

**AGENDA ITEM:** 5.3

**To:** Council Assessment Panel (CAP) on 9 April 2018

**From:** Scott McLuskey, Senior Development Officer, Planning

**Proposal:** Four Storey Mixed Use Building, including 23 Dwellings and a Ground Floor Commercial Tenancy, with associated Basement Car Parking, a Communal Roof Terrace and Landscaping (DA 050/310/2017)

**Address:** 32-36 Main North Road, Prospect (CTs 5779/104, 5779/105 and 5779/106)

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**SUMMARY:**

**Applicant:** David Romaldi

**Owner:** Century Motors Pty Ltd

**Planning Authority:** Council

**Mandatory Referrals:** Department of Planning, Transport and Infrastructure

**Independent Advice:** Design Review by Jenny Newman

**Public Notification:** Category 2

**Representations:** Three (*none to be heard*)

M Ferenchuk  
R Tolhurst  
P Bennetts

**Respondent:** Nil

**Development Plan Version:** Consolidated 30 May 2017

**Zone and Policy Area:** Urban Corridor Zone (Business Policy Area)

**Key Considerations:** Design and Appearance, Landscaping, Car Parking, Private Open Space, Zone Interface, Waste Management

**Recommendation:** **Approval subject to Reserved Matter and Conditions**

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**ATTACHMENTS:**

Attachment 1 Development Application Form

Attachments 2-7 Certificates of Title

Attachments 8-9 Locality plans

Attachments 10-34 Amended Proposal plans

Attachments 35-43 Supporting Statement from Applicant

Attachments 44-49 Traffic and Parking Report

Attachments 50-53 DPTI Comments

Attachments 54-59 Design Review Comments

Attachments 60-63 Representations

## **1. EXECUTIVE SUMMARY**

- 1.1 The proposal is for the construction of a four storey mixed use building, including 23 dwellings and a ground floor commercial tenancy, with associated basement car parking, a communal roof terrace and landscaping on three allotments at 32-36 Main North Road Prospect.
- 1.2 The proposal was referred to the Department of Planning, Transport and Infrastructure, who indicated broad support for the proposal subject to conditions. The proposal was for a Category 2 form of development, and public consultation was thus undertaken. Three representations were received, addressing concerns potential visual privacy intrusion, as well as potential overshadowing and construction impacts. Revisions to the proposal plans were made by the applicant, or additional information provided, in response to these concerns.
- 1.3 The application was also referred to Jenny Newman (an independent architectural adviser) for design review, who considered overall that the proposal demonstrated a well resolved design solution for which the applicant was to be commended. Ms Newman did however encourage the applicant to consider some suggested alterations in order to further improve the design quality of the development. Revisions to the proposal plans were made by the applicant in response to these recommendations.
- 1.4 The proposal achieves a mix of uses that is desirable within the policy area, including the presentation of an active ground floor commercial space to Main North Road with all residential uses located above the ground floor. Each apartment would be provided with suitable amenity, private open space, and internal storage, as well as access to the communal roof terrace and garden. An appropriate waste management plan, adequate car parking and suitable vehicular access to the site would be provided. Stormwater management would be resolved through the imposition of a reserved matter.
- 1.5 The building design has been independently reviewed and the proposal is considered to be of a suitably high design quality. Overall, the proposal would result in development that would reasonably satisfy the Development Plan provisions.

## **2. LOCALITY AND SUBJECT LAND**

### **2.1 Locality**

- 2.1.1 The locality comprises commercial land uses, predominantly car yards and motor vehicle related business, offices, and service trade premises, which front Main North Road. The adjoining allotments to the north-west of the subject land are zoned Historic (Conservation), Little Adelaide Policy Area 3 and accordingly, contain residential land uses.
- 2.1.2 The locality also includes a major traffic intersection of two primary arterial roads, Main North Road and Nottage Terrace. Main North Road divides the Town of Walkerville and City of Prospect. There are a substantial number of open lot car sales yards with associated advertising displays fronting Main North Road within the locality, with some other single and two storey commercial developments located to the north of the subject land. It is noted that the current character of the locality is inconsistent with the desired future character of the Business Policy Area.

2.1.3 The broader locality, indicating the location of the subject land within the relevant Zone and Policy Area as described in Council's Development Plan, is described in **Attachment 8**.

## 2.2 Subject Land

2.2.1 The subject land fronts onto Main North Road and Penn Place. The land comprises of three allotments with a total area of 1,162m<sup>2</sup>, with a frontage of 41.2m to Main North Road, and a frontage of 28.4m to Highbury Street.

2.2.2 Existing site improvements include a vehicle sales office and associated store, with the remainder of the site being hard landscaped for the display of motor vehicles for sale. A series of light poles with attached signs are adjacent both street frontages. Access is available to the subject site from both Main North Road and Penn Place.

2.2.3 Council's records indicate that the site was originally developed as three independent, detached dwellings. These dwellings were demolished in or around 1977, following which the site has been continuously used for the sale of motor vehicles.

2.2.4 The subject land is illustrated on **Attachment 9**.

## 3. **PROPOSAL**

3.1 The proposal comprises the construction of a four storey mixed use building, including 23 dwellings (22 of which are two bedroom and 1 of which is one bedroom in size) and a ground floor commercial tenancy, with associated basement car parking, a communal roof terrace and landscaping at 32-36 Main North Road.

3.2 The existing vehicular crossover to Main North Road would be closed, while the existing crossover to Penn Place would be modestly widened to provide convenient two way access. Waste storage facilities would be provided to the rear of the building within the car park, while a transformer would be provided (if required by SA Power Networks) towards the south-western corner of the subject land adjacent Main North Road.

3.3 The proposal plans are attached (refer **Attachments 10-34**), as is a supporting statement from the applicant (refer **Attachments 35-43**), and a traffic and parking report (refer **Attachments 44-49**).

## 4. **REFERRALS**

### 4.1 Internal (Advisory) Referrals

4.1.1 An emphasis on high quality building and landscape design, with consideration of urban design principles is a fundamental component of any new development within the Urban Corridor. Accordingly, the original proposal was referred to Ms Jenny Newman (an independent architectural adviser) for informal design review in accordance with Council's Design Review Process for Higher Density Development.

4.1.2 Briefly, the review (refer **Attachments 54-59**) identified the following:

- The proposal is considered to demonstrate a well resolved response to medium density housing within this policy area, for which the applicant is to be commended. While the design quality of the proposal is supported in its current form, suggestions are provided for alterations that would further improve the design quality of the proposal;

- The inclusion of a communal rooftop garden;
- The incorporation of a brick or sandstone material at ground floor level to reinforce the relationship of the building to nearby dwellings, as well as a greater design emphasis on the building corner;
- The demonstration of a high quality solution for hard and soft landscaping, including in relation to the north-western property boundary;
- Confirmation of internal dimensions, including the achievement of a minimum 2.7m ceiling height generally, and 3.6m width to living areas;
- Confirming the intended location of external clothes drying devices, and revising the intended approach to waste management and collection; and
- Providing natural light and greater width to internal circulation areas, as well as ensuring good lighting and clearly delineated pedestrian paths through car parking areas.
- The overall built form, use of a basement car parking area, contextual relationship to the commercial properties of Main North Road, balcony dimensions, and most amenity features of the proposal are supported from a design quality perspective.

4.1.3 The comments were provided to the applicant for consideration, following which amended plans and a supporting statement were submitted to Council. The following revisions are briefly highlighted:

- The proposal has been amended so as to include a 146m<sup>2</sup> communal rooftop terrace and garden.
- The materials palette has been revised to include a sandstone veneer cladding at ground level, and vertically to the residential stair/lift core. The Main North Road / Penn Place building corner has been revised, and now includes a two-toned alucobond pre-finished metal cladding.
- A detailed landscaping plan and materials/finishes schedule has been provided to demonstrate intended soft and hard landscaping, including additional plantings, a soft edge at the North-Western property boundary and detailed paving patterns.
- Confirmation of the achievement of the desired minimum internal dimensions is provided.
- Solid balustrades are proposed to all balconies to allow for private external clothes drying. Detail is provided regarding the intended waste management approach, including the communal storage of waste accessible to residents via a chute system, and subsequent private collection.
- The internal width of corridors has been increased adjacent to apartment entry doors, while wall pillars have been introduced to reduce the visual length of corridors. The level 3 common passage now includes skylights to provide natural light entry.
- A series of energy conservation measures have been introduced including solar panels, rain water harvesting, electric car charging stations, the use of LED lighting, as well as building material selections being specified that will enhance energy efficiency.
- Detailed floor layout plans have been provided, including Plan 4.5A (refer **Attachment 18**) which describes how the internal planning of apartments may be adjusted without structural change to provide a greater mix of dwelling options for future occupants.

## 4.2 External (Legislated) Referrals

4.2.1 The proposal was referred to the Department for Planning, Transport and Infrastructure as required by Schedule 8 of the Development Regulations 2008. Pursuant to this Schedule, DPTI has the ability to direct Council in relation to some elements and the ability to make comment in regard to other elements. Their response is attached (**Attachments 50-53**).

4.2.2 The DPTI have indicated that they are broadly supportive of the proposed development. The DPTI have directed that Council impose certain conditions if approval is granted and have recommended the imposition of others.

4.2.3 No other consultation with agencies was required.

## 5. **PUBLIC NOTIFICATION**

5.1 Both offices and residential flat buildings are a Category 1 development unless located on land adjacent to the Residential Zone or Historic (Conservation) Zone, and if they would be three or more storeys, or 11.5 metres or more, in height, and if they would be in excess of the 'Building Envelope - Interface Height Provisions' (UCZ PDC 24).

5.2 The subject land is adjacent to land within the Historic (Conservation) Zones, and the proposed building is greater than three storeys in height. Further, the building would exceed (albeit modestly) the building envelope provision. The application is thus a Category 2 form of development.

5.3 The public notification period ended with three representations received, one of which was neither for nor against the proposal, while the remaining two were against the proposal. All representors indicated that they did not wish to be heard by the Panel in support of their representation. The following concerns were raised (refer **Attachments 60-63**):

- Occupants of apartments on the South-West and North-West sides of the building would have significant views over adjoining properties, giving rise to visual privacy issues.
- The potential for overshadowing of adjoining residential properties to occur, resulting in amenity impacts.
- Noise disturbance being caused by future occupants of the proposed building when using North-West and South-West facing balconies.
- Disruption to adjoining businesses during the construction phase of the building, including air and noise pollution, and access.
- The size and position of the building affecting the exposure of adjoining motor vehicles sales yards to passing motorists on Main North Road.

5.4 The representation and submission were forwarded to the applicant for consideration. In response, the applicant provided revised plans and a supporting statement (refer **Attachment 35-43**) which addressed:

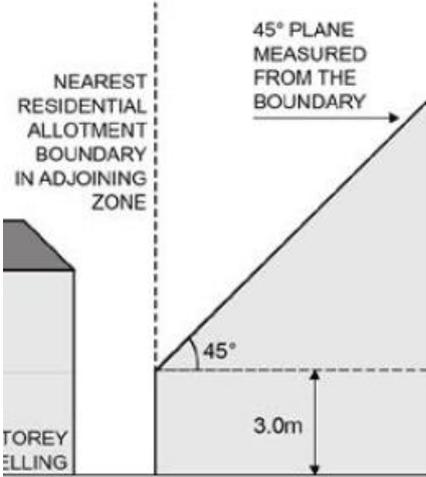
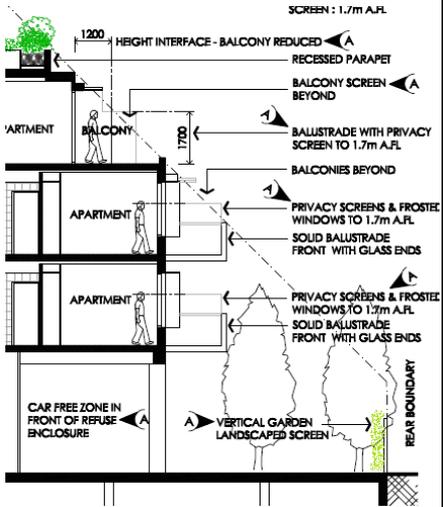
- Amended plans have been provided, resulting in obscured glazing treatments to North-West and South-West facing windows and balconies to a height of 1.7m above floor level.
- Overshadowing diagrams have been provided which demonstrate that overshadowing will not occur to adjoining residential properties.
- The revised, taller balcony balustrades should assist in minimising any noise disturbance caused by occupants using balconies.

- It is not anticipated that the building would be the cause of unreasonable noise or air pollution. Access to the site would be via Penn Place, limiting impacts to the adjoining commercial property at 30 Main North Road.
- The development siting conforms to the relevant provisions of Council's Development Plan.

## 6. PLANNING ASSESSMENT

### 6.1 Quantitative Assessment

DEVELOPMENT PLAN PROVISIONS	STANDARD	ASSESSMENT
BUILDING HEIGHT	Minimum: 2 Storey Maximum: 4 Storey (or 15m)	4 storey (or 13.2m) proposed <b>Satisfies</b>
FRONT SETBACK <i>(excludes verandahs, porticos, balconies and the like)</i>	3m	3m setback proposed <b>Satisfies</b>
SIDE/REAR SETBACKS <i>(excludes verandahs, porticos, balconies and the like)</i>	Side Ground Level: 0m Above Ground Level: 2m  Rear 6m  Secondary Street No Minimum	Ground Level: 2m Above Ground Level: 2m  <b>Satisfies</b>  7.3m proposed  <b>Satisfies</b>  900mm proposed  <b>Satisfies</b>
BUILDING SEPARATION	3m from Balcony or Window to side or rear boundary	South-Western Façade Windows: 3m  <b>Satisfies</b>  North-Western Façade Balconies: 5.3m (min.)

		<p><b>Satisfies</b></p>
<p>LANDSCAPING</p>	<p>Deep Soil Zones: 7% of Site Area with minimum dimension of 3m          1 Medium Tree per 30m<sup>2</sup> Deep Soil           Site Area 1,162m<sup>2</sup> = 81m<sup>2</sup> DSZ Required</p>	<p>Deep Soil Zone:          78m<sup>2</sup> (in accordance with all relevant provisions)          128m<sup>2</sup> (including deep soil area of 2m minimum dimension)          Medium Trees Proposed: 6   <b>Satisfied in Principle</b></p>
<p>BUILDING ENVELOPE</p> <p>LEGEND</p> <p> BUILDING ENVELOPE</p>		 <p>As demonstrated above, the building and balconies themselves are within the building envelope. Discussed further in <a href="#">Paragraph 6.4.2</a> of this report.</p> <p><b>Satisfies in Principle</b></p>
<p>PRIVATE OPEN SPACE</p> <p><i>(should have a minimum dimension of 2m and be accessible from an internal living area, or may be substituted for the equivalent area of communal open space)</i></p>	<p>One Bedroom Apartment 8m<sup>2</sup>           Two Bedroom Apartment 11m<sup>2</sup></p>	<p>Dwelling 21: 13.5m<sup>2</sup>           Dwellings 1, 4, 5, 8, 9, 12, 13, 16, 17, 20: 11.3m<sup>2</sup>           Dwellings 2, 3, 6, 7, 10, 11, 14, 15, 18, 19: 10m<sup>2</sup>           Dwelling 22: 20m<sup>2</sup>           Dwelling 23: 16.5m<sup>2</sup></p>

	Communal Open Space 10m <sup>2</sup> required ( <i>due to private balcony shortfall</i> )	146m <sup>2</sup> communal open space provided  <b>Satisfies</b>
CAR AND BICYCLE PARKING	Car Parking 1 & 2 Bedroom Dwellings: 1 Occupant + 0.25 Visitor  Commercial Tenancy: 3 / 100m <sup>2</sup>  Total: 23 Occupant and 15 Visitor  Bicycle Parking Occupant: 1 / 4 Dwellings Visitor: 1 / 10 Dwellings  Employee: 1 / 200m <sup>2</sup> Visitor: 2 + 1 / 1,000m <sup>2</sup>  Total: 7 Occupant and 5 Visitor	Car Parking 23 Occupant and 12 Visitor spaces provided  <b>Does not Satisfy (Shortfall of 3 Parking Spaces)</b>  Bicycle Parking 8 Occupant 5 Visitor  <b>Satisfies</b>

## 6.2 Land Use / Dwelling Density

6.2.1 The Business Policy Area anticipates a range of commercial and retail uses that provide a strong employment focus. In suitable locations, higher density residential development is anticipated as part of mixed use developments featuring ground floor commercial or retail uses. Due to this strong commercial focus, no minimum residential site density applies within this policy area (UCZ PDC 5, Business Policy Area (BuPA) Desired Character Statement (DCS)).

6.2.2 The proposal includes a commercial use at ground level, with high density residential uses above ground level. It is considered that the proposed mixed use development achieves the intent of the Development Plan in this respect.

## 6.3 Design and Appearance

6.3.1 It is anticipated that development within the Urban Corridor Zone would achieve a high standard of architectural design through careful articulation and detailing to all visible sides. Particularly within the Business Policy Area, buildings should feature display glazing, windows and entries to ensure a strong visual connection to the public realm. It is anticipated that a variety of building materials and finishes will be used that are contextual, durable and fit-for-purpose (UCZ DCS, DuPA DCS).

6.3.2 Consistent with earlier discussion in this report, Council's independent architectural advisor supported the design qualities of the original proposal plans, while recommending changes to the ground level material application and corner

treatment that would further improve the aesthetic qualities of the proposal. These suggestions are incorporated into the amended plans, which now includes a sandstone veneer cladding to the ground level and wrapping vertically around the Main North Road / Penn Place building corner to reinforce the relationship of the building to its north-western residential context.

- 6.3.3 Consistent with the comments of Council's architectural advisor; Council staff are strongly supportive of the ground level commercial use and high level of glazing to Main North Road, the use of basement car parking and car stacker devices to minimise the footprint of carparking, the dedicated residential access lobby from Penn Place, and the simple yet articulated building form proposed. These aspects of the proposal are considered to demonstrate substantial design merit.
- 6.3.4 Consistent with the advice of Council's consulting architectural advisor, and noting improvements made since the receipt of that advice, the proposal is considered to achieve the high level of design quality desired within the Business Policy Area.

#### 6.4 **Setbacks**

- 6.4.1 Consistent with the qualitative assessment table, the proposed setbacks achieve or exceed each of the desired minimum requirements in relation to street, side and rear boundary and building separation setback distances.
- 6.4.2 While the building would exceed the building envelope provision, it is noted that the building elements outside of the envelope consist of shade canopies and privacy screening only. Such building elements are exempt from all other setback provisions; as they contribute minimally to the bulk, scale, shadowing, visual privacy and other potential impacts that the Development Plan seeks to mitigate through setback provisions. Given this, these departures are not considered to be fatal to the application.
- 6.4.3 Given the above, the siting of the building on the allotment is considered to respond appropriately to the relevant provisions of Council's Development Plan.

#### 6.5 **Private Open Space**

- 6.5.1 Consistent with the quantitative assessment table, it is noted that 13 of the proposed dwellings achieve the relevant private open space provisions through private balconies. The remaining 10 dwellings have associated private balconies that are each short 1m<sup>2</sup> from the relevant provision.
- 6.5.2 Consistent with Council Wide PDC 155, the proposed development includes a communal roof terrace as a substitute for this shortfall. The minimum required communal open space area to achieve this provision is 10m<sup>2</sup> (i.e. the cumulative total shortfall from private balconies). The proposed roof terrace would have an area of 146m<sup>2</sup>, and would include paved areas, artificial grass, landscaping, a communal herb garden and privacy screening to prevent overlooking to adjoining residential properties. The roof terrace would be accessible via the main residential stairway and lift.
- 6.5.3 The inclusion of a meaningfully sized, well designed and conveniently accessible communal roof top terrace is considered to be a highly desirable design element that goes beyond the minimum requirements of the Development Plan. To this end, it is considered that the proposal would provide suitably high amenity private and communal open space areas for future occupants of the development.

## 6.6 Car and Bicycle Parking

- 6.6.1 Consistent with the quantitative assessment table, it is noted that the development achieves the minimum desired number of occupant car parking spaces, but does not achieve the minimum desired number of visitor car parking spaces in relation to the dwellings and commercial tenancy when assessed in isolation.
- 6.6.2 It is noted that Council's Development Plan expressly provides that it is appropriate for less visitor parking to be provided in relation to a mixed use development under certain circumstances. To achieve this provision, all parking spaces must be integrated (i.e. shared and continuously accessible) and the respective peak parking demands for the proposed land uses must occur at different times.
- 6.6.3 To this end it is noted that both resident and commercial visitors will be able to access both basement and ground level parking spaces, and the peak period for commercial visitors would be during business hours while the peak period for residential visitors would be outside of business hours. As a result of these differing peak parking demand times, it is considered that the shared visitor parking arrangement would result sufficient parking spaces being provided to cater to the future needs of visitors to the commercial tenancy and apartments.
- 6.6.4 It is also highlighted that the proposed development would provide two electric car charging stations within the basement car park that could service up to four vehicles. The inclusion of these charging stations, particularly in combination with the proposed photovoltaic solar panel system, is considered highly desirable.
- 6.6.5 A secured bicycle parking area would be located adjacent to the residential access lobby, and would provide 8 bicycle parking spaces for occupants. An additional 5 visitor bicycle parking spaces would be provided in a prominent and conveniently accessible location forward of the building, nearby the Main North Road / Penn Place intersection.
- 6.6.6 It is considered that overall, the proposed development would provide sufficient shared car and bicycle parking spaces to cater for future occupants and visitors to the both the proposed residential and commercial uses.

## 6.7 Traffic and Vehicular Movements

- 6.7.1 Vehicular access to the site would be from Penn Place, with an existing crossover to Main North Road to be closed. The driveway is located adjacent the north-western corner of the site, maximising the separation distance from the Main North Road / Penn Place intersection.
- 6.7.2 Access to the basement car park would not be gated, and would be via a single-width ramp. To resolve potential conflicts between vehicles entering and exiting the basement, traffic signal lights, vehicle sensors and associated line markings are proposed within the basement and the common ground level accessway. This approach is supported by an assessment from a suitably qualified and experienced traffic expert confirming the appropriateness of the traffic control system. The assessment also considers vehicular movements throughout the site and the gradient of the ramp, and confirms that the proposed development would achieve the relevant Australian Standards.
- 6.7.3 It is considered that vehicular movements and access methodology associated with the proposed development would achieve the relevant provisions of the Development Plan.

## 6.8 Landscaping and Fencing

- 6.8.1 It is desired that new buildings would be set back from Main North Road to provide for landscaping comprising low-lying shrubs, grass plantings and trees with high canopies. This planting would enhance and integrate with the public realm, contributing to a pleasant pedestrian environment. Additional plantings are anticipated at zone boundaries and within roof top gardens or private courtyards where applicable (BuPA Desired Character Statement).
- 6.8.2 Deep soil zones are proposed adjacent to the Main North Road and south-western property boundaries, which include a mixture of ground covers, medium height shrubs and Oakville Crimson Spire tree plantings. The planting of ground covers and shrubs is also proposed adjacent to the Penn Place street frontage.
- 6.8.3 No deep soil areas are proposed at the zone interface, as a result of the placement of the access and common driveway adjacent to this boundary. A 2m height vertical screen is proposed adjacent to the zone interface, which would support a vertical garden comprised of Sweet Viburnum plantings. While the building would achieve the desired setbacks from the zone interface, it is apparent that it does not achieve the desired landscaping outcome intended to soften the appearance of the building from adjoining residential properties.
- 6.8.4 In assessing the impacts of this departure however, it is noted that the existing office and store on the subject land are constructed abutting the zone interface boundary. Further, the configuration of the residential flat development on the adjoining property results in car parking (in the form of communal carports and a private garage) being located adjacent to the zone interface. It is also noted that each of the dwellings within the residential flat development gain natural light and outlook from windows facing to the north-east and south-west (i.e. away from the subject land).
- 6.8.5 Given these features of the existing adjoining residential development, and noting the existing low amenity development of the subject land, it is considered that the proposal would improve materially upon the existing interface between the subject and adjoining properties. These improvements would not achieve all relevant provisions of Council's Development Plan, but the improvements are considered sufficient that the departures are not fatal to the application.

## 6.9 Overshadowing

- 6.9.1 Overshadowing diagrams have been provided demonstrating the location and maximum length of shadows that would be cast by the proposed building between 9am and 3pm. The diagrams confirm that overshadowing will be experienced by the adjoining property within the Urban Corridor Zone (currently developed as an open lot car sales yard), but that no overshadowing would be experienced by adjoining residential properties.
- 6.9.2 It is considered that no unreasonable overshadowing impact would occur as a result of the proposed development.

## 6.10 Visual Privacy

- 6.10.1 Except for buildings of 3 or more storeys in the Urban Corridor Zone, the location of any windows and balconies shall be such as to prevent overlooking to adjacent useable private open spaces or adjoining windows (Council Wide PDC 90). Otherwise, it is anticipated that a variety of measures should be used to minimise direct overlooking into adjacent internal living and private open space areas. Such

measures should be integrated into the overall building design and should have minimal negative effect on the amenity enjoyed by the occupants of neighbouring dwellings (Council Wide PDC 139).

- 6.10.2 As the proposed building is greater than 3 storeys in height and within the Urban Corridor Zone, it is noted that Council Wide PDC 90 is not applicable to this proposal.
- 6.10.3 A mixture of solid and obscured glass screening would be provided to north-west facing balconies to a height of 1.7m above finished floor level. Fixed, obscured glazing is also proposed to each of the north-west facing windows. South-west facing windows would be recessed 1m behind the main south-western building wall, preventing unreasonable views from being obtained of residential properties to the west of the subject land. It is considered that these treatments suitable ameliorate potential visual privacy impacts to residential properties adjacent to the subject land.
- 6.10.4 Main North Road facing balconies at first and second floor level would be provided with solid 1.2m height balustrades, which is considered to appropriately balance the competing passive surveillance and occupant amenity provisions of Council's Development Plan. It is considered desirable that Main North Road facing balconies also include solid or obscured glass balustrades in lieu of clear glass, so as to allow for clothes drying and visual privacy for occupants using these balconies. A condition to that end is recommended.
- 6.10.5 The overall approach to visual privacy, which seeks to protect western residential privacy through screening while promoting outlook towards street frontages, is supported. It is considered that this approach achieves the intent of the relevant Development Plan provisions.

## 6.11 Noise Attenuation

- 6.11.1 The subject land is identified within Map Pr/1 (Overlay 5) for the purpose of noise and air emissions. Principle of Development Control 1 of the Noise and Air Emissions Overlay outlines that sensitive development located adjacent to high noise and/or air pollution sources should be appropriately shielded away from the emissions. Residential development on sites abutting roads with traffic volumes exceeding 3000 vehicles per day should be sited and designed to reduce the impact of traffic noise on occupants (Council Wide PDC 111).
- 6.11.2 The proposal must comply with the Ministers Specification SA78B – Construction requirements for the control of external sound. Compliance with the Minister's Specification would be required as part of the Building Code of Australia (BCA), and it is considered that such compliance would suitably address the relevant provisions of the Development Plan.

## 6.12 Site Contamination

- 6.12.1 It is anticipated that properties adjacent to Main North Road may be potentially contaminated as a result of previous commercial and industrial business activities. To this end, development should occur on a precautionary basis where a site contamination audit verifies that each site is safe and suitable for its intended use (Business Policy Area DCS).
- 6.12.2 As mentioned earlier in this report, Council's records indicates that the three allotments comprising the subject land were originally developed and occupied as independent, detached dwellings until 1977 (at which time approval was granted for the demolition of each dwelling). Subsequent approvals were granted for the

sale of motor vehicles from the property and the construction of a vehicle sales office, as well as signage. Given this land use history, it is considered unlikely that site contaminating activities have occurred at the subject land.

6.12.3 Further, it is noted that the excavation of a significant volume of soil and subsequent concrete sealing to establish the basement car park provides an effective remediation technique in the unlikely event that contamination is present. Residential properties, including the associated communal area and garden, are all above ground level such that there is no direct access to soil or ground water by residents.

6.12.4 While development should be approached with caution in areas of Main North Road where past industrial activities may have given rise to site contamination, it is considered that the subject land represents an appropriately low risk to future occupants due to the particular history of uses of the property and the intended construction methodology.

### 6.13 Energy Conservation Measures

6.13.1 The proposal includes a range of desirable energy conservation measures including the provision of a roof top garden, solar photovoltaic panel system, rainwater capture for re-use, and electric car recharge stations within the basement car park. Each of these features of the proposal is supported.

6.13.2 Each living area and bedroom within the proposed building would have direct external access to natural light and ventilation. Shading would be provided to north-west facing windows and sliding doors via protruding balconies and shade canopies.

6.13.3 It is considered that the building design would incorporate features to provide adequate thermal comfort to occupants, and a desirable range of energy conservation measures, which would not impact unduly on adjoining properties.

### 6.14 Stormwater Management

6.14.1 The provisions of Council's Development Plan suggest that site drainage should be designed to safely direct surplus flows to a public street without causing harm to adjoining properties (Council Wide PDC 97) and that all proposed developments should be designed to retain as much stormwater as possible, minimising the overflow to the kerb and water table (Council Wide PDC 98).

6.14.2 A stormwater management plan has not been provided. While it is understood that the existing site is essentially comprised of entirely hard surfaces, and thus the proposal may actually result in a decreased stormwater outflow rate from the subject land, it remains fundamental that Council receive and assess a detailed plan including the above information.

6.14.3 It is therefore recommended that the consideration of the stormwater design could be reasonably reserved for further assessment and approval by Council.

### 6.15 Waste Management

6.15.1 In their supporting statement, the application has drawn reference to the *Guide to Best Practice for Waste Management in Multi-unit Developments* prepared by Sustainability Victoria. Council staff have compared these guidelines with the *Zero Waste South Australian Better Practice Guide – Waste Management in Residential or Mixed Use Developments*, and note that the demand rates prescribed by the Sustainability Victoria guidelines are higher than the Zero

Waste SA Guidelines. To this end, it is considered that the proposed achievement of these guidelines through the proposed storage capacities of 3,000L for general waste and 3,000L for recyclable waste are entirely appropriate.

- 6.15.2 In relation to green organic waste, and drawing reference to the Zero Waste SA Guidelines, a demand storage capacity of 525L per week is anticipated. This demand would not be achieved through the proposed storage capacity of 240L per week. It is considered that this discrepancy may be resolved by a condition requiring that a minimum of 960L of green organic waste storage capacity be provided within the waste storage area, which could comprise four of Council's standard green organic waste bins or one 1,100L MGB that would be privately collected. Sufficient space is available within the waste storage area to achieve these capacities.
- 6.15.3 The inclusion of a rubbish chute system with a general and recyclable waste diverter is considered to be highly desirable, resulting in convenient access to waste storage for future residents.
- 6.15.4 While the overall intent of the waste management plan is supported, it is considered that additional green organic waste storage capacity should be provided to encourage the diversion of food waste from the general waste collection stream. It is therefore recommended that a condition be imposed requiring the provision of a minimum 960L storage capacity for green organic waste, which can be adequately housed within the proposed waste storage area.

## **7. CONCLUSION AND RECOMMENDATION**

- 7.1 The proposal seeks to establish a mixed use development including high density residential on the subject land. The building would be four storeys in height, which is the maximum height anticipated within the policy area.
- 7.2 The proposal would generally achieve the required setbacks, have adequate private open space, car parking, and thermal comforts in accordance with Development Plan provisions. The floor plans proposed would provide functional and usable living spaces, while the building design is considered to successfully respond to the site context. Noise impacts to future occupants would be moderated through noise attenuation techniques in relation to the Building Code of Australia. While not considered desirable, the departure from the landscaping provision relating to the zone interface is not considered to be fatal to the application in the context of the subject site and locality.
- 7.3 Vehicular access would be provided from Penn Place to the satisfaction of the relevant Australian Standard. Visual privacy and waste management have been suitably resolved. Stormwater management may be reasonably resolved through the imposition of a reserved matter.
- 7.4 The application is therefore considered to be relatively consistent with the relevant provisions of the Prospect (City) Development Plan and warrants the granting of development plan consent, subject to appropriate conditions reinforcing certain aspects of the proposal.

It is recommended:

That with reference to the relevant provisions of the Prospect (City) Development Plan, the zoning of the land within which the proposed development is situated and the locality within which the land is situated, the Panel resolves that development application 050/310/2017 is not seriously at variance with the Development Plan and as such a decision shall be made on the merits of the application; and

That pursuant to the *Development Act 1993*, as amended, Development Plan Consent be granted to DA 050/310/2017 from David Romaldi on behalf of Century Motors Pty Ltd for Construction of a Four Storey Mixed Use Building, including 23 Dwellings and a Ground Floor Commercial Tenancy, with associated Basement Car Parking, a Communal Roof Terrace and Landscaping at 32-36 Main North Road, Prospect (CTs 5779/104, 5779/105 and 5779/106), subject to the following reserved matter and conditions:

**Reserved Matter:**

1. A detailed stormwater management plan shall be provided that, to the satisfaction of Council, provides evidence that all dwellings are suitably protected from 1 in 100 year ARI storm events and that post-development outflow rates from the site will match pre-development rates in 1 in 20 ARI storm events. The location and capacity of any on-site detention tanks shall be clearly described.

**Conditions:**

1. The development shall take place in accordance with plans and details prepared by David Romaldi Architecture, Drawing Nos 1.1-1.7, 2.1-2.3, 3.1-3.2, 4.1-4.5, 5.1, S.1, in addition to Pages 1-5 of '324.17-MORTON APARTMENTS-FINISHES', dated January 2017, and stamped by Council relating to Development Application Number 050/310/2017, except as modified by any conditions detailed herein. All works detailed in the approved plans and required by conditions are to be completed prior to the occupation of the approved development.
2. All driveways, parking and manoeuvring areas must be formed, surfaced with concrete, bitumen or paving and maintained to the reasonable satisfaction of Council. Driveways, car parking spaces, manoeuvring areas and landscaping areas shall not be used for the storage or display of materials or goods including waste products and refuse. The obsolete crossover and/or any portion of crossover that is not required for the subject development shall be reinstated to Council standard kerb and gutter at the applicant's cost prior to occupation of the completed development.
3. The balustrade treatment of Apartments 17, 18, 19 and 20 shall be of solid or obscured glazing (and in any event shall be consistent in finish/appearance with that of lower level balconies facing towards Main North Road).
4. The Community Corporation shall ensure that the waste storage area is cleaned and maintained to the satisfaction of Council. General, recyclable and green organic wastes shall be co-mingled, with the Community Corporation maintaining responsibility for ensuring that bins are transported between the collection point and the storage area in a timely fashion to the satisfaction of Council.
5. A minimum of 960L of green organic waste storage capacity shall be provided within the waste storage area for use by occupants of the herein approved building.
6. Air-conditioning units and solar hot water heaters shall be provided with screening devices designed to complement the colours, materials and finishes of the building approved herein, and shall be sited to adequately screen the units from view from neighbouring properties and public land (roadways) to the reasonable satisfaction of Council.
7. The landscaping shall be planted prior to occupancy of the development, and maintained at all times to the reasonable satisfaction of Council and to ensure appropriate lines of sight for vehicles and pedestrians. An automated drip irrigation or similar watering system shall be established and maintained to ensure that sufficient water is available to satisfy the needs of the landscaping species selected.

8. During construction of the development approved herein, measures will be implemented to ensure that the construction works do not result in an unreasonable impact on occupiers of adjacent properties or pollution of existing infrastructure through drag-out or stormwater runoff. Measures shall include as necessary:
- a) A hard surface and controlled washing zone at the entry/exit points to the site, designed to reduce the potential for mud and material dragged out by construction vehicles; and
  - b) Containment of stormwater run-off within the site, which if being discharged into the stormwater system will be filtered to the satisfaction of Council; and
  - c) Reduction of the potential for dust and other airborne particles by the use of water sprinklers and/or other means of containment; and
  - d) The establishment of an appropriate storage compound for waste materials and litter. No building waste material shall be stored outside of the storage compound or similar industrial bin; and
  - e) All mechanical equipment shall be used in a manner to minimise the potential for noise pollution and ensure compliance with the requirements of the Environment Protection (Noise) Policy.
9. Footpaths adjacent to the site are to be kept in a safe condition for pedestrians at all times during construction works. All driveways and footpaths traversed by vehicles using the site are to be maintained in a reasonable condition for the duration of the works, and are to be reinstated to the satisfaction of Council on completion of the works.

All works on Council land shall be conducted to Council's specification, with all works to be bunted off safely and pedestrian safety to be maintained throughout the construction period. Plantings will also need to be undertaken in line with council specifications in terms of sight distance interference and safety to the community (thorns/poisonous plantings). Plans displaying all relevant details of the Road/Kerbing/Footpath Works shall be submitted to the Assets and Infrastructure Officer for approval prior to the commencement of any such works.

#### **Advisory Notes:**

- (1) Pursuant to Section 86(1)(a) of the Development Act, 1993, you have the right of appeal to the Environment, Resources and Development Court against either 1) a refusal of consent or 2) any condition(s) which have been imposed on a consent. Any such appeal must be lodged with the Court within two (2) months from the day on which you receive this notification or such longer period as may be allowed by the Court.

The Environment, Resources and Development Court is located in the Sir Samuel Way Building, Victoria Square, Adelaide SA 5000 (Postal Address: GPO Box 2465, Adelaide SA 5001).

- (2) The development plan consent granted herein is effective for a period of twelve (12) months from the date of the decision. Unless Council extends this period, building rules consent is required within this time or the consent will lapse.

Any request for an extension of the operative period of the consent must be submitted to Council in writing, accompanied by the applicable fee.

- (3) Further application pursuant to the Local Government Act shall be made to the Infrastructure Assets and Environment Department for the proposed crossover prior to construction activities occurring.

Road/Kerbing/Footpath Works will need to be inspected by an Assets and Infrastructure Officer to determine they have met all relevant requirements. All work including line marking will be the responsibility of the applicant as will the reinstatement of any

damaged Infrastructure / Services related to these works. All works will be carried out at the cost to the applicant.

- (4) Prior to the commencement of construction of the development herein approved, it is strongly recommended that you employ the services of a licensed Land Surveyor to carry out an identification survey of the subject land and to peg the true boundaries, to ensure that building work will be either on the true boundaries or the specified distance from the true boundaries of the subject land, as the case may be.

Failure to correctly site the development on the land in accordance with the plans approved herein would constitute a breach of the *Development Act 1993*. Any amendments required to the approved plans as a result of the survey are to be submitted to Council for approval prior to works commencing.

- (5) You are encouraged to consult with adjoining property owners before commencing any work, to assist in minimising nuisance or inconvenience caused during construction.
- (6) You are required to give formal notification to, and consult with, the adjoining property owner if you are removing, replacing or altering an existing fence or building a freestanding wall along the common boundary that would, for all purposes, be a dividing fence (Section 5 of the *Fences Act 1975*).
- (7) During construction of the development approved herein, measures will be implemented to ensure that the construction works do not result in an unreasonable impact on occupiers of adjacent properties or pollution of existing infrastructure through drag-out or stormwater runoff. Measures shall include as necessary:
- A hard surface and controlled washing zone at the entry/exit points to the site, designed to reduce the potential for mud and material dragged out by construction vehicles; and
  - Containment of stormwater run-off within the site, which if being discharged into the stormwater system will be filtered to the satisfaction of Council; and
  - Reduction of the potential for dust and other airborne particles by the use of water sprinklers and/or other means of containment; and
  - The establishment of an appropriate storage compound for waste materials and litter. No building waste material shall be stored outside of the storage compound or similar industrial bin; and
  - All mechanical equipment shall be used in a manner to minimise the potential for noise pollution and ensure compliance with the requirements of the Environment Protection (Noise) Policy.
- (8) To ensure compliance with applicable standards as described in the Environment Protection (Noise) Policy established under the Environment Protection Act, construction activities should only take place between the hours of 7:00am and 7:00pm, Monday to Saturday inclusive, and not on Sundays or public holidays.
- (9) The construction of the building shall be undertaken in accordance with the Ministers Specification SA78B – Construction requirements for the control of external sound. Compliance with the Minister’s Specification would be required as part of the Building Code of Australia (BCA).
- (10) National Broadband Network (NBN): The National Broadband Network is being rolled out across the City of Prospect. It is recommended that you consider your future connection to the optical fibre network prior to commencing works. Please visit [www.nbnco.com.au](http://www.nbnco.com.au) for further details on how to get connected.

- (11) The applicant is reminded of its general environmental duty, as required by Section 25 of the Environment Protection Act, to take all reasonable and practicable measures to ensure that the activities on the whole site during construction do not pollute the environment which causes or may cause environmental harm.
- (12) If, during construction works, contamination is identified which poses actual or potential harm to the health or safety of human beings or the environment that is not trivial, the applicant may need to remediate the contamination in accordance with EPA guidelines.
- (13) If at any stage contamination is identified which poses actual or potential harm to water that is not trivial, a notification of contamination which affects or threatens groundwater (pursuant to Section 83A of the Environment Protection Act 1993) must be submitted to the EPA.


**CITY OF PROSPECT  
Development Services**

 128 Prospect Road, Prospect SA 5082  
 Telephone (08) 8269 5355 Facsimile (08) 8269 5834

**Development Application Form**

<b>Application No.: 050 / /</b>			(Office Use Only)
<b>1. Application Type (select one)</b>			
<input checked="" type="checkbox"/> <b>Development Plan Consent only</b> (Planning Only)	<input type="checkbox"/> <b>Building Rules Consent only</b> (Building Only)	<input type="checkbox"/> <b>Development Approval</b> (Planning and Building)	
<b>2. Location of Proposed Development</b>			
Unit #:	House #: 32-36	Street: MAIN NORTH ROAD	
Suburb: PROSPECT		Postcode: 5082	CT Volume and Folio:
<b>3. Details of Parties</b>			
<b>Applicant</b>			
Name: DAVID ROMALDI		Address: PO BOX 90 FINDON SA 5023	
Contact No.: [REDACTED]		Email: [REDACTED]	
<b>Owner</b> <input type="checkbox"/> as applicant			
Name: DENNIS MORTON		Address: C/O APPLICANT	
Contact No.: [REDACTED]		Email: C/O APPLICANT	
<b>Builder</b> <input type="checkbox"/> owner builder <input type="checkbox"/> as applicant <input checked="" type="checkbox"/> to be advised <input type="checkbox"/> other			
Name:		Address:	
Contact No.:		Email:	
Builders Licence No.			
<b>4. Proposal Details</b>			
Description of Proposal: COMMERCIAL & RESIDENTIAL DEVELOPMENT			
Existing Use of Property: USED CAR YARD			
Estimated Cost of Development: \$ 6.5 MIL			
<b>5. Declarations</b>			
• Building Rules Classification sought:		Present Class:	
• Proposed number of employees (for Class 5, 6, 7, 8 or 9):			
• Proposed number of persons for whom accommodation is provided (Class 9a only):			
• Proposed number of occupants on the premises (Class 9b only):			
• Does Schedule 21 or Schedule 22 of the Development Regulations 2008 apply (activities of environmental or major environmental significance)? <input type="checkbox"/> yes <input type="checkbox"/> no			
• Has the Construction Industry Training Board (CITB) levy been paid? <input type="checkbox"/> yes <input type="checkbox"/> no N/A			
I acknowledge that Council may make copies of this application and documentation in accordance with the <i>Development Regulations 2008</i> and <i>Development Act 1993</i> . Details forming part of the application may be included in a Development Assessment Panel agenda published on Council's website.			
If published, I request that Council obscures my telephone number and email address. <input checked="" type="checkbox"/> yes <input type="checkbox"/> no			
I have sought permission from the architect/engineer to allow reproduction of the application documents for provision to third parties. <input checked="" type="checkbox"/> yes <input type="checkbox"/> no			
Name: DAVID ROMALDI		Signature:	Date: 25 JULY 17
<input checked="" type="checkbox"/> Applicant <input type="checkbox"/> Owner <input type="checkbox"/> Builder			

DUPLICATE  
CERTIFICATE OF TITLE

Attachment 2  
South Australia

Register Book,  
Volume 4245 Folio 682



New Certificate for the whole of the Land in Vol.4106 Folio 774

HALLETT BRICK INDUSTRIES LIMITED of Hallett Street Allenby Gardens 5009 is the proprietor of an estate in fee simple subject nevertheless to such encumbrances liens and interests as are notified by memorial underwritten or endorsed hereon in ALLOTMENT 41 of portion of Section 348 HUNDRED OF YATALA laid out as LITTLE ADELAIDE (G.R.O. ENROLLED PLAN Book 16 Page 68) and delineated on the plan hereon by bold black lines

In witness whereof I have signed my name and affixed my seal this 22<sup>nd</sup> day of May 1985  
Signed the 22<sup>nd</sup> day of May 1985, in the presence of P. Reedwood

*P. Reedwood*  
Deputy Registrar-General



T5401783-M5401784---

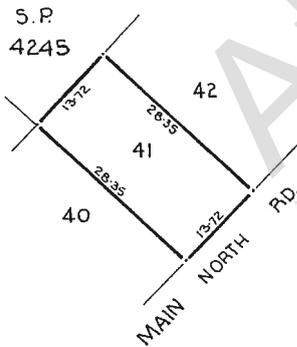
TRANSFER 5401783 to JOHN IVANOFF of care of Post Office Box 197 North Adelaide 5006 Salesman of the within land Produced 15.3.1985 at 2.55 p.m.



MORTGAGE 5401784 to ALBERT HERMANN THRUN WILMA THRUN WILLIAM LANCELOT HILLIER BAKER ISOBEL HOPE BAKER SHIRLEY CHRISTINE HESTER JACK WELLINGTON SOLLY HONORA SHORTHOSE DOREEN MAY MURRAY HARRY EDGAR WIRTH and BERYL LINDA WIRTH AS TO THE AMOUNTS SPECIFIED THEREIN Produced 15.3.1985 at 2.55 p.m. (Including other land)



LEASE 6138163 to WESTWAY INVESTMENTS PTY. LTD. of the within land Term of 1 year 6 months and 15 days commencing on 1.9.1985 and expiring on 15.3.1987 Produced 10.1.1986 at 11:40 (Including other land)



0 7.5 15 22.5 30 Metres

OVER

DISCHARGE of Mortgage 5401784 vide 6340417  
Produced 13.4.1987 at 11:35



MORTGAGE 6340418 to ALBERT HERMANN THRUN, WILMA THRUN, ISOBEL HOPE BAKER, SHIRLEY CHRISTINE HESTER, HELEN ANTOINETTE SOLLY, JOHN HENRY SOLLY, HONORA SHORTHOSE, DOREEN MAY MURRAY, HARRY EDGAR WIRTH, BERYL LINDA WIRTH, GRAHAM GEORGE BROOKMAN, ANTHONY BROOKMAN, DAVID NORMAN BROOKMAN, MAXWELL LEONARD THOMAS, DEAN MAXWELL MILLER and VERA DOREEN MILLER AS TO THE AMOUNTS SPECIFIED THEREIN

Produced 13.4.1987 at 11:35  
(Including other land)



TRANSFER 6463122 to CENTURY MOTORS PTY. LTD. of 32-36 Main North Road Prospect 5082 of the within land Produced 23.12.1987 at 14:40



DISCHARGE of Mortgage 6340418 vide 6484920  
Produced 18.2.1988 at 11:20



Attachment

DUPLICATE  
CERTIFICATE OF TITLE

Attachment 4  
South Australia

Register Book,  
Volume 4245 Folio 683



New Certificate for the whole of the Land in Vol.4106 Folio 776

HALLETT BRICK INDUSTRIES LIMITED of Hallett Street Allenby Gardens 5009 is the proprietor of an estate in fee simple subject nevertheless to such encumbrances liens and interests as are notified by memorial underwritten or endorsed hereon in ALLOTMENT 42 of portion of Section 348 HUNDRED OF YATALA laid out as LITTLE ADELAIDE (G.R.O. ENROLLED PLAN Book 16 Page 68) and delineated on the plan hereon by bold black lines

In witness whereof I have signed my name and affixed my seal this 22<sup>nd</sup> day of May 1985

Signed the 22<sup>nd</sup> day of May 1985, in the presence of L. Heesweide

[Signature]  
Deputy Registrar-General



T5401783-M5401784

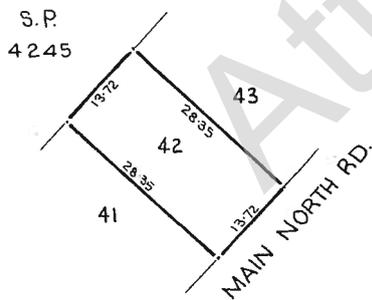
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DISCHARGE of Mortgage 6340418 vide 6484920  
Produced 18.2.1988 at 11:20



Attachment

**DUPLICATE  
CERTIFICATE OF TITLE**

**South Australia**

Attachment 6

Register Book,

Volume 4245 Folio 684



New Certificate for the whole of the Land in Vol.4106 Folio 778

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In witness whereof I have signed my name and affixed my seal this 22<sup>nd</sup> day of May 1985  
Signed the 22<sup>nd</sup> day of May 1985, in the presence of L. Hedwood

*[Signature]*  
Deputy Registrar-General



T5401783-M5401784---

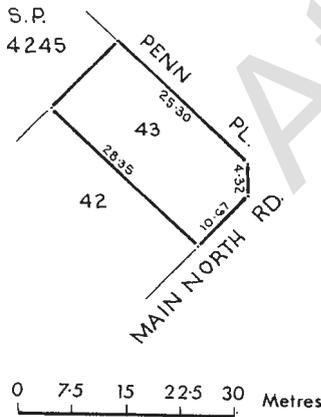
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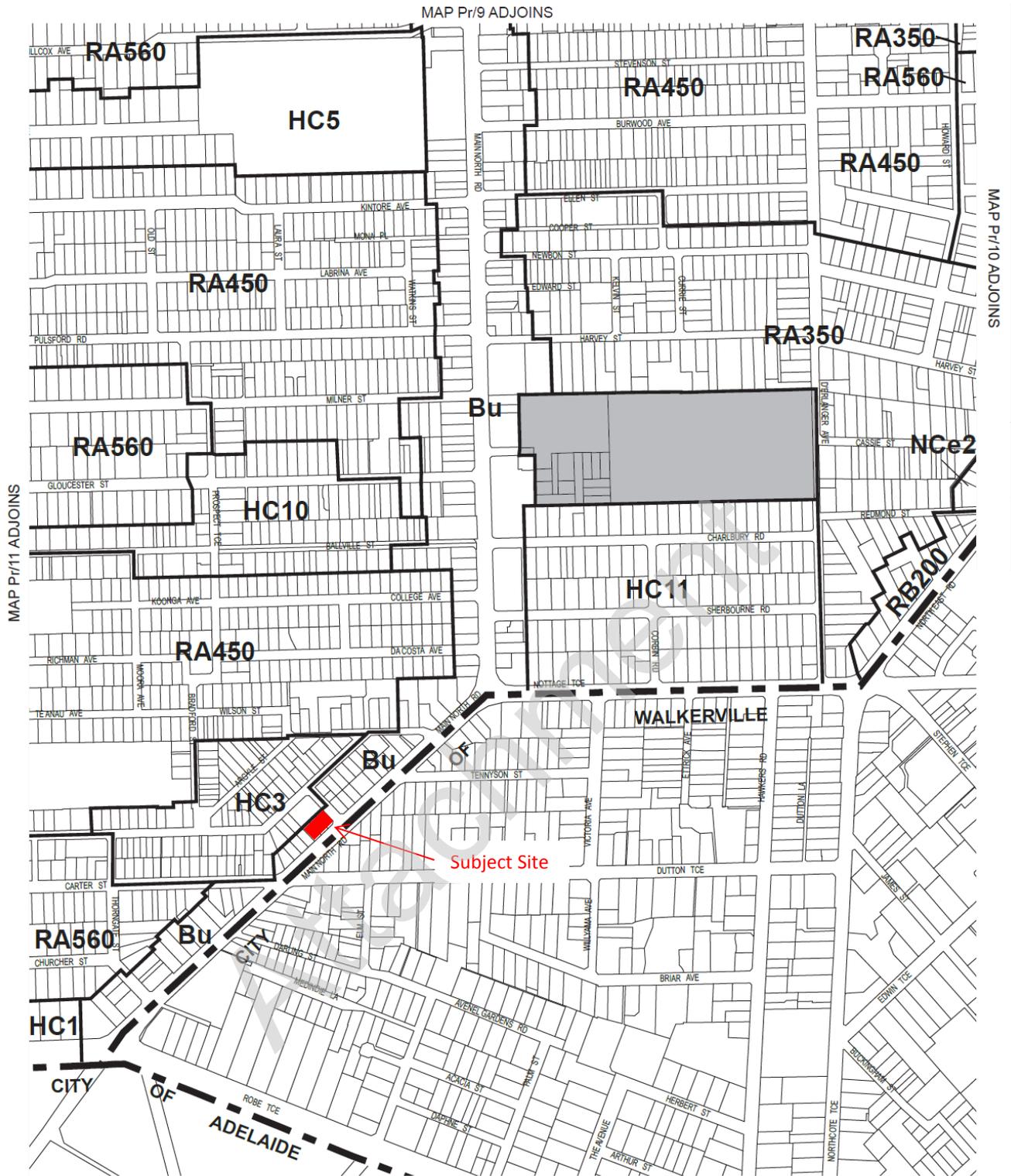
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of 32-36 Main North Road Prospect 5082 of the  
within land Produced 23.12.1987 at 14:40



DISCHARGE of Mortgage 6340418 vide 6484920  
Produced 18.2.1988 at 11:20

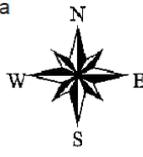


Attachment



- RA560 Residential Policy Area A560
  - RA450 Residential Policy Area A450
  - RA350 Residential Policy Area A350
  - RB200 Residential Policy Area B200
  - HC1 Historic Conservation Area 1 Policy Area
  - HC3 Historic Conservation Area 3 Policy Area
  - HC5 Historic Conservation Area 5 Policy Area
  - HC10 Historic Conservation Area 10 Policy Area
  - HC11 Historic Conservation Area 11 Policy Area
  - NCe2 Collinsons Policy Area
  - Bu Business
- 
- Policy Area Boundary
  - Development Plan Boundary
  - Area not covered by Policy

Scale 1:8000



# PROSPECT COUNCIL POLICY AREAS MAP Pr/12

Consolidated - 30 May 2017



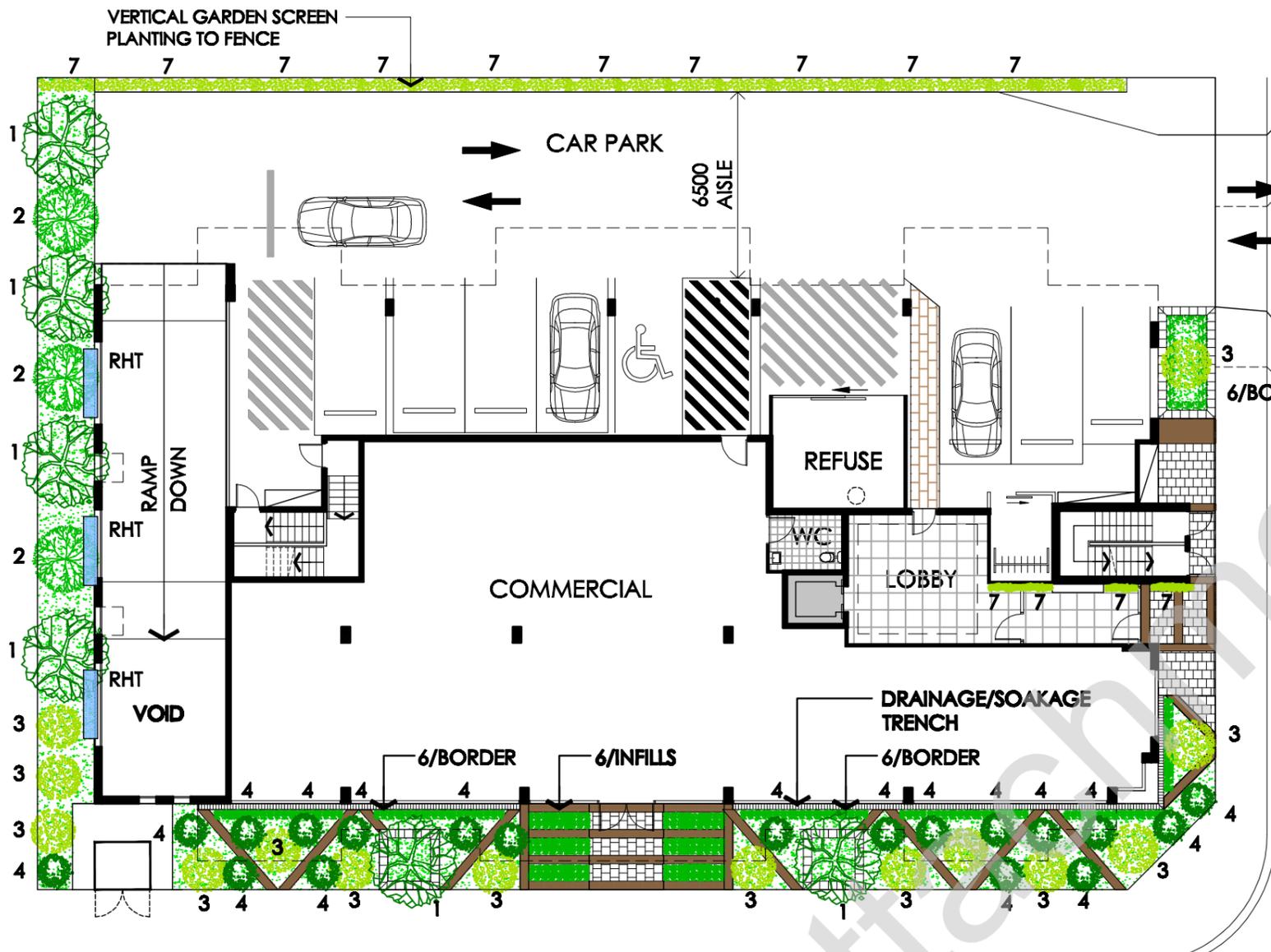
Civic Centre  
 128 Prospect Road  
 Prospect SA 5082 AUSTRALIA  
 Telephone: 08 8269 5355  
 Email: admin@prospect.sa.gov.au

**Subject Land and Locality**



**Notes**  
 32-36 Main North Road, Prospect

**Disclaimer**  
 This map is a representation of the information currently held by the City of Prospect. While every effort has been made to ensure the accuracy of the product, Council accepts no responsibility for any errors or omissions. Any feedback on omissions or errors would be appreciated.



LANDSCAPING LEGEND

- GENERAL LANDSCAPING WITH DROUGHT RESISTANT LAWN, MOISTURE RETAINING MULCH AND SELECTED PLANTS WITH AUTOMATIC IRRIGATION SYSTEM CONNECTED TO RAIN HARVESTING TANKS
- PAVING UNITS: EXPOSED AGGREGATE CONCRETE : URBANSTONE "URBAN" SERIES - SALT BUSH
- CONTRASTING PAVING UNITS: AUSTRAL "LONDON" SERIES - BOWRAL BLUE

CODE	TYPE	BOTANICAL NAME	COMMON NAME	HEIGHT X SPREAD	DESCRIPTION
1	TREE	PRUNUS CERASIFERA	OAKVILLE CRIMSON SPIRE	6.0M X 2.0 M	STRONG UPRIGHT COLUMNAR TREE, ORNAMENTAL DECIDUOUS PLUM WITH AN EARLY SPRING DISPLAY OF WHITE/PINKISH FLOWERS & DEEP PURPLE LEAVES.
2	LARGE SHRUB	VIBURNUM TINUS	LAURESTINUS	3.0M X 3.0M	EVERGREEN DENSE SHRUB. OVAL DARK GLOSSY LEAVES AND WHITE FLOWERS IN SPRING. PRUNE TO AVAILABLE SPACE
3	SMALL SHRUB	ASTARTEA "WINTER PINK"	ASTARTEA	1.0M X 1.5M	HARDY LONG FLOWERING DENSE SHRUB. DEEP PINK FLOWERS AND AROMATIC LEAVES.
4	GROUND COVER	KENNEDIA PROSTRATA	RUNNING POSTMAN	1.0M X 1.0M	EVERGREEN SPREADING GROUND COVER. DENSE FOLIAGE WITH RED FLOWERS.
6	BORDERS	OPHIPOGON JAPONICUS	MONDO GRASS	0.2M	EVERGREEN SPREADING DARK GREEN GRASS LIKE LEAVES.
7	VERTICAL GARDEN / SCREEN	VIBURNUM ODORATISSIMUM	SWEET VIBURNUM	-	EVERGREEN SPREADING PLANT. LARGE LEATHERY DENSE OVAL GREEN LEAVES. PERFECT FOR SOFTENING FENCES / WALLS AND WILL ABSORB HEAT IN URBAN LANDSCAPES.

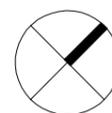
RHT RAIN HARVESTING TANKS

MAIN NORTH ROAD

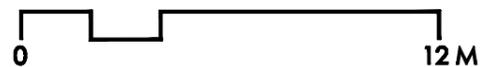


LANDSCAPING PLANS  
GROUND FLOOR & ROOF GARDEN

A SUMMARY : AMENDMENT A  
- DETAILED LANDSCAPING PLANS & LEGEND ADDED



SCALE 1:200 @ A3 U.N.O.



A: 20 DEC 17: COUNCIL REVIEW AMENDMENTS  
ISSUE / REVISION :

**COMMERCIAL & APARTMENTS**  
AT: 32-36 MAIN NORTH RD PROSPECT SA  
FOR: MR D. MORTON

JOB: 324.17 DATE: JAN17 DWG: 324-P1-1.8 REV: A

DAVID ROMALDI ARCHITECTURE ©

PROJECT SCHEDULE

APARTMENT STORAGE SCHEDULE ( CUBIC METRES )

	SITE AREA	1162 SQM
A	LANDSCAPING-GROUND FLOOR	205 SQM - 17.5% : NOTE- INCLUDES DECORATIVE PAVING
A	ROOF GARDEN	146 SQM
	CAR PARKS	37 TOTAL
	COMMERCIAL	293 SQM NET
	APARTMENTS	22 x 2 BEDROOM & 1 x 1 BEDROOM : 23 TOTAL

NUMBER	LEVEL	TYPE	APARTMENT INTERNAL	BASEMENT CABINETS	TOTAL
1	1	A	2.03	6.0	8.03
2	1	D	1.75	7.0	8.75
3	1	B1	1.35	7.0	8.35
4	1	C	1.05	7.0	8.05
5	1	C	1.05	7.0	8.05
6	1	B2	2.14	6.0	8.14
7	1	B2	2.14	6.0	8.14
8	1	A	2.03	6.0	8.03
9	2	A	2.03	6.0	8.03
10	2	D	1.75	7.0	8.75
11	2	B1	1.35	7.0	8.35
12	2	C	1.05	7.0	8.05
13	2	C	1.05	7.0	8.05
14	2	B2	2.14	6.0	8.14
15	2	B2	2.14	6.0	8.14
16	2	A	2.03	6.0	8.03
17	3	A	2.03	6.0	8.03
18	3	D	1.75	7.0	8.75
19	3	B1	1.35	7.0	8.35
20	3	C	1.05	7.0	8.05
21	3	G	1.28	7.0	8.28
22	3	F	1.15	7.0	8.15
23	3	E	2.18	6.0	8.18

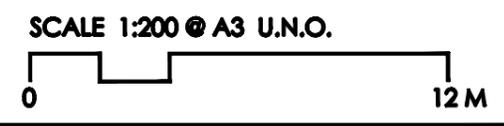
APARTMENT SCHEDULE

TOTAL STORAGE 188.9  
 AVERAGE STORAGE 8.2  
 INTERNAL STORAGE : STORE, LINEN, VANITY & TROUGH CUPBOARDS

NUMBER	LEVEL	TYPE	BEDROOMS	GENERAL	BALCONY	TOTAL AREA
1	1	A	2	68.0	11.3	79.3
2	1	D	2	68.5	10.0	78.5
3	1	B1	2	73.0	10.0	83.0
4	1	C	2	71.0	11.3	82.3
5	1	C	2	71.0	11.3	82.3
6	1	B2	2	73.0	10.0	83.0
7	1	B2	2	73.0	10.0	83.0
8	1	A	2	68.0	11.3	79.3
9	2	A	2	68.0	11.3	79.3
10	2	D	2	68.5	10.0	78.5
11	2	B1	2	73.0	10.0	83.0
12	2	C	2	71.0	11.3	82.3
13	2	C	2	71.0	11.3	82.3
14	2	B2	2	73.0	10.0	83.0
15	2	B2	2	73.0	10.0	83.0
16	2	A	2	68.0	11.3	79.3
17	3	A	2	68.0	11.3	79.3
18	3	D	2	68.5	10.0	78.5
19	3	B1	2	73.0	10.0	83.0
20	3	C	2	71.0	11.3	82.3
21	3	G	1	56.0	13.5	69.5
22	3	F	2	63.5	20.0	88.5
23	3	E	2	66.5	16.5	86.5

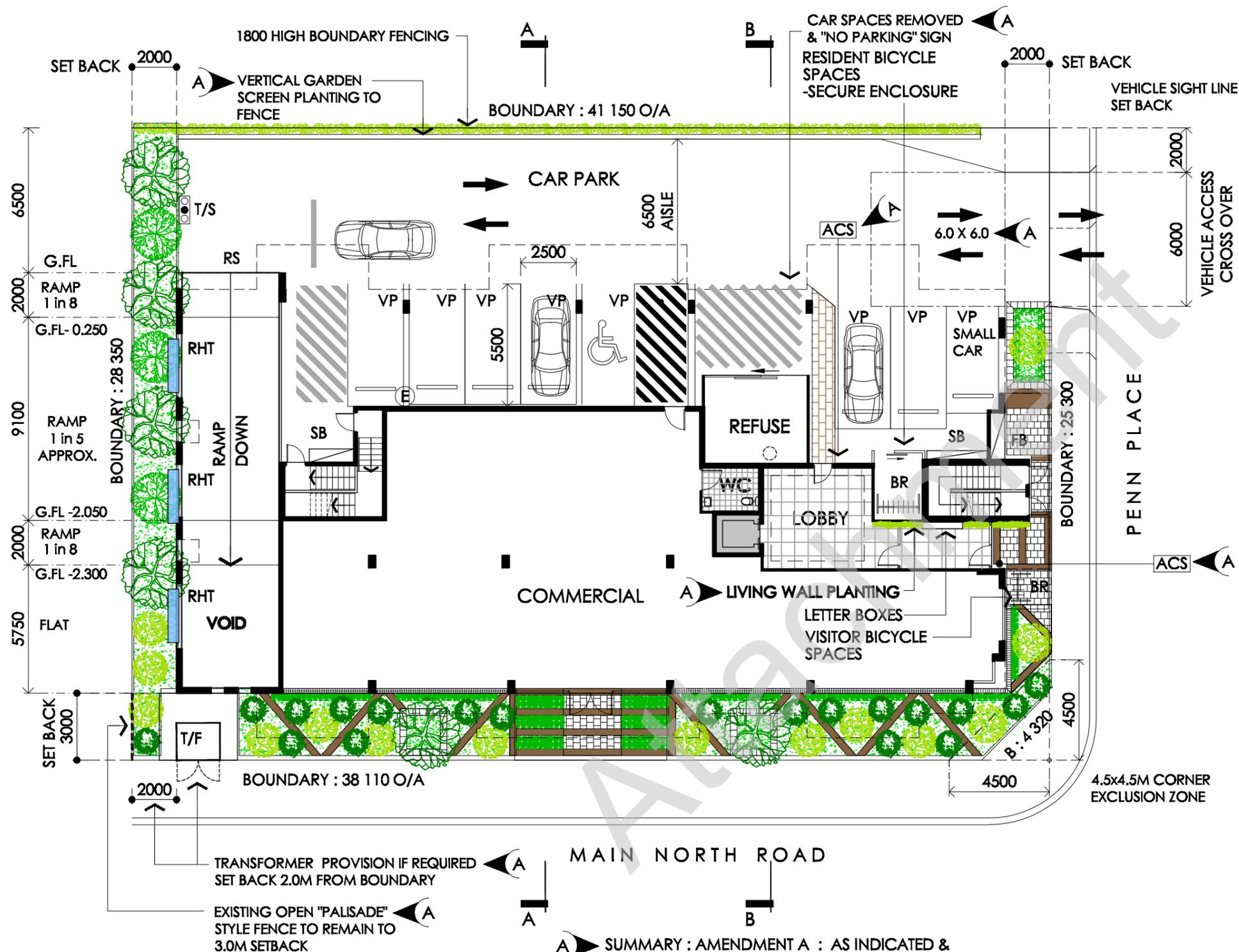
A SUMMARY : AMENDMENT A SCHEDULES UPDATED  
 - LANDSCAPING INCREASED  
 - COMMERCIAL AREA REDUCED  
 - BALCONY AREAS REDUCED TO APARTMENTS E & F

TOTAL PRIVATE BALCONIES 263.0  
 AVERAGE PRIVATE BALCONIES 11.4  
 ROOF GARDEN : 146 SQM - 6.3 SQM PER APARTMENT



ISSUE / REVISION :

<b>COMMERCIAL &amp; APARTMENTS</b>			
AT: 32-36 MAIN NORTH RD PROSPECT SA			
FOR: MR D. MORTON			
JOB: 324.17	DATE: JAN17	DWG: 324-P1-1.1	REV: A
DAVID ROMALDI ARCHITECTURE ©			



NOTES & LEGEND

**BASEMENT ACCESS RAMP**  
2-WAY WITH TRAFFIC MANAGEMENT TO TRAFFIC CONSULTANT'S ADVICE

T/S: TRAFFIC MANAGEMENT SIGNAL LIGHTS

ACCESSIBLE PARK SHARED ZONE & REVERSING BAY

ACCESSIBLE PARK TO AS1248

BR : CORA BICYCLE RACK

TF : PROVISION FOR PAD MOUNT TRANSFORMER

FB : FIRE BOOSTER PROVISION

SB : SERVICES BOARDS PROVISION

RS : AUTOMATIC ROLLER SHUTTER

VP : VISITOR PARK

**LANDSCAPING:**  
REFER SHEET 1.8 FOR DETAILED PLAN & LEGEND

RHT : RAIN HARVESTING TANK  
STRATCO POLY THIN TANK - 2000 LT  
490 W x 2400 L x 1850 H

ACS ACCESS CONTROL SYSTEM  
AUDIO/VISUAL INTERCOM SYSTEM

CARPARK PEDESTRIAN PATH  
COLOURED PATTERNED CONCRETE

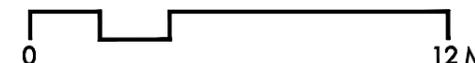
"E" CHARGING STATION

SITE & GROUND FLOOR PLAN

- SUMMARY : AMENDMENT A : AS INDICATED &**
- RAIN HARVESTING TANKS ADDED
  - FENCE VERTICAL GARDEN SCREEN ADDED
  - CAR PARK AISLE RELOCATED
  - VEHICLE ACCESS FOR 6.0 X 6.0M 2 WAY MOVEMENT
  - VISITOR PARKS REMOVED AT REFUSE ENCLOSURE
  - TRANSFORMER RELOCATED & FENCE NOTED ADDED
  - LANDSCAPING LEGEND REMOVED - REFER SHEET 1.8
  - "E" STATION ADDED
  - GENERAL DESIGN IMPROVEMENTS



SCALE 1:200 @ A3 U.N.O.

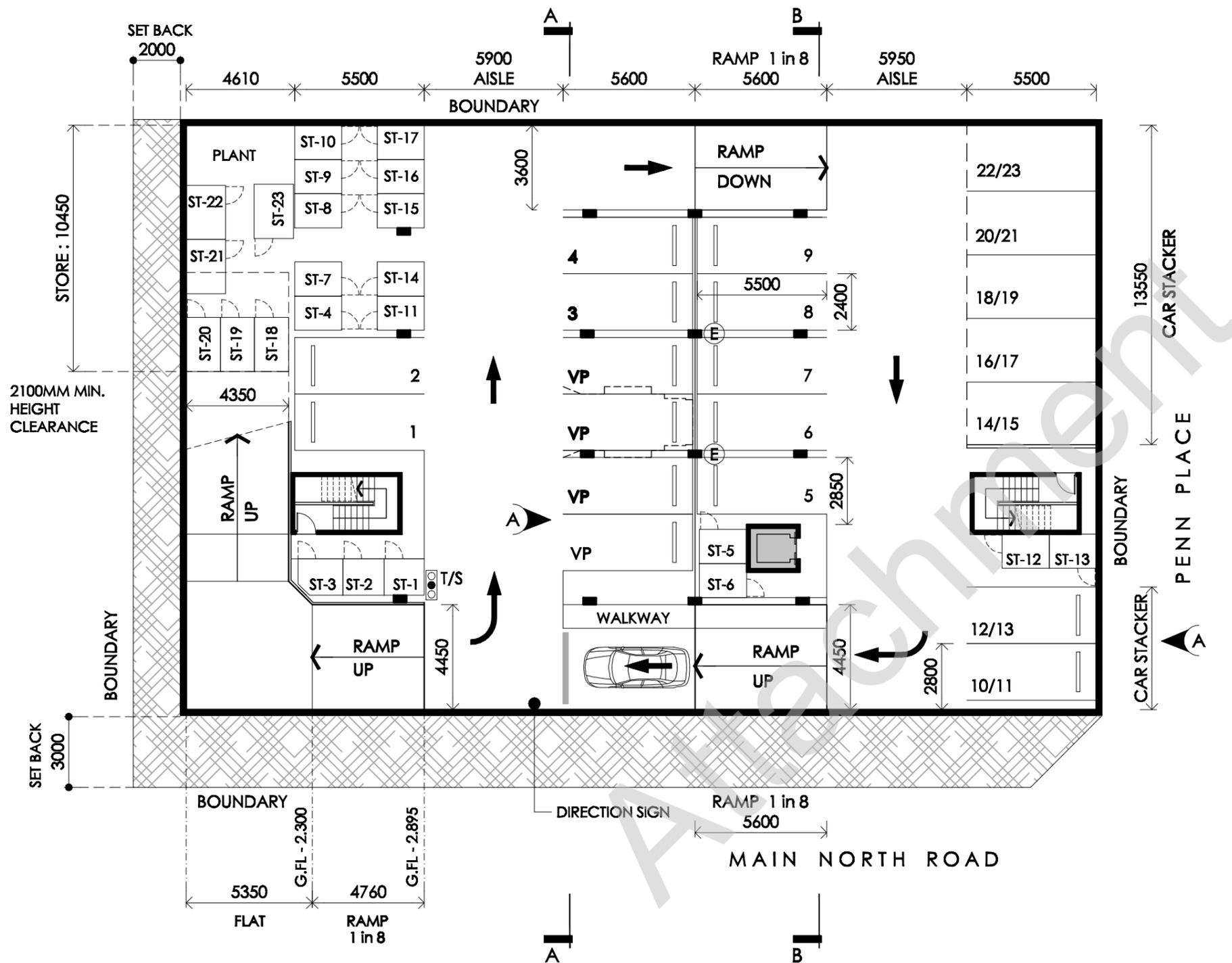


A: 20 DEC 17: COUNCIL REVIEW AMENDMENTS  
ISSUE / REVISION :

**COMMERCIAL & APARTMENTS**  
AT: 32-36 MAIN NORTH RD PROSPECT SA  
FOR: MR D. MORTON

JOB: 324.17 DATE: JAN17 DWG: 324-P1-1.2 REV: A

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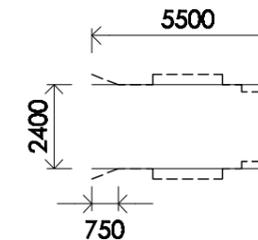
NOTES

CAR SPACES :  
IN ACCORDANCE WITH AS2890  
GENERALLY 2.4M WIDE x 5.5M LONG - U.N.O.

RAMP:  
2-WAY WITH TRAFFIC MANAGEMENT

T/S : TRAFFIC MANAGEMENT SIGNAL LIGHTS

CAR SPACE DESIGN ENVELOPE : AS 2890



VP-# : APARTMENT VISITOR CAR SPACE

ST-# STORAGE CABINETS : GENERALLY 2.4M HIGH  
6-7 CUBIC METRES TO SUPPLEMENT APARTMENT  
STORAGE

ST-# : APARTMENT : STORE - NUMBER

CAR PARK WALLS, COLUMNS & CEILING:  
PAINT FINISH - SOLVER OFF-WHITE

CAR PARK LIGHTING:  
IN ACCORDANCE WITH AUSTRALIAN STANDARD AS 2890

DEEP SOIL ZONE

"E" CHARGING STATION

BASEMENT FLOOR PLAN

SUMMARY : AMENDMENT A  
- VISITOR PARKS ADDED & RELOCATED  
- "E" CHARGING STATIONS ADDED  
- NOTES ADDED



SCALE 1:200 @ A3 U.N.O.

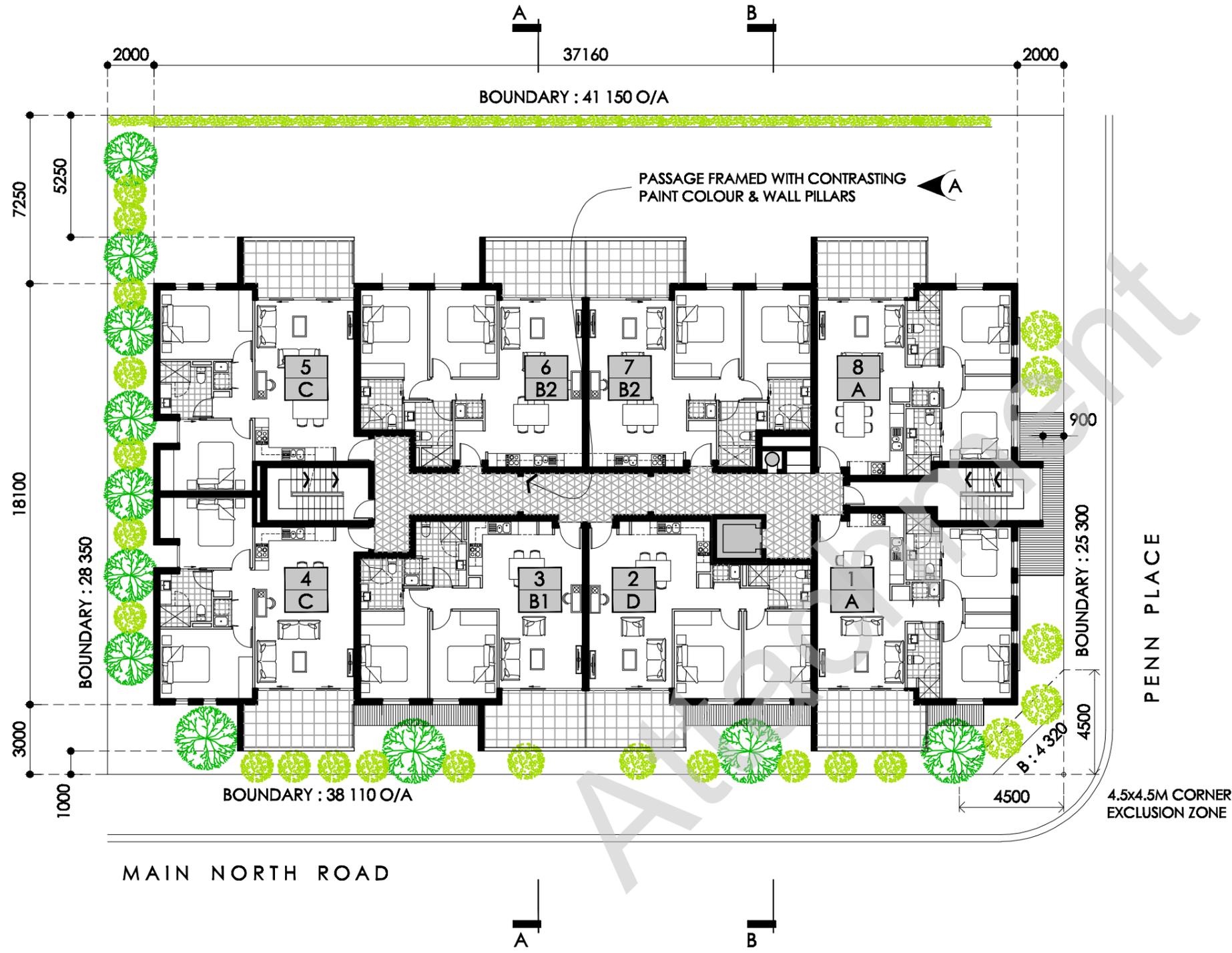


ISSUE / REVISION :

COMMERCIAL & APARTMENTS  
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FOR: MR D. MORTON

JOB: 324.17 DATE: JAN17 DWG: 324-P1-1.3 REV: A

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LEGEND

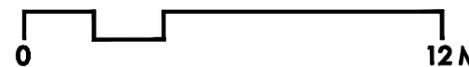
- # APARTMENT NUMBER
- # APARTMENT TYPE
- ELEVATOR
- REFUSE CHUTE & SERVICES BOARD / RISERS

LEVEL 1 PLAN

- SUMMARY : AMENDMENT A**
- APARTMENT PLANS UPDATED REFER SHEETS 4.1 TO 4.5
  - LANDSCAPING INDICATIVE ONLY- REFER SHEET 1.8
  - COMMON PASSAGE WALL PILLARS ADDED



SCALE 1:200 @ A3 U.N.O.

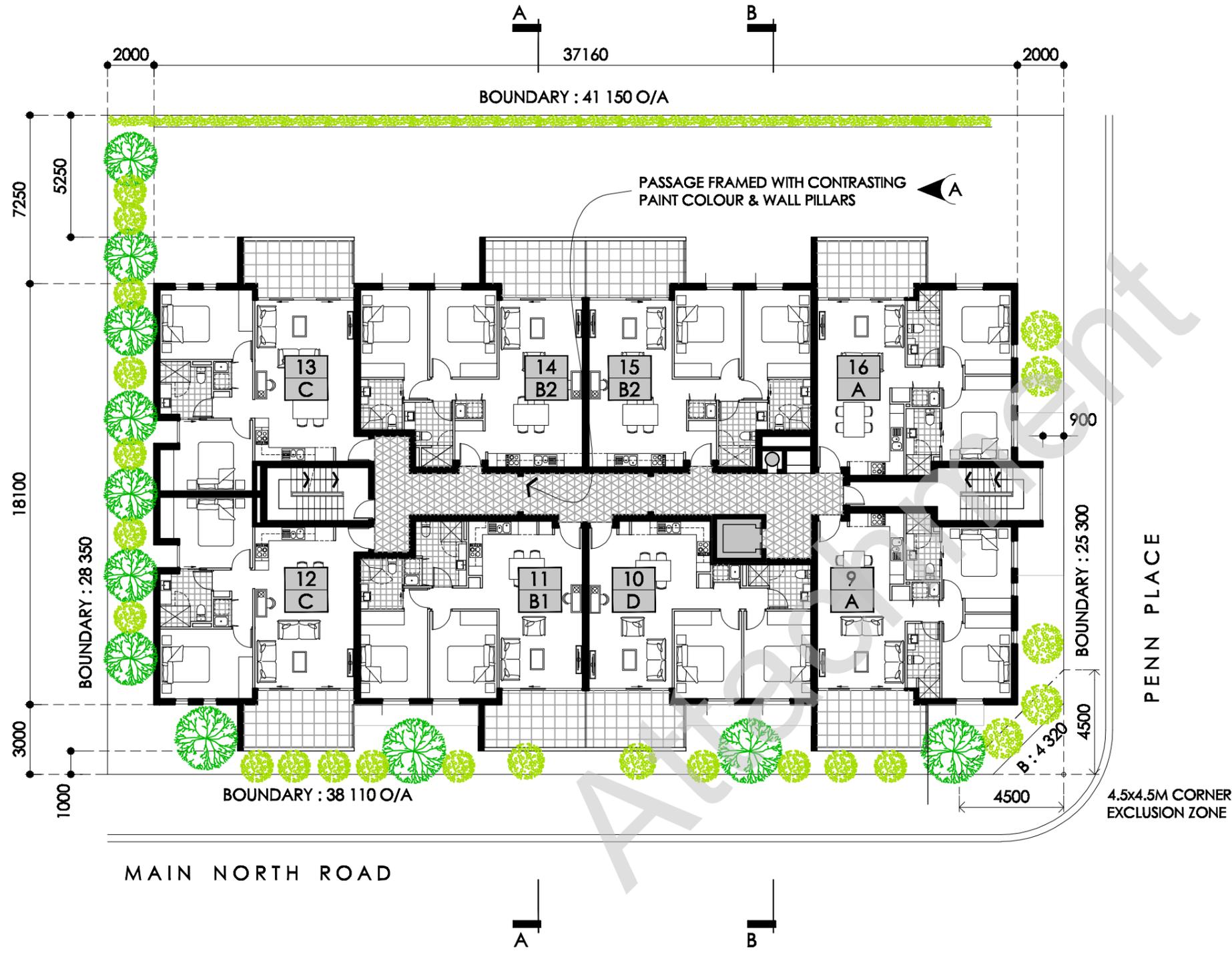


A: 20 DEC 17: COUNCIL REVIEW AMENDMENTS  
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 FOR: MR D. MORTON

JOB: 324.17 | DATE: JAN17 | DWG: 324-P1-1.4 | REV: A

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LEGEND

- # APARTMENT NUMBER
- # APARTMENT TYPE
- ELEVATOR
- REFUSE CHUTE & SERVICES BOARD / RISERS

MAIN NORTH ROAD

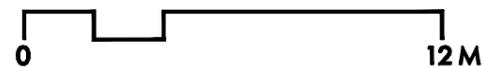
PENN PLACE

LEVEL 2 PLAN

- SUMMARY : AMENDMENT A**
- APARTMENT PLANS UPDATED REFER SHEETS 4.1 TO 4.5
  - LANDSCAPING INDICATIVE ONLY- REFER SHEET 1,8
  - COMMON PASSAGE WALL PILLARS ADDED



SCALE 1:200 @ A3 U.N.O.



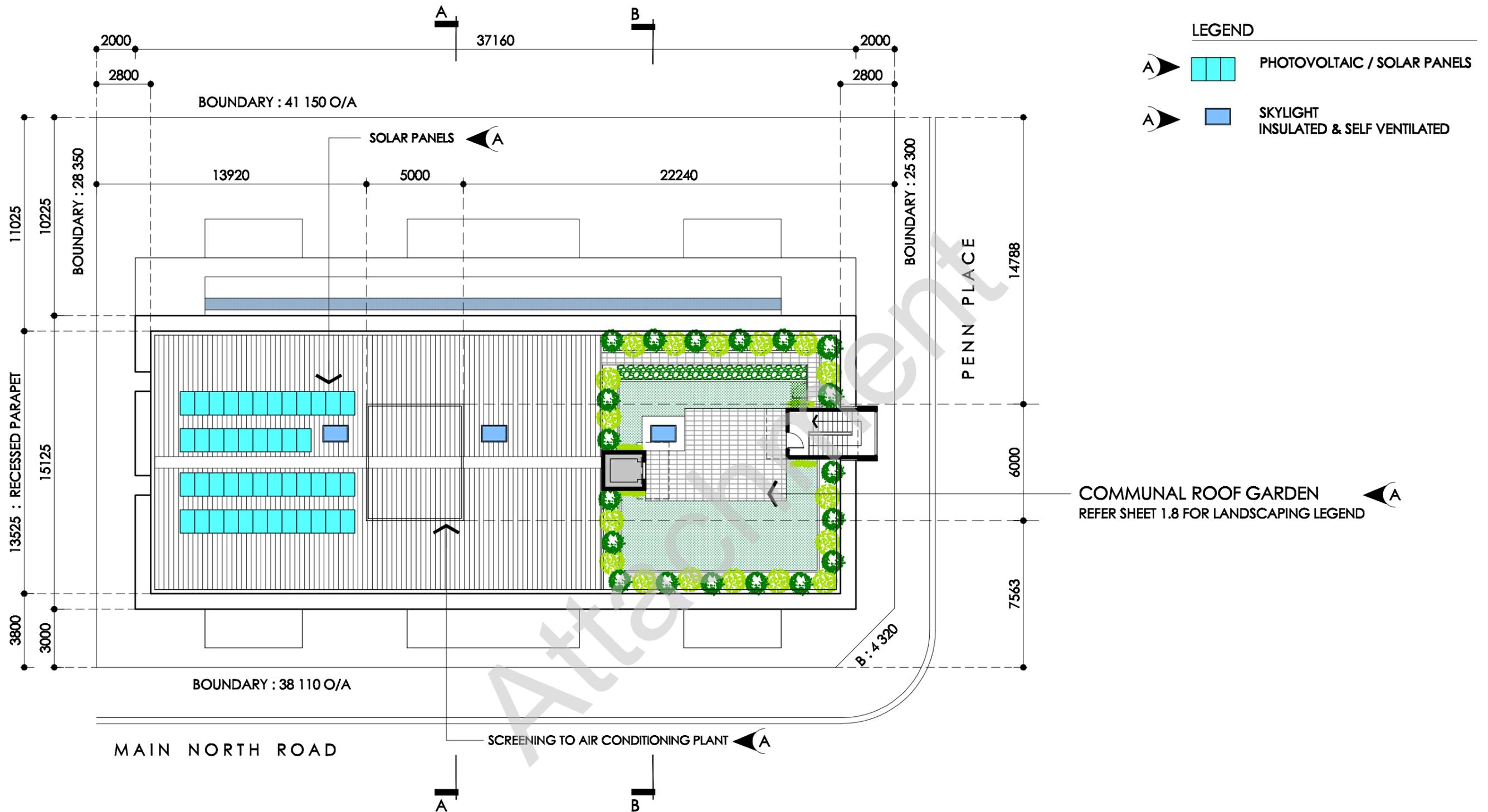
A: 20 DEC 17: COUNCIL REVIEW AMENDMENTS  
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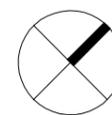
LEGEND

-  PHOTOVOLTAIC / SOLAR PANELS
-  SKYLIGHT INSULATED & SELF VENTILATED

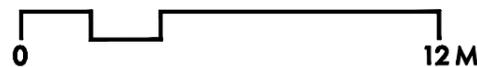
COMMUNAL ROOF GARDEN  
REFER SHEET 1.8 FOR LANDSCAPING LEGEND

ROOF & ROOF GARDEN PLAN

- SUMMARY : AMENDMENT A**
- COMMUNAL ROOF GARDEN ADDED
  - SOLAR PANELS ADDED
  - AIR CONDITIONING PLANT LOCATION CLARIFIED
  - PLANT SCREEN RELOCATED FOR SKYLIGHTS
  - SKYLIGHTS ADDED



SCALE 1:200 @ A3 U.N.O.

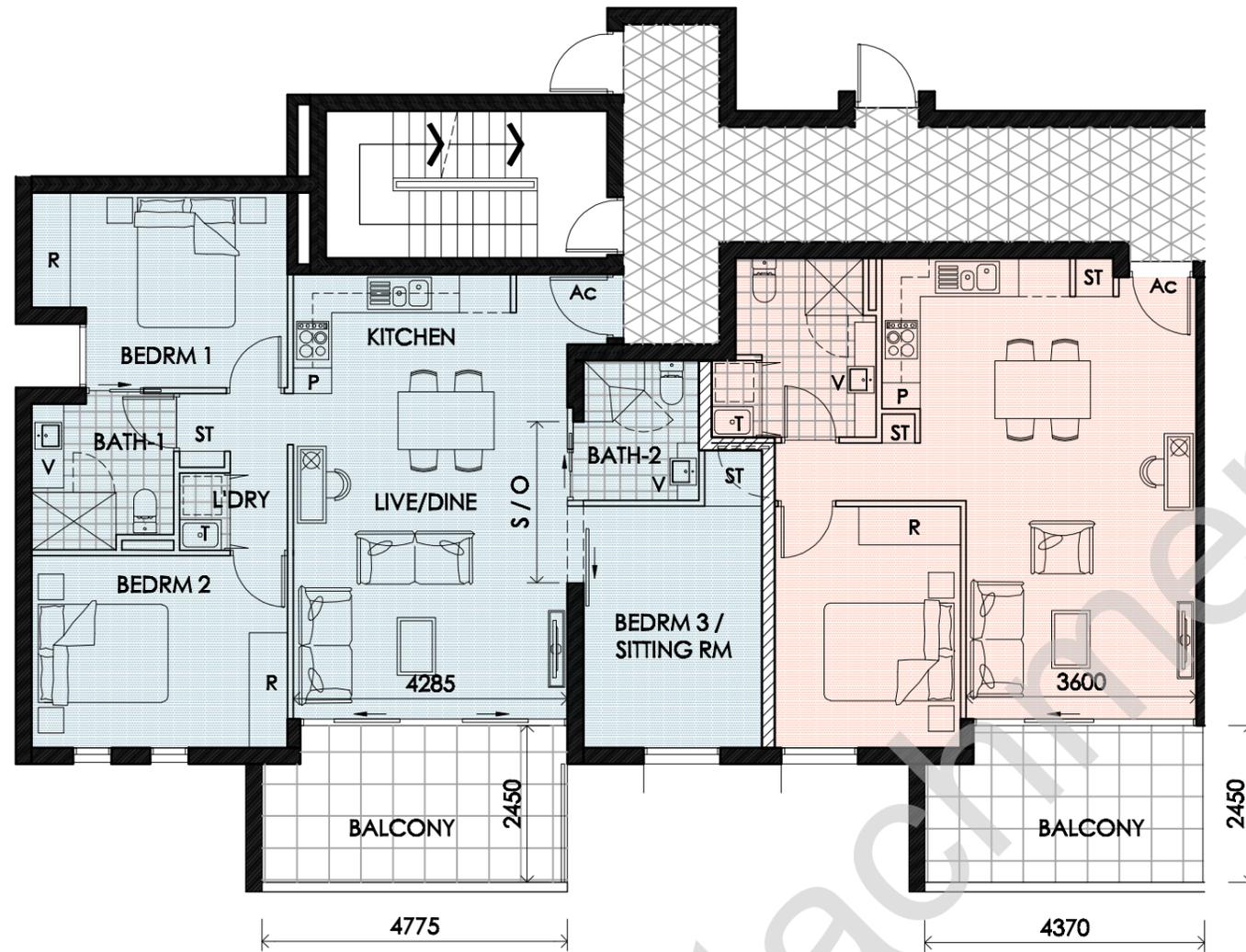


A: 20 DEC 17: COUNCIL REVIEW AMENDMENTS  
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JOB: 324.17 DATE: JAN17 DWG: 324-P1-1.7 REV: A

DAVID ROMALDI ARCHITECTURE ©



APARTMENT LEGEND

- ST : STORE CUPBOARD - FULL HEIGHT
- L : LINEN CUPBOARD - FULL HEIGHT
- R : ROBE
- V : VANITY UNIT CUPBOARD
- T : TROUGH CUPBOARD / CABINET
- P : PANTRY
- Ac : DOOR - 920MM WIDE

APARTMENT CONVERSION

- 3 BEDROOM CONVERSION
- 1 BEDROOM CONVERSION
- NON STRUCTURAL WALL
- S/O : STRUCTURAL OPENING**

**APARTMENT : TYPE H**

GENERAL AREA	89.5
BALCONY	11.0
<b>TOTAL - SQM</b>	<b>100.5</b>

**3 BEDROOM APARTMENT**

**APARTMENT : TYPE J**

GENERAL AREA	55.0
BALCONY	10.0
<b>TOTAL - SQM</b>	<b>65.0</b>

**1 BEDROOM APARTMENT**

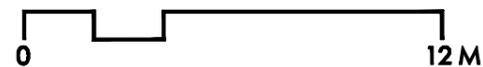
APARTMENT CONVERSION

2 BEDROOM TYPES B1 & C  
TO  
3 BEDROOM TYPE H & 1 BEDROOM TYPE J

A: 20 DEC 17: COUNCIL REVIEW AMENDMENTS  
ISSUE / REVISION :

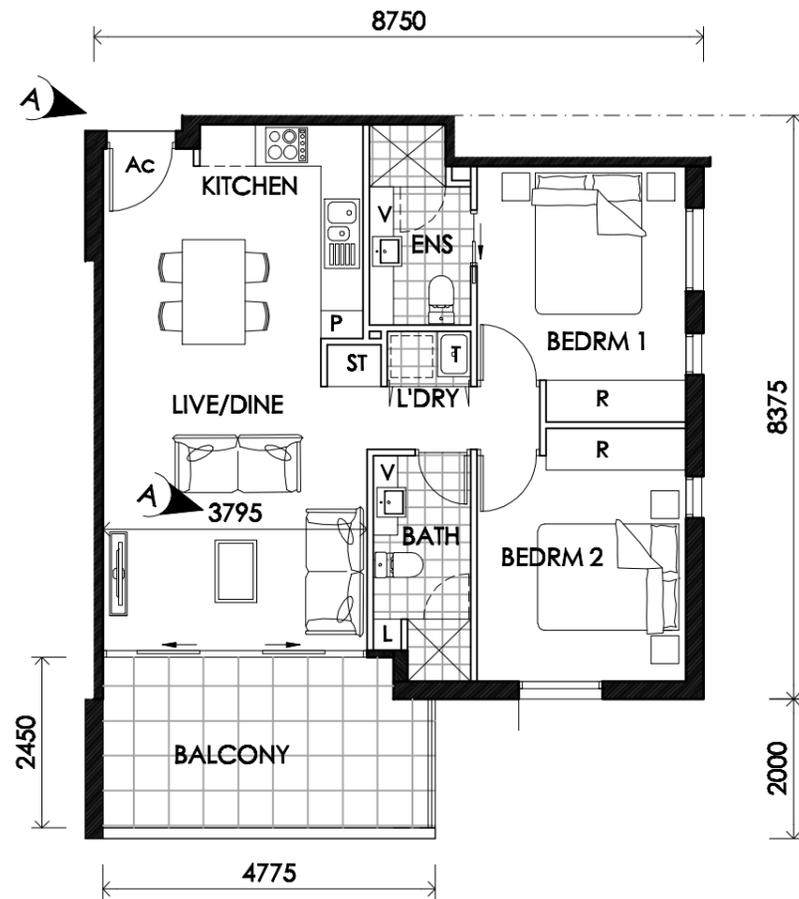
**COMMERCIAL & APARTMENTS**  
AT: 32-36 MAIN NORTH RD PROSPECT SA  
FOR: MR D. MORTON

SCALE 1:100 @ A3 U.N.O.



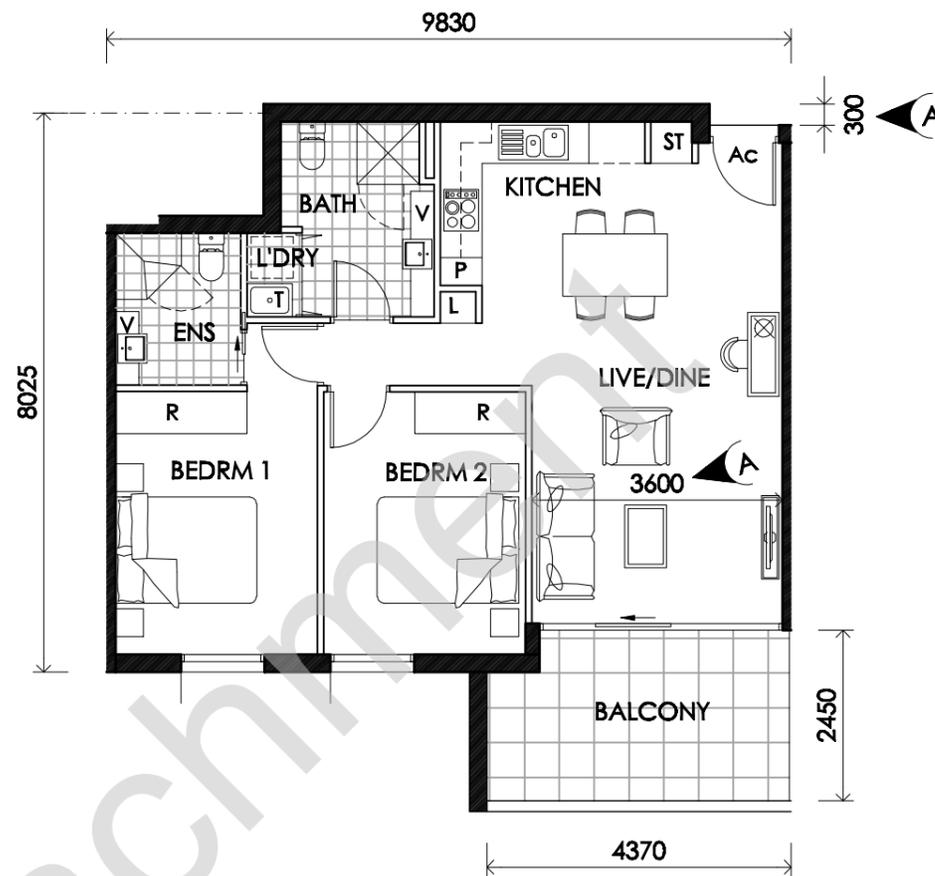
JOB: 324.17 | DATE: JAN17 | DWG: 324-P1-4.5 | REV: A

DAVID ROMALDI ARCHITECTURE ©



APARTMENT : TYPE A

GENERAL AREA	68.0
BALCONY	11.3
TOTAL - SQM	79.3



APARTMENT : TYPE B1

GENERAL AREA	73.0
BALCONY	10.0
TOTAL - SQM	83.0

APARTMENT LEGEND

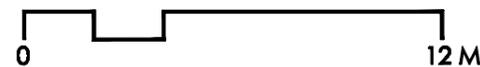
- ST : STORE CUPBOARD - FULL HEIGHT
  - L : LINEN CUPBOARD - FULL HEIGHT
  - R : ROBE
  - V : VANITY UNIT CUPBOARD
  - T : TROUGH CUPBOARD / CABINET
  - P : PANTRY
  - Ac : DOOR - 920MM WIDE
- NOTE:  
PRIVACY SCREENS TO ALL NORTH WEST FACING BALCONIES

- SUMMARY : AMENDMENT A**
- ENTRY DOORS AMENDED TO 920 WIDE
  - LIVING ROOM DIMENSIONED INDICATING 3.6M MIN. WIDTH
  - APARTMENT TYPE B1 ENTRY RECESSED TO INCREASE COMMON PASSAGE
  - PRIVACY SCREENS NOTE ADDED

A: 20 DEC 17: COUNCIL REVIEW AMENDMENTS  
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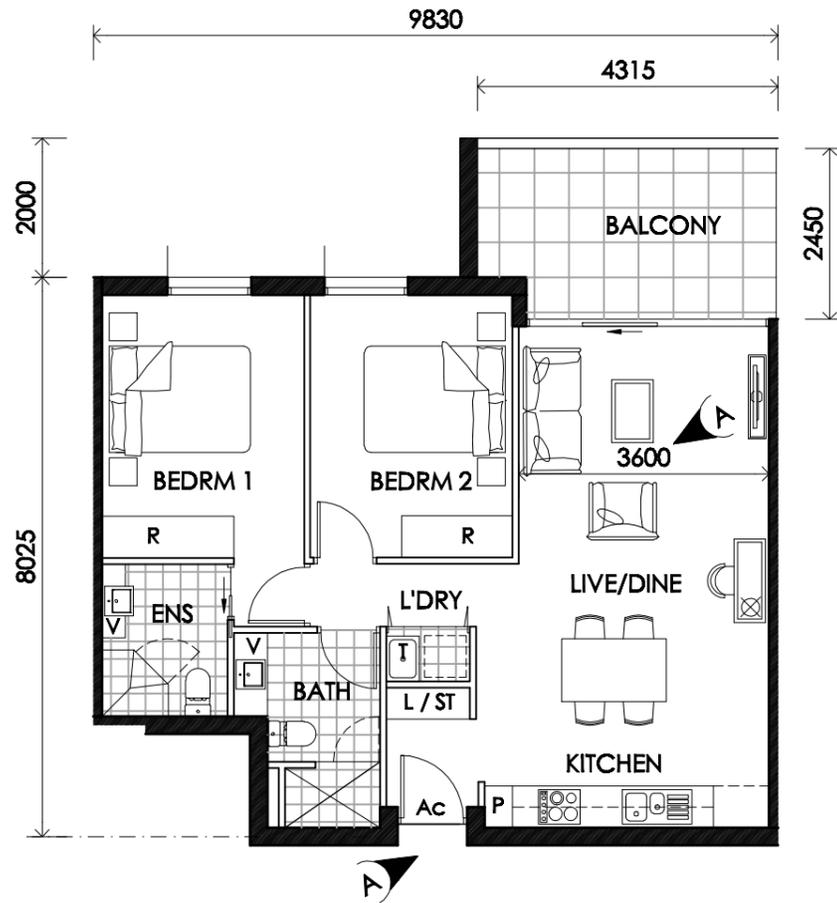
**COMMERCIAL & APARTMENTS**  
AT: 32-36 MAIN NORTH RD PROSPECT SA  
FOR: MR D. MORTON

SCALE 1:100 @ A3 U.N.O.



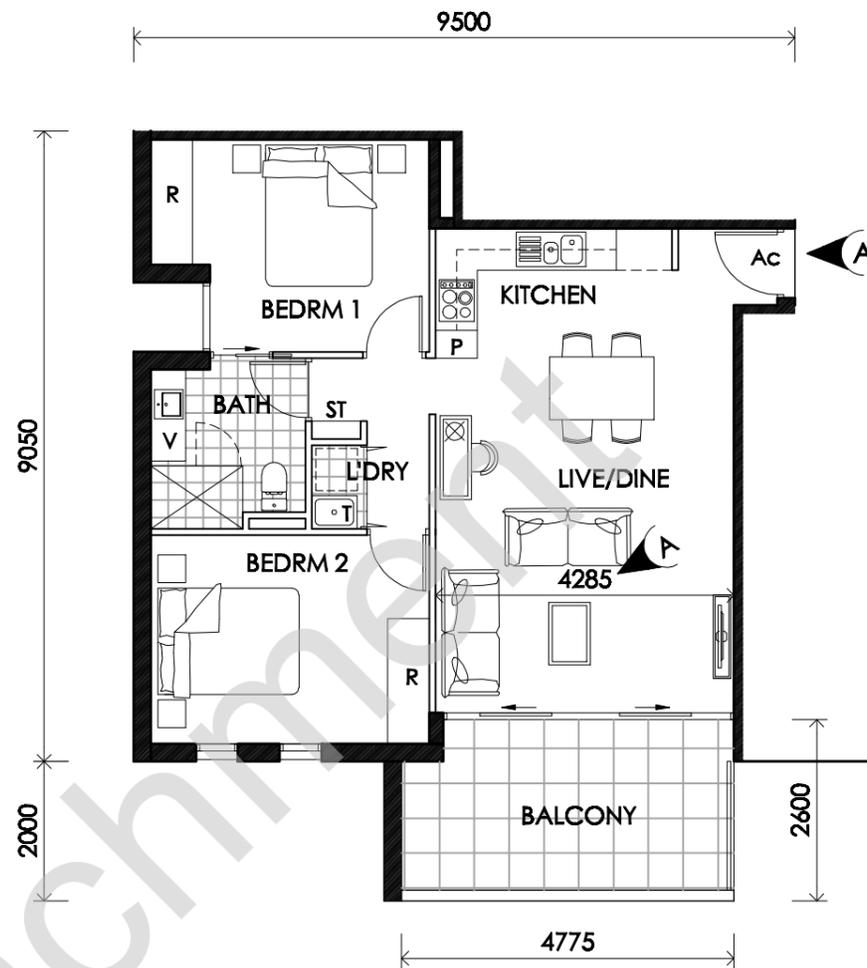
JOB: 324.17 DATE: JAN17 DWG: 324-P1-4.1 REV: A

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APARTMENT : TYPE B2

GENERAL AREA	73.0
BALCONY	10.0
TOTAL - SQM	83.0



APARTMENT : TYPE C

GENERAL AREA	71.0
BALCONY	11.3
TOTAL - SQM	82.3

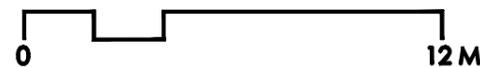
APARTMENT LEGEND

- ST : STORE CUPBOARD - FULL HEIGHT
- L : LINEN CUPBOARD - FULL HEIGHT
- R : ROBE
- V : VANITY UNIT CUPBOARD
- T : TROUGH CUPBOARD / CABINET
- P : PANTRY
- Ac : DOOR - 920MM WIDE

NOTE:  
PRIVACY SCREENS TO ALL NORTH WEST  
FACING BALCONIES

- A** SUMMARY : AMENDMENT A
- ENTRY DOORS AMENDED TO 920 WIDE
  - LIVING ROOM DIMENSIONED INDICATING 3.6M MIN. WIDTH
  - APARTMENT TYPE B2 ENTRY RECESSED
  - PRIVACY SCREENS NOTE ADDED

SCALE 1:100 @ A3 U.N.O.

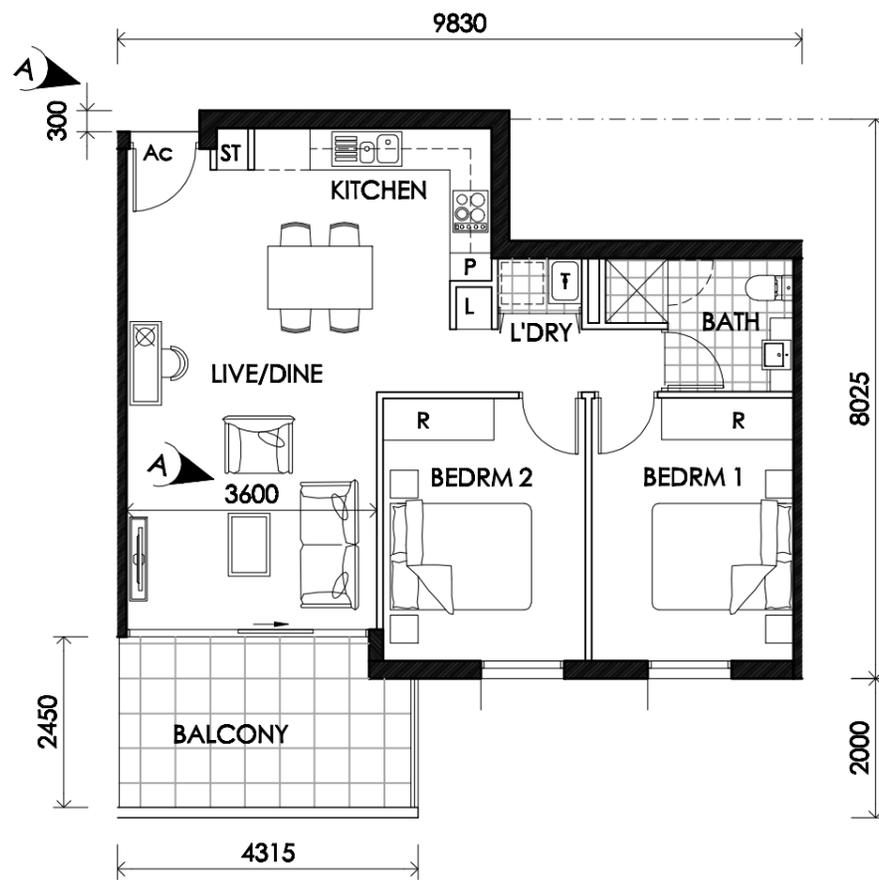


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FOR: MR D. MORTON

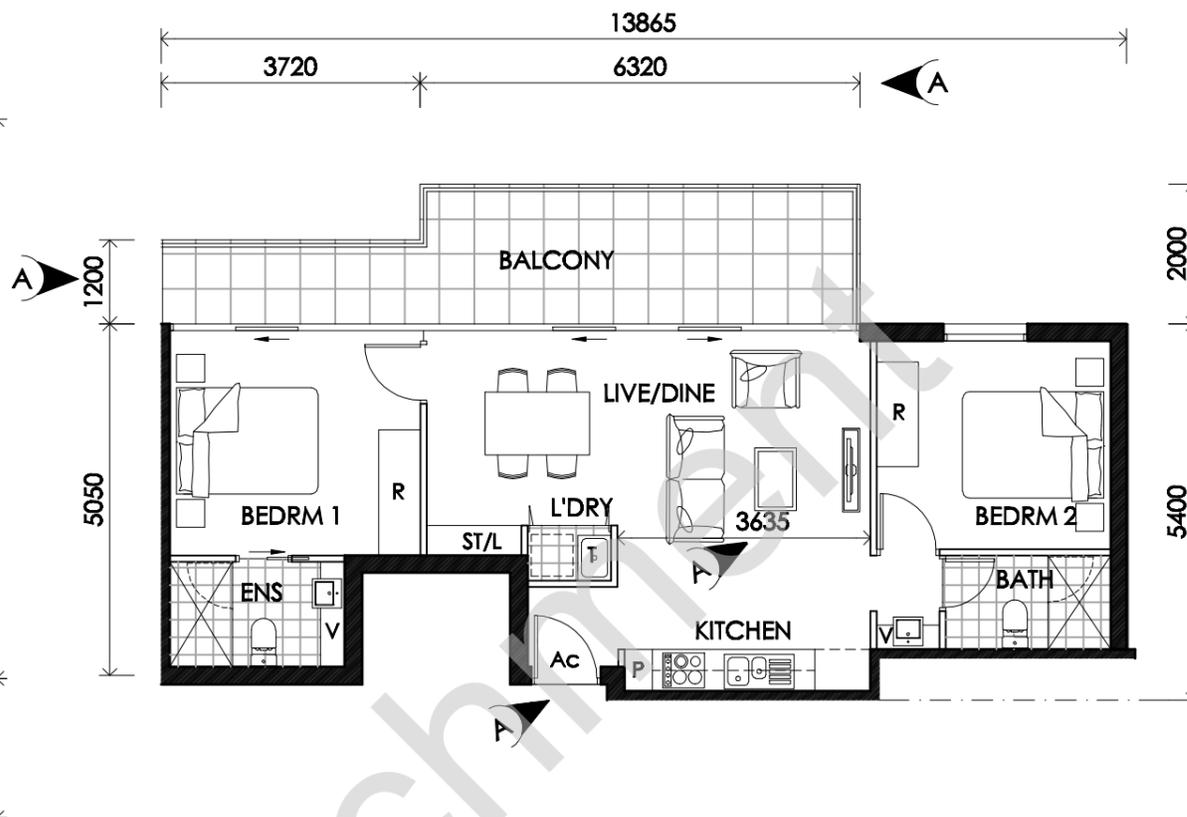
JOB: 324.17 | DATE: JAN17 | DWG: 324-P1-4.2 | REV: A

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APARTMENT : TYPE D

GENERAL AREA	68.5
BALCONY	10.0
TOTAL - SQM	78.5



APARTMENT : TYPE E

GENERAL AREA	66.5
BALCONY	16.5
TOTAL - SQM	83.0

APARTMENT LEGEND

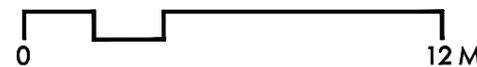
- ST : STORE CUPBOARD - FULL HEIGHT
  - L : LINEN CUPBOARD - FULL HEIGHT
  - R : ROBE
  - V : VANITY UNIT CUPBOARD
  - T : TROUGH CUPBOARD / CABINET
  - P : PANTRY
  - Ac : DOOR - 920MM WIDE
- NOTE: PRIVACY SCREENS TO ALL NORTH WEST FACING BALCONIES

- SUMMARY : AMENDMENT A**
- ENTRY DOORS AMENDED TO 920 WIDE
  - LIVING ROOM DIMENSIONED INDICATING 3.6M MIN. WIDTH
  - APARTMENT TYPE D ENTRY RECESSED
  - APARTMENT TYPE E BALCONY REDUCED
  - PRIVACY SCREENS NOTE ADDED

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FOR: MR D. MORTON

SCALE 1:100 @ A3 U.N.O.

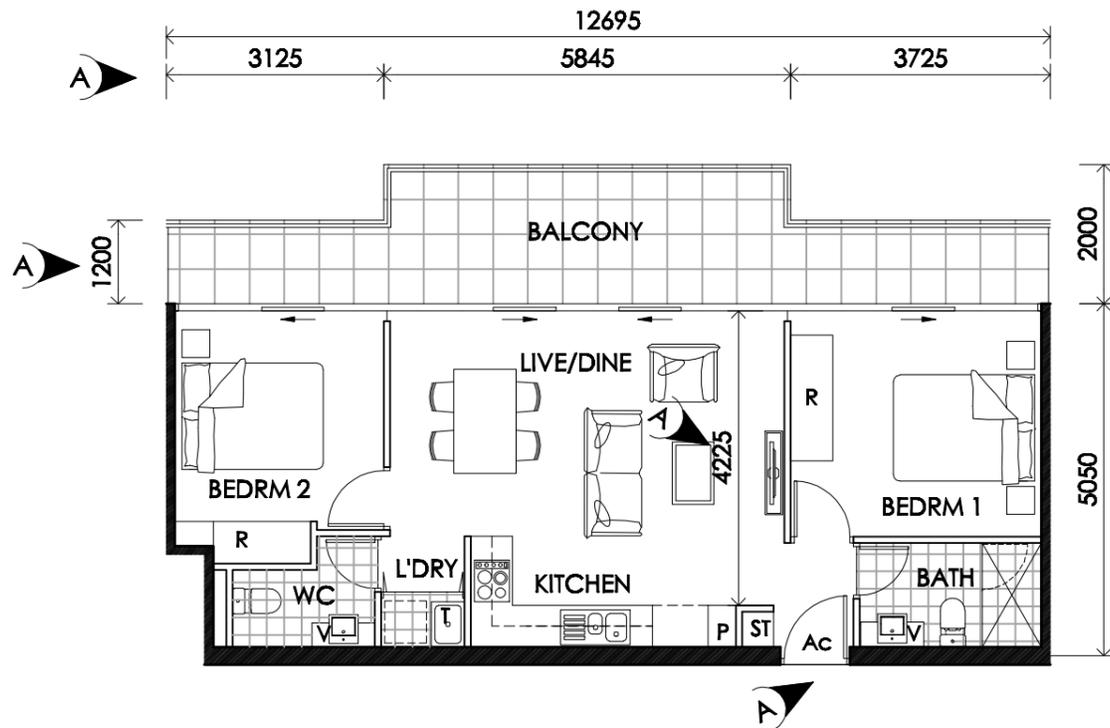


JOB: 324.17 | DATE: JAN17 | DWG: 324-P1-4.3 | REV: A

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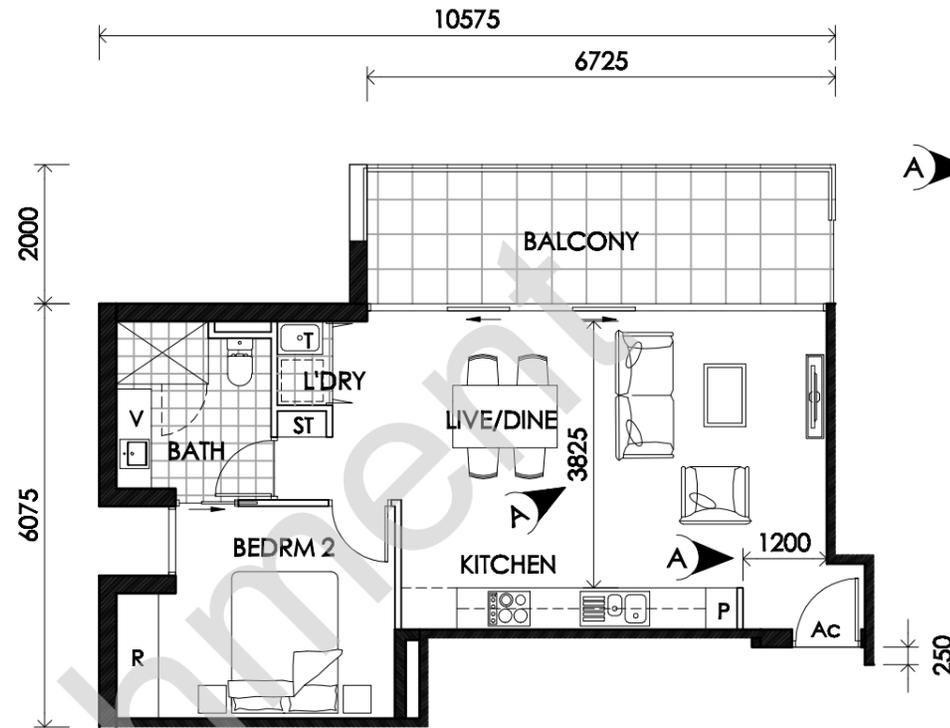
APARTMENT LEGEND

- ST : STORE CUPBOARD - FULL HEIGHT
- L : LINEN CUPBOARD - FULL HEIGHT
- R : ROBE
- V : VANITY UNIT CUPBOARD
- T : TROUGH CUPBOARD / CABINET
- P : PANTRY
- Ac : DOOR - 920MM WIDE



APARTMENT : TYPE F

GENERAL AREA	63.5
BALCONY	20.0
TOTAL - SQM	83.5



APARTMENT : TYPE G

GENERAL AREA	56.0
BALCONY	13.5
TOTAL - SQM	69.5

- SUMMARY : AMENDMENT A**
- ENTRY DOORS AMENDED TO 920 WIDE
  - LIVING ROOM DIMENSIONED INDICATING 3.6M MIN. WIDTH
  - APARTMENT TYPE G ENTRY DOOR RECESSED
  - APARTMENT TYPE G INTERNAL ENTRY INCREASED TO 1200MM
  - APARTMENT TYPE F BALCONY REDUCED

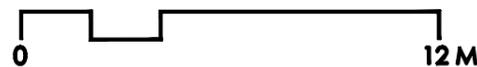
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 FOR: MR D. MORTON

JOB: 324.17 DATE: JAN17 DWG: 324-P1-4.4 REV: A

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SCALE 1:100 @ A3 U.N.O.



**RESIDENTIAL & COMMERCIAL DEVELOPMENT DEVELOPMENT**

**32 - 36 MAIN NORTH ROAD PROSPECT**

**DAVID ROMALDI  
ARCHITECTURE**

**EXTERNAL FINISHES & LANDSCAPING**

ISSUE	20-Jan-18
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CODE	DESCRIPTION	MATERIAL
M1 & M1a	GENERAL WALLING	NATURAL CONCRETE - OFF WHITE NATURAL CONCRETE - CHARCOAL
M2 & 2a	WALL CLADDING	ALUCOBOND BRONZE & SMOKE SILVER



Attachment

M3 WALL CLADDING CEMINTEL BARESTONE



M5 WINDOWS POWDERCOAT MONUMENT



M7 BALUSTRADES STAINLESS STEEL FRAMED GLASS



M8 PRIVACY SCREENS FROSTED GLASS

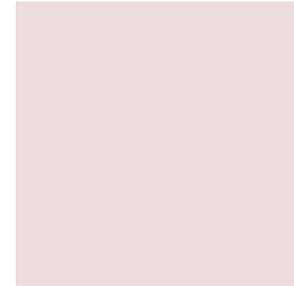


Attachment

M9 METAL SCREENS LASER CUT METAL



M11 ROOF TOP SCREEN POWDERCOATED LOUVRES  
SHOJI WHITE



M12 FEATURE WALL SANDSTONE CLADDING



M13

SUN SHADES

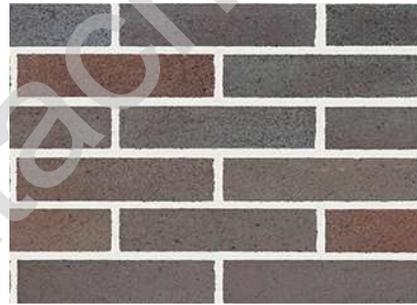
FRAMED GLASS



PAVING



URBAN SERIES- SALT BUSH



LONDON SERIES BOWRAL BLUE

PLANTS



OAKVILLE CRISMON SPIRE



LAURESTINUS



ASTARTEA



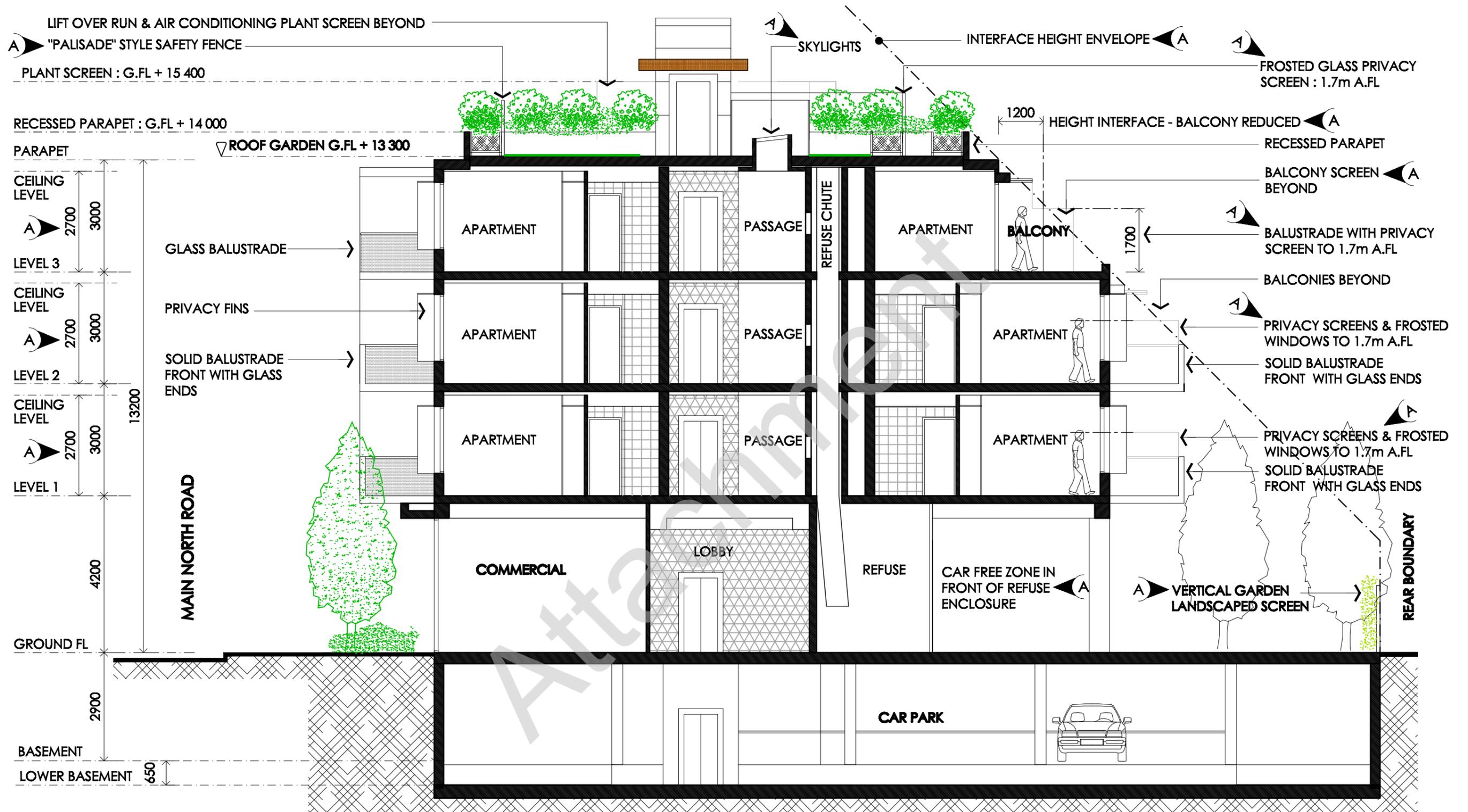
RUNNING POSTMAN



MONDO GRASS BORDERS



SWEET VIBURNUM VERTICAL GARDENS

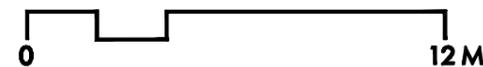


SECTION B-B

- SUMMARY : AMENDMENT A**
- CEILING HEIGHTS NOTED AS 2.7M
  - SKYLIGHTS SHOWN
  - FENCE VERTICAL GARDEN ADDED
  - VISUAL PRIVACY NOTED
  - BALCONY REDUCED IN PART- HEIGHT INTERFACE
  - ROOF GARDEN ADDED

A: 20 DEC 17: COUNCIL REVIEW AMENDMENTS

SCALE 1:100 @ A3 U.N.O.



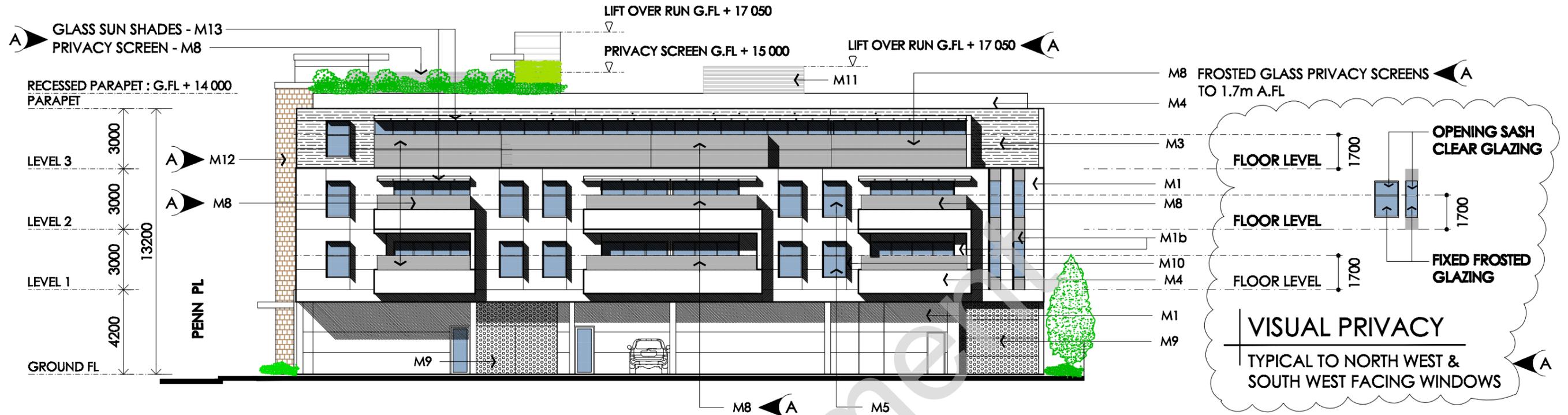
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 FOR: MR D. MORTON

JOB: 324.17 DATE: JAN17 DWG: 324-P1-3.2 REV: A

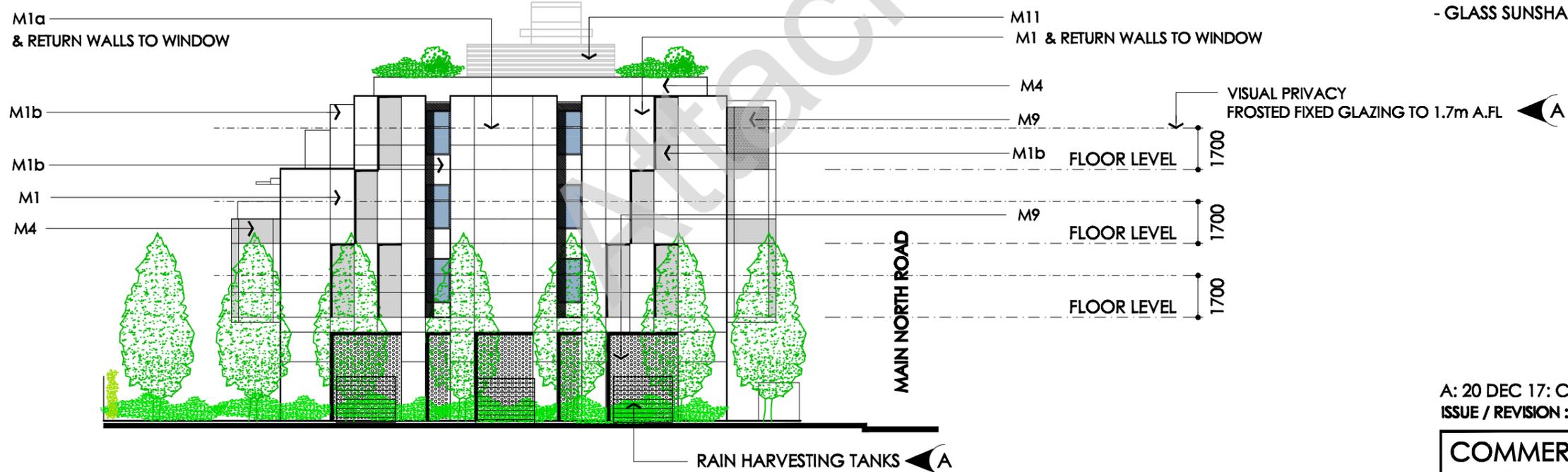
DAVID ROMALDI ARCHITECTURE ©





NORTH WEST ELEVATION

- A** SUMMARY : AMENDMENT A : AS SHOWN &  
 - VISUAL PRIVACY DETAILS & DIMENSIONS ADDED  
 - MATERIAL DESIGN CHANGES- M12 ADDED  
 - FEATURE STONE FACADE ADDED  
 - GLASS SUNSHADES ADDED - M13



SOUTH WEST ELEVATION

- A** SUMMARY : AMENDMENT A  
 - VISUAL PRIVACY NOTED  
 - RAIN HARVESTING TANKS SHOWN  
 - ROOF GARDEN ADDED

SCALE 1:200 @ A3 U.N.O.



A: 20 DEC 17: COUNCIL REVIEW AMENDMENTS  
 ISSUE / REVISION :

**COMMERCIAL & APARTMENTS**  
 AT: 32-36 MAIN NORTH RD PROSPECT SA  
 FOR: MR D. MORTON

JOB: 324.17 DATE: JAN17 DWG: 324-P1-2.2 REV: A

DAVID ROMALDI ARCHITECTURE ©

## EXTERNAL MATERIALS & FINISHES SCHEDULE

CODE	DESCRIPTION	MATERIAL TYPE	FINISH	COLOUR	NOTE
M1	GENERAL WALLING	NATURAL CONCRETE	SMOOTH	OFF-WHITE	WHITE OXIDE CONCRETE ADDITIVE
M1a	GENERAL WALLING	NATURAL CONCRETE	SMOOTH	CHARCOAL	CHARCOAL OXIDE CONCRETE ADDITIVE
M1b	RECESSED WALL PANELS & BALCONY APARTMENT WALLS	CONCRETE	ACRATEX ROLL ON - FINE TEXTURE	DULUX BRONZE - HALF STRENGTH	
A M2 & 2a	WALL CLADDING	PRE FINISHED METAL	ALUCOBOND METALLIC	BRONZE & SMOKE SILVER	MODULATED PATTERN
M3	WALL CLADDING	CEMINTEL SURROUND - BARESTONE	PAINT	DULUX WIGGLE	LEATHER TEXTURED BOARD FINISH
M4	BALCONY BALUSTRADE / END WALLS / RECESSED PARAPET & CANOPIES	CEMINTEL SURROUND - METAL	PAINT	DULUX BRONZE	
M5	WINDOWS	ALUMINIUM	POWDERCOAT	MONUMENT	
M6	WINDOW GLAZING	SOLAR PERFORMANCE GLASS	-	EVANTAGE GREY	FROSTED GLASS TO OVER LOOKING WINDOWS
M7	BALUSTRADE GLAZING	GLASS	-	CLEAR GLASS	SATIN STAINLESS STEEL SUPPORTS
M8	PRIVACY SCREENS	GLASS	-	FROSTED GLASS	SATIN STAINLESS STEEL SUPPORTS
M9	VENTILATION/BALCONY SCREENS	PRE FINISHED LASER CUT METAL	POWDERCOAT	DULUX M,ONUMENT	DECORATIVE PATTERN
M10	PRIVACY FINS	PRE FINISHED LASER CUT METAL	POWDERCOAT	DULUX MONUMENT	DECORATIVE PATTERN - 5MM MAXIMUM APERTURES
A M11	ROOF TOP PLANT SCREENS	PREFINISHED METAL LOUVRES	POWDERCOAT	DULUX SHOJI WHITE	AIR CONDITIONING & MECHANICAL PLANT
A M12	WALLS	STONE VENEER	NATURAL	SANDSTONE	FEATURE STONE CLADDING
A M13	TRANSPARENT SUN SHADE	GLASS ON PREFINISHED METAL SUPPORTS	-	GREY TINTED GLASS & DULUX SHOJI WHITE FRAME	-
A M14	ROOF GARDEN CANOPIES	RECLAIMED TIMBER	NATURAL	CLEAR PAINT FINISH	-

### NOTES

- EXPRESSED GROOVES TO WALLING & CLADDING AS SHOWN

- MAIN NORTH ROAD GLAZING : IN ACCORDANCE WITH MINISTER'S SPECIFICATION SA 78B - CONSTRUCTION REQUIREMENTS FOR CONTROL OF EXTERNAL SOUND

A SUMMARY : AMENDMENT A  
 - ROOF PLANT NOTE ADDED  
 - MATERIALS UPDATED

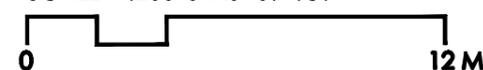
A: 20 DEC 17: COUNCIL REVIEW AMENDMENTS  
 ISSUE / REVISION :

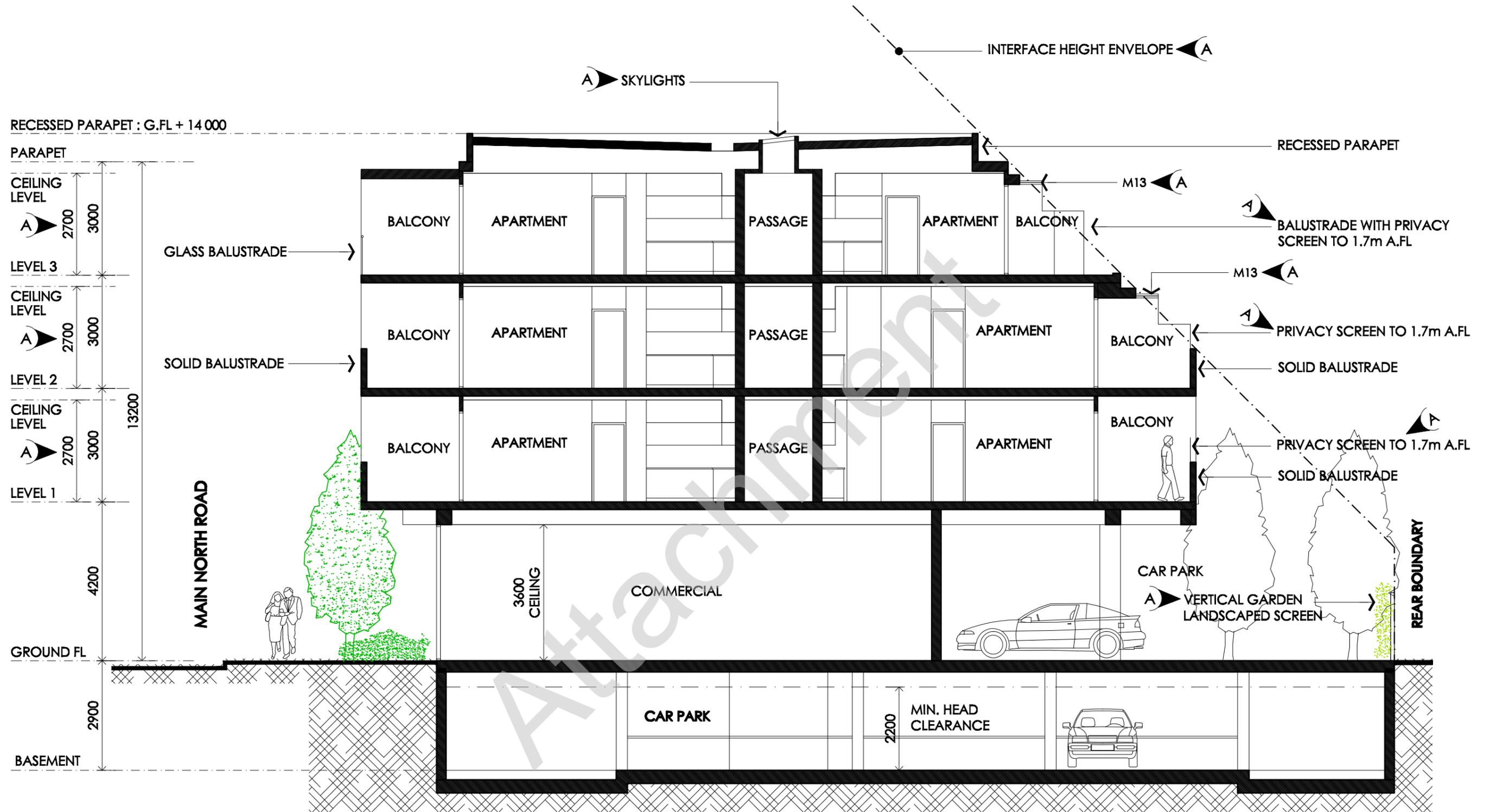
**COMMERCIAL & APARTMENTS**  
 AT: 32-36 MAIN NORTH RD PROSPECT SA  
 FOR: MR D. MORTON

JOB: 324.17 | DATE: JAN17 | DWG: 324-P1-2.3 | REV: A

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SCALE 1:200 @ A3 U.N.O.

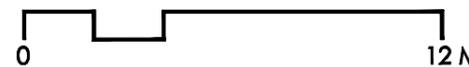




SECTION A-A

- SUMMARY : AMENDMENT A**
- CEILING HEIGHTS NOTED AS 2.7M
  - SKYLIGHTS SHOWN
  - FENCE VERTICAL GARDEN ADDED
  - VISUAL PRIVACY NOTED
  - GLASS SUN SHADES- M13- ADDED

SCALE 1:100 @ A3 U.N.O.



A: 20 DEC 17: COUNCIL REVIEW AMENDMENTS  
ISSUE / REVISION :

**COMMERCIAL & APARTMENTS**  
AT: 32-36 MAIN NORTH RD PROSPECT SA  
FOR: MR D. MORTON

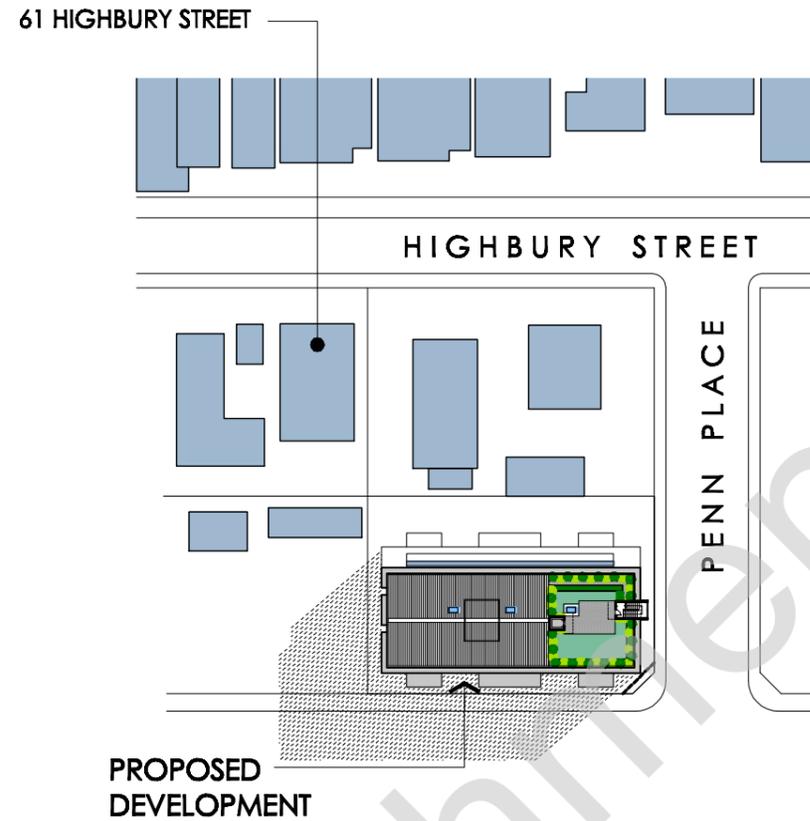
JOB: 324.17 DATE: JAN17 DWG: 324-P1-3.1 REV: A

DAVID ROMALDI ARCHITECTURE ©



SHADOW : 21 JUNE : 9 AM

AZIMUT : 46.16 DEG  
 ALTITUDE : 15.30 DEG



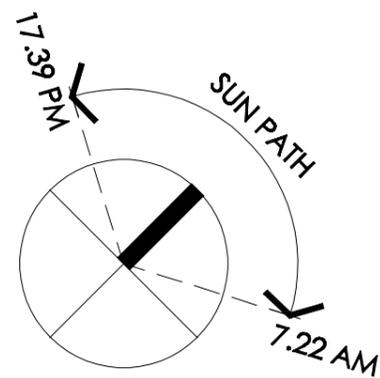
SHADOW : 21 JUNE : 12 NOON

AZIMUT : 4.67 DEG  
 ALTITUDE : 31.55 DEG



SHADOW : 21 JUNE : 3 PM

AZIMUT : 320.47 DEG  
 ALTITUDE : 20.13 DEG



SCALE 1:1000 @ A3 U.N.O.

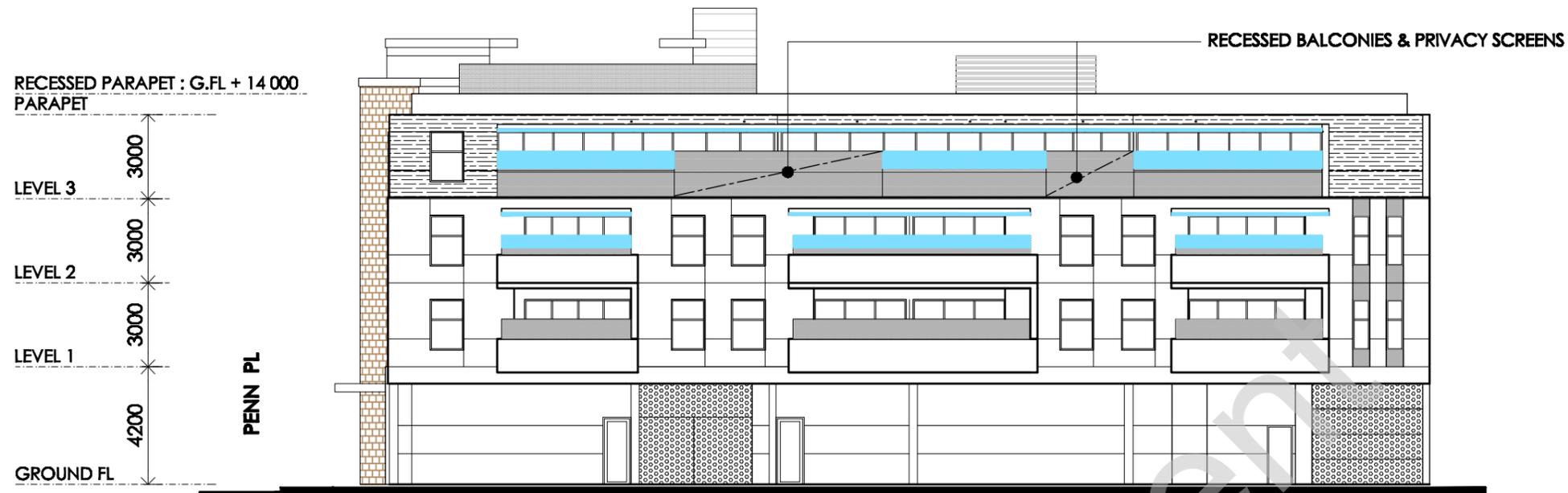


ISSUE / REVISION :

**COMMERCIAL & APARTMENTS**  
 AT: 32-36 MAIN NORTH RD PROSPECT SA  
 FOR: MR D. MORTON

JOB: 324.17 DATE: JAN17 DWG: 324-P1-S.1 REV: A

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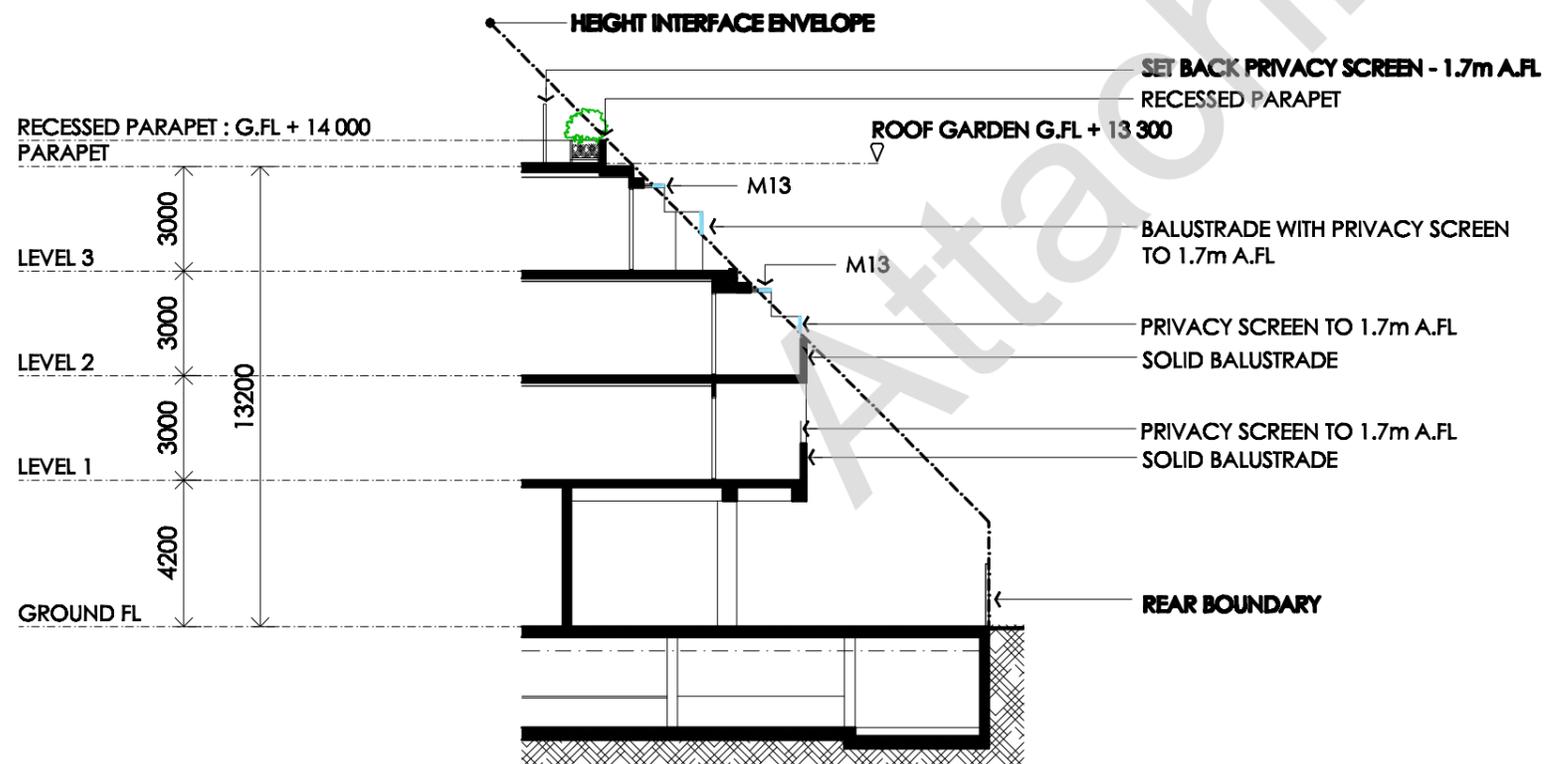


NORTH WEST ELEVATION

DESIGN ASSESSMENT :  
HEIGHT INTERFACE

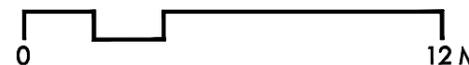
LEGEND

- SOLID ELEMENT ENCROACHMENT  
- NOT APPLICABLE
- GLASS ELEMENT ENCROACHMENT  
- PRIVACY SCREENS & GLASS SUN SHADES



PART SECTION

SCALE 1:200 @ A3 U.N.O.



A: 20 DEC 17: COUNCIL REVIEW AMENDMENTS  
ISSUE / REVISION :

**COMMERCIAL & APARTMENTS**  
AT: 32-36 MAIN NORTH RD PROSPECT SA  
FOR: MR D. MORTON

JOB: 324.17 DATE: JAN17 DWG: 324-P1-5.1 REV: A

DAVID ROMALDI ARCHITECTURE ©

Telephone 0417 832188

Email  
dromaldi@senet.com.auDavid Romaldi Pty Ltd  
ABN 29 092 519 732**12-Feb-18**City Of Prospect  
128 Prospect Road PROSPECT SA 5082  
PO Box 171 PROSPECT SA 5082Attention **Scott McLuskey**

Dear Scott

re: **DA 050 / 310 / 2017**  
**COMMERCIAL & RESIDENTIAL DEVELOPMENT**  
**32 - 36 MAIN NORTH ROAD PROSPECT SA 5082**

We write in response to your correspondences, DPTI referral and public notification representations for the above mentioned development application and submit the attached amended Development Proposal drawings addressing the matters contained in your correspondences.

Please also refer you to Appendix A containing the updated Document Register.

**Landscaping**

- Refer to Landscaping Plans and detailed Schedule on sheet P1-1.8A.

**Waste Management**

Management for the 3 waste streams of waste is proposed as follows

## Garbage and recycling

- utilising a residential waste chute diverter system located on each level to a common refuse enclosure and collected in 2 skip bins
- the proposed skip bins are oversized to accommodate the commercial component of the development and sized in accordance with the calculated generation rates i.e. 3 cubic metres ( 3000L ) for each bin
- collection is proposed by private contractor and anticipated at once a week for garbage and fortnightly for recyclable waste

## Apartment Organics

- the apartments are proposed to be fitted with garbage disposal units eliminating the requirement for an additional chute and skip bin within the refuse enclosure

## Communal Organics - Green

- general "green" organics will be managed by the maintenance contractor, however two Council issued green bins is proposed for the Communal Roof Garden
- there is also the opportunity for residents to allocate compost bins for the Communal Roof Garden

Refer to Appendix B for Waste Management calculations and proposed garbage chute.

### Private Open Space

The minor shortfall with balcony areas to apartment types B1, B2 & D is supplemented with the addition of 146 sqm of Communal Roof Gardens. Accordingly the Development Proposal is amended to include a Roof Garden. Refer to amended Roof Plan on sheet P1- 1.7A.

### Interface Height Provisions

The Development Proposal is amended to minimise the height interface to the adjoining properties to the north west of the proposed apartment building.

- Drawing P1-5.1A demonstrates the minimal impact of the built form within the interface envelope, i.e.;
- the building form is tiered to the upper level including set back to the roof building parapet.
- concrete walling, balconies or "solid" canopies do not encroach into the interface envelope.
- building elements that encroach the interface envelope are predominantly glass and to the extent of balconies only. Therefore the impact is minimal.
- The extent of balconies and balcony canopies is reduced to minimise the encroachment to the interface envelope. Refer Level 3 Plan on drawing sheet P1-1.6A and Section B-B on sheet P1-3.2A

### Visual Privacy

The Development Proposal is amended to clearly detail and demonstrate windows, balconies and the Roof Garden will not overlook neighbouring properties. This is achieved with:

- Windows - frosted fixed glass to 1.7m above floor level
- Balconies and Roof Garden - frosted glass screens to 1.7m above floor level

## DESIGN REVIEW ADVICE - JENNY NEWMAN

### Built Form

The Proposal is amended with the redesign of the corner feature with two toned modulated alucobond pre-finished metal cladding to further "mark" the corner of Main North Road and Penn Place.

### Resource, Energy and Water Efficiency

The Proposal is amended and submit the following improvements:

- the addition of roof mounted solar / photovoltaic panels with a kW/hr output to offset common lighting and power.
- the addition of rain water harvesting tanks for common and communal gardens
- the addition of "E" charging stations to car park
- the addition of a Roof Garden with predominantly "soft" ground treatment
- glazing will comply with Section J of the Building Code and by default will be solar performance glass
- external windows and doors are to be fitted with draft seals in compliance with Section J of the Building Code
- common lighting to be "LED" lights on timers with motion sensors
- apartment lighting will not exceed the maximum of 5W per square metre
- floor structure to be concrete - enhancing the thermal mass of the building
- ceiling fans to be considered for bedrooms

### Landscape

A detailed Landscaping Design and Schedule is included on drawing P1-1.8A with the following improvements:

- the addition of a communal Roof Garden
- the addition of vertical planting, gardens and screens where appropriate
- the addition of a continuous strip of screen planting to the north western boundary fence to soften the car park aisle and boundary "edge"
- detailed paving patterns and selections to frame ground floor landscaping and pedestrian access paths

### Amenity : Generally

The Development Proposal is amended to improve the occupant amenity as follows:

- addition of a communal Roof Garden incorporating hard & soft surfaces, planting and space set aside for a communal herb garden
- living spaces dimensioned with 3.6 metre minimum width
- ceiling heights to apartments confirmed and noted at 2.7 metres
- increased width of corridors at apartment entry doors
- inclusion of wall pillars to apartment common passages to frame segments of passage and reduce the visual length
- provision of natural light with the addition of skylights to Level 3 common passage

**Amenity : Generally - *continued***

- the relocation of 2 car spaces front the refuse enclosure to the basement
- air conditioning compressors are confirmed and noted to be located within the roof top Plant screened enclosure.

**Amenity : Noise**

The Development Proposal will comply with Ministers Specification SA 78B " Construction requirements for the control of external sound." And :

- balconies balustrades on levels 1 & 2 facing Main North Road are predominately "solid" and will act as a sound barrier to traffic noise
- similarly, "solid" glass ( i.e. no air gaps) balustrades at balcony ends and to balconies on levels 1 & 2 facing Main North Road will also act as a sound barrier
- street facing windows are proposed with laminated glass and will provide an increased level of sound insulation
- external windows and doors are to be fitted with draft seals in compliance with Section J of the Building Code and subsequently will improve noise & fume insulation

**Safety and Security**

The Development Proposal is amended to increase the Safety & Security of occupants and in the public domain as follows:

- the basement car park is noted on amended drawings - refer sheet P1-1.3A- with lighting levels in compliance with the relevant Australian Standards and all walls & ceilings to be painted in an off-white colour
- inclusion of a security CCTV system to the basement car park
- ground floor car park to include security lighting ( note- security lights will be directional to avoid light "spill" to adjoining properties)
- the addition of security intercom system for apartment access with integrated CCTV function for common passages and lobbies
- the inclusion of "spy" holes to apartment entry doors
- provision of a remote controlled security shutter for after hours access to the basement car park - the shutter is incorporated into the "smart" access control system.
- provision of a secure space for mail pick-up
- provision for secure bicycle parks for residents

**Social Dimensions**

The Development Proposal demonstrates its response to the social context & needs of the community as follows:

- Addition of a communal Roof to garden - Refer sheet P1-1.8A for detailed design.
- The ability to convert two 2 bedroom apartments into one 2 bedroom apartment and one 1 bedroom apartment. Refer drawing sheet P1-4.5A
- Apartment entry doors amended to 920mm wide.
- Kitchen, living and meals areas are designed as open plan.
- Internal walls to apartments have been considered as non load bearing enabling easy conversion to "accessible" apartments.

## Aesthetics

The Development Proposal amendments improve the quality of the built form with the following amendments:

- The inclusion of vertical planting
- The addition of sandstone veneer cladding to the Penn Place stair element
- The addition of a sandstone clad feature wall at ground floor to "frame" the apartment entry Lobby.

## DPTI SCHEDULE 8 - REFERRAL

### Advice Design Response

### Access & Traffic Impact

- Main North Road / Penn Place 4.5 x 4.5 metre corner cut-off.  
Refer amended architectural drawings including Landscaping Plan & Schedule.
  - Fencing to Main North Road and Penn Place is not included or proposed in the Development Application.
  - Landscaping & planting is scheduled as a max. 1.0m high.
- Penn Place access
  - The Ground Floor Plan is amended to enable the 6.0 x 6.0m two way vehicle movement.
- Transformer
  - In accordance with DPTI advice the transformer location is amended to 2.0m from the boundary of 30 Main North Road. Existing "palisade" style fence is noted to remain for a minimum of 3.0m.
- Refuse collection
  - The Ground Floor Plan is amended with the removal of two visitor car spaces in front of the refuse area to ensure unrestricted access. Refer drawing P1-1.2A
  - The two car spaces are supplemented with the addition of 2 spaces in the basement car park. Refer drawing P1-1.3A

### Signage

- Confirming signage will not contain any element that flashes, scrolls, moves or changes.

## REPRESENTATIONS

A total of 3 representations were received from:

- Rebecca Tolhurst - registered proprietor of 61 Highbury Street Prospect
- M Ferenchuk of 31 Collins Street Enfield
- Peter Bennetts of 2/40 Highbury Street Prospect ( 30 Main North Road )

**Rebecca Tolhurst - registered proprietor of 61 Highbury Street Prospect**

- 1 - Visual Privacy
  - Refer amended architectural elevations, drawings P1-2.1A, P1-2.2A, external finished schedule, drawing P-2.3A, and sections on drawings P1-3.1A & P-3.2A.
  - Drawings nominate "M6" windows with frosted glass and "M8" balconies with privacy screens.
  - The amended development application drawings include specific notes and detail for privacy frosted glazing to windows and privacy screens to balconies and roof garden floor to the North West & South West Elevations.
  - Balcony privacy screens and windows with fixed opaque glass extend 1.7m above the floor level.
  
- 2 - Over shadowing
  - Refer to Shadow Diagram, additional drawing P1-S.1A
  - The development proposal will not overshadow surrounding properties and therefore meets Council's Principles of Development Control.
  
- 3 - Noise levels
  - Principle 152 of Council's Principles of Development Control states the minimum private balcony area per apartment. Potential noise from balconies is shielded by balcony privacy screens.

**M Ferenchuk of 31 Collins Street Enfield**

- Neutral representation

**Peter Bennetts of 2/40 Highbury Street Prospect**

- 1 - Pollution, Noise and Access
  - The nature of the proposal as a Commercial and Residential development will not generate noise or pollution.
  - The main access to the development from Penn Place will not impact on the property situated at 30 Main North Road.
  
- 2 - Building Siting
  - The development proposal front set back from Main North Road and side set back from 30 Main North Road conforms to Council's Urban Corridor Zone setbacks.

We trust the amendments and the above response suitably addresses all matters. Please contact the undersigned should you require further clarification.

Yours Faithfully

*David Romaldi*

David Romaldi  
0417 832188

**APPENDIX A****DOCUMENT REGISTER**

DOC.	REV	DRAWING CONTENT	COMMENT
<b>ARCHITECTURAL : DAVID ROMALDI ARCHITECTURE</b>			
PLANS & SCHEDULES			
324-P1-	1.0	-	LOCALITY & URBAN CONTEXT
324-P1-	1.1	A	PROJECT SCHEDULES Council Review amendments
324-P1-	1.2	A	SITE & GROUND FLOOR Council Review amendments
324-P1-	1.3	A	BASEMENT Council Review amendments
324-P1-	1.4	A	LEVEL 1 Council Review amendments
324-P1-	1.5	A	LEVEL 2 Council Review amendments
324-P1-	1.6	A	LEVEL 3 Council Review amendments
324-P1-	1.7	A	ROOF Council Review amendments
324-P1-	1.8	A	LANDSCAPING PLAN Detailed Landscaping Plan & Schedule
ELEVATIONS & EXTERNAL SCHEDULES			
324-P1-	2.1	A	MAIN NORTH RD & PENN PL Council Review amendments
324-P1-	2.2	A	NORTH WEST & SOUTH WEST Council Review amendments
324-P1-	2.3	A	MATERIALS & FINISHES Council Review amendments
SECTIONS			
324-P1-	3.1	A	SECTION A-A Council Review amendments
324-P1-	3.2	A	SECTION B-B Council Review amendments
APARTMENT DETAILED PLANS & AREAS			
324-P1-	4.1	A	APARTMENTS A & B1 Council Review amendments
324-P1-	4.2	A	APARTMENTS B2 & C Council Review amendments
324-P1-	4.3	A	APARTMENTS D & E Council Review amendments
324-P1-	4.4	A	APARTMENTS F & G Council Review amendments
324-P1-	4.5	A	APARTMENT CONVERSION Design Review Advice drawing added
DESIGN REPONSES			
324-P1-	5.1	A	HEIGHT INTERFACE REVIEW Council Review amendments
SHADOW DIAGRAMS			
324-P1-	S.1	A	9AM, 12NOON, 3PM - 21JUNE Representation response
3D IMAGES		<i>TO BE SUBMITTED</i>	

## APPENDIX B

## WASTE MANAGEMENT

## Wastech Waste Chute Systems

# Smarttubes™ Diverter

A smart, space saving, single chute diverter system for both waste and recycling.

Designed for use with a single chute waste disposal system, the Smarttubes™ diverter provides a simple and efficient method for disposing of multiple waste streams while saving valuable building space.

Smarttubes™ is an intelligent system that is simple to use for residents and building managers alike. The basic door control panel allows residents to easily select their desired waste stream, while the advanced web-based dial in system allows building managers to control the chute from anywhere within the building through wifi access!



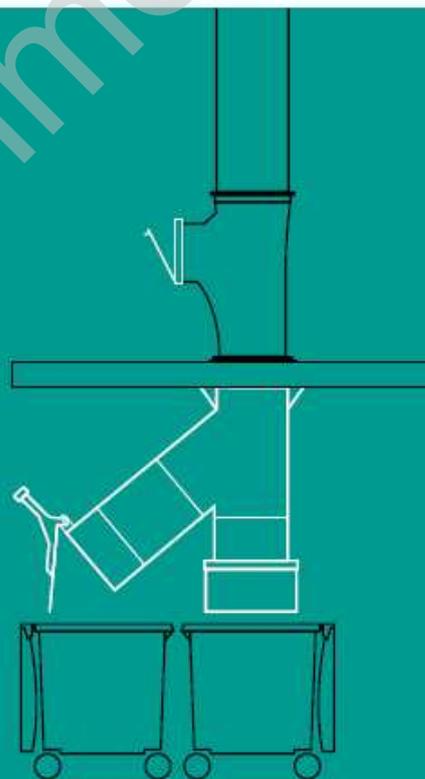
## Wifi Dial-In

The Smarttubes™ single chute diverter systems allow for web based, wifi dial-in. This enables the user to lock individual or sets of doors, lock out of all doors for maintenance, or setting of the programmable timer. (i.e. disposal only allowed between 6am and 12am).



## Programmable & Remote Lock-Out

The Smarttubes™ system is fully programmable, allowing building managers to lock out specific levels or even the entire system for maintenance. Additionally, the system can be used to enforce a building disposable curfew via a programmable timer.



8 For detailed specifications, and configuration options, please refer to page 16.

### Waste Generation Rates per week

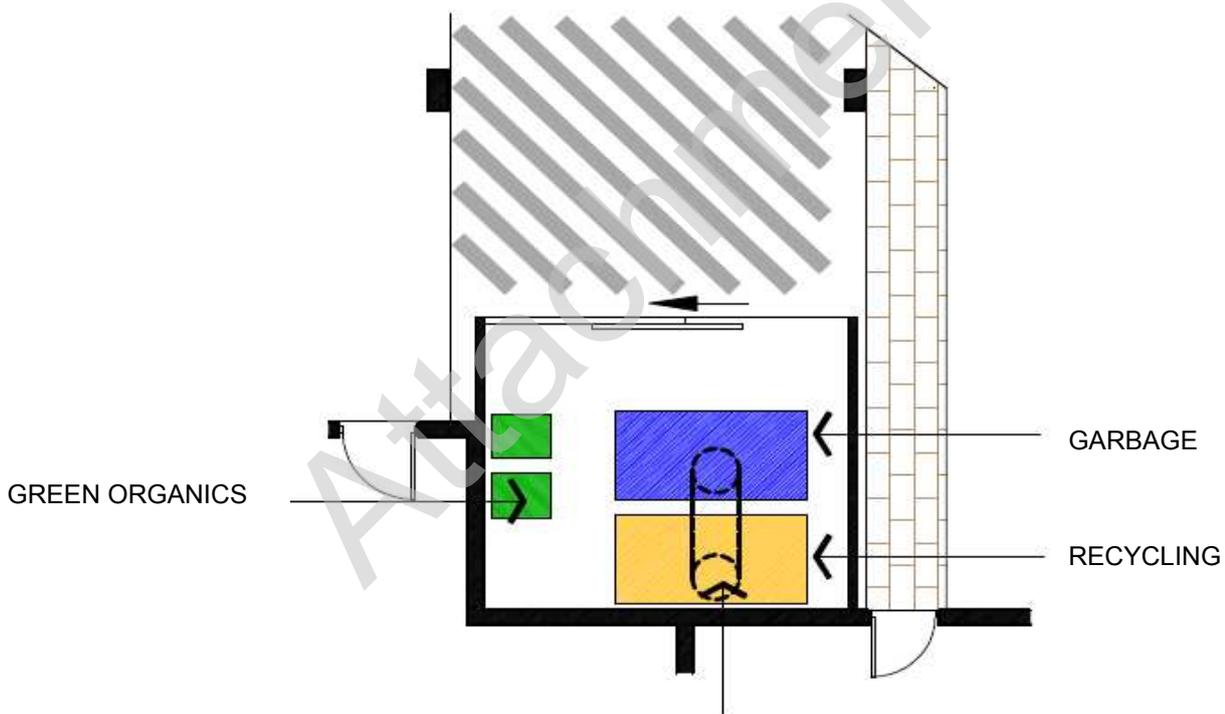
Source : Guide to Best Practice for Waste Management in Multi-unit Developments = Sustainability Victoria - (Revised March 2017 )

Apartment type	Garbage	Recycling	
2 bedroom Apartment	100 L	60 L	per week
1 bedroom Apartment	80 L	40 L	per week

### Volumes Required

Garbage		Recycling	
100 L x 22 apartments =	2200 L	60 L x 22 apartments =	1320 L
80 L x 1 apartment =	80 L	40 L x 1 apartment =	40 L
Total	2280 L	Total	1360 L

### REFUSE ENCLOSURE



REFUSE CHUTE WITH DIVERTER

### References

#### Zero Waste SA

Better Practice Guide Waste Management for Residential & Mixed Use Developments

#### Zero Waste SA and Integrated Design Commission

Report for State Waste Management Guidance for Medium Density, High Density and Multi-Unit Developments in



**Ref: 17045|BNW**

Mr David Romaldi  
David Romaldi Architecture  
By Email: [dromaldi@senet.com.au](mailto:dromaldi@senet.com.au)

25 July 2017

Dear David,

**PROPOSED RESIDENTIAL DEVELOPMENT  
32-36 MAIN NORTH ROAD, PROSPECT**

I refer to the proposed residential development at 32-36 Main North Road, Prospect. As requested, I have undertaken a review of traffic and parking aspects of the proposal. This letter summarises the assessment undertaken.

**EXISTING SITUATION**

The subject site is located at the corner of Main North Road and Penn Place. The site is bounded by Main North Road to the south-east, Penn Place to the north-east, residential flat buildings to the north-west and a car sales yard to the south-west. The site is located within the Urban Corridor Zone, as identified by the City of Prospect's Development Plan.

The site is currently utilised as a car sales yard and contains approximately 240 m<sup>2</sup> of office and workshop buildings plus at-grade/uncovered car storage and display areas. Staff park their vehicles on-site, however visitor/patron parking is typically accommodated on-street in Penn Place. Access to the site is provided via a crossover on Main North Road and a crossover on Penn Place.

Main North Road is an arterial road under the care and control of the Department of Planning, Transport and Infrastructure (DPTI). Adjacent the site, Main North Road comprises three traffic lanes in each direction separated by a narrow raised median. A speed limit of 60 km/h applies on Main North Road adjacent the site. DPTI traffic data indicates Main North Road has a daily traffic volume of approximately 51,700 vehicles per day (vpd) in the vicinity of the site.

Penn Place is a local street under the care and control of the City of Prospect. The road has a relatively wide carriageway of approximately 11.5 m in width. Parking is permitted



on both sides of the road. The general urban speed limit of 50 km/h applies on Penn Place. Traffic data is not available for Penn Place, however it is anticipated that volumes would be relatively low (i.e. in the order of 500 vpd).

Main North Road and Penn Place form a priority controlled T-intersection (with Main North Road forming the priority approaches). A 'break' in the median is provided at the intersection which allows both right turns into and out of Penn Place. Right turn movements from Main North Road into Penn Place are restricted between 7am and 9am. Right turns out of Penn Place to Main North Road are difficult to undertake during both the am and pm peak periods (due to the high traffic flow). Observations of movements in Penn Place suggest that drivers typically avoid right turns out of Penn Place (due to excessive delays) and utilise alternative routes (such as heading to Prospect Road instead). DPTI has advised that the Metropolitan Adelaide Road Widening Plan identifies a possible requirement for a 4.5 m by 4.5 m cut-off at the intersection.

Footpaths are provided on both sides of Penn Place and Main North Road with connection to the broader walking network. Cyclist facilities are limited in the immediate vicinity of the site, however Prospect Road (approximately 500 m west of the site) provides on-road bicycle lanes which could be utilised (particularly for movements to/from the CBD).

The site is relatively well serviced by public transport with bus stops located immediately adjacent the site. The stops are located within a high service frequency "Go Zone". However, access to the stop on the south-eastern side of Main North Road is somewhat restricted as there are no pedestrian crossing facilities immediately adjacent the site. During periods of high traffic flows, public transport users from the subject site wishing to head towards the City would may be required to cross at the Main North Road/Nottage Terrace traffic signals (approximately 300 m north of the site) or head towards alternative routes on Prospect Road via Highbury Street.

## **THE PROPOSAL**

The proposal comprises the demolition of the existing buildings on the site and construction of a new mixed-use building. The new building will comprise 303 m<sup>2</sup> of at-grade commercial floor area and 23 apartment (residential flat building) dwellings on the upper floors. Twenty-two of the apartments will be two-bedroom dwellings and one will be a one-bedroom dwelling. The building has been located outside of the MARWP corner cut-off requirement.

The development will be serviced by a single 6.0 m wide two-way access on Penn Place. Pedestrian sight line requirements will be provided at the access. The existing crossover on Main North Road will be closed as a result of the proposal.

An at-grade parking area will be provided for staff and patrons of the commercial uses as well as residential visitors with a total of 10 parking spaces (including one space for use by persons with disabilities). A basement car park will be provided for residents with a total of 23 spaces provided. Ten of the spaces in the basement will be provided in a car stacker system.



The parking areas will be provided in accordance with the requirements of the *"Australian/New Zealand Standard for Parking Facilities: Part 1 – Off-Street Car Parking"* (AS/NZS 2890.1:2004), in that:

- resident spaces will be at least 2.4 m wide and 5.4 m long with aisles greater than 5.8 m wide;
- staff and visitor/patron parking spaces will be at least 2.5 m wide and 5.4 m long with an aisle width of 6.5 m;
- a turnaround bay will be provided at the end of the at-grade parking area; and
- columns and other obstructions will be located outside of the car clearance envelope.

Parking for use by disabled persons will be provided in accordance with *"Australian/New Zealand Standard for Parking Facilities: Part 6 – Off-Street Parking for People with Disabilities"* (AS/NZS 2890.6:2009) in that the associated space will be 2.4 m wide with an adjacent 2.4 m shared area (including the required bollard).

Due to site constraints, the access to the basement car is proposed to have a narrow width of 4.35 m. In order to safely manage movements into and out of the basement, a traffic control system will be implemented with signals provided on the approaches to the ramp (at both ends). Drivers approaching the ramp will be directed to 'hold' by a red signal if another vehicle is already utilising the ramp (in the opposite direction). The ramp and the associated traffic control system has been located away from the site's Penn Place access point and there will be negligible queues associated with the system (particularly given only resident parking is provided in the basement).

The ramp gradients will meet the requirements of AS/NZS 2890.1:2004, in that a maximum gradient of 1 in 5 will be provided with appropriate transitions at the start/end points.

A secure bicycle enclosure will be provided at-grade for resident and staff bicycles. Additional rails will be provided for visitors/patrons (also located at-grade). Pedestrian access will be provided via both Main North Road and Penn Place, as well as via the internal parking areas.

Waste collection will be undertaken on site. The site has been designed to accommodate on-site turnaround movements by a Small Rigid Vehicle (6.5 m long SRV). Two visitor parking spaces will be utilised for SRV turning movements and, accordingly, will have timed parking limits to restrict parking during specified collection times (which would be outside of peak periods). Such a vehicle will be able to enter and exit the site in a forward direction. The site could also be serviced by a Medium Rigid Vehicle (8.8 m MRV), albeit such a vehicle would need to reverse into the site (or store on Penn Place). Figure 1 illustrates the turn path for SRV access to/from the refuse collection area.

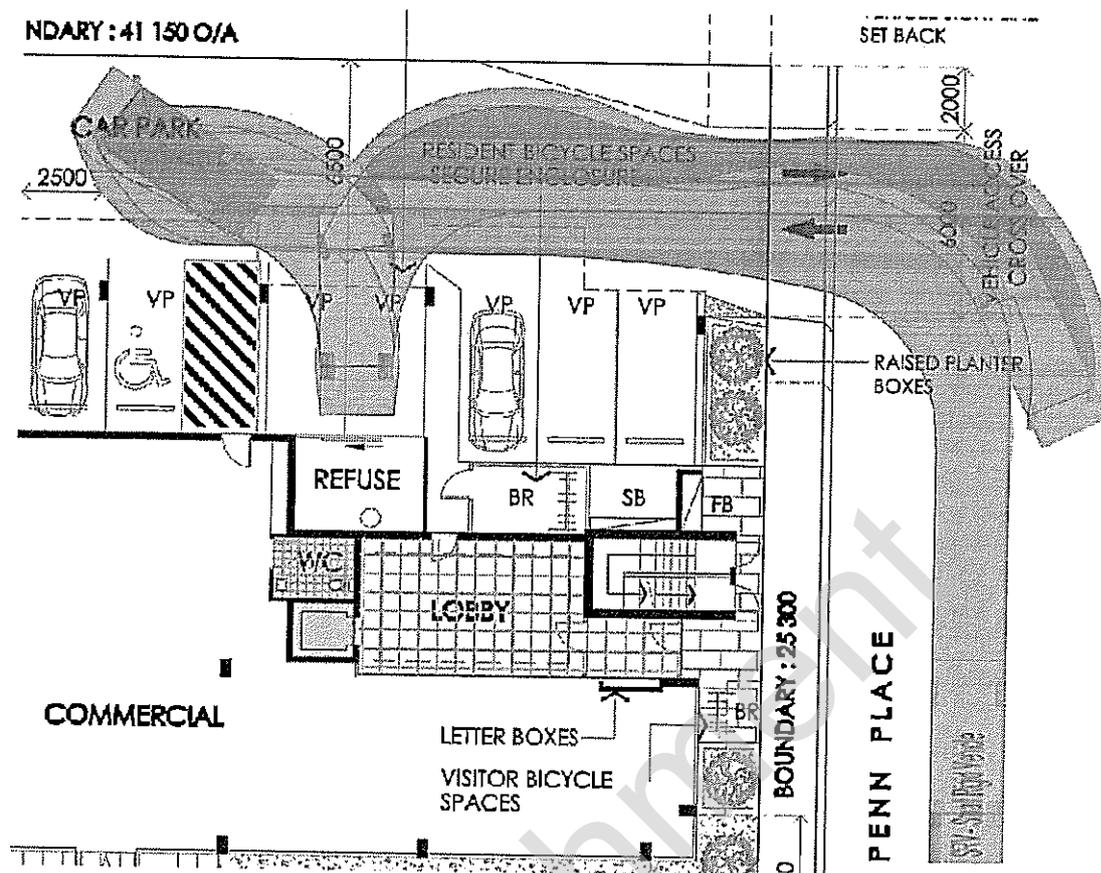


Figure 1 - Small Rigid Vehicle (SRV) ingress and egress movement

## PARKING ASSESSMENT

Council's Development Plan identifies the following parking requirements relevant to the subject proposal:

- non-residential development – three to five spaces per 100 m<sup>2</sup> gross leasable area; and
- residential flat building – one space per one-bedroom or two-bedroom dwelling plus 0.25 spaces per dwelling for visitors.

On the basis of the above, there is a theoretical requirement for 38 parking spaces. Accordingly, there is a theoretical shortfall of five spaces associated with the proposal. However, Table Pr/5 of the Development Plan also notes that:

*"A lesser number of parking spaces may be provided based on the nature of development and parking conditions in the wider locality including (but not limited to) the following:*

*(a) the development is a mixed use development with integrated (shared) parking where the respective peak parking demands across the range of uses occurs at different times;*



*(b) the development is sited in a locality where the respective peak demands for parking for the range of uses (existing and proposed) occurs at different times and suitable arrangements are in place for the sharing of adjoining or nearby parking areas..." (our emphases)*

The subject proposal will provide 10 at-grade spaces that can be shared between commercial staff/patrons and resident visitors. The peak demand periods associated with commercial and residential visitor parking demands will differ. Accordingly, as contemplated by the Development Plan, these spaces can be shared. Furthermore, resident visitor's demands would also typically peak outside of periods associated with surrounding commercial uses and demand could also easily be accommodated on-street (albeit is not specifically required).

On the basis of the above, it is considered that sufficient parking will be provided for the proposal in line with the requirements and considerations of Council's Development Plan.

### **TRAFFIC ASSESSMENT**

DPTI commissioned Parsons Brinckerhoff (PB) to prepare a report detailing appropriate traffic generation rates applicable for use in South Australia ("*Trip generation rates for assessment of development proposals*"). The report identified traffic generation rates applicable to the proposed land uses. The land uses and their respective peak traffic generation rates identified in the PB report are as follows:

- Medium density dwellings – 0.56 trips per dwelling; and
- Commercial – 1.95 trips per 100 m<sup>2</sup> floor area.

Based on the PB rates, it is forecast that the residential component could generate up to 13 peak hour trips and the commercial use up to 6 trips. Therefore, in the order of 20 peak hour trips could be generated by the proposal.

Such a traffic generation is low and does not include consideration of the existing site uses. Furthermore, the peak periods of the two components of the development would not necessarily directly coincide (and the resultant peak generation would then be lower than forecast). In reality, it is likely that the number of additional movements generated (compared to the existing situation) in the peak hour would be closer to 10 trips. This would be distributed to/from Penn Place via Main North Road or Highbury Street.

At the intersection of Main North Road, the movements would be distributed between the various turning movements. The resulting increase for each movement would be low (in the order of one to two additional trips per movement). In reality, it is anticipated that the majority of movements at the intersection would be associated with left-in/left-out movements given existing delays associated right turn movements and the restrictions on morning peak hour right-in movements. As noted above, drivers exiting the site wishing to head towards the City would be likely to utilise Prospect Road via Highbury Street (albeit the number of such movements in the peak hours would remain low).



## SUMMARY

The proposal will result in the development of 23 new residential flat building (apartment) dwellings and 303 m<sup>2</sup> of commercial floor area on the subject site. The site will be serviced by a two-way access on Penn Place and the site's existing Main North Road access will be closed.

At-grade and basement parking areas will be provided for staff, resident and visitor/patron parking. The parking and access areas have generally been designed in accordance with the relevant Australian Standards. The ramp width to the basement will be below that sought by the Standard, however will be controlled with a traffic signal system to safely manage resident movements to/from the associated parking spaces. Refuse collection movements can be accommodated on-site.

The proposed level of parking provision is considered adequate to accommodate peak parking demands associated with the site. As contemplated by the Development Plan, parking for the commercial use and resident visitors will be shared within the at-grade parking area (given the differing peak periods associated with the different user groups).

An assessment of the traffic generation associated with the proposal indicates that the development could generate up to 20 peak hour movements. In reality, the actual increase is anticipated to be lower as the two site uses may generate peaks at different times and the forecast does not include consideration of the existing traffic movements generated at the site. The number of additional movements distributed to the adjacent streets will be very low and well within the capacity of the road network. There will be negligible impact on the adjacent roads as a result of the proposal.

Please feel free to contact me on 0412 835 711 should you require any additional information.

Yours Sincerely,

A handwritten signature in black ink, appearing to read "Ben Wilson", written over a large, faint "Attachment 49" watermark.

**BEN WILSON**

Director, CIRQA Pty Ltd

In reply please quote 2017/01916/01, Process ID: 474362  
 Enquiries to Vittorio Varricchio  
 Telephone (08) 8226 8393  
 Facsimile (08) 8226 8330  
 E-mail [dpti.luc@sa.gov.au](mailto:dpti.luc@sa.gov.au)



**Government of South Australia**  
 Department of Planning,  
 Transport and Infrastructure

18/08/2017

Ms Susan Giles  
 City of Prospect  
 PO Box 171  
 PROSPECT SA 5082



**SAFETY AND SERVICE –  
 Traffic Operations**

GPO Box 1533  
 Adelaide SA 5001

Telephone: 61 8 8226 8222  
 Facsimile: 61 8 8226 8330

ABN 92 366 288 135

Dear Ms Giles,

### SCHEDULE 8 - REFERRAL RESPONSE

<b>Development No.</b>	050/310/17
<b>Applicant</b>	David Romaldi
<b>Location</b>	32-36 Main North Road, Prospect
<b>Proposal</b>	Commercial and residential development

I refer to the above development application forwarded to the Safety and Service Division of the Department of Planning, Transport and Infrastructure (DPTI) in accordance with Section 37 of the *Development Act 1993*. The proposed development involves development adjacent a main road as described above.

The following response is provided in accordance with Section 37(4)(b) of the *Development Act 1993* and Schedule 8 of the *Development Regulations 2008*.

#### THE PROPOSAL

The application proposes to demolish all existing structures upon the site and construct a mixed use building comprising commercial and residential uses.

#### CONSIDERATION

The subject site abuts Main North Road, an arterial road under the care, control and management of DPTI, as well as Penn Place, which comes under the care, control and management of City of Prospect. Main North Road is identified as a Major Traffic Route, a Primary Freight Route, a Major Cycling Route and a High Frequency Public Transport Corridor under DPTI's '*A Functional Hierarchy for South Australia's Land Transport Network*'. This section of Main North Road has an AADT of 51,700 vehicles per day (4.0% commercial vehicles).

#### Access and Traffic Impact

The subject site currently has an access via Main North Road and an access via Penn Place. The application proposes to close the existing Main North Road access point and modify the existing Penn Place access point to serve the site. As this is in line with DPTI policy to minimise the number of access points on the arterial road network in the interests of road safety, all vehicular access via Penn Place is supported. No

direct vehicular access to/from Main North Road should be permitted. DPTI is also satisfied that sufficient separation has been provided between the access and the Main North Road/Penn Place junction to reduce the likelihood of vehicular conflict at the junction. With respect to the access design, it is noted that whilst the access is 6.0 metres wide at the property boundary, the effective width is substantially narrower due to the adjacent planter box, supporting column and visitor parking spaces. It is recommended that these be modified to provide a full driveway width of 6.0 metres to ensure that simultaneous two-way vehicle movements can occur at the access. Additionally, the obsolete Main North Road crossover should be closed and reinstated to Council standard kerb and gutter at the applicant's expense.

DPTI has reviewed the Traffic and Parking Assessment produced by CIRQA, Ref: 17045|BNW, dated 25 July 2015. The report states that the development would generate approximately 20 peak hour trips. DPTI is satisfied that this should not create adverse impacts on the adjacent road network.

It is noted that waste collection is proposed to be undertaken on-site by a 6.4 metre Small Rigid Vehicle (SRV) outside of peak periods. The CIRQA report also states that visitor parking spaces will be utilised for SRV turning movements, with the parking spaces having parking restrictions during specified collection times. Whilst DPTI does not object to the intent of the restricted parking spaces, consideration should be given to removing the parking spaces in front of the refuse area to ensure unrestricted access to the refuse area. It is recommended that vehicles larger than 6.4 metres should not be permitted to access the site.

It is recommended that any fencing and vegetation along the Main North Road and Penn Place frontages, particularly around the corner cut-off, be open in nature or no taller than 1.0 metres tall in order to maximise sight lines at the access and the Main North Road / Penn Place junction. Furthermore it is noted that the proposed transformer located adjacent the boundary of Allotment 94 in FP 213058 would appear to impact on pedestrian sightlines at the driveway to the abovementioned allotment. Accordingly, it is recommended that the transformer be located to ensure that sight lines at this access are not compromised.

### **Car Parking**

The application proposes a total of 33 on-site car parks to serve the site. Council should ensure that the proposed development provides sufficient on-site car parking given that on-street parking on Main North Road is restricted adjacent the site. Additionally, in order to maintain sightlines at the access point, consideration should be given to prohibiting on-street car parking between the access and the Main North Road / Penn Place junction.

### **Signage**

It is noted that no new signage is proposed as part of this development. However, DPTI provides the following design principles that should be adhered to in the final design of any signage associated with the development.

- Signage may use LED lighting for internal illumination of a light box only.
- No element of LED or LCD display is to be included in the design.
- Any illuminated signage is to be limited to a low level of illumination so as to minimise distraction to motorists.

- Signage associated with the development shall not contain any element that flashes scrolls, moves or changes.
- Signage shall be located within the property boundaries.

Furthermore, all signage should be consistent with the DPTI publication "*Advertising Signs - Assessment Guidelines for Road Safety*" (August 2014).

### **Metropolitan Adelaide Road Widening Plan**

This site is partially affected by a possible requirement shown on the Metropolitan Adelaide Road Widening Plan (MARWP) for a 4.5 x 4.5 metre cut-off at the Main North Road / Penn Place corner of this site for future road purposes. The consent of the Commissioner of Highways under the Metropolitan Adelaide Road Widening Plan Act is required to all building works on or within 6.0 metres of the possible requirement. As part of the proposed building is within the consent area, consent will be required.

It is recommended that all new development (including fencing) be located clear of the minimum 4.5 metres by 4.5 metres cut-off at the Main North Road / Penn Place corner and that all fencing along the Penn Place frontage is of an open nature or no taller than 1.0 metres in order to maximise sight lines at this location. Additionally, any vegetation in the cut-off area must be low growing in nature (i.e. less than 1.0 metres in mature height) to preserve sight lines across the corner.

### **CONCLUSION**

DPTI does not object in-principle to the proposed development, subject to the following conditions.

### **ADVICE**

The planning authority is directed to attach the following conditions to any approval:

1. All fencing shall be clear of the 4.5 x 4.5 metres corner cut-off at the Main North Road / Penn Place corner. Any vegetation within this area shall be low growing (i.e.  $\leq 1.0$  metres tall) in order to maintain sight lines at this location.

The planning authority is advised to attach the following conditions to any approval:

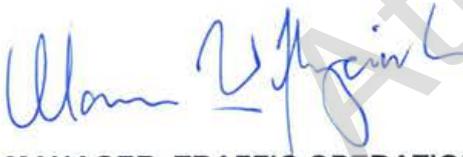
1. All access to/from the site shall be gained via Penn Place only. No direct vehicular access to/from Main North Road shall be permitted.
2. The access shall be a minimum of 6.0 metres wide at the property boundary and extend into the site at this width for a minimum of 6.0 metres to enable simultaneous two-way vehicle movements.
3. The existing Main North Road crossover shall be permanently closed and reinstated to Council standard kerb and gutter at the applicant's expense prior to habitation of the dwellings.
4. Any fencing or vegetation along the Main North Road and Penn Place frontages, particularly around the corner cut-off, shall be open in nature or no taller than 1.0 metres tall in order to maximise sight lines at the access and the Main North Road / Penn Place junction.

5. The largest vehicle permitted on site shall be a 6.4 metre Small Rigid Vehicle (SRV).
6. Signage associated with the development shall not contain any element that flashes, scrolls, moves or changes.
7. All signage on the site and all external building finishes shall be finished in a material of low reflectivity to minimise the risk of sun and headlamp glare for motorists.
8. The utilisation of Trailer Mounted Variable Message Displays for advertising purposes shall not be permitted on or adjacent to the subject land.
9. Stormwater run-off shall be collected on-site and discharged without jeopardising the integrity and safety of Main North Road. Any alterations to the road drainage infrastructure required to facilitate this shall be at the applicant's cost.

The following note provides important information for the benefit of the applicant and is required to be included in any approval:

- This site is partially affected by a possible requirement shown on the Metropolitan Adelaide Road Widening Plan (MARWP) for a 4.5 x 4.5 metre cut-off at the Main North Road / Penn Place corner of this site for future road purposes. The consent of the Commissioner of Highways under the Metropolitan Adelaide Road Widening Plan Act is required to all building works on or within 6.0 metres of the possible requirement. As part of the proposed building is within the consent area, consent will be required. Accordingly, the attached consent should be completed and forwarded to this office for processing. Consent can be anticipated.

Yours sincerely,



**MANAGER, TRAFFIC OPERATIONS**

For **COMMISSIONER OF HIGHWAYS**

A copy of the decision notification form should be forwarded to [dpti.developmentapplications@sa.gov.au](mailto:dpti.developmentapplications@sa.gov.au)

10<sup>th</sup> October 2017

City of Prospect  
Development Services  
128 Prospect Road  
Prospect SA 5082

Attention: Scott McLuskey

Dear Scott

**DESIGN REVIEW ADVICE: 32 – 36 Main North Road, Prospect**

This Design Review has been prepared following an observational site visit undertaken from the street and detailed analysis of the drawing supplied. Comments made relate to design quality in the context of the ten criteria outlined by the City of Prospect Council. It is within this framework that I offer the following comments:

**Context**

*Good design responds and contributes to its context. Context can be defined as the key natural and built features of an area.*

This site is situated on the corner of Main North Road and Penn Place with commercial uses (largely car yards and car washing etc) to the north east, south west and on the opposite side of the road, and residential properties immediately to the north west and along Highbury Street which are within the Historic Conservation Zone. Whilst a residential character is established in the Historic Conservation Zone, there is no consolidated character of built form along Main North Road where buildings are largely hidden beneath signage and behind vast car parking areas.

The Business Policy Zone, within which the residential proposal sits, seeks buildings which are located adjacent to heritage buildings or conservation areas to be, *"...sympathetic to the heritage nature and character in their design while having a modern appearance."*

The proposal sits between two dissimilar areas in terms of character and in my view, spans the difference well. The commercial character of the proposal is evident in the materials and overall form which relates to the larger scale of the existing and future desired character for sites within the Business Policy Zone of the Urban Corridor (and those opposite depicted on the Concept Plan Figure Urc/2) whilst the stepping down in form and increased articulation to the north west responds to the smaller scale of the adjacent Historic Conversation Zone.

**Scale**

*Good design provides an appropriate scale in terms of building height relative to width of the street and height of surrounding buildings.*

Whilst the four storey nature of the development responds positively to the intentions of the Development Plan, the proposed building will be much taller than those around it. In

considering height alone, this is at odds with the general single storey nature of the surrounding buildings. However it is, in my view, appropriately scaled relative to the width of Main North Road particularly when considering the contemplated development heights for sites in the Business Policy Zone which permit buildings up to four (and five) storeys as well as considering sites opposite in Walkerville Council where three storey developments are anticipated.

It is also noted that whilst adjoining buildings along Main North Road are generally single storey, there is a vastness of scale in this area created by the architecture of car showrooms with wide forecourts, deep horizontal parapets, huge signage structures, expanses of glass and the very fact that large objects (vehicles) are displayed for sale.

In my view the scale is therefore appropriate in the zone.

### **Built Form**

*Good design achieves an appropriate built form for a site and the building's purpose, in terms of building alignments, proportions, building type and the manipulation of building elements.*

The approach to locate the building close to Main North Road and provide separation from the dwellings to the north west is supported and the resultant four storey presentation to the arterial road is an appropriate outcome. Further, the form assists in reinforcing the intentions for the area which encourage linear corridors which frame main arterial roads and encourage the greatest height and mass at these road frontages.

The proposed basement car parking is also strongly supported, freeing up the ground floor for active uses (in this case for commercial use) which enable street interaction to occur more easily and encourage pedestrian activity - which it is noted is particularly important here where the level of amenity for pedestrians on Main North Road is severely limited.

The site is located on the corner of Main North Road and Penn Place and although there has been an attempt to "mark" this corner through a change in the facade (which is considered to be a good urban design response), it is suggested that this could be further addressed with a modulated form. In so doing, the applicant is encouraged to consider the existing context and the lines of sight, for instance from Main North Road to the property at 76 Highbury Street and the potential to frame, and therefore accentuate, this view further.

### **Density**

*Good design has a density appropriate for a site and its context in terms of dwelling yields (or number of units or residents).*

The Development Plan does not specify a minimum net residential site density for the Business Policy Area but considering the site's location and potential for development, the twenty-three apartments proposed, demonstrates a density which is deemed appropriate for the site and its context. It is worthy to note that the provision of a basement car park increases the ability for higher densities to be achieved and protects the amenity at ground floor.

**Resource, Energy and Water Efficiency**

*Good design makes efficient use of natural resources, energy and water throughout its full life cycle, including construction.*

No specific information has been supplied regarding the sustainability of materials proposed, energy use or generation and other sustainable initiatives.

It is noted that almost half of the apartments are dual aspect which allows for easy cross ventilation and no internal rooms are proposed (except bathrooms). Furthermore all bedrooms and living areas are provided with external walls along their entire length which results in an efficient plan and increased flexibility for the provision of natural light and ventilation, which is also supported.

The orientation of the proposal on the block has resulted in most apartments having a north western or south eastern aspect and although all living areas would ideally be positioned with a northerly aspect (or within 20 degrees of north) it is acknowledged that considering the confines of the site, the proposal is acceptable. Shading is provided to a degree by the inclusion of balconies, screening devices and canopies which will all assist in providing shading in summer.

The applicant is, however, encouraged to consider additional sustainability initiatives to increase the energy efficiency of the development including considering grey water re-use; a green roof; smart technology allowing the building's energy consumption to be measured; on-site energy generation (such as solar boosted hot water and photovoltaic panels); specifying high performance glazing (low-e or similar); selecting high thermal mass flooring; insulating floors, walls, roofs and providing weather seals to doors and windows; incorporating ceiling fans in conjunction with evaporative cooling (rather than refrigerated air conditioning); using materials with low embodied energy; and selecting energy efficient appliances and fittings throughout the development.

**Landscape**

*Good design recognises that together landscape and buildings operate as integrated and sustainable system, resulting in greater aesthetic quality and amenity for both occupants and the adjoining public domain.*

The soft landscaping proposed is limited and although it is acknowledged that some attempt has been made to include planting at ground level, it is suggested that additional soft landscaping throughout the development is considered. In a project such as this where much of the site is effectively sealed and there is little opportunity for ground level planting (largely due to the extent of the basement parking level proposed), it is recommended that the applicant consider high quality hard landscaping and paving options and inventive soft landscaping solutions such as vertical planting and a rooftop garden as well as private opportunities for planting.

The Business Policy Area specifically anticipates integrated landscaping solutions and encourages additional landscaping areas "...be provided on the buildings in the form of rooftop gardens, on zone boundaries and within courtyards in residential development" and in this proposal it is suggested that the applicant consider a covered rooftop garden (on the fourth floor) which could offer residents with a space for planting and landscaping, communal gathering and also provide easy access to the plant/services area for the building

maintenance team. In addition a strip of soft landscaping along the north western boundary would be encouraged to “soften” this edge.

### **Amenity**

*Good design provides amenity through the physical, spatial and environmental quality of a development*

The position of the entry and lobby space (although ideally larger) being directly accessible from Penn Place and adjacent to the commercial tenancy is supported and affords a pleasant arrival experience. Although some apartments are provided with relatively small living/kitchen/dining areas, generally the apartments are simple and well planned. As stated previously, the extent of external wall frontage provided to each apartment is also supported. There is the opportunity for cross ventilation in many of the apartments; storage space has been provided in the basement (although minimal storage space is provided in the apartments); the lift is located away from the adjacent apartment’s habitable space (reducing potential noise concerns); most balconies incorporate areas of 2.2m or greater; the northern stair is provided with natural light; and by including a balustrade which is part solid and part obscure, there has also been an attempt to protect the privacy of adjacent residents whilst also considering the amenity and provision of outlook for future residents of the development. All these design inclusions are supported.

Nevertheless to increase the amenity for future occupants, the applicant is encouraged to consider the following: maintaining a 3.6m minimum clear width to all living areas (if not provided); not locating air-conditioning units on balconies; confirming ceiling heights to be a minimum of 2.7m high (which is likely to increase the overall height of the development but which is supported); confirming a location for external clothes drying (which could be a shared area on the rooftop garden level); providing natural light and increased width, at least in part, to the central corridor; and providing additional space at apartment entries to break up the length of the corridor but also to provide space for residents to linger/find their key etc., before entering their home. In addition it is my view that it is not acceptable to rely on the vacancy of two car parking spaces for the effective removal of the bins from the bin store and as such it is recommended an alternative solution be presented, such as relocating the disabled accessible parking clearance zones to these areas.

It is further noted that the amenity of the balconies fronting Main North Road will be affected to a degree by noise and fumes and although the impact will be reduced by the solid nature of the balustrades, it is recommended that noise attenuation measures (seals, effective acoustic glazing, insulation etc) for apartments fronting Main North Road are adopted.

### **Safety and Security**

*Good design optimises safety and security both internal to the development and for the public domain.*

Passive surveillance is encouraged as part of good safety design and in this proposal surveillance of the street and Penn Place is provided at every floor. The location of the tenancy on the ground floor and extent of glazing proposed is also supported.

To further enhance the proposal, it is recommended that good lighting levels be provided in the basement car park for increased safety (a light coloured concrete finish or paint colour

can assist in increasing levels of light) and that a change in hard surface treatment is incorporated at ground level to clearly delineate pedestrian paths in the car park.

The applicant is also encouraged to incorporate spy holes in individual apartments enabling occupants to view visitors who might have been allowed into the building by others, as they approach the front door.

### ***Social dimensions***

*Good design responds to the social context and needs of the local community in terms of lifestyles, affordability and access to social facilities.*

There is little variation in the “product offering” with apartments being similar in size and all (except one) being two bedrooled, however considering the size of the development, this is not seen as fatal to the proposal.

It is noted that the lift which serves the development, offers choice for those who might find stairs difficult to negotiate – families with small children and the elderly. The applicant is however encouraged to ensure some or all of the apartments are designed as “Livable Homes”<sup>1</sup> and/or universally designed homes which are suitable for everyone and also to demonstrate how the dwellings might be adapted and changed as occupants age and their needs change long term. The applicant might consider providing increased clearances (for corridors, bathrooms etc.) and address the general flexibility and adaptability of plans.

Furthermore, the inclusion of a designated communal space is strongly recommended as it is important in helping to establish and maintain a sense of community as well as contributing to delivering a safe and connected environment. Communal spaces encourage social interaction and help forge a sense of community and ownership and often result in a safer, well looked after development. This might involve incorporating a rooftop garden with a northern aspect and shielded by the plant and service area from the noise of Main North Road.

### ***Aesthetics***

*Quality aesthetics require the appropriate composition of building elements, textures, materials and colours and reflect the use, internal design and structure of the development.*

The proposal is simply articulated and reasonably well considered in its architectural expression and on balance addresses the intentions of the Development Plan with regards to material selection with the main walling material being naturally self-finished (white and charcoal concrete). The overall simple form, colours and expressed architectural elements (such as the balconies, canopies and windows) mirror the commercial character of Main North Road although there is potential to better demonstrate the development’s residential nature by introducing materials which reflect the domestic materials of the dwellings around which surround, such as brick or sandstone – particularly at ground level. This would also better link the proposal to its context and the character of the Historic Conservation Zone beyond.

The variation in plan and section, modulation in setbacks and facades and presentation to the street all contribute to a positive design outcome.

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<sup>1</sup> Livable Housing Australia, 2nd Edition, (2012), Livable Housing Design Guidelines

<https://www.dss.gov.au/our-responsibilities/disability-and-carers/program-services/government-international/national-disability-strategy-initiatives/livable-housing-design/livable-housing-design-guidelines>

In conclusion, the proposal represents a well resolved response to providing medium density housing in the Urban Corridor and the applicant is to be commended. There are a number of alterations which would assist in increasing the design quality of the development which the applicant is encouraged to consider.

These include: the provision of a dedicated communal space (a rooftop garden); additional sustainability initiatives; the incorporation of brick or sandstone (at ground floor level) to provide a visual link with the surrounding domestic properties; reemphasising the “corner” of the proposal; demonstrating a high quality hard landscaping scheme and inventive soft landscaping solutions as well as additional landscaping along the north west boundary; maintaining a 3.6m minimum clear width to all living areas; confirming that air-conditioning units are not located on balconies; confirming ceiling heights to be a minimum of 2.7m high; confirming a location for external clothes drying; providing natural light and increased width to the central corridor and additional space at apartment entries; proposing an alternative arrangement for removal of the bins (which might result in the loss of a car parking space); and incorporating clearly delineated pedestrian paths in the ground level car park, good lighting levels in the basement car park and spy holes in apartment front doors. In addition the applicant should be encouraged to consider issues of accessibility and the future adaptability of the dwellings.

Having reviewed the drawings and assessed the architectural merits of the proposal against the parameters of Council’s design review policy, I have support for the design of the proposal in its current form. However, I would recommend that the proposal could be improved through the design amendments as outlined above.

Yours sincerely



Jenny Newman  
BA (Hons) Dip Arch (dist) MA SCert(Ag)

Drawings Reviewed:

Prepared by David Romaldi Architecture

- Locality and urban context plan Dwg 324-P-1.0
- Project Schedule Dwg 324-1.1
- Site and ground floor plan Dwg 324-1.2
- Basement floorplan Dwg 324-1.3
- Level 1 plan Dwg 324-1.4
- Level 2 plan Dwg 324-1.5
- Level 3 plan Dwg 324-1.6
- Roof plan Dwg 324-1.7
- Elevations Dwg 324-2.1
- Elevations Dwg 324-2.2
- External materials and finishes Dwg 324-2.3
- Section A-A Dwg 324-3.1
- Section B-B Dwg 324-3.2

**STATEMENT OF REPRESENTATION**  
Pursuant to Section 38 of the Development Act 1993  
Ref. 050/310/2017

City of Prospect  
28 AUG 2017  
Received

TO: City of Prospect  
128 Prospect Road  
PROSPECT SA 5082

NAME OF REPRESENTOR(S): M. Ferenchuk  
RESIDENTIAL/BUSINESS ADDRESS: 37 Collier St Enfield SA 5085  
POSTAL ADDRESS: As Above

MY REPRESENTATION IS IN REGARD TO THE PROPOSED DEVELOPMENT AT:  
32-36 Main North Road PROSPECT

THIS REPRESENTATION IS (please tick one of the following):

- In favour of the application
- Against the application
- Neither for nor against the application

MY COMMENTS ARE AS FOLLOWS (if space is insufficient, attach additional pages):

Keen to listen at the meeting.

Please indicate below whether or not you wish to be heard by the Development Assessment Panel in support of your submission:

- I do not wish to be heard
- I wish to be heard personally
- I will be represented by .....

SIGNED: [Signature]

DATED: 28/8/17

**For a representation to be valid, it must:**

- Be submitted before the end of the notification period;
- Include your name and address;
- Set out the reasons for your representation;
- Indicate whether or not you wish to be heard by Council's Development Assessment Panel; and
- If being made by 2 or more persons, nominate a person who will be taken to be making the representation.

**STATEMENT OF REPRESENTATION**  
Pursuant to Section 38 of the Development Act 1993  
Ref. 050/310/2017

TO: City of Prospect  
128 Prospect Road  
PROSPECT SA 5082

NAME OF REPRESENTOR(S): REBECCA TOLHURST (MAIDEN NAME: MOONEY)

RESIDENTIAL/BUSINESS ADDRESS: PO Box 611 ANGSTON SA 5353

POSTAL ADDRESS: AS ABOVE

MY REPRESENTATION IS IN REGARD TO THE PROPOSED DEVELOPMENT AT:

32-36 Main North Road PROSPECT

THIS REPRESENTATION IS (please tick one of the following):

- In favour of the application
- Against the application
- Neither for nor against the application

MY COMMENTS ARE AS FOLLOWS (if space is insufficient, attach additional pages):

~~I AM THE OWNER OF THE~~  
REFER ATTACHED

Attachment

Please indicate below whether or not you wish to be heard by the Development Assessment Panel in support of your submission:

- I do not wish to be heard
- I wish to be heard personally
- I will be represented by .....

SIGNED: [Signature] DATED: 29/08/17

**For a representation to be valid, it must:**

- Be submitted before the end of the notification period;
- Include your name and address;
- Set out the reasons for your representation;
- Indicate whether or not you wish to be heard by Council's Development Assessment Panel; and
- If being made by 2 or more persons, nominate a person who will be taken to be making the representation.

**Statement of Representation cont'd**

Regarding proposed development at 32-36 Main North Road, Prospect

Representation by: Rebecca Tolhurst (nee Mooney)

**Reasons for Representation:**

I am the registered proprietor of the property located at 61 Highbury Street, Prospect, located West of the proposed development.

I have reservations regarding the development for the following reasons:

1. Sight Lines into the backyard of my property. I note that there are recessed windows on the South West Elevation and Balconies/Windows on the North West Elevation. I am concerned that occupants of the apartments on the South West and North West side of the proposed building will have views of the backyard of my property. This will compromise the privacy and security of the occupants of my property and in doing diminish both the value of my property and the enjoyment of the occupants.
2. Potential shadows over my property – I am also concerned about the proposed development causing shadows across my property given the 13.2m height of the proposed building. If that is the case, the amenity of my property will also be compromised.
3. Noise levels – noise levels permeating from the balconies on the North West elevation will cause disturbance to nearby occupants, including those in my property. Coming from a height, I envisage the noise will travel and impact on the enjoyment of the surrounding properties.

**STATEMENT OF REPRESENTATION**  
Pursuant to Section 38 of the Development Act 1993  
Ref. 050/310/2017

TO: City of Prospect  
128 Prospect Road  
PROSPECT SA 5082

NAME OF REPRESENTOR(S): PETER BENNETTS

RESIDENTIAL/BUSINESS ADDRESS: UNIT 2/40 HIGHBURY ST

POSTAL ADDRESS: PROSPECT AS ABOVE

MY REPRESENTATION IS IN REGARD TO THE PROPOSED DEVELOPMENT AT:  
  
32-36 Main North Road PROSPECT

THIS REPRESENTATION IS (please tick one of the following):  
 In favour of the application  
 Against the application  
 Neither for nor against the application

MY COMMENTS ARE AS FOLLOWS (if space is insufficient, attach additional pages):

BEING THE NEXT DOOR NEIGHBOUR (30 MAIN NORTH Rd PROSPECT) I OPPOSE THE SAID DEVELOPMENT AS I THINK IT WILL DISRUPT MY TENANT WITH WHOM I HAVE A LEASE MY TENANT ENGAGES IN SELLING PRESTIGE USED CARS AND DURING THE BUILD THIS WOULD EFFECT HIS BUSINESS DUE TO POLLUTION, NOISE, ACCESS OF PROPERTY AND WOULD ALSO CUT OFF A LARGE SLICE OF EXPOSURE FROM MAIN NORTH Rd

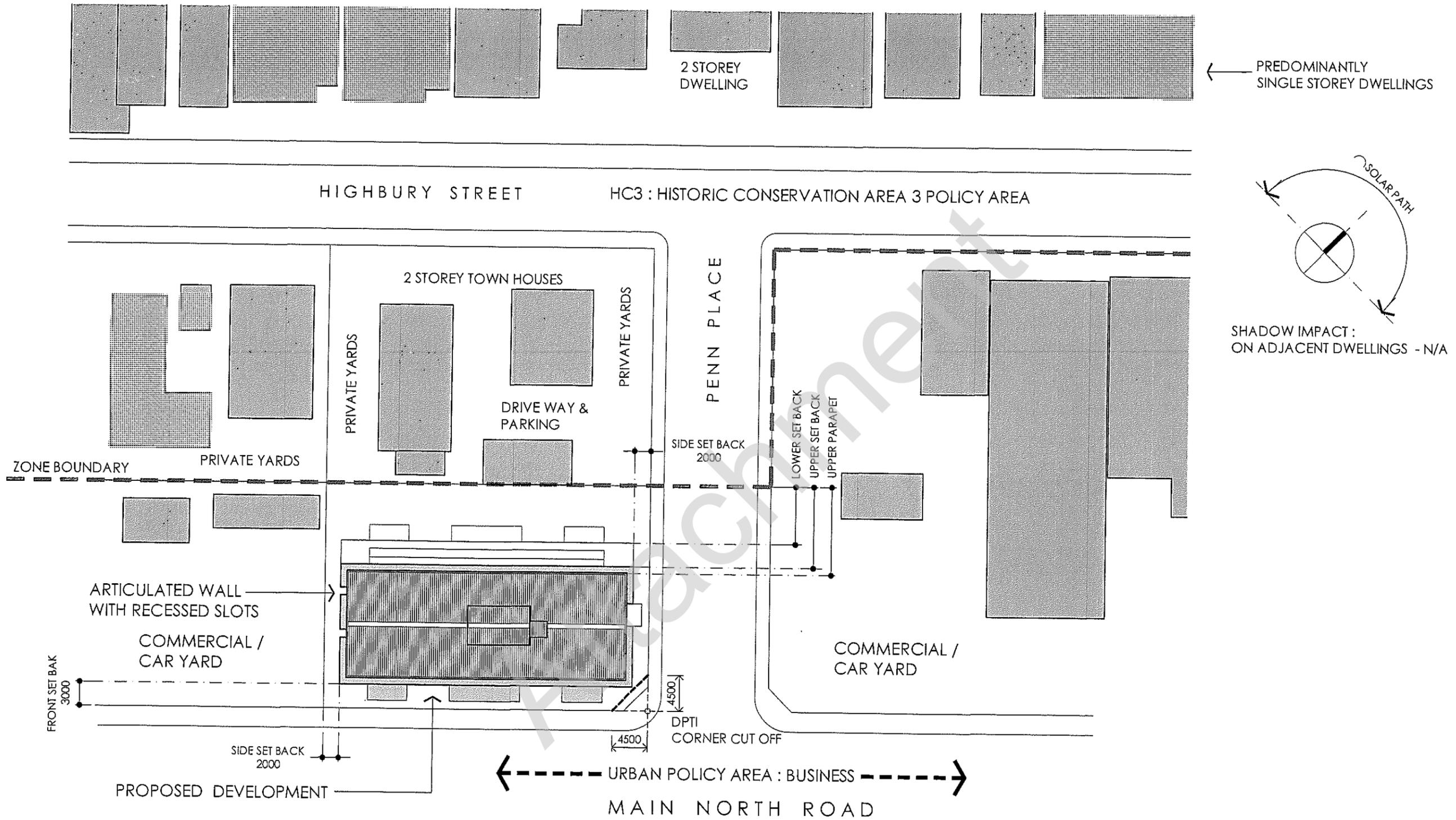
Please indicate below whether or not you wish to be heard by the Development Assessment Panel in support of your submission:

- I do not wish to be heard
- I wish to be heard personally
- I will be represented by .....

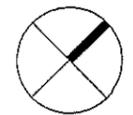
SIGNED: P Bennett DATED: 25-8-2017

**For a representation to be valid, it must:**

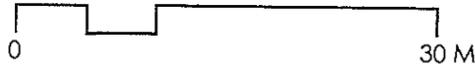
- Be submitted before the end of the notification period;
- Include your name and address;
- Set out the reasons for your representation;
- Indicate whether or not you wish to be heard by Council's Development Assessment Panel; and
- If being made by 2 or more persons, nominate a person who will be taken to be making the representation.



LOCALITY & URBAN CONTEXT PLAN



SCALE 1:500 @ A3 U.N.O.



ISSUE / REVISION :

COMMERCIAL & APARTMENTS			
AT: 32-36 MAIN NORTH RD PROSPECT SA			
FOR: MR D. MORTON			
JOB: 324.17	DATE: JAN17	DWG: 324-P-1.0	REV: -
DAVID ROMALDI ARCHITECTURE©			

**PROJECT SCHEDULE**

SITE AREA	1162 SQM
LANDSCAPING	190 SQM - 16 % : NOTE- INCLUDES DECORATIVE PAVING
CAR PARKS	37 TOTAL
COMMERCIAL	303 SQM NET
APARTMENTS	22 x 2 BEDROOM & 1 x 1 BEDROOM : 23 TOTAL

**APARTMENT STORAGE SCHEDULE ( CUBIC METRES )**

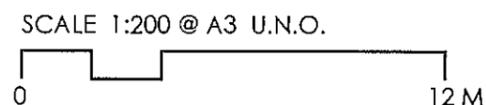
NUMBER	LEVEL	TYPE	APARTMENT INTERNAL	BASEMENT CABINETS	TOTAL
1	1	A	2.03	6.0	8.03
2	1	D	1.75	7.0	8.75
3	1	B1	1.35	7.0	8.35
4	1	C	1.05	7.0	8.05
5	1	C	1.05	7.0	8.05
6	1	B2	2.14	6.0	8.14
7	1	B2	2.14	6.0	8.14
8	1	A	2.03	6.0	8.03
9	2	A	2.03	6.0	8.03
10	2	D	1.75	7.0	8.75
11	2	B1	1.35	7.0	8.35
12	2	C	1.05	7.0	8.05
13	2	C	1.05	7.0	8.05
14	2	B2	2.14	6.0	8.14
15	2	B2	2.14	6.0	8.14
16	2	A	2.03	6.0	8.03
17	3	A	2.03	6.0	8.03
18	3	D	1.75	7.0	8.75
19	3	B1	1.35	7.0	8.35
20	3	C	1.05	7.0	8.05
21	3	G	1.28	7.0	8.28
22	3	F	1.15	7.0	8.15
23	3	E	2.18	6.0	8.18

TOTAL STORAGE 188.9  
 AVERAGE STORAGE 8.2  
 INTERNAL STORAGE : STORE, LINEN, VANITY & TROUGH CUPBOARDS

**APARTMENT SCHEDULE**

NUMBER	LEVEL	TYPE	BEDROOMS	GENERAL	BALCONY	TOTAL AREA
1	1	A	2	68.0	11.3	79.3
2	1	D	2	68.5	10.0	78.5
3	1	B1	2	73.0	10.0	83.0
4	1	C	2	71.0	11.3	82.3
5	1	C	2	71.0	11.3	82.3
6	1	B2	2	73.0	10.0	83.0
7	1	B2	2	73.0	10.0	83.0
8	1	A	2	68.0	11.3	79.3
9	2	A	2	68.0	11.3	79.3
10	2	D	2	68.5	10.0	78.5
11	2	B1	2	73.0	10.0	83.0
12	2	C	2	71.0	11.3	82.3
13	2	C	2	71.0	11.3	82.3
14	2	B2	2	73.0	10.0	83.0
15	2	B2	2	73.0	10.0	83.0
16	2	A	2	68.0	11.3	79.3
17	3	A	2	68.0	11.3	79.3
18	3	D	2	68.5	10.0	78.5
19	3	B1	2	73.0	10.0	83.0
20	3	C	2	71.0	11.3	82.3
21	3	G	1	56.0	13.5	69.5
22	3	F	2	63.5	25.0	88.5
23	3	E	2	66.5	20.0	86.5

TOTAL PRIVATE BALCONIES 271.5  
 AVERAGE PRIVATE BALCONIES 11.1

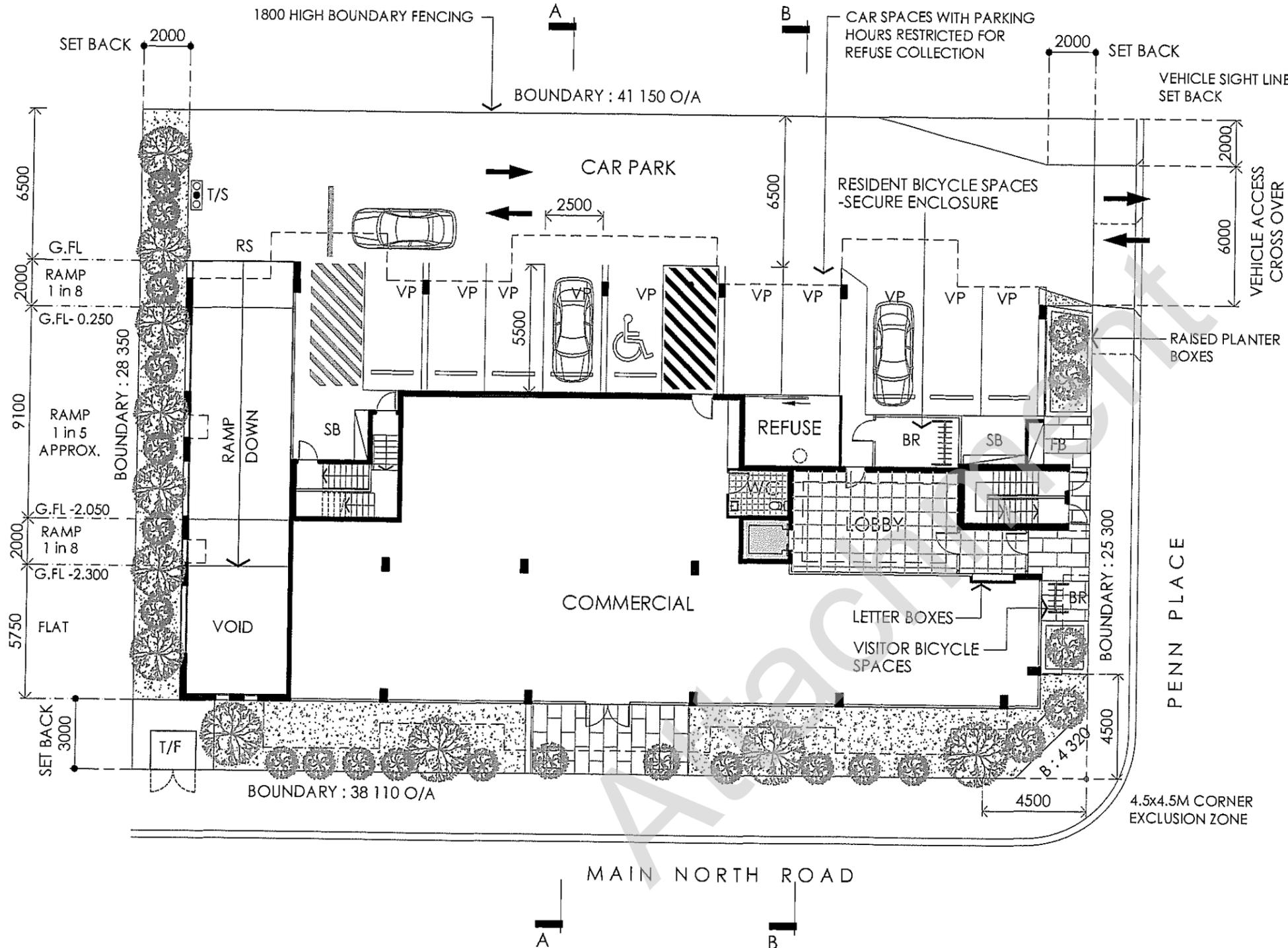


ISSUE / REVISION :

**COMMERCIAL & APARTMENTS**  
 AT: 32-36 MAIN NORTH RD PROSPECT SA  
 FOR: MR D. MORTON

JOB: 324.17 | DATE: JAN17 | DWG: 324-1.1 | REV: -

**DAVID ROMALDI ARCHITECTURE ©**



NOTES & LEGEND

BASEMENT ACCESS RAMP  
2-WAY WITH TRAFFIC MANAGEMENT TO TRAFFIC CONSULTANT'S ADVICE

T/S: TRAFFIC MANAGEMENT SIGNAL LIGHTS

ACCESSIBLE PARK SHARED ZONE & REVERSING BAY

ACCESSIBLE PARK TO AS1248

BR : CORA BICYCLE RACK

TF : PROVISION FOR PAD MOUNT TRANSFORMER

FB : FIRE BOOSTER PROVISION

SB : SERVICES BOARDS PROVISION

RS : AUTOMATIC ROLLER SHUTTER

VP : VISITOR PARK

LANDSCAPING

1. PRUNUS CERASIFERA 'OAKVILLE CRIMSON SPIRE' AT APPRX. 3.M INTERVALS. AN ORNAMENTAL DECIDUOUS PLUM WITH AN EARLY SPRING DISPLAY OF WHITE/PINKISH FLOWERS. STRONG UPRIGHT COLUMNAR TREE. DEEP PURPLE LEAVES. GROWING TO APPOX. 6M HIGH X 2.0M WIDE.

2. VIBURNUM TINUS. AN EVERGREEN SHRUB, WITH OVAL DARK GLOSSY GREEN LEAVES AND WHITE FLOWERS IN SPRING. GROWING NATURALLY TO APPROX. 3M WIDE X 3M HIGH.

SMALL SHRUBS & GROUND COVERS - COMBINATION:  
3 : ARTRIPLEX SEMIBACCATA ( BERRY SALTBUSSH )  
4 : KENNEDIA PROSTRATA ( RUNNING POSTMAN )

ALL LANDSCAPED AREAS:  
- AUTOMATIC IRRIGATION SYSTEM & SELECTED MULCH

PAVING UNITS  
URBANSTONE EXPOSED AGGREGATE  
- HONED 'RIVER TOPAZ'

RAISED PLANTER BOXES  
PAINT FINISH RENDER WITH URBANSTONE COPING  
TO MATCH PAVING UNITS

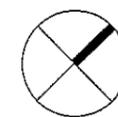
ISSUE / REVISION :

COMMERCIAL & APARTMENTS  
AT: 32-36 MAIN NORTH RD PROSPECT SA  
FOR: MR D. MORTON

JOB: 324.17 DATE: JAN17 DWG: 324-1.2 REV: -

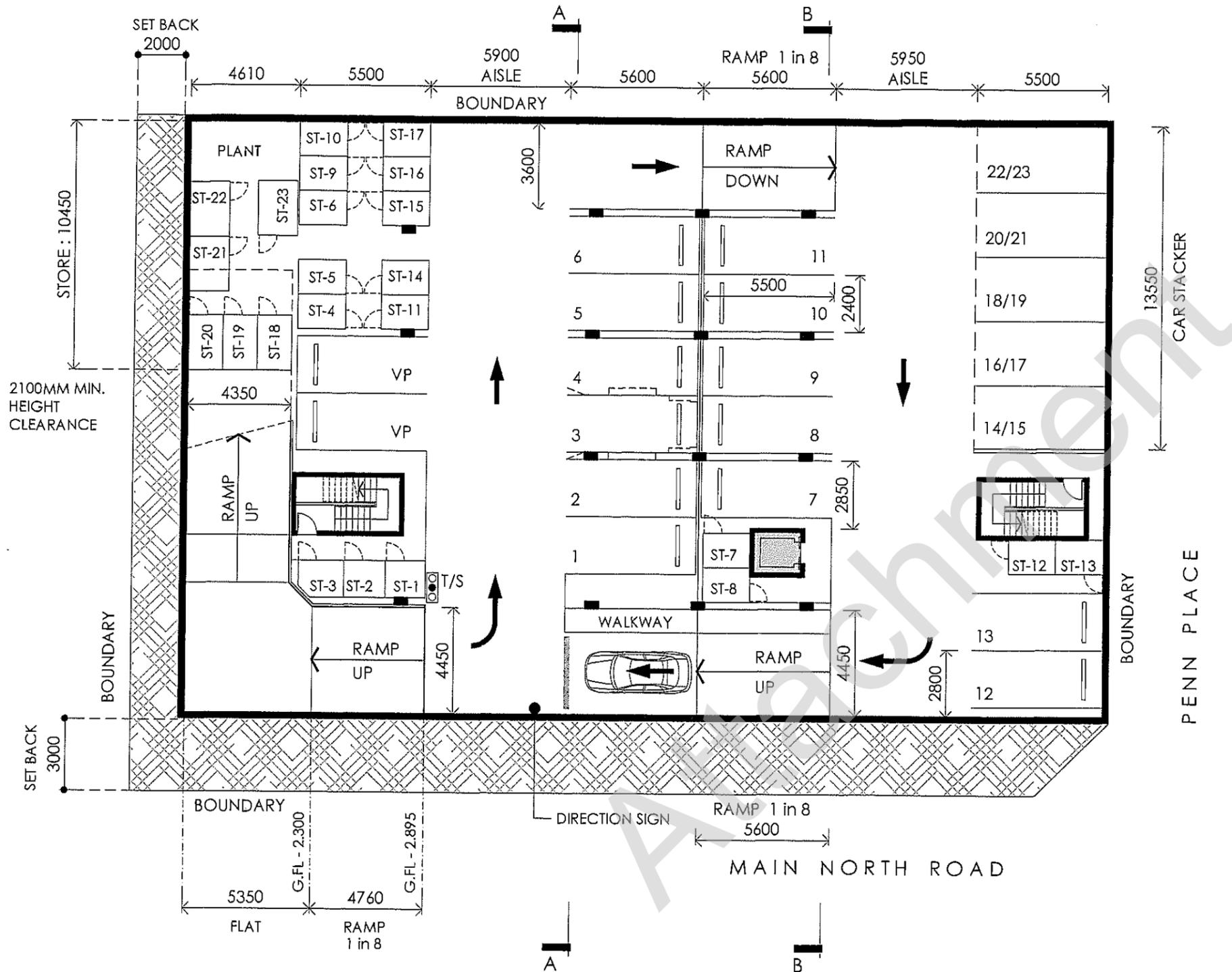
DAVID ROMALDI ARCHITECTURE©

SITE & GROUND FLOOR PLAN



SCALE 1:200 @ A3 U.N.O.





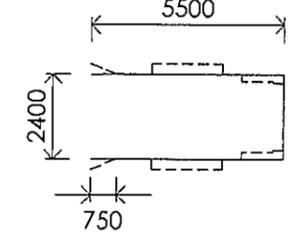
NOTES

CAR SPACES :  
IN ACCORDANCE WITH AS2890  
GENERALLY 2.4M WIDE x 5.5M LONG - U.N.O.

RAMP:  
2-WAY WITH TRAFFIC MANAGEMENT

T/S : TRAFFIC MANAGEMENT SIGNAL LIGHTS

CAR SPACE DESIGN ENVELOPE : AS 2890

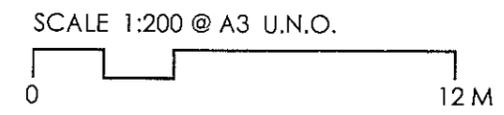
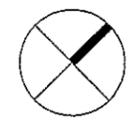


VP-# : APARTMENT VISITOR CAR SPACE

ST-# STORAGE CABINETS : GENERALLY 2.4M HIGH  
6-7 CUBIC METRES TO SUPPLEMENT APARTMENT  
STORAGE

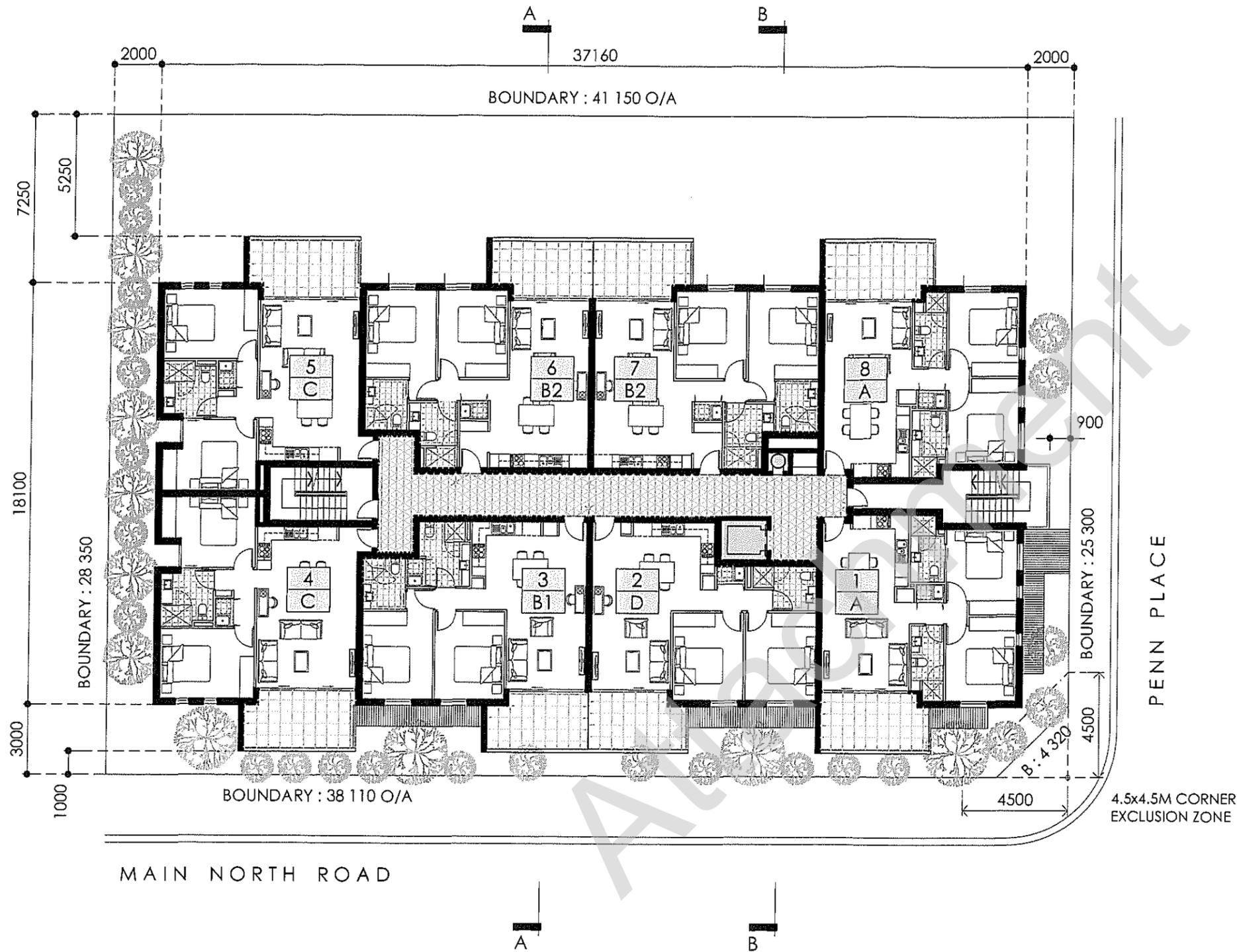
ST-# : APARTMENT : STORE - NUMBER

BASEMENT FLOOR PLAN



ISSUE / REVISION :

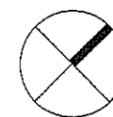
COMMERCIAL & APARTMENTS			
AT: 32-36 MAIN NORTH RD PROSPECT SA			
FOR: MR D. MORTON			
JOB: 324.17	DATE: JAN17	DWG: 324-1.3	REV: -
DAVID ROMALDI ARCHITECTURE ©			



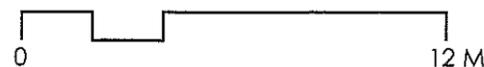
LEGEND

- # APARTMENT NUMBER
- # APARTMENT TYPE
- ELEVATOR
- REFUSE CHUTE & SERVICES BOARD / RISERS

LEVEL 1 PLAN



SCALE 1:200 @ A3 U.N.O.

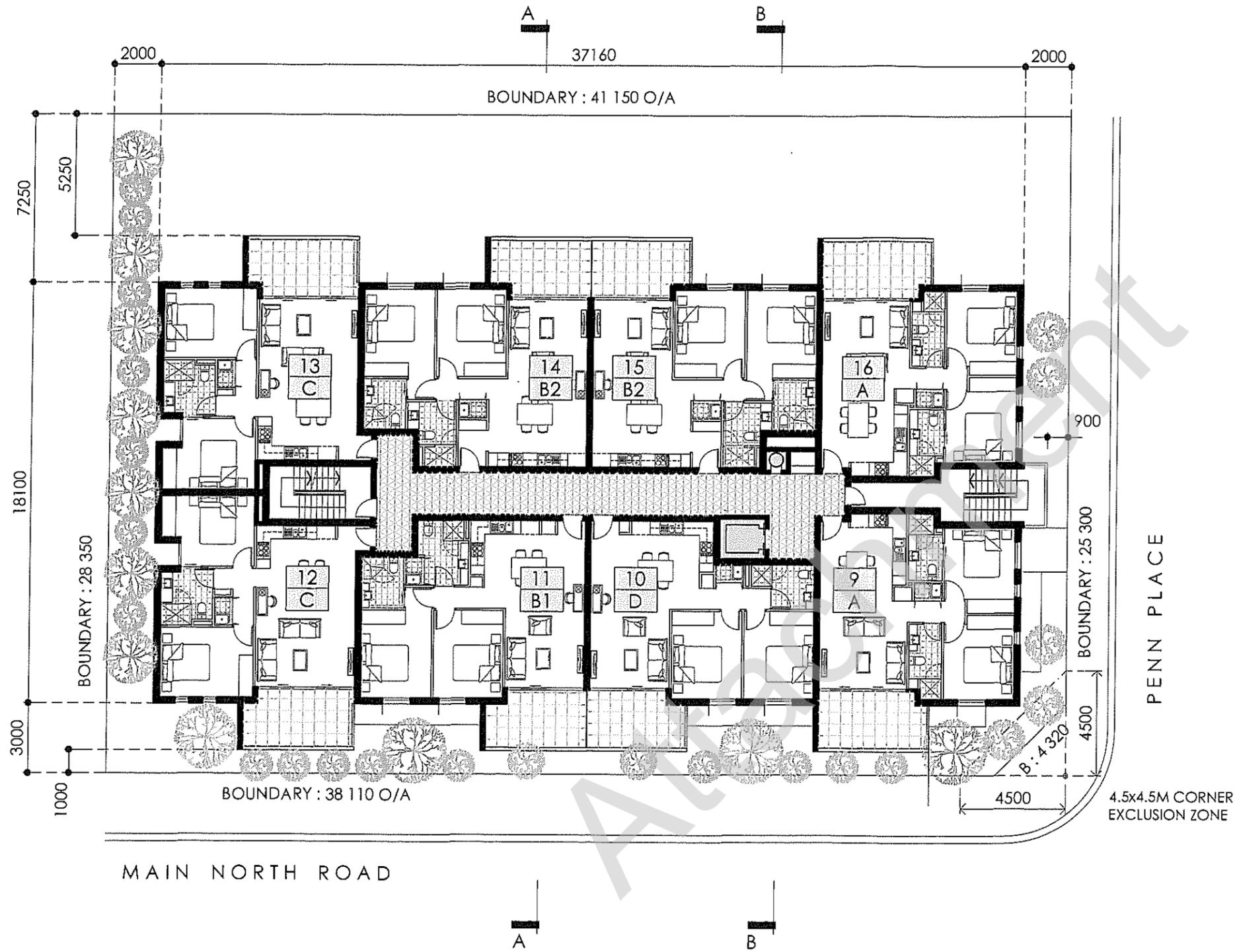


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 AT: 32-36 MAIN NORTH RD PROSPECT SA  
 FOR: MR D. MORTON

JOB: 324.17 | DATE: JAN17 | DWG: 324-1.4 | REV: -

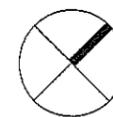
DAVID ROMALDI ARCHITECTURE ©



LEGEND

- # APARTMENT NUMBER
- # APARTMENT TYPE
- ELEVATOR
- REFUSE CHUTE & SERVICES BOARD / RISERS

LEVEL 2 PLAN



SCALE 1:200 @ A3 U.N.O.

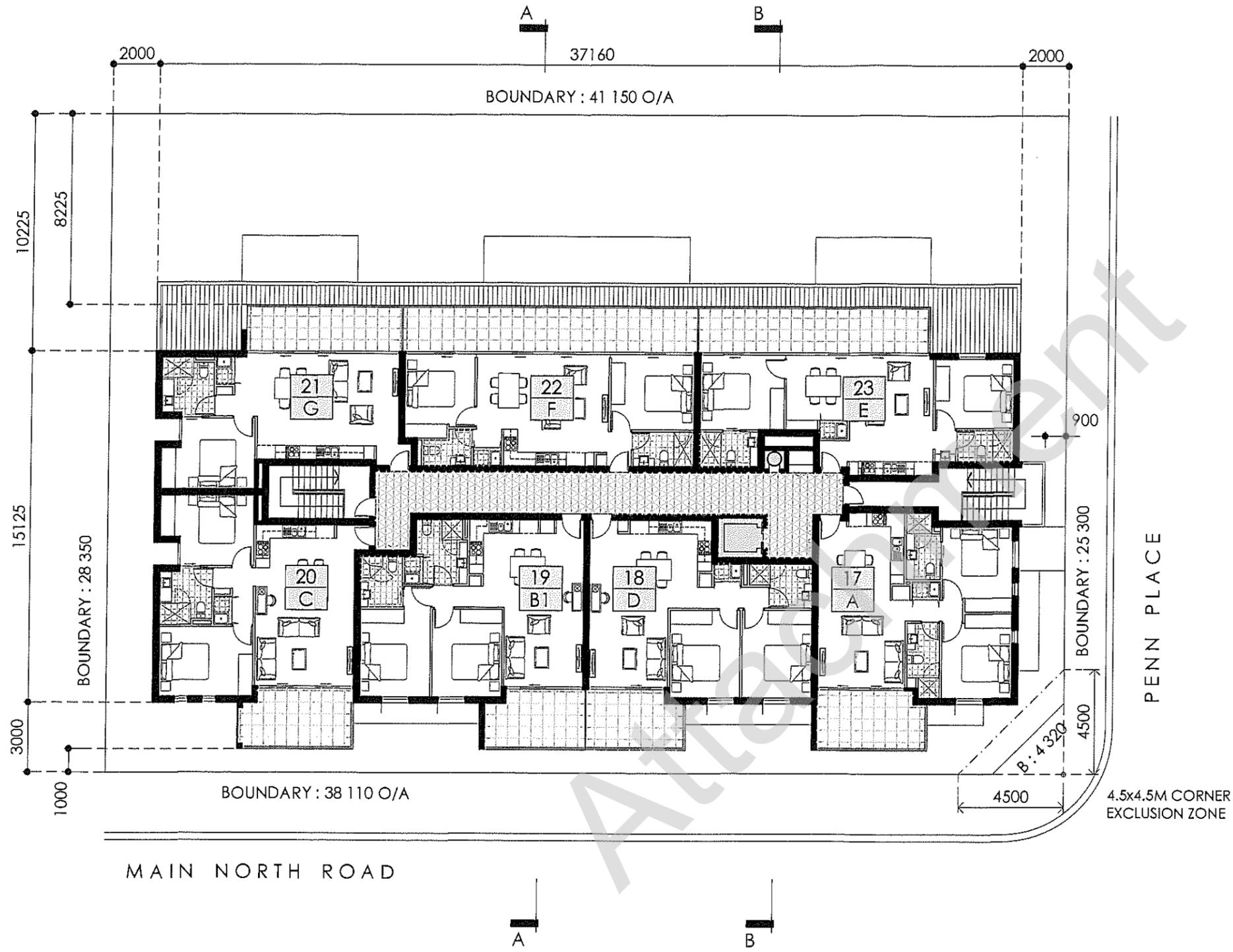


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 FOR: MR D. MORTON

JOB: 324.17 | DATE: JAN17 | DWG: 324-1.5 | REV: -

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LEGEND

-  APARTMENT NUMBER  
APARTMENT TYPE
-  ELEVATOR
-  REFUSE CHUTE &  
SERVICES BOARD / RISERS

LEVEL 3 PLAN



SCALE 1:200 @ A3 U.N.O.

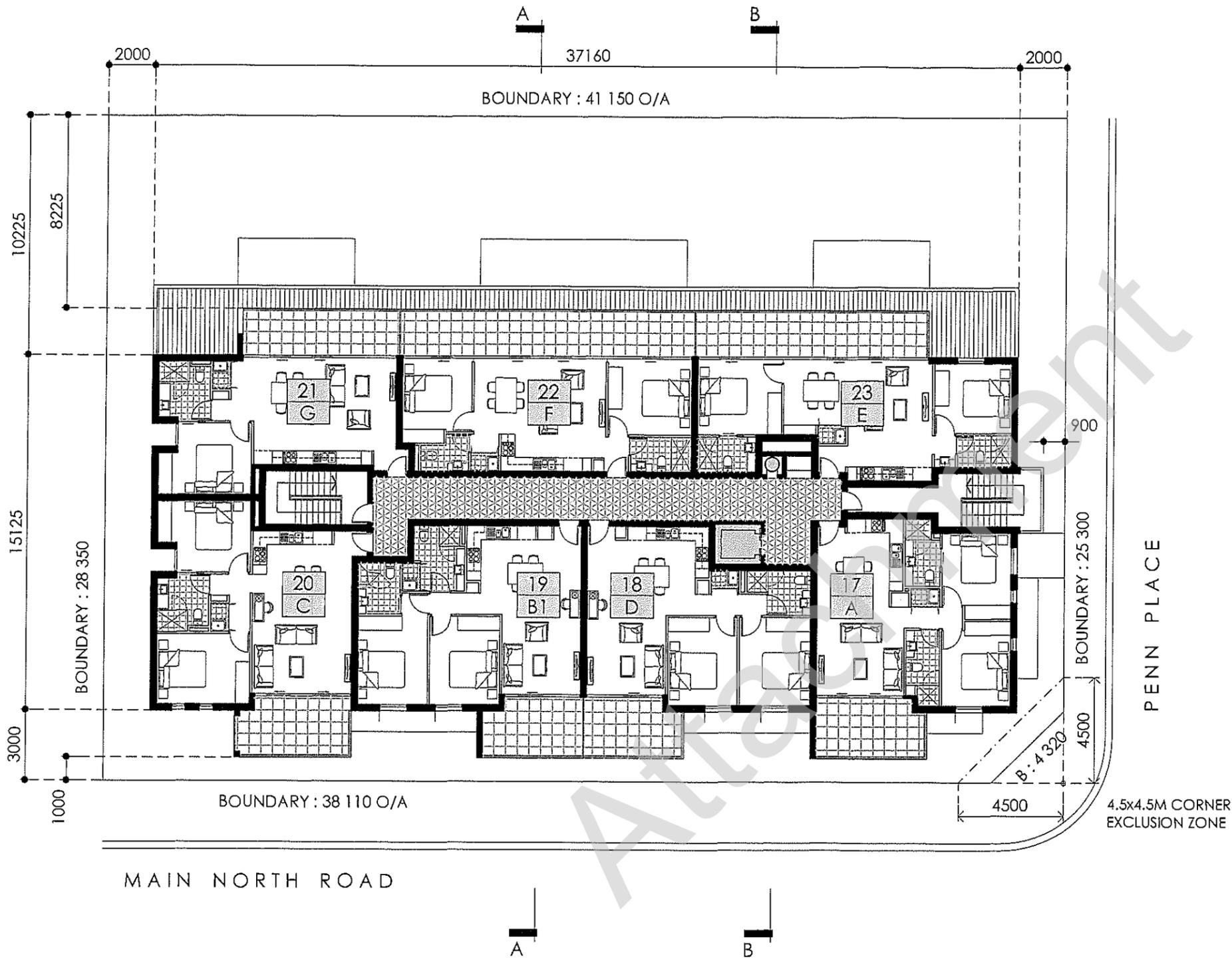


ISSUE / REVISION :

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 AT: 32-36 MAIN NORTH RD PROSPECT SA  
 FOR: MR D. MORTON

JOB: 324.17	DATE: JAN17	DWG: 324-1.6	REV: -
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LEGEND

- # APARTMENT NUMBER
- # APARTMENT TYPE
- ELEVATOR
- REFUSE CHUTE & SERVICES BOARD / RISERS

LEVEL 3 PLAN



SCALE 1:200 @ A3 U.N.O.

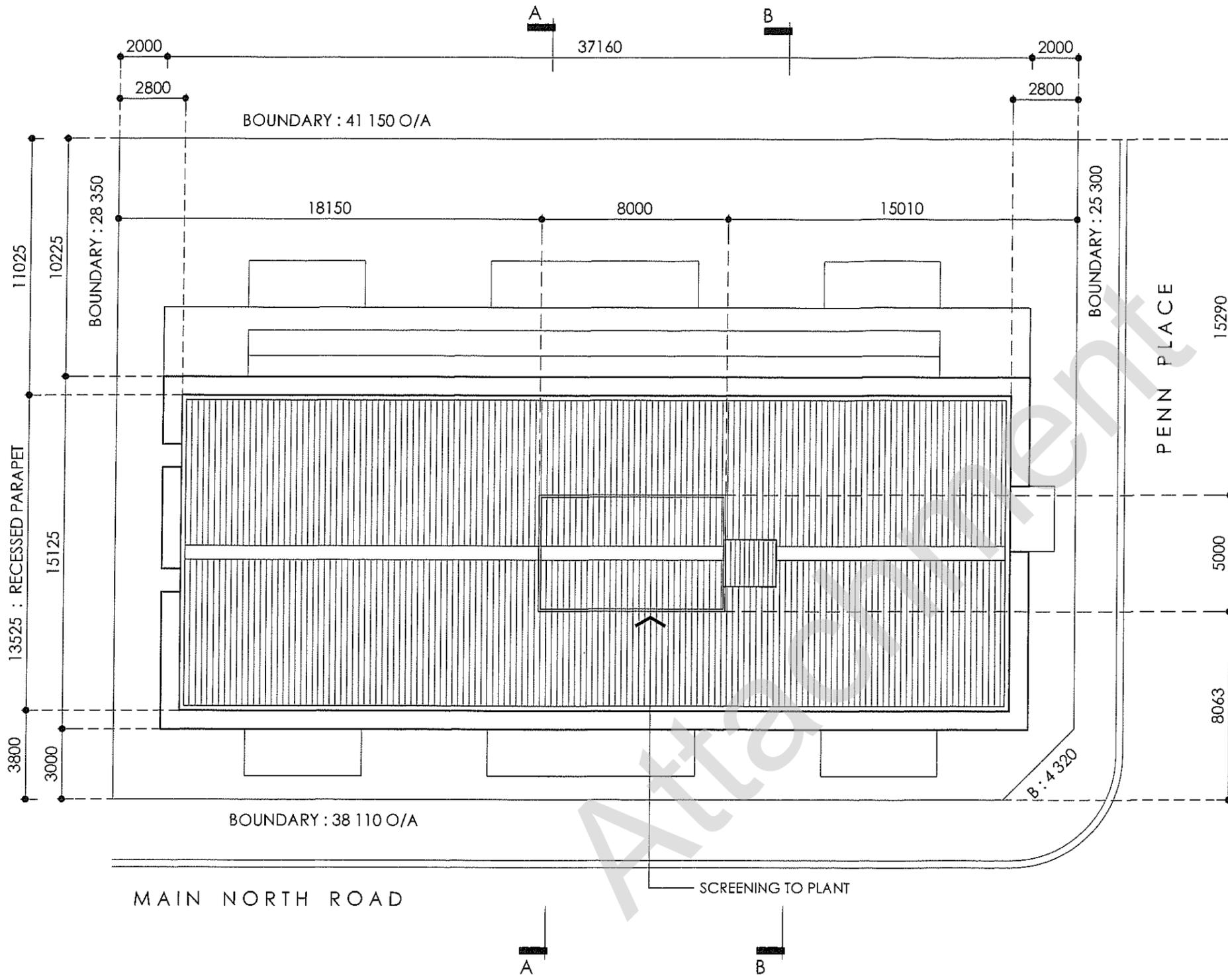


ISSUE / REVISION :

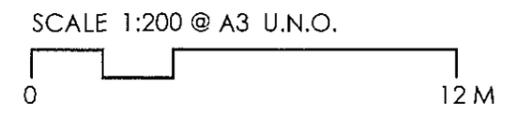
COMMERCIAL & APARTMENTS  
 AT: 32-36 MAIN NORTH RD PROSPECT SA  
 FOR: MR D. MORTON

JOB: 324.17 | DATE: JAN17 | DWG: 324-1.6 | REV: -

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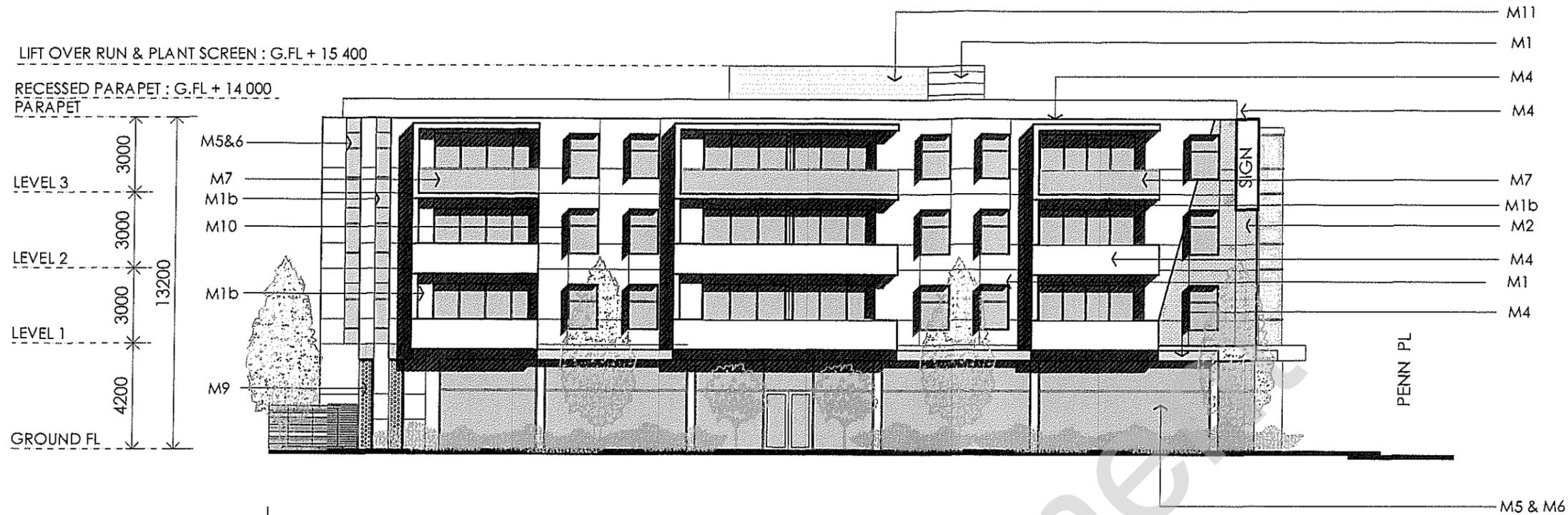


ROOF PLAN

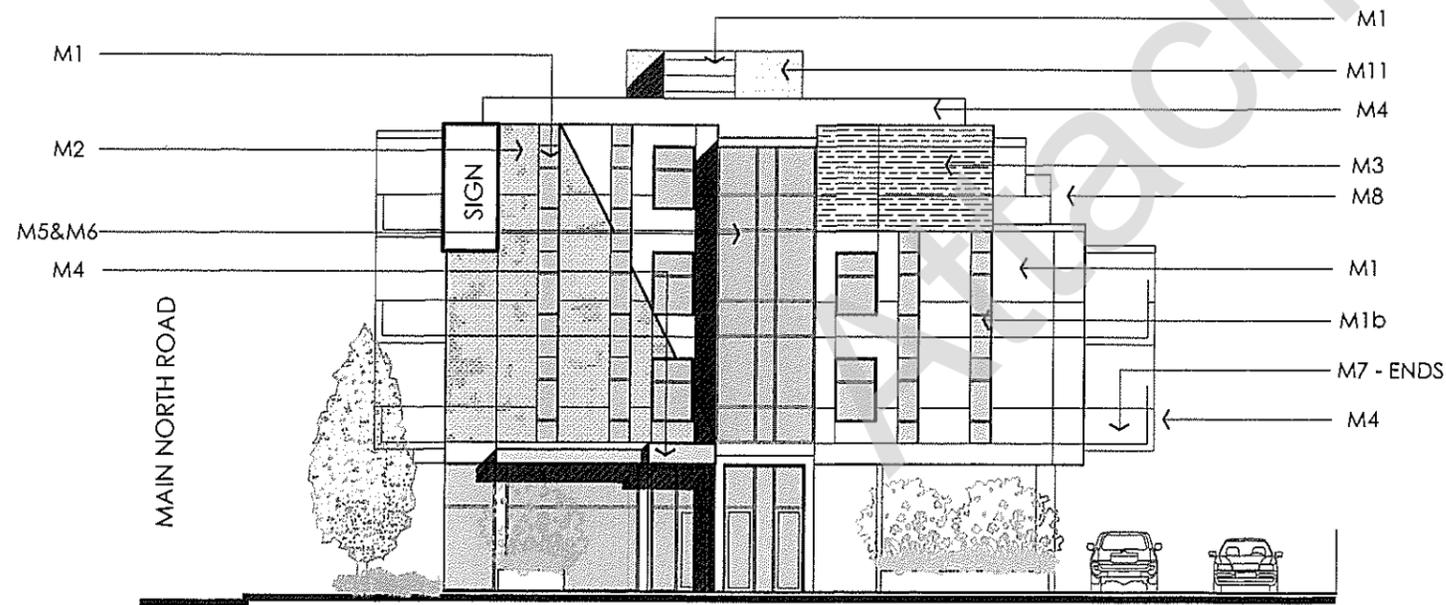


ISSUE / REVISION :

COMMERCIAL & APARTMENTS			
AT: 32-36 MAIN NORTH RD PROSPECT SA			
FOR: MR D. MORTON			
JOB: 324.17	DATE: JAN17	DWG: 324-1.7	REV: -
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MAIN NORTH ROAD ELEVATION : SOUTH EAST



PENN PLACE ELEVATION : NORTH EAST

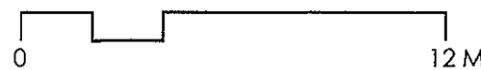
ISSUE / REVISION :

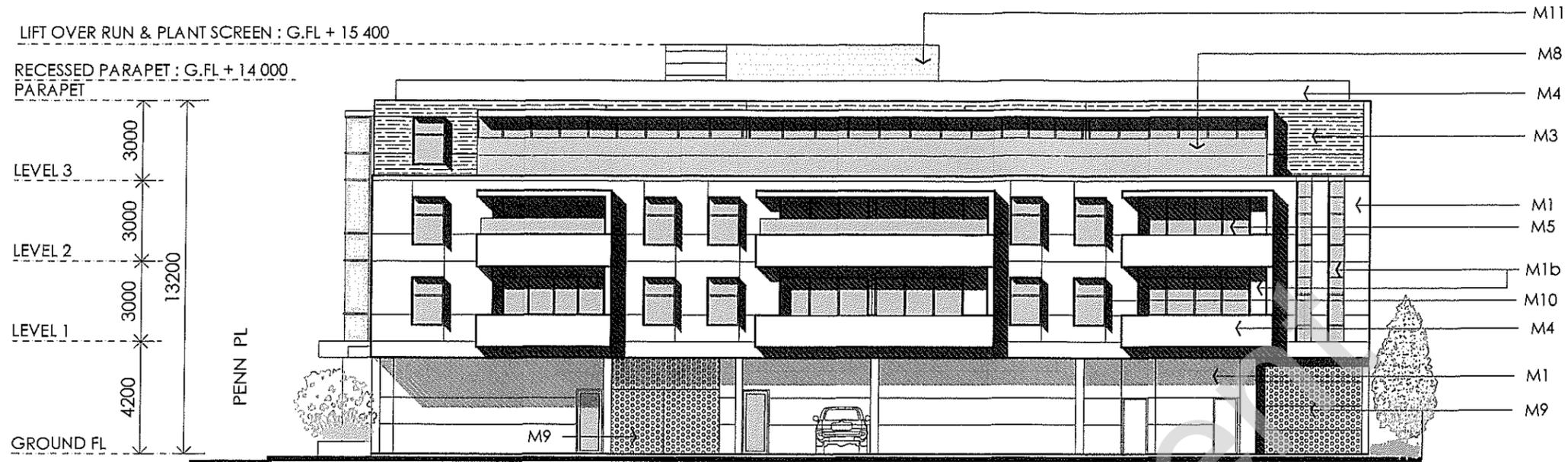
COMMERCIAL & APARTMENTS  
 AT: 32-36 MAIN NORTH RD PROSPECT SA  
 FOR: MR D. MORTON

JOB: 324.17 | DATE: JAN17 | DWG: 324-2.1 | REV: -

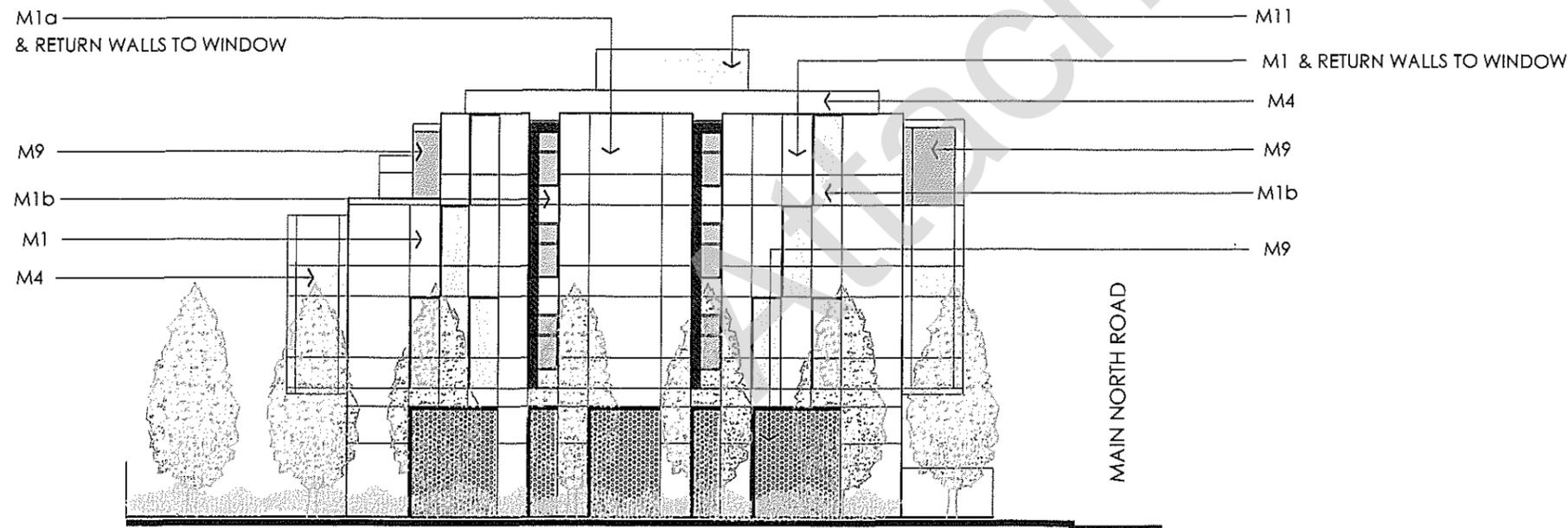
DAVID ROMALDI ARCHITECTURE ©

SCALE 1:200 @ A3 U.N.O.



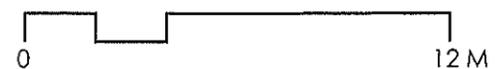


NORTH WEST ELEVATION



SOUTH WEST ELEVATION

SCALE 1:200 @ A3 U.N.O.



ISSUE / REVISION :

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 AT: 32-36 MAIN NORTH RD PROSPECT SA  
 FOR: MR D. MORTON

JOB: 324.17 | DATE: JAN17 | DWG: 324-2.2 | REV: -

DAVID ROMALDI ARCHITECTURE ©

EXTERNAL MATERIALS & FINISHES SCHEDULE

CODE	DESCRIPTION	MATERIAL TYPE	FINISH	COLOUR	NOTE
M1	GENERAL WALLING	NATURAL CONCRETE	SMOOTH	OFF-WHITE	WHITE OXIDE CONCRETE ADDITIVE
M1a	GENERAL WALLING	NATURAL CONCRETE	SMOOTH	CHARCOAL	CHARCOAL OXIDE CONCRETE ADDITIVE
M1b	RECESSED WALL PANELS & BALCONY APARTMENT WALLS	CONCRETE	ACRATX ROLL ON - FINE TEXTURE	DULUX BRONZE - HALF STRENGTH	
M2	WALL CLADDING	PRE FINISHED METAL	ALUCOBOND METALLIC	BRONZE	
M3	WALL CLADDING	CEMINTEL SURROUND - BARESTONE	PAINT	DULUX WIGGLE	LEATHER TEXTURED BOARD FINISH
M4	BALCONY BALUSTRADE / END WALLS / RECESSED PARAPET & CANOPIES	CEMINTEL SURROUND - METAL	PAINT	DULUX BRONZE	
M5	WINDOWS	ALUMINIUM	POWDERCOAT	MONUMENT	
M6	WINDOW GLAZING	SOLAR PERFORMANCE GLASS	-	EVANTAGE GREY	FROSTED GLASS TO OVER LOOKING WINDOWS
M7	BALUSTRADE GLAZING	GLASS	-	CLEAR GLASS	SATIN STAINLESS STEEL SUPPORTS
M8	PRIVACY SCREENS	GLASS	-	FROSTED GLASS	SATIN STAINLESS STEEL SUPPORTS
M9	VENTILATION/BALCONY SCREENS	PRE FINISHED LASER CUT METAL	POWDERCOAT	DULUX M,ONUMENT	DECORATIVE PATTERN
M10	PRIVACY FINS	PRE FINISHED LASER CUT METAL	POWDERCOAT	DULUX MONUMENT	DECORATIVE PATTERN - 5MM MAXIMUM APERTURES
M11	ROOF TOP PLANT SCREENS	PREFINISHED METAL LOUVRES	POWDERCOAT	DULIX SHOJI WHITE	

NOTES

- EXPRESSED GROOVES TO WALLING & CLADDING AS SHOWN

- MAIN NORTH ROAD GLAZING : IN ACCORDANCE WITH MINISTER'S SPECIFICATION SA 78B - CONSTRUCTION REQUIREMENTS FOR CONTROL OF EXTERNAL SOUND

SCALE 1:200 @ A3 U.N.O.

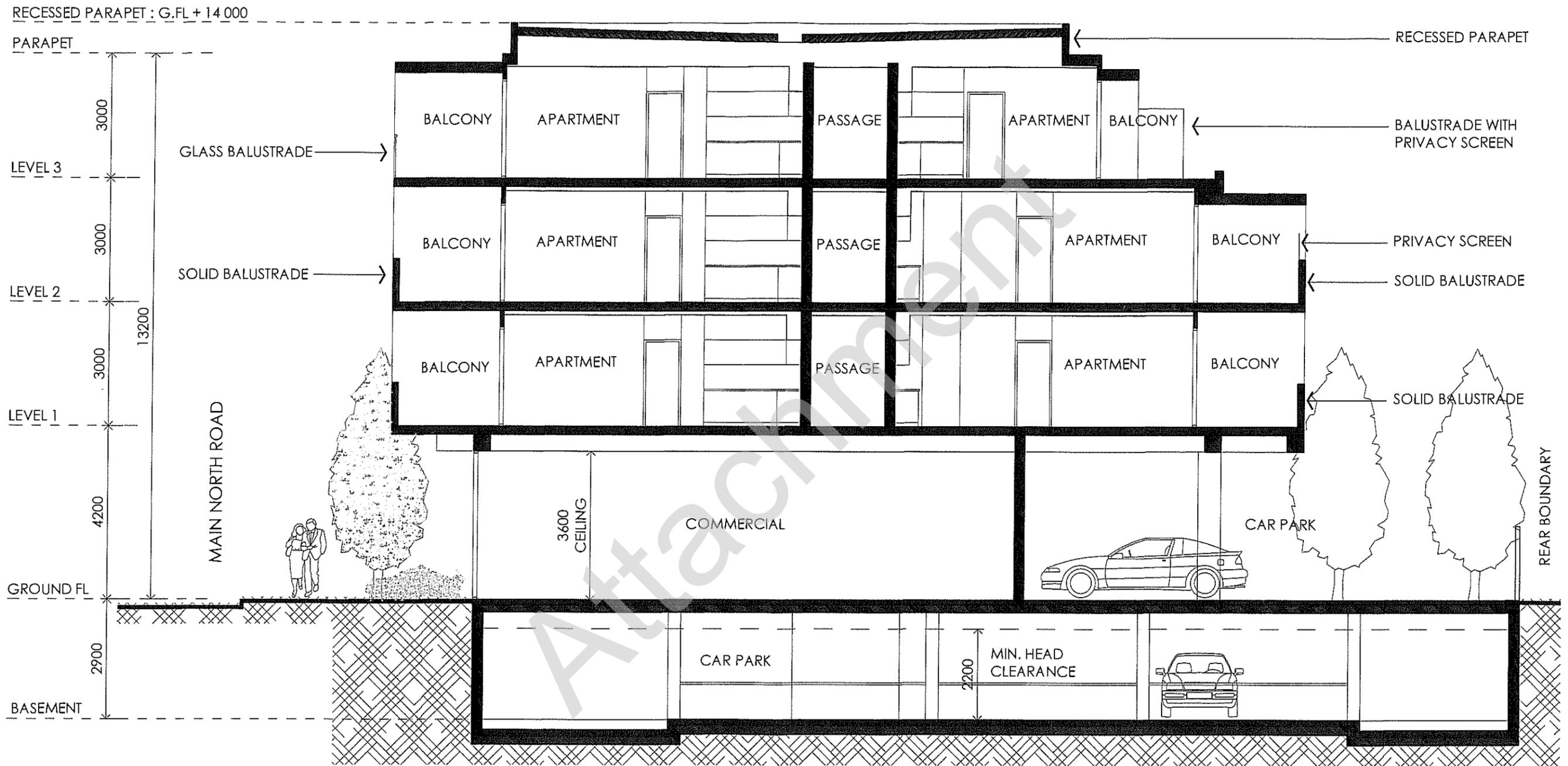


ISSUE / REVISION :

COMMERCIAL & APARTMENTS  
 AT: 32-36 MAIN NORTH RD PROSPECT SA  
 FOR: MR D. MORTON

JOB: 324.17 | DATE: JAN17 | DWG: 324-2.3 | REV: -

DAVID ROMALDI ARCHITECTURE ©



SECTION A-A

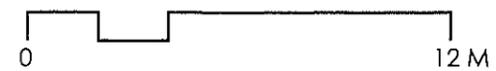
ISSUE / REVISION :

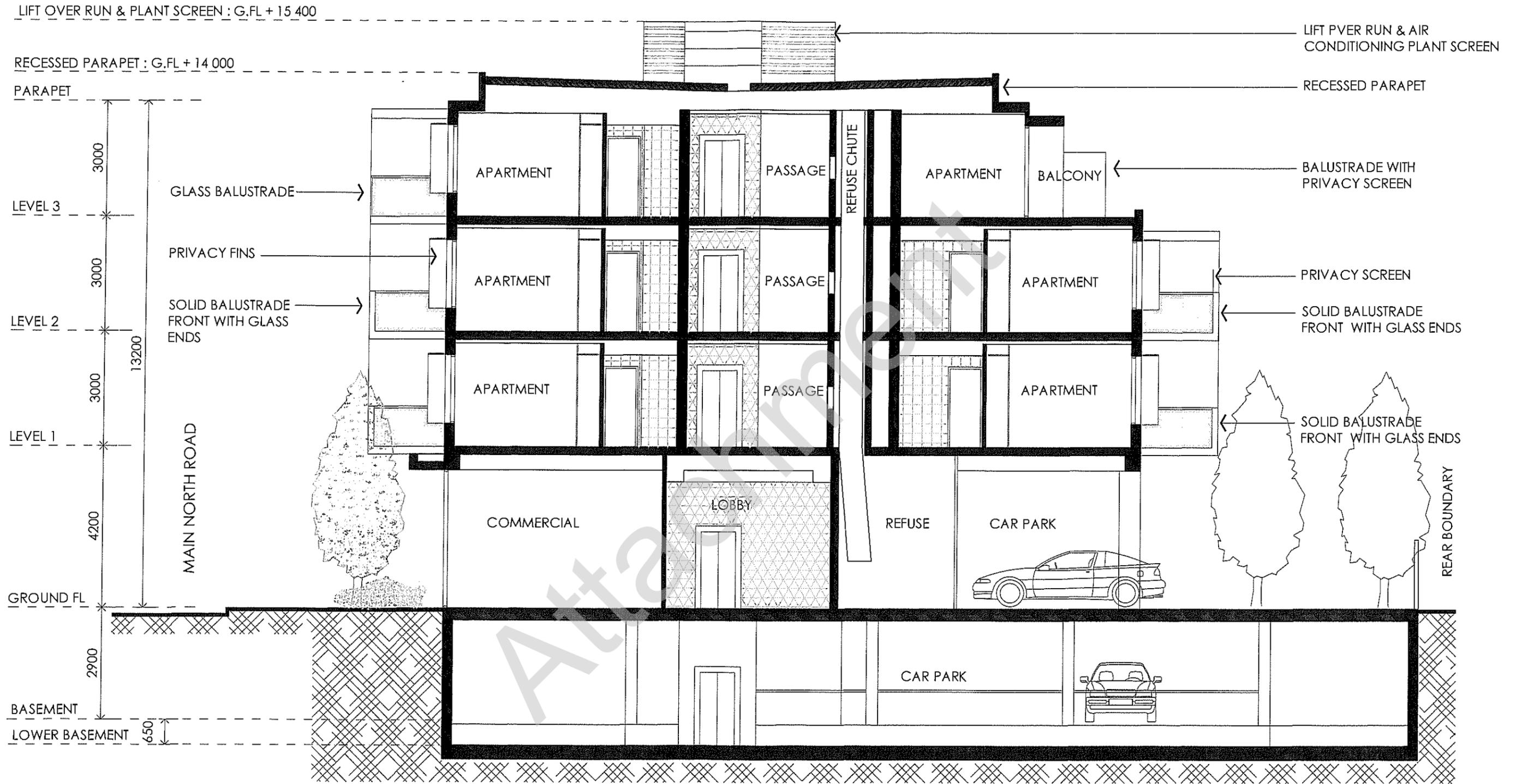
**COMMERCIAL & APARTMENTS**  
 AT: 32-36 MAIN NORTH RD PROSPECT SA  
 FOR: MR D. MORTON

JOB: 324.17	DATE: JAN17	DWG: 324-P-3.1	REV: -
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DAVID ROMALDI ARCHITECTURE ©

SCALE 1:100 @ A3 U.N.O.





SECTION B-B

ISSUE / REVISION :

COMMERCIAL & APARTMENTS  
 AT: 32-36 MAIN NORTH RD PROSPECT SA  
 FOR: MR D. MORTON

JOB: 324.17 | DATE: JAN17 | DWG: 324-P-3.2 | REV: -

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SCALE 1:100 @ A3 U.N.O.



**AGENDA ITEM: 6.1 (DEFERRAL)****To:** Council Assessment Panel (CAP) on 13 November 2017**From:** Scott McLuskey, Senior Development Officer, Planning**Proposal:** Three Storey Residential Flat Building Comprising Seven Dwellings with associated Driveway, Fencing and Landscaping (DA 050/178/2017)**Address:** 119 Churchill Road, Prospect (CT 6171/720)

---

**SUMMARY:**

Applicant: Franco Aloe

Owner: Churchill Prospect Pty Ltd

Planning Authority: Council

Development Plan Version: Consolidated 21 April 2016

Zone and Policy Area: Urban Corridor Zone (Boulevard Policy Area)

Key Considerations: Boundary Wall, Common Open Space Area

Previously Considered: 11 September 2017, 13 November 2017

Recommendation: **Approval, subject to conditions**

---

**ATTACHMENTS:**

<u>Attachments 1-5</u>	Amended Plans
<u>Attachments 6-8</u>	3d Elevations
<u>Attachments 9-14</u>	Superseded Proposal Plans

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## 1. **EXECUTIVE SUMMARY**

- 1.1 The Council Assessment Panel (CAP) previously considered a proposal for a three storey residential flat building comprising 7 townhouse style dwellings, with an associated driveway, fencing and landscaping at 119 Churchill Road Prospect. The proposal was deferred to allow the applicant to address concerns regarding the southern boundary wall, including the provision of 3d elevations demonstrating the intended design treatments to this wall, and regarding the amenity of the common area.
- 1.2 The applicant has provided amended plans and 3d elevations detailing the intended design treatments to the southern boundary wall. Further, the previously proposed outdoor seating area has been removed and replaced with additional landscaping.
- 1.3 The amendments do not warrant further mandatory referrals or independent advice, nor was public notification required. The amendments and additional information are considered to reasonably address the reasons for deferral and the proposal warrants development plan consent.

## 2. **BACKGROUND**

- 2.1 The CAP previously considered the proposal at its meeting of 13 November 2017. At that meeting the CAP resolved to defer the application to allow the applicant to address the following matters:
- The presentation of the Southern façade, including the provision of a 3d elevation that demonstrates an improved variety of materials and use of articulation to reduce the bulk and scale of the boundary wall; and
  - The screening of the common area; to ensure that it provides suitable amenity without compromising the appearance of the building from the street.
- 2.2 The report from the previous CAP meeting is available for viewing on the City of Prospect website ([www.prospect.sa.gov.au](http://www.prospect.sa.gov.au)). The proposal plans considered by the CAP at its previous meeting are attached (refer **Attachments 9-14**).

## 3. **DISCUSSION**

### 3.1 **Southern Boundary Wall**

- 3.1.1 The amended proposal plans maintain the 'Randon Layout' design treatment previously proposed; though the application of the treatment has been modulated through reconfiguration (refer **Attachment 4**). This design treatment is demonstrated in further detail through the 3d elevations (refer **Attachments 5-7**).
- 3.1.2 Consistent with the previous report from Council staff, and noting the applicable version of Council's Development Plan, the southern boundary wall design is considered to have sufficiently addressed the bulk and scale concerns.

### 3.2 **Common Area**

- 3.2.1 An amended site plan has been provided which no longer includes a seating area forward of the proposed building. It is proposed that the previously proposed seating area be replaced with a small (3m height) tree. As this area is no longer proposed to comprise communal recreation, it is considered that occupant amenity treatments to this area are now not relevant to the planning assessment.

#### **4. CONCLUSION AND RECOMMENDATION**

4.1 Summarised briefly, the applicant has:

1. Provided amended plans including 3d elevations demonstrating the proposed design treatments to the southern boundary wall; and
2. Provided an amended site plan replacing the previously proposed seating area with additional landscaping (including an additional tree planting).

4.2 The application (as amended) is considered to be sufficiently consistent with the relevant provisions of the Prospect (City) Development Plan, thus:

It is recommended:

That with reference to the relevant provisions of the Prospect (City) Development Plan, the zoning of the land within which the proposed development is situated and the locality within which the land is situated, the Panel resolves that development application 050/178/2017 is not seriously at variance with the Development Plan and as such a decision shall be made on the merits of the application; and

That pursuant to the *Development Act 1993*, as amended, Development Plan Consent be approved to DA 050/178/2017 from Franco Aloe on behalf of Churchill Prospect Pty Ltd for a Three Storey Residential Flat Building Comprising Seven Dwellings with associated Driveway, Fencing and Landscaping at 119 Churchill Road, Prospect (CT 6171/720), subject to the following Reserve Matters, Conditions and Notes:

##### **Reserved Matters:**

1. A detailed Waste Management Plan shall be provided that, to the satisfaction of Council, demonstrates the on-site storage, collection and sorting of recyclable materials and waste is easily and safely accessible to the collection point; well screened to prevent vandalism and theft; and designed to reduce odour and discourage vermin.

##### **Conditions:**

1. The development shall take place in accordance with plans and details prepared by ThreeSixFive Design Studio, Drawing Nos 1-5, dated 22/02/2018, stamped by Council relating to Development Application Number 050/178/2017, except as modified by any conditions detailed herein. All works detailed in the approved plans and required by conditions are to be completed prior to the occupation of the approved development.
2. All driveways, parking and manoeuvring areas must be formed, surfaced with concrete, bitumen or paving and maintained to the reasonable satisfaction of Council. Driveways, car parking spaces, manoeuvring areas and landscaping areas shall not be used for the storage or display of materials or goods including waste products and refuse. The obsolete crossover and/or any portion of crossover that is not required for the subject development shall be reinstated to Council standard kerb and gutter at the applicant's cost prior to occupation of the completed development.
3. The balconies of dwellings 1, 2, 3 and 4 shall be provided with demountable screening that prevents views into the neighbouring residential property to the reasonable satisfaction of Council, and in any event to a minimum height of 1.5m above the finished floor level of the balcony. The materials and finishes used on the screens shall complement those of the dwelling.

4. All dwellings shall be suitably protected from 1 in 100 year ARI storm events. Post-development outflow rates from the site shall be no greater than pre-development rates in 1 in 20 ARI storm events. A Stormwater Management Plan, illustrating site levels and any detention devices required to suitably restrict outflow rates, shall be submitted to the satisfaction of Council prior to the grant of full Development Approval.
5. Air-conditioning units and solar hot water heaters shall be provided with screening devices designed to complement the colours, materials and finishes of the building approved herein, and shall be sited to adequately screen the units from view from neighbouring properties and public land (roadways) to the reasonable satisfaction of Council.
6. Prior to the grant of full Development Approval a Waste Management Plan shall be submitted to the satisfaction of Council addressing storage and collection methodologies.
7. The landscaping shall be planted prior to occupancy of the development, and maintained at all times to the reasonable satisfaction of Council and to ensure appropriate lines of sight for vehicles and pedestrians. An automated drip irrigation or similar watering system shall be established and maintained to ensure that sufficient water is available to satisfy the needs of the landscaping species selected.
8. During construction of the development approved herein, measures will be implemented to ensure that the construction works do not result in an unreasonable impact on occupiers of adjacent properties or pollution of existing infrastructure through drag-out or stormwater runoff. Measures shall include as necessary:
  - a) A hard surface and controlled washing zone at the entry/exit points to the site, designed to reduce the potential for mud and material dragged out by construction vehicles; and
  - b) Containment of stormwater run-off within the site, which if being discharged into the stormwater system will be filtered to the satisfaction of Council; and
  - c) Reduction of the potential for dust and other airborne particles by the use of water sprinklers and/or other means of containment; and
  - d) The establishment of an appropriate storage compound for waste materials and litter. No building waste material shall be stored outside of the storage compound or similar industrial bin; and
  - e) All mechanical equipment shall be used in a manner to minimise the potential for noise pollution and ensure compliance with the requirements of the Environment Protection (Noise) Policy.
9. Footpaths adjacent to the site are to be kept in a safe condition for pedestrians at all times during construction works. All driveways and footpaths traversed by vehicles using the site are to be maintained in a reasonable condition for the duration of the works, and are to be reinstated to the satisfaction of Council on completion of the works.

All works on Council land shall be conducted to Council's specification, with all works to be bunted off safely and pedestrian safety to be maintained throughout the construction period. Plantings will also need to be undertaken in line with council specifications in terms of sight distance interference and safety to the community (thorns/poisonous plantings). Plans displaying all relevant details of the Road/Kerbing/Footpath Works shall be submitted to the Assets and Infrastructure Officer for approval prior to the commencement of any such works.

**Advisory Notes:**

- (1) Pursuant to Section 86(1)(a) of the Development Act, 1993, you have the right of appeal to the Environment, Resources and Development Court against either 1) a refusal of consent or 2) any condition(s) which have been imposed on a consent. Any such appeal

must be lodged with the Court within two (2) months from the day on which you receive this notification or such longer period as may be allowed by the Court.

The Environment, Resources and Development Court is located in the Sir Samuel Way Building, Victoria Square, Adelaide SA 5000 (Postal Address: GPO Box 2465, Adelaide SA 5001).

- (2) The development plan consent granted herein is effective for a period of twelve (12) months from the date of the decision. Unless Council extends this period, building rules consent is required within this time or the consent will lapse.

Any request for an extension of the operative period of the consent must be submitted to Council in writing, accompanied by the applicable fee.

- (3) Further application pursuant to the Local Government Act shall be made to the Infrastructure Assets and Environment Department for the proposed crossover prior to construction activities occurring.

Road/Kerbing/Footpath Works will need to be inspected by an Assets and Infrastructure Officer to determine they have met all relevant requirements. All work including line marking will be the responsibility of the applicant as will the reinstatement of any damaged Infrastructure / Services related to these works. All works will be carried out at the cost to the applicant.

- (4) Prior to the commencement of construction of the development herein approved, it is strongly recommended that you employ the services of a licensed Land Surveyor to carry out an identification survey of the subject land and to peg the true boundaries, to ensure that building work will be either on the true boundaries or the specified distance from the true boundaries of the subject land, as the case may be.

Failure to correctly site the development on the land in accordance with the plans approved herein would constitute a breach of the *Development Act 1993*. Any amendments required to the approved plans as a result of the survey are to be submitted to Council for approval prior to works commencing.

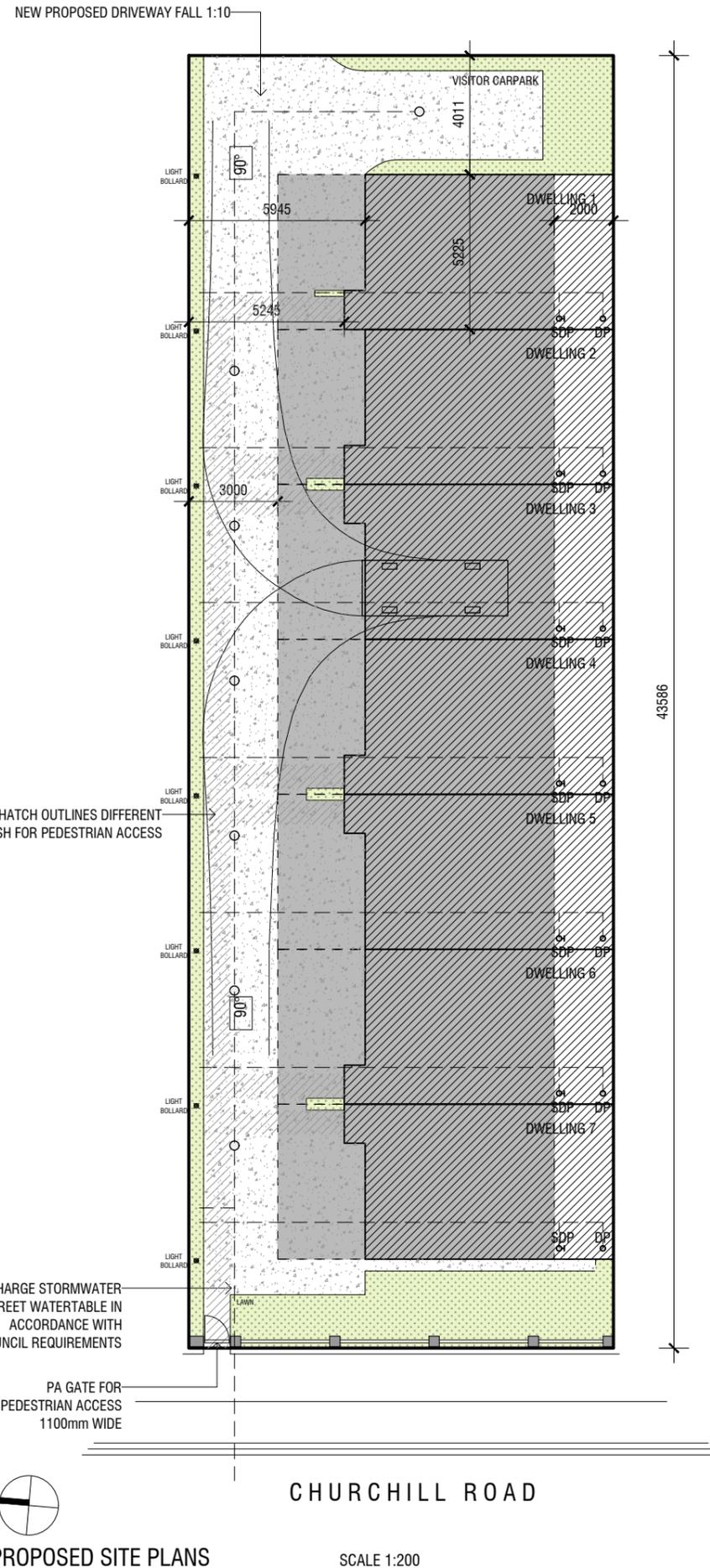
- (5) You are encouraged to consult with adjoining property owners before commencing any work, to assist in minimising nuisance or inconvenience caused during construction.

- (6) You are required to give formal notification to, and consult with, the adjoining property owner if you are removing, replacing or altering an existing fence or building a freestanding wall along the common boundary that would, for all purposes, be a dividing fence (Section 5 of the *Fences Act 1975*).

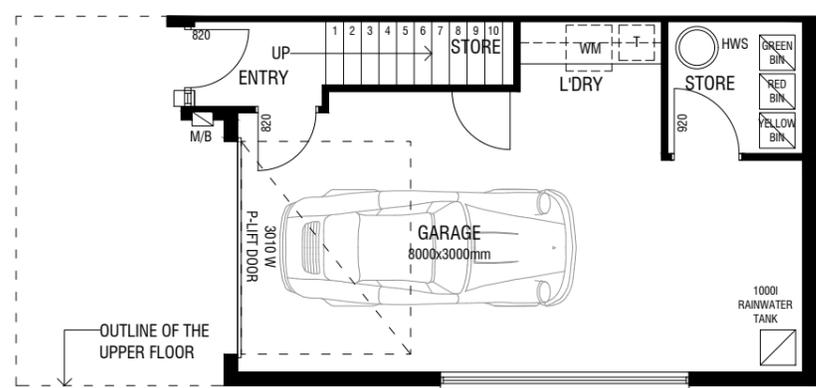
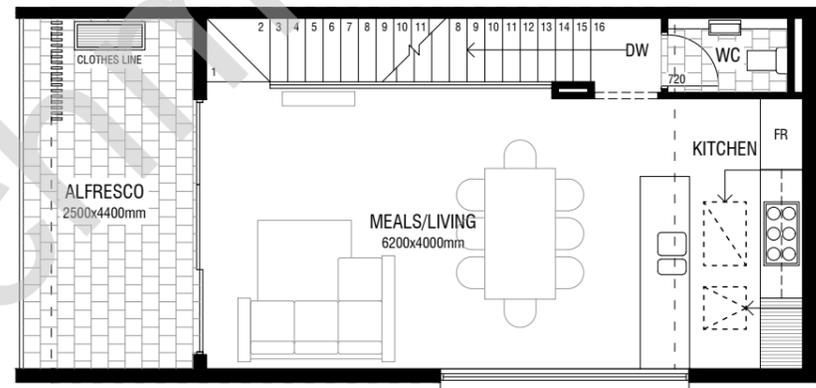
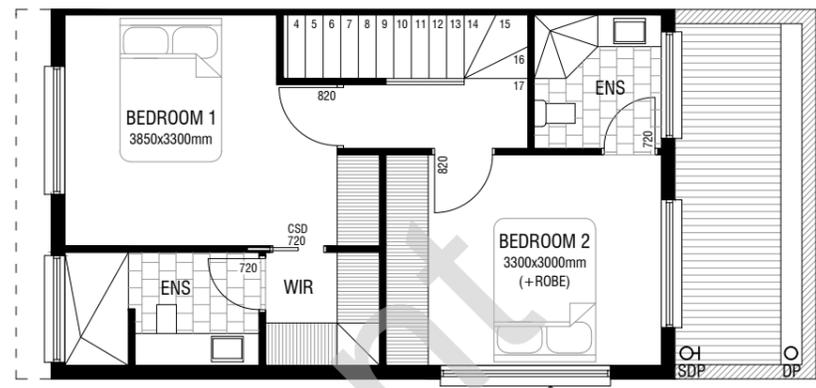
- (7) During construction of the development approved herein, measures will be implemented to ensure that the construction works do not result in an unreasonable impact on occupiers of adjacent properties or pollution of existing infrastructure through drag-out or stormwater runoff. Measures shall include as necessary:

- A hard surface and controlled washing zone at the entry/exit points to the site, designed to reduce the potential for mud and material dragged out by construction vehicles; and
- Containment of stormwater run-off within the site, which if being discharged into the stormwater system will be filtered to the satisfaction of Council; and
- Reduction of the potential for dust and other airborne particles by the use of water sprinklers and/or other means of containment; and
- The establishment of an appropriate storage compound for waste materials and litter. No building waste material shall be stored outside of the storage compound or similar industrial bin; and

- All mechanical equipment shall be used in a manner to minimise the potential for noise pollution and ensure compliance with the requirements of the Environment Protection (Noise) Policy.
- (8) To ensure compliance with applicable standards as described in the Environment Protection (Noise) Policy established under the Environment Protection Act, construction activities should only take place between the hours of 7:00am and 7:00pm, Monday to Saturday inclusive, and not on Sundays or public holidays.
  - (9) The construction of the building shall be undertaken in accordance with the Ministers Specification SA78B – Construction requirements for the control of external sound. Compliance with the Minister’s Specification would be required as part of the Building Code of Australia (BCA).
  - (10) National Broadband Network (NBN): The National Broadband Network is being rolled out across the City of Prospect. It is recommended that you consider your future connection to the optical fibre network prior to commencing works. Please visit [www.nbnco.com.au](http://www.nbnco.com.au) for further details on how to get connected.



APARTMENT 1 - 7 AREA	SQM
GROUND FLOOR	49.00
FIRST FLOOR	47.00
SECOND FLOOR	46.00
BALCONY	13.00
TOTAL	155.00



**RAINWATER NOTE:**  
 1000LTS (MIN) RWT COLLECTING 50m² ROOF CATCHMENT AREA. PLUMBED TO EITHER TOILET, HOT WATER SYSTEM OR ALL LAUNDRY COLD WATER OUTLETS. RWT MUST BE FITTED WITH OVERFLOW DEVICE. INLET & OVERFLOW MUST BE FITTED WITH MOSQUITO-PROOF SCREENS. MUST COMPLY WITH BCA REQUIREMENTS

ISSUE	AMENDMENT	DATE
A-O	ISSUE	2015-2017
P	PLANNING AMENDMENTS	05.10.17
Q	PLANNING AMENDMENTS	19.01.18
R	PLANNING AMENDMENTS	22.02.18

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 WWW.365STUDIO.COM.AU

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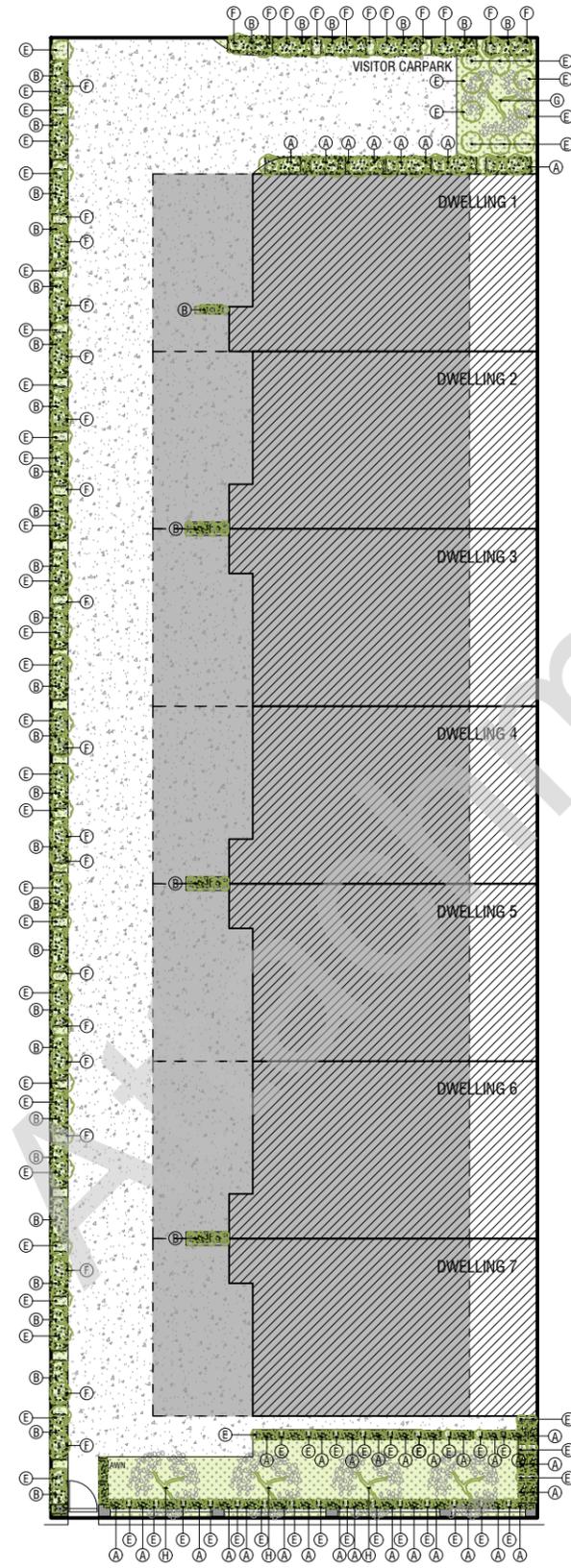
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\*\*MIRROR PLANS FOR APARTMENT DESIGN 1-2,4 & 6  
**PROPOSED FLOOR PLANS APARTMENTS 3,5 & 7**

SCALE 1:100

LANDSCAPING LEGEND: ALL LANDSCAPE BY OWNER

GROUND COVERS	HEIGHT/SPACING (m)	PLANTS	HEIGHT (m)	SPACING (m)	
	(A) - DIANELLA PRUNINA UTOPIA		(E) - DIETES IRIDIOIDES	0.5-0.7	0.5-0.7
	(B) - LOMANDRA		(F) - ORANGE JESSAMINE	1.0-2.5	0.8-1.2
	(C) - MYOPORUM FINE LEAF WHITE	<b>TREES</b>			
	(D) - THYMUS LONGICAULIS		(G) - PRUNUS CERASIFERA	5.0	4.0
			(H) - MORUS NIGRA	3.0	4.0



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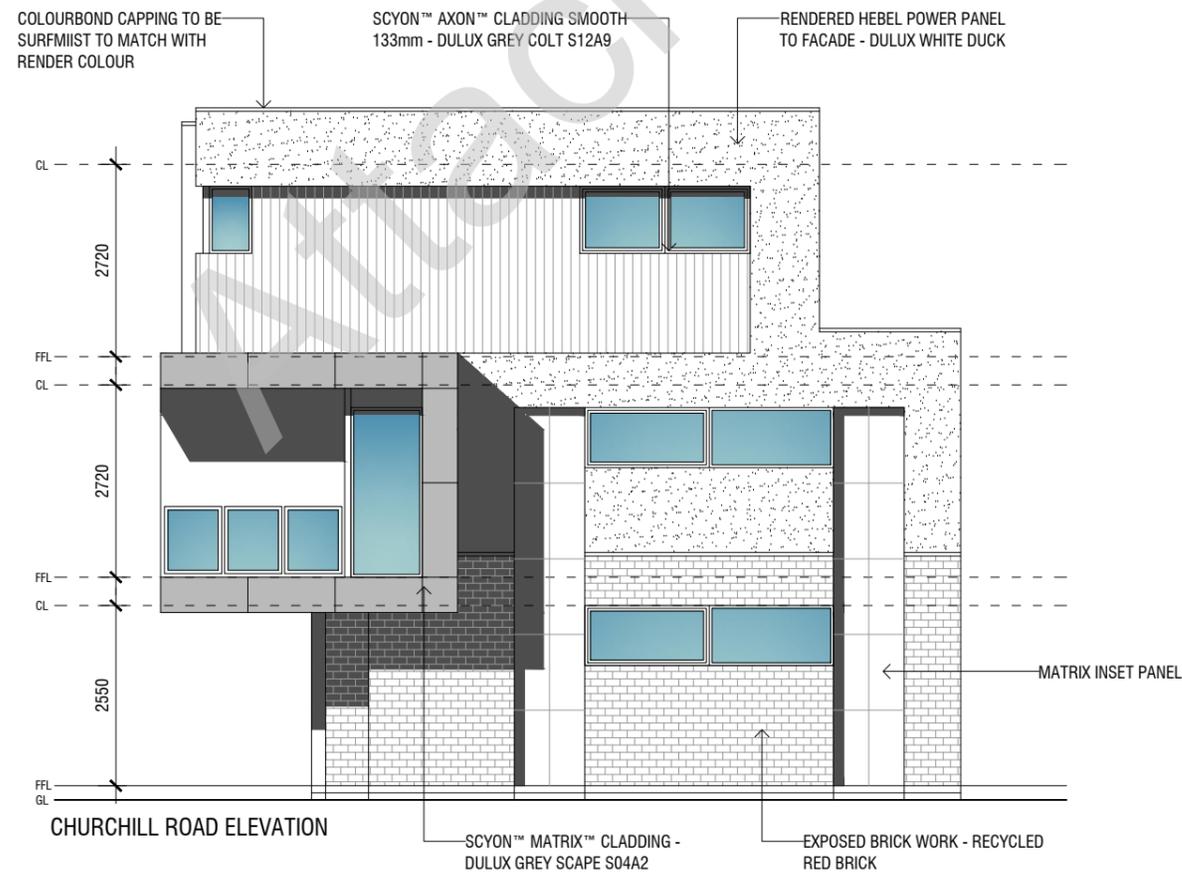
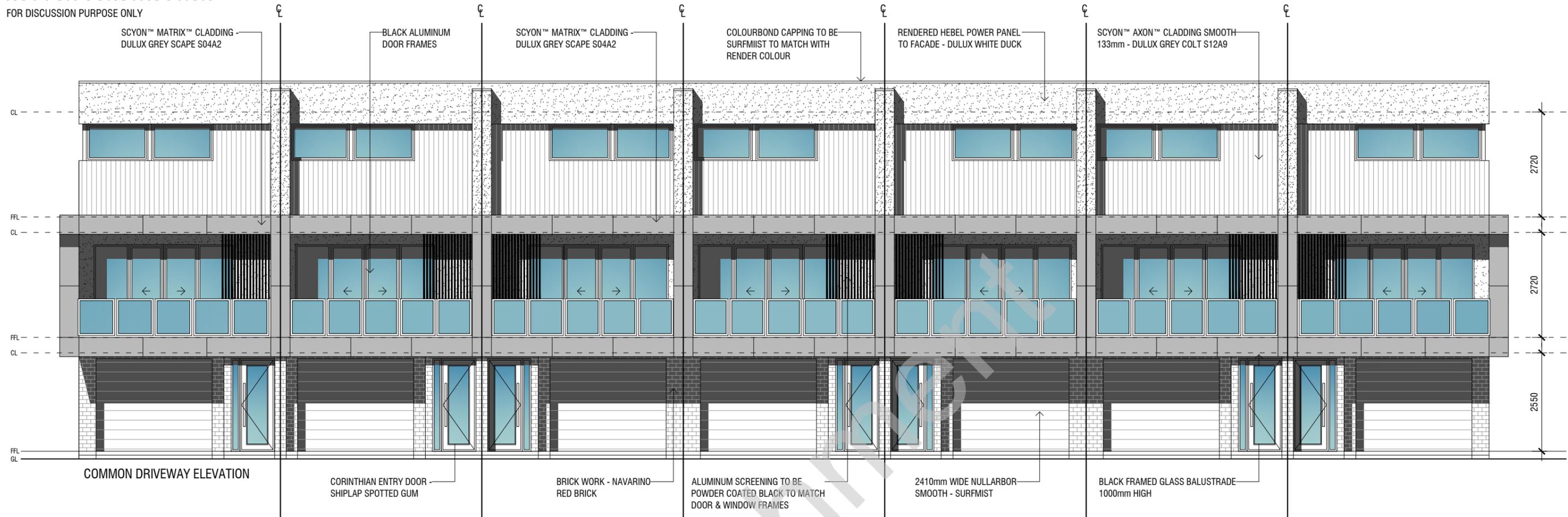
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**COLOUR SCHEDULE:**

HEBEL POWER PANEL RENDER	DULUX - WHITE DUCK
EXPOSED BRICK WORK	BRICK WORK - NAVARINO RED BRICK
TILT-UP CONCRETE	TILT-UP CONCRETE ON BOUNDARY - DULUX WHITE DUCK
COLOURBOND CAPPING	COLOURBOND - SURFMIST
MATRIX	SCYON™ MATRIX™ CLADDING - DULUX GREY SCAPE S04A2
AXON	SCYON™ AXON™ CLADDING SMOOTH 133mm - DULUX GREY COLT S12A9
ENTRY DOOR	CORINTHIAN - SHIPLAP SPOTTED GUM
WINDOW & DOOR	BLACK ALUMINUM FRAMES
GARAGE DOOR	3010mm WIDE NULLARBOR SMOOTH - SURFMIST
BALUSTRADE	BLACK FRAMED GLASS BALUSTRADE 1000mm HIGH
SCREENING	ALUMINUM SCREENING TO BE POWDER COATED BLACK TO MATCH DOOR & WINDOW FRAMES

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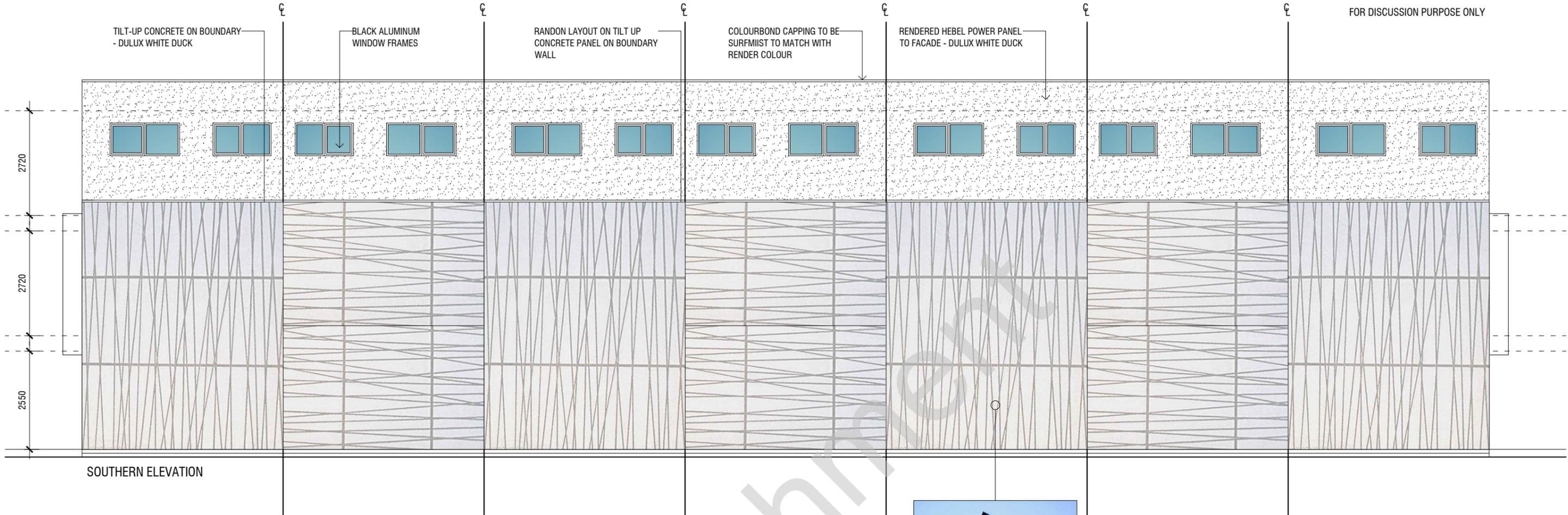
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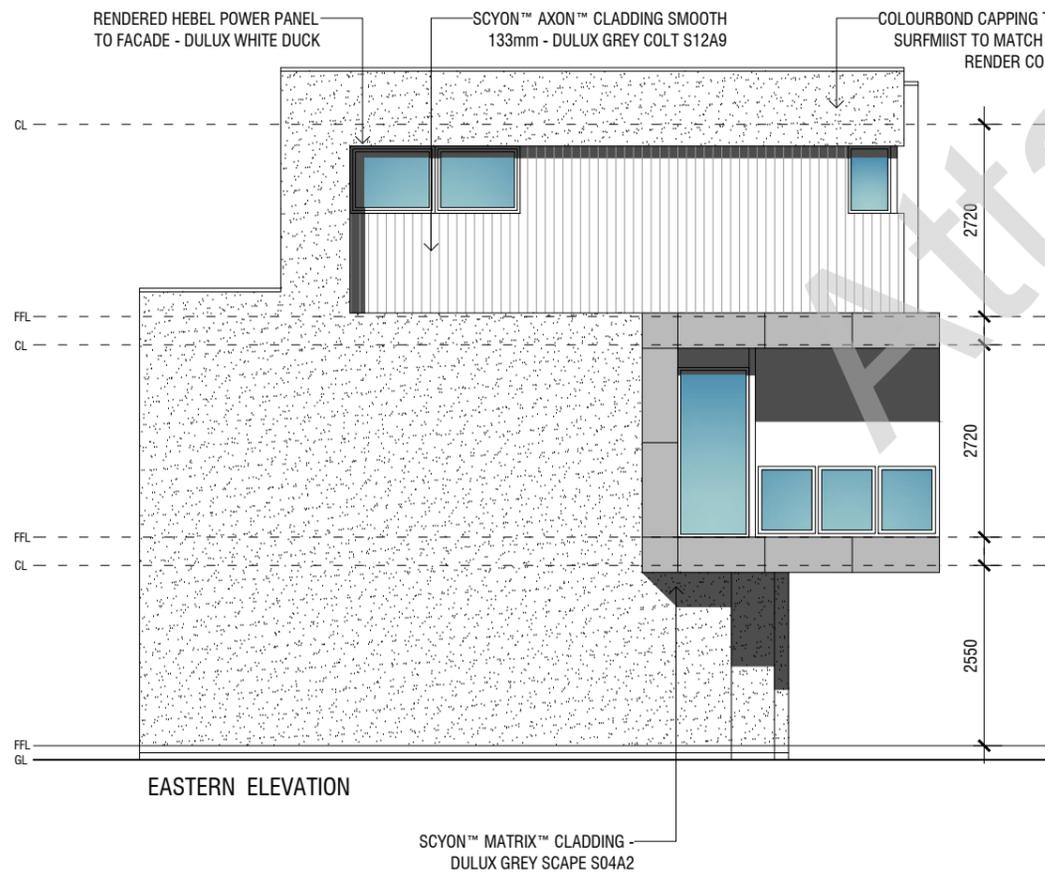
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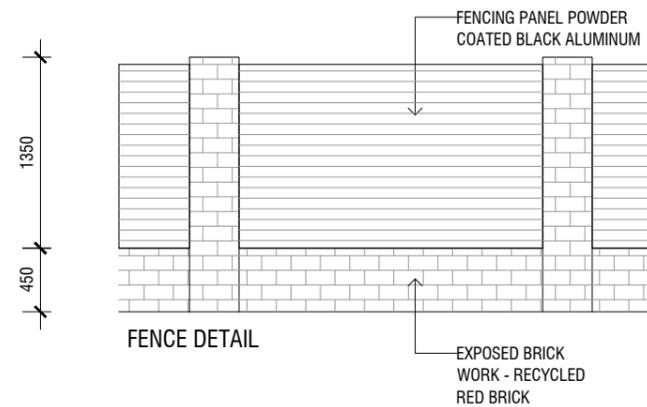
SOUTHERN ELEVATION



EASTERN ELEVATION



REFERENCE IMAGE OF ARCHITECTURAL TILT UP CONCRETE



FENCE DETAIL

FENCE ELEVATION SCALE 1:50

ISSUE	AMENDMENT	DATE
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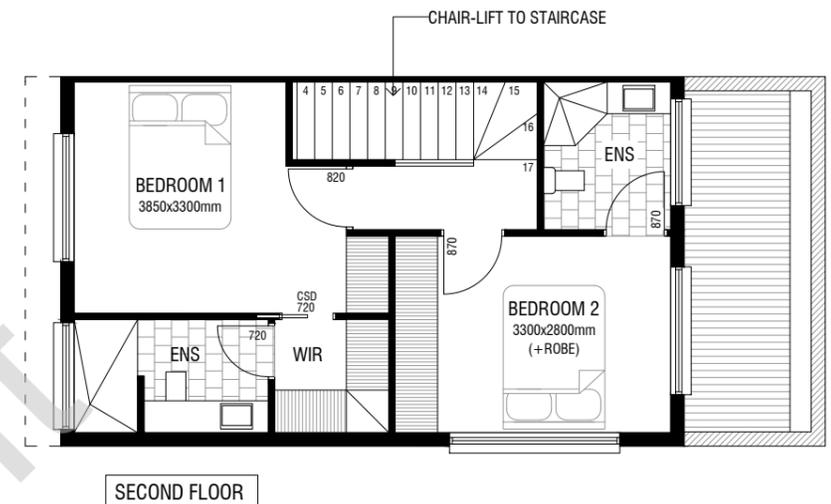
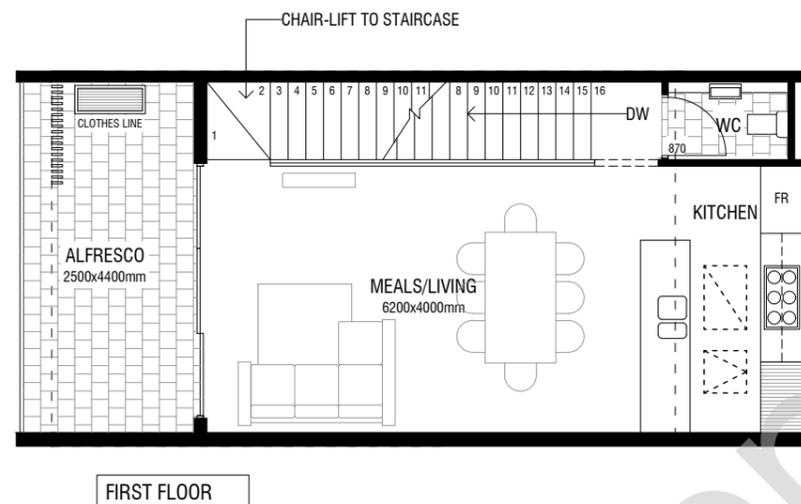
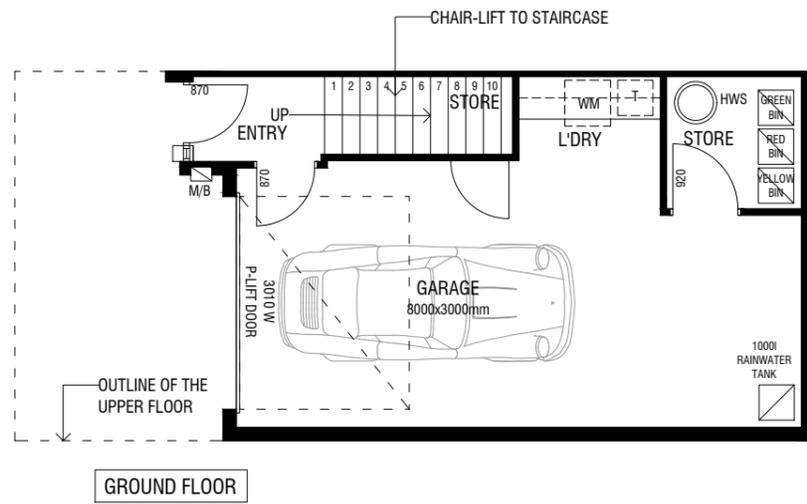
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ALTERNATIVE DISABLE ACCESS FLOOR PLAN SCALE 1:100



PROPOSED STREET SCAPE SCALE 1:100

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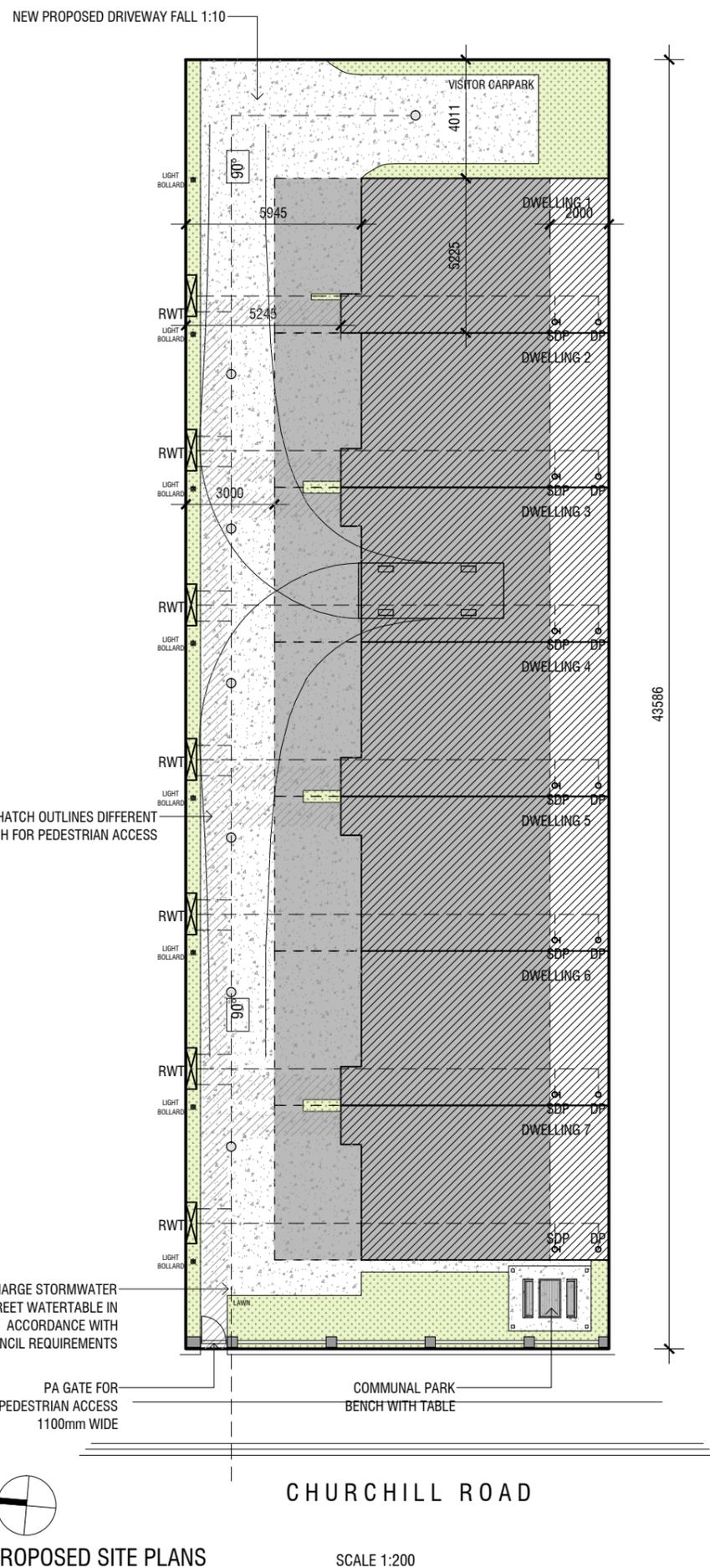
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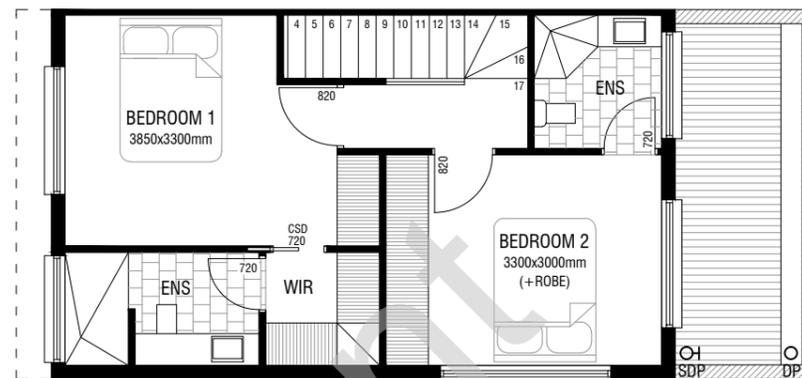




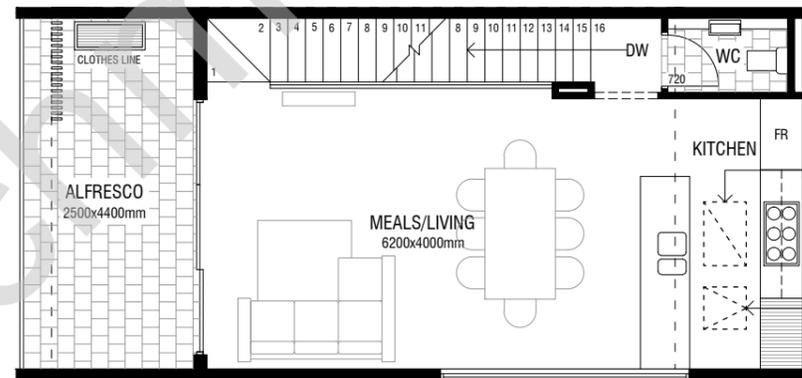




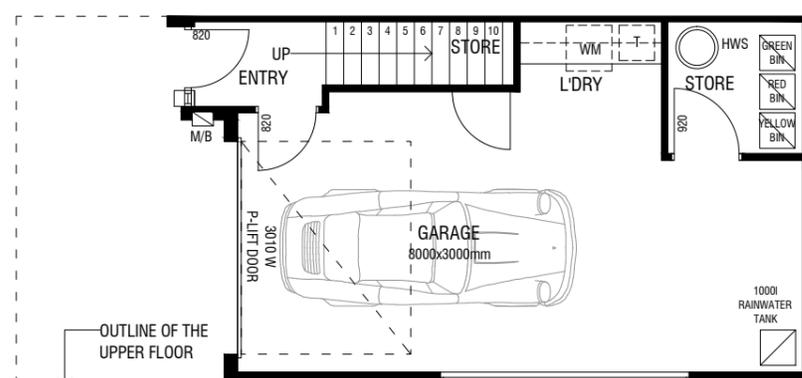
APARTMENT 1 - 7 AREA	SQM
GROUND FLOOR	49.00
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SECOND FLOOR	46.00
BALCONY	13.00
TOTAL	155.00



WINDOW TO DWELLING 7 ONLY TO ADDRESS STREET.



WINDOW TO DWELLING 7 ONLY TO ADDRESS STREET.



WINDOW TO DWELLING 7 ONLY TO ADDRESS STREET.

**RAINWATER NOTE:**

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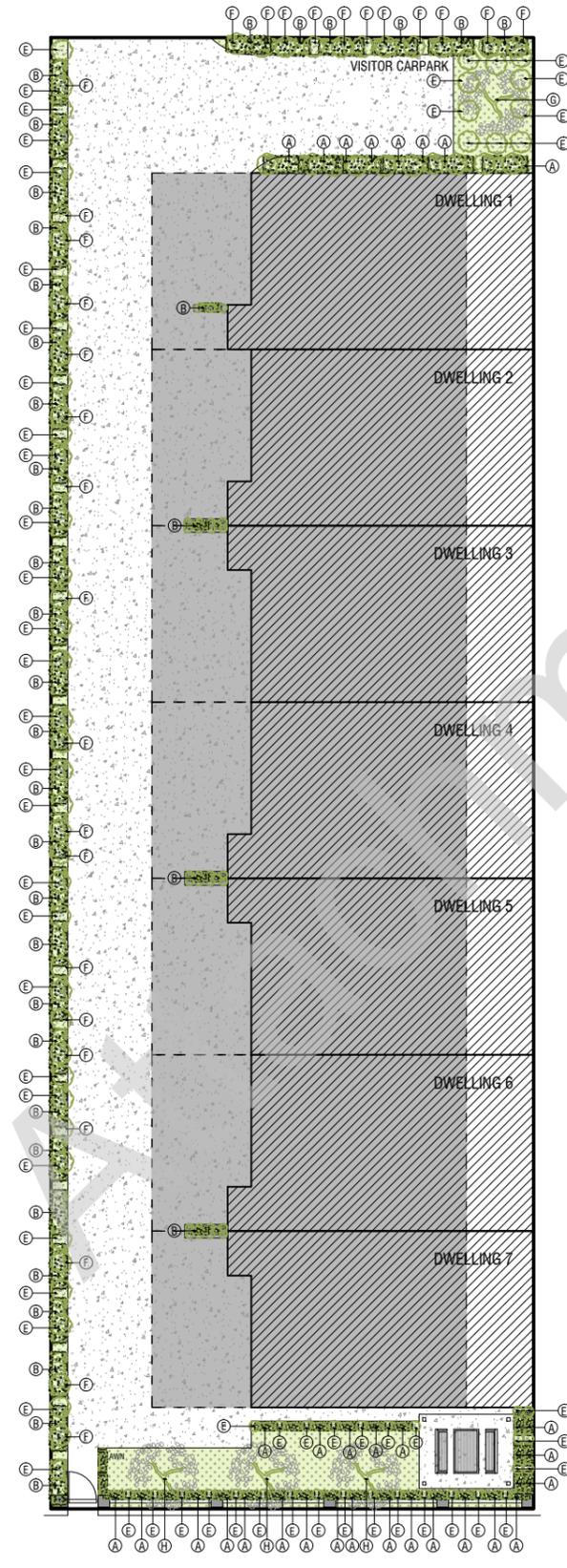
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\*\*MIRROR PLANS FOR APARTMENT DESIGN 1-2,4 & 6  
**PROPOSED FLOOR PLANS APARTMENTS 3,5 & 7**

SCALE 1:100



**LANDSCAPING LEGEND:** ALL LANDSCAPE BY OWNER

GROUND COVERS		HEIGHT/SPACING (m)	PLANTS		HEIGHT (m)	SPACING (m)
	(A) - DIANELLA PRUNINA UTOPIA	SIZE VARIES BETWEEN 50-100mm HIGH WITH A SPACING OF 1-2 METRES		(E) - DIETES IRIDIODES	0.5-0.7	0.5-0.7
	(B) - LOMANDRA			(F) - ORANGE JESSAMINE	1.0-2.5	0.8-1.2
	(C) - MYOPORUM FINE LEAF WHITE		<b>TREES</b>			
	(D) - THYMUS LONGICAULIS			(G) - PRUNUS CERASIFERA	5.0	4.0
				(H) - MORUS NIGRA	3.0	4.0

**RAINWATER NOTE:**  
 1000LTS (MIN) RWT COLLECTING 50m² ROOF CATCHMENT AREA. PLUMBED TO EITHER TOILET, HOT WATER SYSTEM OR ALL LAUNDRY COLD WATER OUTLETS. RWT MUST BE FITTED WITH OVERFLOW DEVICE. INLET & OVERFLOW MUST BE FITTED WITH MOSQUITI-PROOF SCREENS. MUST COMPLY WITH BCA REQUIREMENTS

ISSUE	AMENDMENT	DATE
A-0	ISSUE	2015-2017
P	PLANNING AMENDMENTS	05.10.17

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CLIENT:  
 CHURCHILL PROSPECT PTY LTD.

PROJECT:  
 PROPOSED DEVELOPMENT

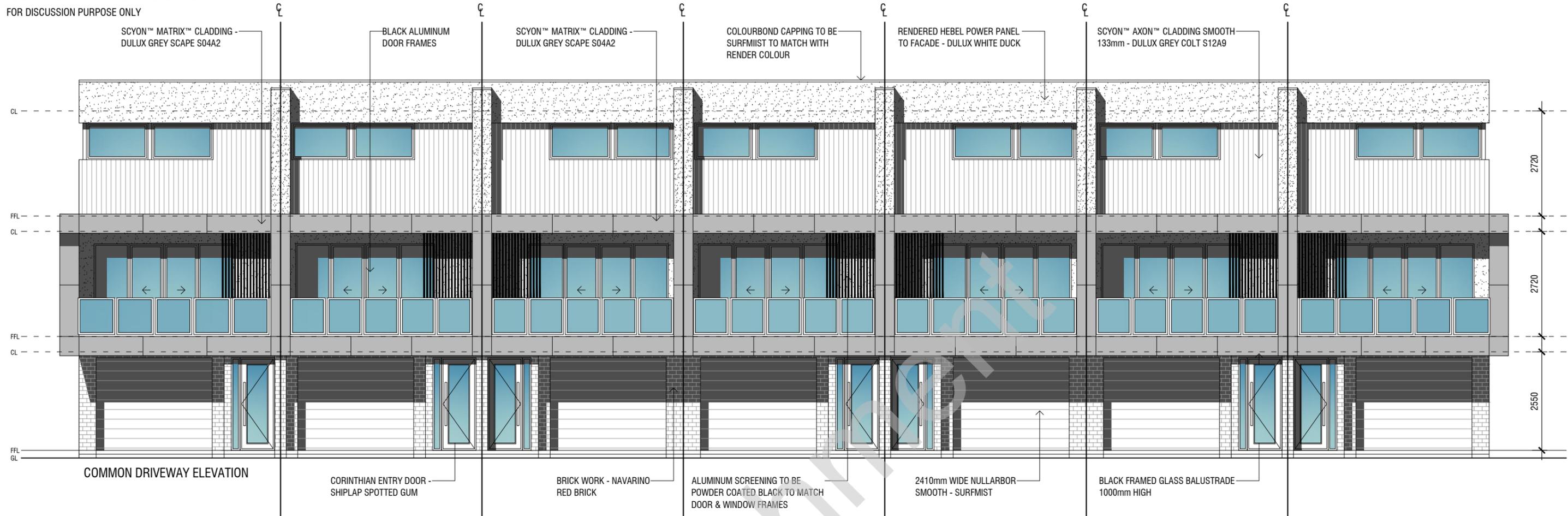
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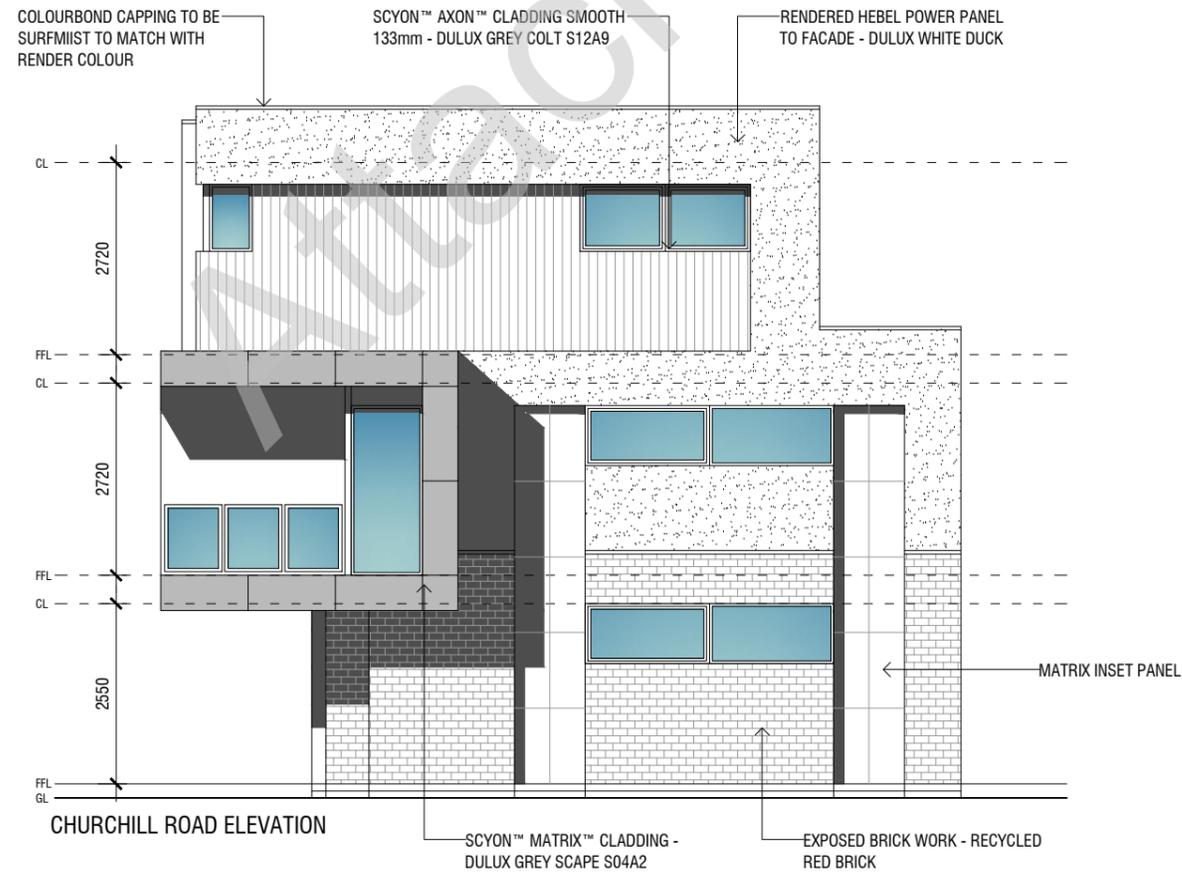
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**COLOUR SCHEDULE:**

HEBEL POWER PANEL RENDER	DULUX - WHITE DUCK
EXPOSED BRICK WORK	BRICK WORK - NAVARINO RED BRICK
TILT-UP CONCRETE	TILT-UP CONCRETE ON BOUNDARY - DULUX WHITE DUCK
COLOURBOND CAPPING	COLOURBOND - SURFMIST
MATRIX	SCYON™ MATRIX™ CLADDING - DULUX GREY SCAPE S04A2
AXON	SCYON™ AXON™ CLADDING SMOOTH 133mm - DULUX GREY COLT S12A9
ENTRY DOOR	CORINTHIAN - SHIPLAP SPOTTED GUM
WINDOW & DOOR	BLACK ALUMINUM FRAMES
GARAGE DOOR	3010mm WIDE NULLARBOR SMOOTH - SURFMIST
BALUSTRADE	BLACK FRAMED GLASS BALUSTRADE 1000mm HIGH
SCREENING	ALUMINUM SCREENING TO BE POWDER COATED BLACK TO MATCH DOOR & WINDOW FRAMES



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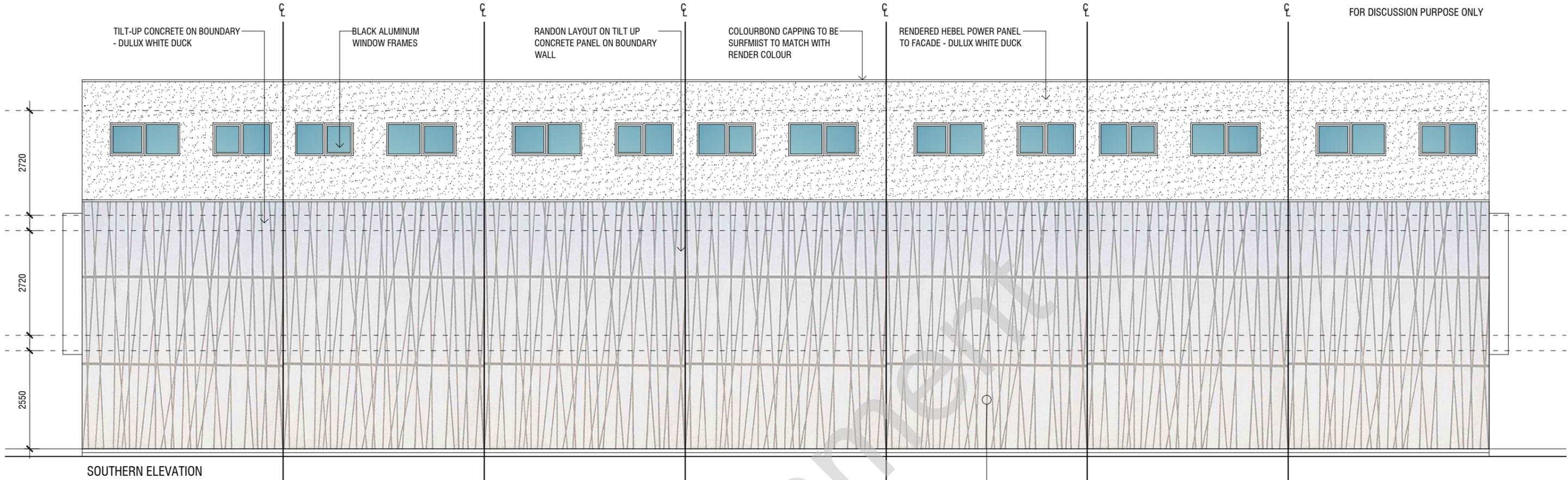
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REFERENCE IMAGE OF ARCHITECTURAL TILT UP CONCRETE

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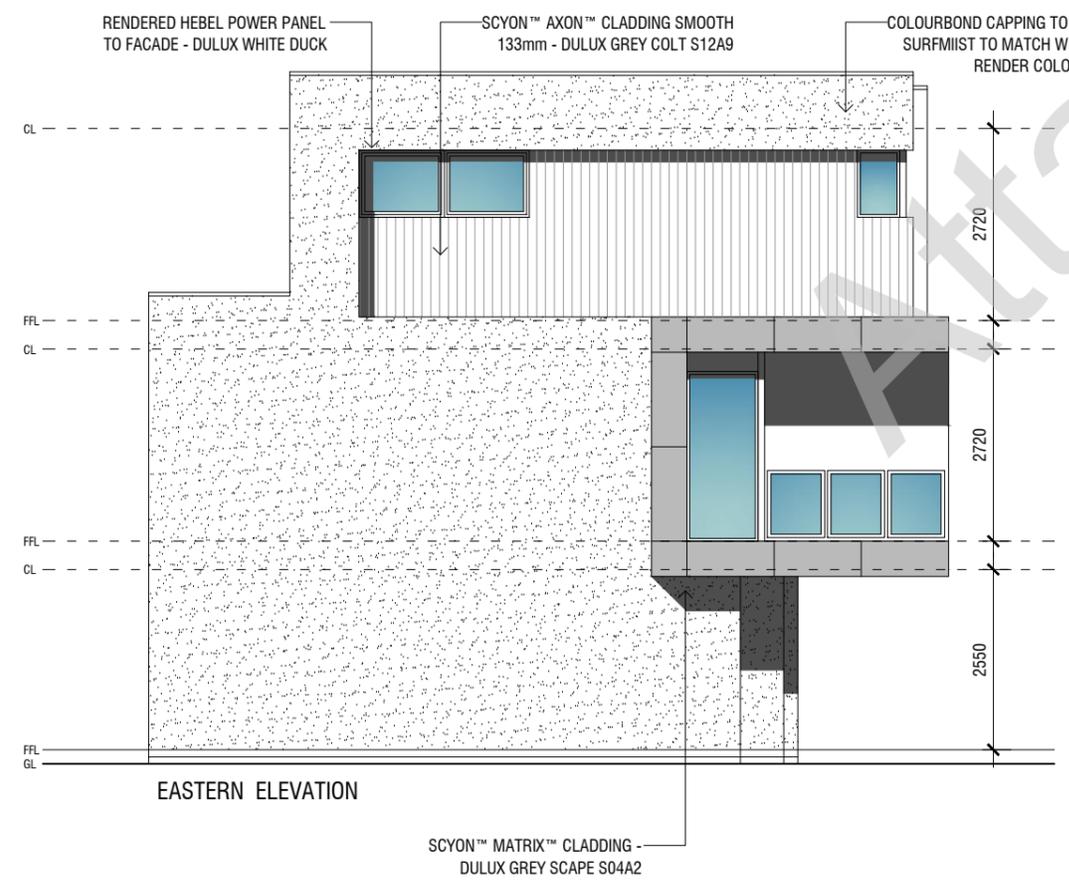
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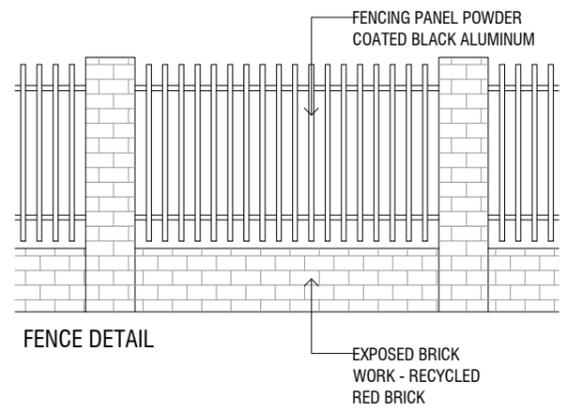
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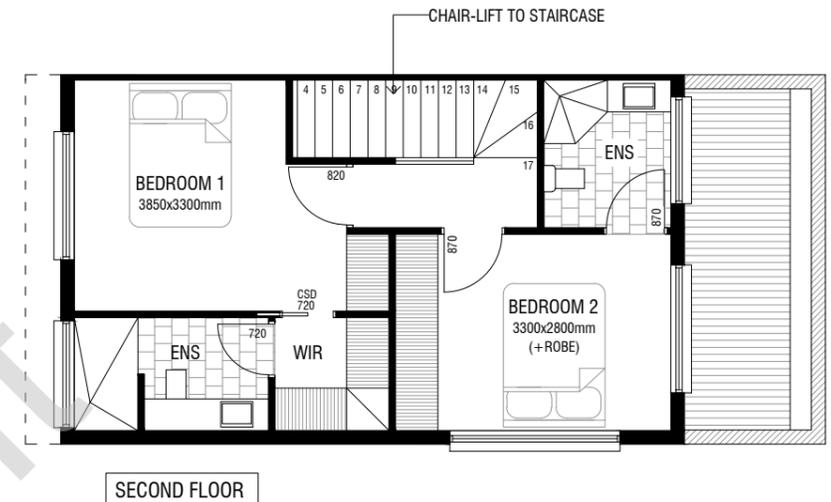
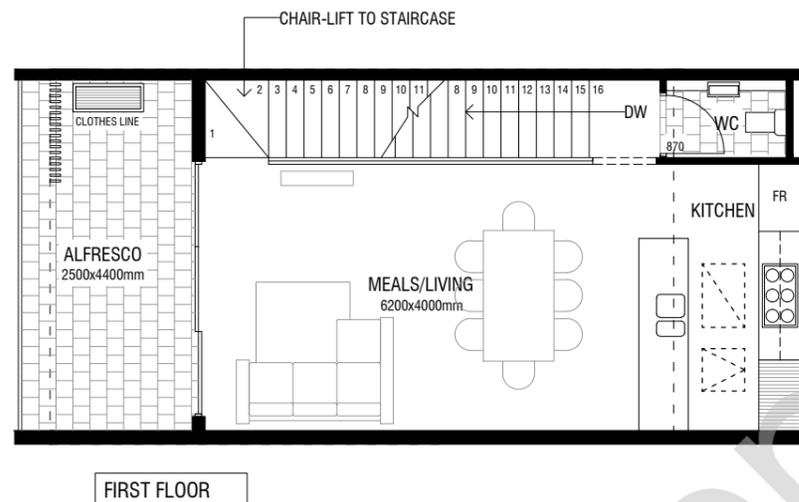
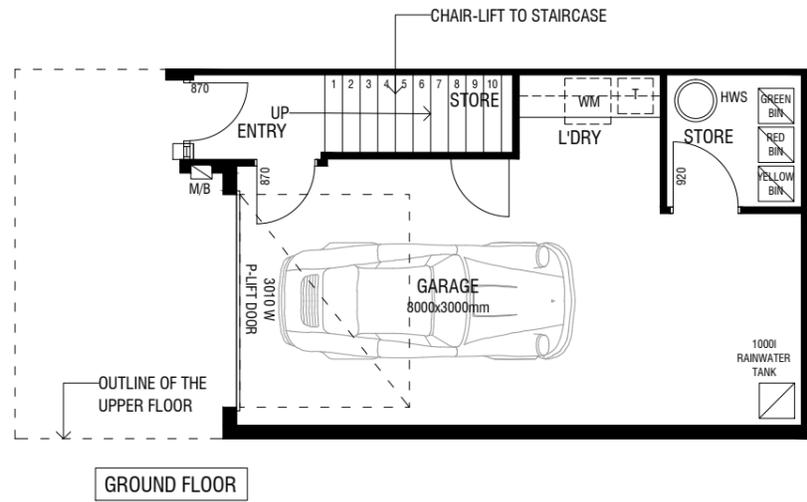


EASTERN ELEVATION



FENCE DETAIL

FENCE ELEVATION SCALE 1:50



ALTERNATIVE DISABLE ACCESS FLOOR PLAN SCALE 1:100



PROPOSED STREET SCAPE SCALE 1:100

ISSUE	AMENDMENT	DATE
A-O	ISSUE	2015-2017
P	PLANNING AMENDMENTS	05.10.17

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PROJECT:  
 PROPOSED DEVELOPMENT

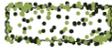
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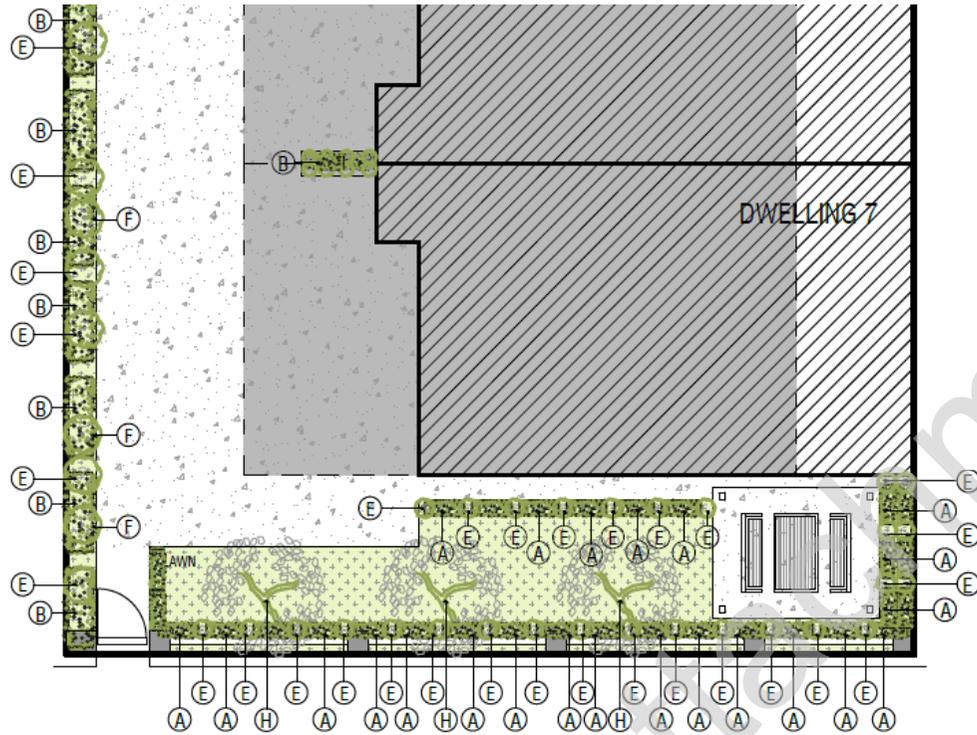
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GROUND COVERS		HEIGHT/SPACING (m)	PLANTS	
			HEIGHT (m)	SPACING (m)
				
	(A) - DIANELLA PRUNINA UTOPIA	SIZE VARIES BETWEEN 50-100mm HIGH WITH A SPACING OF 1-2 METRES		(E) - DIETES IRIDIOIDES 0.5-0.7 0.5-.07
	(B) - LOMANDRA			(F) - ORANGE JESSAMINE 1.0-2.5 0.8-1.2
	(C) - MYOPORUM FINE LEAF WHITE		TREES	
	(D) - THYMUS LONGICAULIS			(G) - PRUNUS CERASIFERA 5.0 4.0
				(H) - MORUS NIGRA 3.0 4.0



CHURCHILL ROAD

**ITEM NO.:** 7.1

**TO:** Council Assessment Panel (CAP) 9 April 2018

**FROM:** Nathan Cunningham, Director Community & Planning

**SUBJECT:** Summary of State Commission Assessment Panel (SCAP) Decisions and Proposals Greater than \$3 Million called in by the Coordinator-General

The summary of matters before and decisions by SCAP together with proposals called in by the Coordinator-General is provided to the SCAP for information purposes.

For the purpose of this report, the table below also includes matters before, considered or determined by the Inner Metropolitan Development Assessment Commission.

### 1. MATTERS BEFORE SCAP

<b>Development Application / Address</b>	<b>Nature of development</b>	<b>Process update</b>
DA 050/199/2017 38-42 Churchill Road and 29 Devonport Terrace, Ovingham	Demolition of 3 dwellings and Construction of a Five Storey Mixed Use Building comprising Four Commercial Tenancies and 67 Dwellings with associated site works	The application was lodged with SCAP on 20 June 2017.  This application has been withdrawn from assessment.
DA 050/482/2017 244-248 Churchill Road, Prospect	Demolition of Existing Buildings and Construction of a Five Storey, Mixed Use Building comprising two Commercial Tenancies and 55 Dwellings with associated Basement Car Parking	The application was considered by the CAP on 11 December 2017.  The application is currently being considered by SCAP.

### 2. RELEVANT DECISIONS BY SCAP

Nil

### 3. MATTERS CALLED IN BY THE CO-ORDINATOR GENERAL

No new proposals have been called in by the Co-ordinator General.

**ITEM NO.:** 8.1  
**TO:** Council Assessment Panel (CAP) 9 April 2018  
**FROM:** Nathan Cunningham, Director Community & Planning  
**SUBJECT:** Summary of Court Appeals

The status of appeals is provided to the CAP for information purposes. Further clarification may be sought from staff during the meeting.

## APPEALS

Development Application / Subject Site	Nature of Development	Decision authority and date	Current status
DA 050/103/2017 78 Harvey Street, Collinswood	Two Storey Residential Flat Building Comprising Three Dwellings and Removal of Significant Tree	14/08/2017 By the DAP	Appeal lodged by applicant. <i>Appealing against Refusal.</i> Appeal withdrawn.
050/83/2015 270A Main North Road, Prospect	LED Advertising Display and Mesh Canopy	12/09/2016 By the DAP	Appeal lodged by applicant. <i>Appealing against Refusal.</i> Appeal allowed. Draft Consent Orders issued 21 March 2018.
DA 050/224/2014 239 Churchill Road, Prospect	Four Storey Residential Flat Building comprising 10 dwellings	13/02/2017 By the DAP	Appeal lodged by applicant. <i>Appealing against Council's refusal to extend the Development Plan Consent.</i> A conciliation conference has been scheduled for 26 April 2018.
DA 050/54/2017 14 Flora Terrace, Prospect	Removal of a significant tree (Norfolk Island Pine)	10/07/2017 By the DAP	Appeal lodged by applicant. <i>Appealing against Refusal.</i> A conciliation conference has been scheduled for 16 April 2018.
050/219/2017 221-223 Churchill Road, Prospect	Two, Three Storey Residential Flat Buildings with associated landscaping and fencing	12/02/2017 By the CAP	Appeal lodged by applicant. <i>Appealing against Refusal.</i> A conciliation conference has been scheduled for 9 April 2018.