not tourist or general worker as stated in the proposal, creating a more single workers atmosphere.

2 **PROPOSAL**

The proposal states that each building has a maximum ridge height of 3.46 meters to the top of the skillon roof, yet it clearly states that floor lever will be on elevated footing 900mm about the ground level. Therefore, the actual height will be 4.36 meters.

The actual construction of the building will consist of light weight cladding to walls, colourbond steel roof, which stated above is more suited to a caravan/cabin park and not in keeping with the exiting building and the local residential houses that are brick with tiled roofing.

3 **CONTEXT**

To the west the land abuts a service lane (unnamed) held as crown land.

I note that in the proposed drawings, that between cabins 3 & 4 there is a proposal for a sealed one way access road that leads to the existing double gates located on the lane way directly opposite our boundary fence. This, as stated, is a **SERVICE LANE** not a sealed road and is used by SA Power, SA Water and the gas company, not a thorough fare for the general public or guests to use to access/leave the property. This will therefore increase the traffic flow, increase noise issues as well as causing **DUST**-related issues to not only our property but to other residents.

5.4 **SITTING AND DESIGN**

Extensive landscaping area proposed including screening to street frontages.

The proposed drawings show that on Halliday Street side, the existing colour bond tubular fence is to remain. The tubular fencing in fact does not go all the way down to the property boundary corner, it is built halfway down, then joins to high colourbond clad fencing that continues to the corner of the laneway that sits on Halliday Street.

Is this section of the colourbond clad fencing to be replaced by tubular fencing, therefore allowing residents to clearly see inside the premises or will the current high colourbond clad

fence be repaired/replaced as at present is it on a significant lean and is secured in a number of places by wire/rope that is twisted around the end of a star dropper posts, making it not only look unsightly but also not complying with safety standards.

5.5 **TRAFFIC AND ACCESS PARKING**

In the unlikely event that demand does exceed supply on the site, there is ample provision for on-street parking immediately adjacent to the land.

Currently when the motel have workers who stay at the hotel, who come from out of town with their large trucks, or a Ute with a trailer or any other large vehicle, they are parking on the unused land that is currently being put forward to redevelop. Once this development goes through, there needs to be serious consideration for **traffic management** in this area as they will no longer have access to this land therefore parking on both Halliday Street & Ferry Street causing major traffic issues.

Halliday Street is not a wide residential street, perhaps 6 meters in width with residential driveways on both sides of the street. With the current operation of the motel in all forms, there is not enough parking provided for extra guests visiting the motel restaurant and the current proposal does not allow for this. There is no upgrade to the existing carpark to allow for more patrons, instead patrons currently park on both sides of Halliday Street, near the current entrance into the motel from this side, reducing the size for cars to safely pass through and causing issues to arise for emergency service vehicles if they need to access the street.

I strongly believe further consideration into Traffic management is needed to ensure larger and heavy vehicles are provided with off street parking.

5.6 **INTERFACE & AMENITY**

Noise

With the current proposal, cabins 1,2 & 3 will be adjacent or alongside to our residential property of 2 Halliday Street with a potential of having 12 guests accommodated in these facilities at one time.

Currently this land is vacant and has been since owning our property for 29 years. It does however have 2 large sheds that are backed onto the existing colourbond fence and lane way that faces our fence boundary. We have lived with no noise or hassels other than when they access their sheds or clean around the property (which isn't very often).

With these additional buildings, the noise will definitely increase and with our bedroom windows being on that side, the disruption we will have with cars starting early in the morning to go to work is something I will definitely not like.

Angelina and Andrew Kerr
2 Halliday Street
Whyalla Playford
5600 SA

Representations

Representor 18 - Stephen Raymond

Name	Stephen Raymond
Address	
Submission Date	02/06/2024 10:17 AM
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	

Attached Documents

99-107-Playford-Avenue-1371329.pdf

REPRESENTATION ON APPLICATION

Planning, Development and Infrastructure Act 2016

Applicant:	Hanlan Whyalla Pty Ltd &Whyalla Hotel Pty Ltd
Development Number:	24006627
Nature of Development:	Construction of Tourist Accommodation
Zone/Sub-zone/Overlay:	Residential Zone
Subject Land:	99 – 107 Playford Avenue, Whyalla Playford 5600
Contact Officer:	Jodie Perone, Manager City Development, City of Whyalla via the Plan SA Portal
Phone Number:	86403486
Close Date:	11.59PM 3rd June 2024

My name*:Stephen Raymond	My phone number: [redacted]
My postal address*: [redacted] Playford 5600	My email: [redacted]

* *Indicates mandatory information*

My position is:

- ☐ I support the development
- ☐ I support the development with some concerns (detail below)
- ☒ I oppose the development

The specific reasons I believe that consent should be refused are:

My objections / concerns with the Development application – additional accommodation cabins – Comfort Inn Whyalla, 99 Playford Avenue, Whyalla Playford are as follows:

1. BACKGROUND

- This is a Motel that is in the middle of a residential area that is planning a cabin park style of extension to its business with major ramifications to the character and amenity of the area. Reading the application it keeps mentioning tourists and workers, but when you study the application these units are 4 bedroom buildings with all having ensuite bathrooms, which could be rented out to FIFO type workers on a per room basis, an unusual scenario for tourists. This in itself would create a single workers atmosphere with its inherent social issues, noise from guests portable speakers etc.

2. Proposal

- Under the proposal heading, it is mentioned that there would be a minimum separation from boundaries of 3 metres, **this would cause the structures to be built in front of the dwellings at 2, 4 and 6 Halliday Street** something that is against the Whyalla City Councils own code except in exceptional circumstances. I realise that it is behind a fence which could be removed at a later time, giving unrestricted access to Halliday Street and

then the cabins would be in a restricted area. This is referenced in the **3.Context** section of the proposal where it states "with frontages to Ferry Street to the north' and "Halliday Street to the south." Both of which I will mention later in this objection.

- Native trees would be removed, are they going to be replaced with native plants in the re-vegetation.
- Buildings will be placed on an elevated footing system with a height of 900mm which will make the **Actual height 4.36 metres** not 3.46 metres as per the proposal. This is totally out of character of all the residential dwellings in the area.
- Buildings are timber framed construction with light weight cladding provided to walls, the style of which is more appropriate to a caravan or cabin park, which is already proposed near the showgrounds that does not have the same impact as in a residential 1 area.

3. Context

- " Frontages to Ferry Street to the North, Rudall Avenue / Playford Avenue to the East And Halliday Street to the South. **To the west the land abuts a service lane (unnamed) held as a crown record."** This service lane is exactly that, a laneway for SA Power networks and the gas company to access and service their infrastructure.
  On the Plan view of the proposed development I notice a sealed roadway to double gates on the back of the property so can only assume that the laneway, (Which is unsealed and very dusty when driven on by vehicles) will be used to access the rear of the property by guests causing a noise and more importantly DUST issues to the local residents.

5.1 Nature and Development.

- "whilst workers may reside within this accommodation on a temporary basis, the proposal is not for workers accommodation" This is the first place that I, as a well-travelled person find accommodation in a 4 bedroom building would be built for average travellers with an ensuite bathroom for each bedroom. The average person would agree this is what you would build to accommodate FIFO workers.

5.2 Land Use

- "It is first appropriate to note that this land enjoys certain existing use rights for tourist accommodation. While an extension and / or intensification of this existing land use, it is not new to the land." **Yes it is. As I have stated above I believe that the Cabins are being primarily designed a built to rent out on a per room basis to workers, thus making for a Cabin Park style of accommodation in a residential area, something I object to.**
- "While the Code primarily anticipates residential development in this location" This is what all the residents expect from their local council, I have lived in this area all of my life, previous to 1989 with my parents at 97 Rudall Avenue and accepted the motel as part and parcel of the area, if the proposal was to extend the building to the same standard it may receive a better reception from the residents but not a suedo cabin park style extension.

- "buildings are of a residential scale and appearance, not exceeding 1 level" and "sympathetic design style with appropriate materials and finishes" could not be further from the truth, it has been overlooked that these "dwellings" stand on a raised base of 900mm making them 900mm higher than all of the other dwellings in the area, so in my opinion neither to scale nor constructed of similar material being of light weight cladding which is totally and inappropriate and out of character with all other houses in the vicinity.
- "The proposed buildings are none the less of a compatible scale and appearance that would not detract from the character and appearance that would not detract from the character of the surrounding area." (The applicants words not mine) All residential buildings in the area are of solid brick exteriors , built on concrete foundations, with concrete tiled rooves, Compared to houses built on raised stilts, cladding exterior and colour-bond rooves, compatible, I think they will stand out from the surroundings BIG time.
- "There is ample provision for on-street parking immediately adjacent to the land." **Halliday Street is 6 metres wide with residential driveways on the south side, when the motel is operational now we the residents have cars parked on both sides of the street, each car being about 2 metres wide allowing only JUST enough room for a standard car to go through the street. Emergency vehicles (Fire and Ambulance) cannot traverse the street. If a Truck is parked on the north side of Halliday Street and a car opposite on the south side the street is blocked to all vehicles.** This occurs at present and when some of these workers have a Ute with a trailer they have nowhere to park and the proposal does not take into account the problems with traffic management, something that requires more thought. Currently oversized vehicles park in the rear of the motel where this development is proposed so they will cause an immediate escalation in chaotic parking occurring in Halliday Street.

Interface & Amenity

- "While a non – residential land use, tourist accommodation is a relatively benign activity with minimum potential for off-site impacts" I Agree but as I have highlighted before in this document I believe this project is targeting workers to rent on a per room basis which isn't tourists and will come with its own set of social issues. (Noise etc.)
- "The planning authority may reasonably assume good management of this facility" "On-site management that MAY suitably moderate any erroneous behaviour." **Sounds to me like they are aware there will be issues with the clientele they are going after and as the management live at the opposite end of the property, the first people that will be affected are the local residents.**

CONCLUSION (Main Points)

- Proposed buildings in front of the frontage of De-wellings at 2 and 4 Halliday Street in contravention for all previous dealings with Whyalla City Council.
- Proposed buildings are elevated by 900 mm making their total height4.36 metres, not 3.46 metres as stated as the building height. They are constructed of materials that are vastly Inferior/different to ALL residential buildings in the area, thus degrading the ambience of the area.

- Obvious use of the service lane to access the proposed buildings causing noise and dust issues.
- The feeling that these dwellings are firstly being proposed to house off site workers in a cabin park style of development in a residential area.
- Traffic Management is a huge issue as there is not enough onsite parking to accommodate all forms used by guests of the motel thus causing traffic management issues on Halliday Street and Ferry Street.
- Control of unruly patrons will in the first case fall upon local residents.

In conclusion I believe this proposal needs more consultation and modification before it becomes acceptable to residents.

Stephen Raymond 6 Halliday Street Whyalla Playford

[attach additional pages as needed]

Note: In order for this submission to be valid, it must:

- be in writing; and
- include the name and address of the person (or persons) who are making the representation; and
- set out the particular reasons why consent should be granted or refused; and
- comment only on the performance-based elements (or aspects) of the proposal, which does not include the:
  - Click here to enter text. [*list any accepted or deemed-to-satisfy elements of the development*].

I: ☒ wish to be heard in support of my submission*

☐ do not wish to be heard in support of my submission

By: ☒ appearing personally

☐ being represented by the following person: Click here to enter text.

**You may be contacted if you indicate that you wish to be heard by the relevant authority in support of your submission*

Signature: S Raymond Date: 31/05/2024

Return Address: [redacted]

Email: [redacted]

Complete online submission: plan.sa.gov.au/have_your_say/notified_developments

Representations

Representor 19 - Stephen Raymond

Name	Stephen Raymond
Address	
Submission Date	05/06/2024 09:55 AM
Submission Source	Email
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 See attached.	

Attached Documents

EmailedIn3-06-2024-8348519.pdf

REPRESENTATION ON APPLICATION

Planning, Development and Infrastructure Act 2016

Applicant:	Hanlan Whyalla Pty Ltd &Whyalla Hotel Pty Ltd
Development Number:	24006627
Nature of Development:	Construction of Tourist Accommodation
Zone/Sub-zone/Overlay:	Residential Zone
Subject Land:	99 – 107 Playford Avenue, Whyalla Playford 5600
Contact Officer:	Jodie Perone, Manager City Development, City of Whyalla via the Plan SA Portal
Phone Number:	86403486
Close Date:	11.59PM 3rd June 2024

My name* [redacted]	My phone number: [redacted]
My postal address*: [redacted] Playford 5600	My email: [redacted]

* *Indicates mandatory information*

My position is:

- ☐ I support the development
- ☐ I support the development with some concerns (detail below)
- ☒ I oppose the development

The specific reasons I believe that consent should be refused are:

My objections / concerns with the Development application – additional accommodation cabins – Comfort Inn Whyalla, 99 Playford Avenue, Whyalla Playford are as follows:

1. BACKGROUND

- This is a Motel that is in the middle of a residential area that is planning a cabin park style of extension to its business with major ramifications to the character and amenity of the area. Reading the application it keeps mentioning tourists and workers, but when you study the application these units are 4 bedroom buildings with all having ensuite bathrooms, which could be rented out to FIFO type workers on a per room basis, an unusual scenario for tourists. This in itself would create a single workers atmosphere with its inherent social issues, noise from guests portable speakers etc.

2. Proposal

- Under the proposal heading, it is mentioned that there would be a minimum separation from boundaries of 3 metres, **this would cause the structures to be built in front of the dwellings at 2, 4 and 6 Halliday Street** something that is against the Whyalla City Councils own code except in exceptional circumstances. I realise that it is behind a fence which could be removed at a later time, giving unrestricted access to Halliday Street and

then the cabins would be in a restricted area. This is referenced in the **3.Context** section of the proposal where it states "with frontages to Ferry Street to the north' and "Halliday Street to the south." Both of which I will mention later in this objection.

- Native trees would be removed, are they going to be replaced with native plants in the re-vegetation.
- Buildings will be placed on an elevated footing system with a height of 900mm which will make the **Actual height 4.36 metres** not 3.46 metres as per the proposal. This is totally out of character of all the residential dwellings in the area.
- Buildings are timber framed construction with light weight cladding provided to walls, the style of which is more appropriate to a caravan or cabin park, which is already proposed near the showgrounds that does not have the same impact as in a residential 1 area.

3. Context

- " Frontages to Ferry Street to the North, Rudall Avenue / Playford Avenue to the East And Halliday Street to the South. **To the west the land abuts a service lane (unnamed) held as a crown record."** This service lane is exactly that, a laneway for SA Power networks and the gas company to access and service their infrastructure.
  On the Plan view of the proposed development I notice a sealed roadway to double gates on the back of the property so can only assume that the laneway, (Which is unsealed and very dusty when driven on by vehicles) will be used to access the rear of the property by guests causing a noise and more importantly DUST issues to the local residents.

5.1 Nature and Development.

- "whilst workers may reside within this accommodation on a temporary basis, the proposal is not for workers accommodation" This is the first place that I, as a well-travelled person find accommodation in a 4 bedroom building would be built for average travellers with an ensuite bathroom for each bedroom. The average person would agree this is what you would build to accommodate FIFO workers.

5.2 Land Use

- "It is first appropriate to note that this land enjoys certain existing use rights for tourist accommodation. While an extension and / or intensification of this existing land use, it is not new to the land." **Yes it is. As I have stated above I believe that the Cabins are being primarily designed a built to rent out on a per room basis to workers, thus making for a Cabin Park style of accommodation in a residential area, something I object to.**
- "While the Code primarily anticipates residential development in this location" This is what all the residents expect from their local council, I have lived in this area all of my life, previous to 1989 with my parents at 97 Rudall Avenue and accepted the motel as part and parcel of the area, if the proposal was to extend the building to the same standard it may receive a better reception from the residents but not a suedo cabin park style extension.

- "buildings are of a residential scale and appearance, not exceeding 1 level" and "sympathetic design style with appropriate materials and finishes" could not be further from the truth, it has been overlooked that these "dwellings" stand on a raised base of 900mm making them 900mm higher than all of the other dwellings in the area, so in my opinion neither to scale nor constructed of similar material being of light weight cladding which is totally and inappropriate and out of character with all other houses in the vicinity.
- "The proposed buildings are none the less of a compatible scale and appearance that would not detract from the character and appearance that would not detract from the character of the surrounding area." (The applicants words not mine) All residential buildings in the area are of solid brick exteriors , built on concrete foundations, with concrete tiled rooves, Compared to houses built on raised stilts, cladding exterior and colour-bond rooves, compatible, I think they will stand out from the surroundings BIG time.
- "There is ample provision for on-street parking immediately adjacent to the land." **Halliday Street is 6 metres wide with residential driveways on the south side, when the motel is operational now we the residents have cars parked on both sides of the street, each car being about 2 metres wide allowing only JUST enough room for a standard car to go through the street. Emergency vehicles (Fire and Ambulance) cannot traverse the street. If a Truck is parked on the north side of Halliday Street and a car opposite on the south side the street is blocked to all vehicles.** This occurs at present and when some of these workers have a Ute with a trailer they have nowhere to park and the proposal does not take into account the problems with traffic management, something that requires more thought. Currently oversized vehicles park in the rear of the motel where this development is proposed so they will cause an immediate escalation in chaotic parking occurring in Halliday Street.

Interface & Amenity

- "While a non – residential land use, tourist accommodation is a relatively benign activity with minimum potential for off-site impacts" I Agree but as I have highlighted before in this document I believe this project is targeting workers to rent on a per room basis which isn't tourists and will come with its own set of social issues. (Noise etc.)
- "The planning authority may reasonably assume good management of this facility" "On-site management that MAY suitably moderate any erroneous behaviour." **Sounds to me like they are aware there will be issues with the clientele they are going after and as the management live at the opposite end of the property, the first people that will be affected are the local residents.**

CONCLUSION (Main Points)

- Proposed buildings in front of the frontage of De-wellings at 2 and 4 Halliday Street in contravention for all previous dealings with Whyalla City Council.
- Proposed buildings are elevated by 900 mm making their total height4.36 metres, not 3.46 metres as stated as the building height. They are constructed of materials that are vastly Inferior/different to ALL residential buildings in the area, thus degrading the ambience of the area.

- Obvious use of the service lane to access the proposed buildings causing noise and dust issues.
- The feeling that these dwellings are firstly being proposed to house off site workers in a cabin park style of development in a residential area.
- Traffic Management is a huge issue as there is not enough onsite parking to accommodate all forms used by guests of the motel thus causing traffic management issues on Halliday Street and Ferry Street.
- Control of unruly patrons will in the first case fall upon local residents.

In conclusion I believe this proposal needs more consultation and modification before it becomes acceptable to residents.

Stephen Raymond 6 Halliday Street Whyalla Playford

[attach additional pages as needed]

Note: In order for this submission to be valid, it must:

- be in writing; and
- include the name and address of the person (or persons) who are making the representation; and
- set out the particular reasons why consent should be granted or refused; and
- comment only on the performance-based elements (or aspects) of the proposal, which does not include the:
  - Click here to enter text. [*list any accepted or deemed-to-satisfy elements of the development*].

I: ☒ wish to be heard in support of my submission*

☐ do not wish to be heard in support of my submission

By: ☒ appearing personally

☐ being represented by the following person: Click here to enter text.

**You may be contacted if you indicate that you wish to be heard by the relevant authority in support of your submission*

Signature: S L Raymond Date: 31/05/2024

Return Address: [redacted]

Email: [redacted]

Complete online submission: [redacted]

Whyalla 2623 002

11 July 2024

Town Planning
Development Advice
Strategic Management

Stewart Payne
Presiding Member
Upper Spencer Gulf Regional Assessment Panel
Via the Plan SA Portal

Attention: Lucas Trevisan, City Planning Coordinator, Whyalla city council

Dear Mr Payne & Members,

DEVELOPMENT APPLICATION 24006627 – RESPONSE TO REPRESENTATIONS

I refer to the above-mentioned development application by Hanlan Whyalla Pty Ltd & Whyalla Hotel Pty Ltd that seeks planning consent for the construction of forty (40) accommodation units to be used in conjunction with the existing motel complex located at 99-107 Playford Avenue, Whyalla.

I have been requested by the Applicant to review and respond to the matters raised in the representations received as a result of public notification procedures. As I understand it, 19 representations were made,12 of which are in support albeit with concerns and 7 that oppose the development for reasons including:

- nature of land use (workers rather than tourists);
- density/intensity of development – not residential;
- siting, design and appearance of cabins in this context;
- use of the adjacent laneway (currently unsealed);
- noise impact and general disturbance (interface & amenity);
- traffic movements along residential streets;
- an increase in on-street parking (in particular commercial vehicles); and
- construction disruption (noise, traffic, dust etc)

Prior to responding to these matters, I first identify amendments that have been made to proposal in an endeavour to address concerns held. These amendments include removing vehicle access to the adjoining laneway, increasing provision for parking on site (including for commercial vehicles), fencing and landscaping.

As outlined in my initial submission this proposal seeks to respond to a clearly identified need for increased worker accommodation to support the many infrastructure projects currently underway and planned for coming years. Suitable worker accommodation is of paramount importance to the delivery of these projects.

At a strategic level, it makes good sense to expand existing accommodation establishments within the urban area to efficiently use existing infrastructure services, leverage off existing facilities and integrate with the surrounding community in a manner that is conducive to providing a desirable living environment.

Phillip Brunning & Associates
ABN 40 118 903 021
Level 1, 27 Halifax Street
Adelaide SA 5000
Mobile 0407 019 748
phil@phillipbrunning.com
www.phillipbrunning.com

In so far as these matters are not already addressed in my initial submission, I provide the following for your consideration. I will also attend the Panel meeting to respond to any additional matters arising and also questions form Panel members. Can the time, date and venue for this meeting please be confirmed.

Land Use & Intensity

I think that this use may reasonably be described as temporary/non-permanent accommodation accommodation in so far as the use does not sit wholly within the respective meanings provided by the Code for *tourism accommodation* and/or *workers' accommodation,* as set out at page 5 of my previous letter.

In any event, the Code does preclude consideration of this type of development within the General Neighbourhood Zone with the application to be *performance assessed* having regard to relevant policy provisions. It is also relevant to afford some weight to the existing land use and rights that flow from this.

While of a more intensive nature, I do not consider the proposal to be fundamentally incompatible with the residential development that surrounds it. The focus of the assessment ought to be on the extent to which the proposed use may have appreciable impacts and how such may be avoided, managed and /or mitigated

Siting & Design

It is first appropriate to note that this is effectively an 'island' site in so far as it does not have a shared boundary with residential properties. In this regard, the surrounding road network provides a level of separation between uses. Proposed cabins are to be set back from road frontage with adequate fencing and landscaping.

The proposed cabins will be specified and built to a suitable standard of quality, and while different from the appearance of a conventional dwelling, nonetheless compatible. Appropriate materials and colour finishes have been selected to blend with the locality, typically of natural colour tones rather than bold primary colours.

The design of the proposed cabins sit comfortably within the quantitative parameters expressed by the Code being only 1 level, set back not less than 3 m to a street frontage, occupy note mote than 30% of the site with generous landscaping surrounding, as documented by Adam Littlefield Landscape Architects.

The landscaping plan has been amended to reflect the more recent changes.

Amenity & Interface

As noted in my previous letter, the planning authority ought to assume 'good management' of this facility in undertaking its assessment, and that the activity of accommodation is a relatively benign with a low potential for appreciable impact beyond the bounds of the site on which it is to be conducted.

If there are behaviour issues arising form occupants of this accommodation, appropriate steps may be taken by management and/or other authorities including SAPOL. Guests of this accommodation will be informed of 'house rules' with respect to their behaviour and the need to avoid disturbance to others.

I note that entrances the proposed cabins face inwards into the site and not the surrounding residential area. Cabins are to be provided with modest decks, and that communal areas are centred around the internal courtyard area of the existing motel complex that provide for dining and BBQ facilities.

Traffic & Parking

The application is supported by a traffic and parking assessment undertaken by Frank Siow, a qualified and experienced Traffic Engineer. Mr Siow concludes that adequate parking is to be provided on site to meet anticipated demand arising, and that suitable access may be provided to and from this facility.

Mr Siow has more recently provided a response to specific matters raised.

The parking of larger vehicles and vehicles with trailers in surrounding streets is understandably of some concern to residents. To this end, the proposal has been modified as guided by Mr Siow to provide for some parking of this nature on site which should go some way to reducing the propensity for parking elsewhere.

Council is also at liberty to review and adjust parking restrictions in surrounding residential area to dissuade such vehicles from these streets, in particular along the northern side of Halliday Street where congestions may be experienced from time to time as a result of this practice.

Construction Disruption

While not strictly a town planning matter and addressed by other legislation, the applicant is happy to work with Council to arrive at a suitable construction environment management plan that provides guidance as to how disturbance to surrounding residents may be avoided or minimised during this period.

I trust that this information enables you to now finalise your assessment of this development application and present to the next available meeting of the Regional Assessment Panel. Thank you.

Yours faithfully

PHILLIP BRUNNING & ASSOCIATES PTY LTD



PHILLIP BRUNNING RPIA
Registered Planner
Accredited Professional – Planning Level 1

Frank Siow & Associates

Traffic and Parking Consultants

TO

Date: 14 December 2023

Mr Tibor Cseh
Aspex Building Designers
Suite 5, 83 Fullarton Road
KENT TOWN SA 5067

Dear Mr Cseh,

99 PLAYFORD AVENUE, WHYALLA
PROPOSED ADDITIONAL ACCOMMODATION CABINS
TRAFFIC AND PARKING ASSESSMENT REPORT

As requested, we have reviewed the proposal to construct additional cabins (40x 1-bedroom rooms) on the site of an existing motel (Comfort Inn Whyalla). We understand that the motel has occupied the site for many years catering to tourists visiting the region.

The subject site is located at 99 Playford Avenue, Whyalla. It has four (4) street frontages, being Playford Avenue, Rudall Avenue, Ferry Street and Halliday Street. Playford Avenue is a road under the care and control of the Department for Infrastructure and Transport.

Current vehicular access to the subject site is available from Rudall Avenue, Halliday Street and Ferry Street (entry only driveway). There is no direct access to Playford Avenue. The existing driveways on the subject site has a clockwise one-way traffic flow around the building.

There have been no reported crashes on the streets abutting the subject site for the 5-year period, 2018 to 2022. The latest available traffic volume data (Location SA Map Viewer) shows Playford Avenue with an estimated daily traffic volumes of around 3,900 vehicles per day.

We understand that the proposal is aiming to accommodate fly in-fly out (FIFO) workers who travel to Whyalla to work, allowing the remaining existing motel rooms to accommodate tourists visiting the region.

1.0 THE PROPOSAL

There are no changes proposed to the existing motel. We understand that the existing motel has the following facilities:

- Total of 40 traditional ensuite motel rooms
- Function facilities
- In-house restaurant
- Existing car parking arrangement for the motel to remain unchanged
- Existing access points in Rudall Avenue, Halliday Street and Ferry Street to remain unchanged
- Existing waste collection and service access arrangements for the motel to remain unchanged

The proposal is shown in the drawings by Aspex Building Designers and comprises of the following areas over the subject site:

(08) 8364 1351 www.franksiow.com.au PO Box 253 Kensington Park SA 5068

- Proposed 40x 1-bedroom cabins, including 4 DDA-compliant cabins
- Provision of 40 additional on-site parking spaces, including 4 disabled parking spaces
- A minor connection is proposed between the internal roadway adjacent to Cabin 4 to an existing laneway to the west which has a crossover to Ferry Street

The subject site is located within the General Neighbourhood Zone of the Planning and Design Code. The Overlays relevant to the subject site are:

- Affordable Housing
- Building Near Airfields
- Hazards (Flooding - Evidence Required)
- Noise and Air Emissions
- Native Vegetation
- Urban Transport Routes

All existing access points are from the local streets and there is no access from the State Maintained Road (Playford Avenue). Therefore, the Urban Transport Routes Overlay would not be relevant to the assessment.

2.0 PARKING ASSESSMENT

Table 1 – General Off-Street Car Parking Requirements would apply to the subject development. The applicable parking requirement is as follows:

Tourist accommodation other than a caravan and tourist park

- *1 car parking space per accommodation unit/guest room*

As the proposal is for 40 additional 1-bedroom cabins, the parking required, based on the above parking rate, would be 40 spaces. The addition of 40 new parking spaces would therefore satisfy the requirements of the Planning and Design Code.

Notwithstanding the above provision of 1 new parking space for each of the additional motel rooms (cabins), in our experience, parking assessment for tourist accommodation facilities (such as hotels and motels) would typically take into consideration the average accommodation occupancy factor on the basis that a 100% occupancy assumption at all times is a very conservative approach to the assessment. In this regard, we note that the Tourism SA's data for '*Regional South Australian Accommodation*' shows an average occupancy of 63.5% for Year 2022.

Having regard to the Tourism SA's data above, we think that the parking requirement for the new cabins would likely be much lower than the 40 parking spaces specified in the Planning and Design Code.

Based on the above assessment, we are of the opinion that adequate parking would be provided for the development.

While the bicycle parking provision is not relevant to this zone, 4 bicycle parking spaces would nevertheless be provided to encourage staff to cycle to work.

3.0 PARKING LAYOUT & SERVICING

3.1 Parking layout

The new car parks would be designed to the User Class 2 facility, with minimum space dimensions of 2.5m by 5.4m required and serviced by a minimum aisleway width of 5.8m for 90-degree parking

and 4.6m for 60-degree parking as per the requirements of AS/NZS 2890.1-2004. Four (4) parallel parking spaces would be provided on the internal roadway adjacent to Cabin 4.

Four (4) disabled parking spaces would be provided in accordance with AS 2890.6-2022, with parking spaces dimensions of 2.4m by 5.4m minimum, including for the clear zone space. These spaces would be located adjacent to the 4 cabins that would be DDA-compliant cabins.

The existing two-way access point from Rudall Avenue is approximately 6.3m wide. The existing entry only access point on Ferry Street is approximately 4.5m wide. The existing two-way access point from Halliday Street is approximately 7.5m wide. These existing access points would be retained for the site.

3.2 Servicing

The waste storage area is currently located adjacent to the Ferry Street entry driveway. A typical 10.2m rear lift waste collection vehicle or a standard 8.8m Medium Rigid Vehicle (as per AS 2890.2: 2018) would be able to conveniently access the waste storage area or service the motel.

The waste collection vehicle would be able to enter the site via Ferry Street in a forward movement and then stop temporarily adjacent the waste storage area. Upon completion of emptying the bins, the waste collection vehicle would continue in a forward movement to exit to Rudall Avenue.

We understand that other service vehicles could similarly follow this access arrangement and park adjacent to the existing motel building to unload. We note that the driveway in this area measures approximately 7.5m and therefore a parked service truck would not block the through traffic of exiting vehicles (see swept path diagram below)

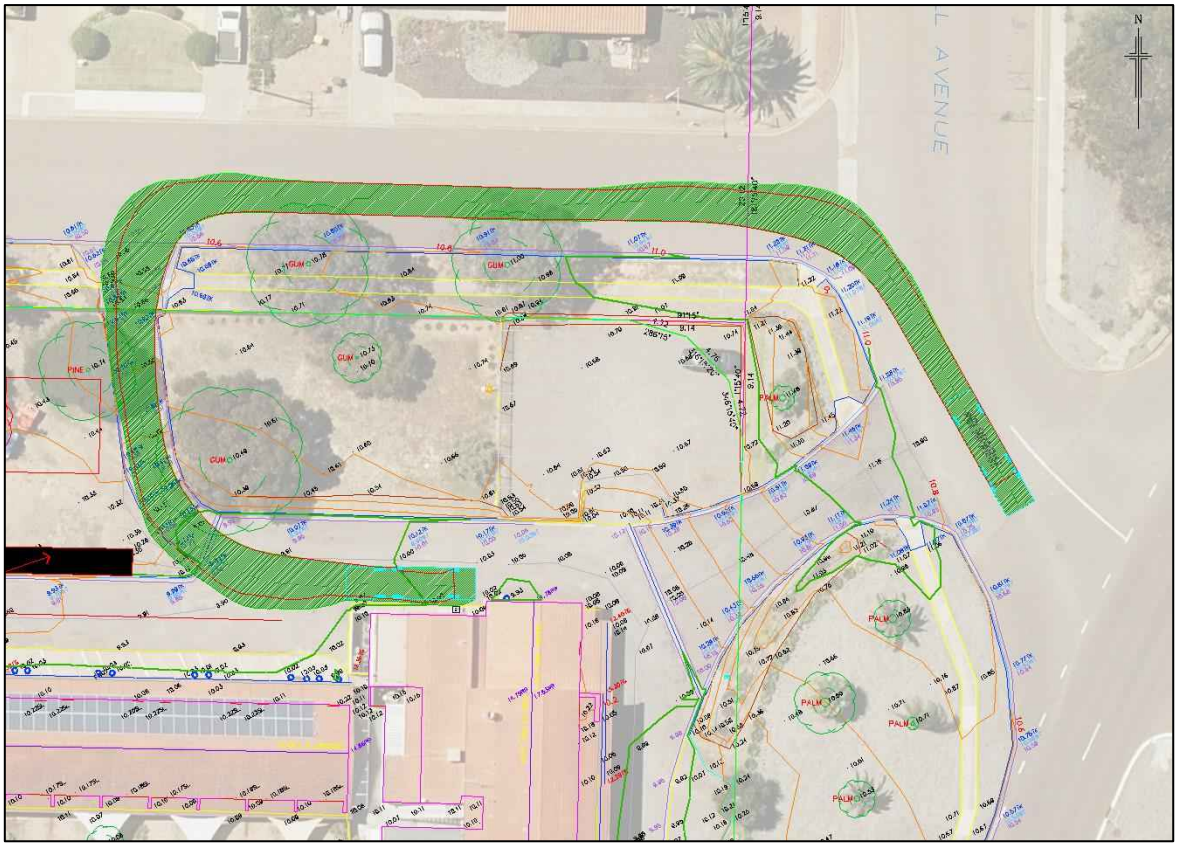


Figure 1: Service vehicle manoeuvre

Other deliveries by smaller trucks could also occur via the front entrance area of the building, as has been the longstanding arrangement via Rudall Avenue and Halliday Street.

4.0 TRAFFIC IMPACT

The *NSW Guide to Traffic Generating Developments, a* document commonly referred to by Traffic Engineers, lists the following peak hour trip generation rates for *Motels*:

- *Evening peak hour vehicle trips = 0.4 per unit*

If this trip rate were to be applied to the proposed 40 rooms of the development, this would generate approximately 16 vehicles per hour. This is considered to be very minor.

Given that the peak hour trips generated is of a minor nature, we are of the opinion that there would be minimal change to the existing traffic conditions in streets surrounding the subject site.

Furthermore, as the proposed rooms are catering for FIFO workers, we would expect that their vehicle movements would occur outside of peak times, as their working hours are typically long. Therefore, the trip generation of the proposal would likely be even less than calculated above.

5.0 CONCLUSIONS

The proposed development comprises of the additions of 40 1-bedroom cabins on the site of an existing motel. These additional cabins would be targeted at fly in-fly out workers so that the existing motel rooms can be freed up for tourists visiting the region.

In conjunction with these new cabins, additional parking spaces would be provided for the new cabins which would satisfy the requirements of the Planning and Design Code. We are of the opinion that adequate parking would be provided for the development.

The traffic impact of the additional 40 cabins would be minor in nature and not expected to have any detrimental impact on the surrounding road network.

We are also of the opinion that the existing access points can continue to provide convenient access for guests, customers and service vehicles associated with the motel operations.

Based on the above assessment, we are of the opinion that the proposed development can be supported on traffic and parking grounds.

Yours sincerely,

Frank Siow

Frank Siow
Principal Consultant