Development Assessment Panel of City of Prospect

(Presiding Member: Mr David Cooke)

The meeting of the Development Assessment Panel will be held in the Civic Centre, 128 Prospect Road, Prospect at **5.30pm Monday 14 December 2015.**

Nathan Cunningham
Director Community, Planning & Communications

Members: Mr David Cooke, Ms Alison Bowman, Mr Sam Green, Ms Monica Lee, Mr Julian Rutt, Mr Darren Starr, Mr Simon Weidenhofer

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A G E N D A

1. **On Leave**

2. **Apologies**

3. **Confirmation of the Minutes of the Development Assessment Panel held on 9 November 2015.**

4. **Protocol**

   4.1 The Panel has adopted the protocol that only those agenda items on the Panel reports reserved by Members on a callover by the Presiding Member will be debated and the recommendations of all other items will be adopted without further discussion.

5. **Development Applications for Decision**

5.1 Within Council Verge adjacent 30 Sherbourne Road, Medindie Gardens – Removal of Regulated Council Street Tree (White Cedar) (DA 050/417/2015)

Representors: (Unknown) on behalf of David Walsh (of 30 Sherbourne Rd)

Respondent: Nil

(Pages 1 - 15, Recommendation page 5)

5.2 130 Churchill Road, Prospect – Four Storey Residential Flat Building comprising 18 dwellings (DA 050/248/2015))

(Pages 16 - 55, Recommendation pages 20 - 24)

5.3 165 Prospect Road, Prospect – 5 Three Storey Residential Flat Buildings (DA 050/342/2015)

(Pages 56 - 89, Recommendation pages 67 - 70)

5.4 225 Prospect Road Prospect – Two, Five Storey Residential Flat Buildings with associated Retaining Walls, Undercroft Car Parking, Driveway and Landscaping (DA 050/500/2015)

(Pages 90 - 151, Recommendation page 91)

6. **Other Reports**

6.1 Summary of Development Assessment Commission (DAC) Decisions and Proposals Greater than $3 Million called in by the Coordinator-General

(Pages 152 - 153)

7. **Matters Before the Environment, Resources and Development Court**

7.1 Summary of Court Appeals

(Page 154)

8. **Time, date and place of next meeting**

5.30pm Monday 11 January 2016 – Civic Centre, 128 Prospect Road, Prospect

9. **Closure**

AGENDA ITEM:	**5.1**
To:	Development Assessment Panel (DAP) on 14 December 2015
From:	Scott McLuskey, Senior Development Officer, Planning
Proposal:	Removal of Regulated Council Street Tree (White Cedar) (DA 050/417/2015)
Address:	Within Council Verge adjacent 30 Sherbourne Road, Medindie Gardens

SUMMARY:

Applicant:	Council
Planning Authority:	Council
Referrals (Schedule 8):	Nil
Public Notification:	Category 2
Representations:	One
Representor to be heard:	(Unknown) on behalf of David Walsh (of 30 Sherbourne Rd)
Respondent:	Not applicable
Development Plan Version:	Consolidated 12th February 2015
Zone and Policy Area:	Residential Zone (Policy Area A560)
Issues:	Structural Integrity of Tree, Useful Life Expectancy, Risk to Public and Private Safety
Recommendation:	Approval, subject to conditions

ATTACHMENTS:

Attachments 1-2	Locality Plans
Attachments 3-6	Arborist Report
Attachment 7	Representations
Attachments 8-10	Response to Representations

1. LOCALITY AND SUBJECT LAND

1.1 Locality

1.1.1 The locality is residential in nature, comprising predominantly large single storey detached dwellings with well landscaped and maintained front gardens. Sherbourne Road is lined with mature White Cedar street trees which strongly contribute to the high amenity and character of the local area.

1.1.2 The street tree proposed for removal is located on the northern side of Sherbourne Road within the Council road reserve, adjacent 30 Sherbourne Road, Medindie Gardens. Previously, a second White Cedar was removed adjacent to 30 Sherbourne Road and which has been replaced with a tree that is presently juvenile in age.

1.1.3 The site and locality are illustrated on the attached aerial photograph and locality plan (refer **Attachments 1-2**).

2. PROPOSAL

2.1 A proposal for the removal of a regulated Council street tree has been submitted by Council's Infrastructure and Assets Department. An arborist report prepared by Mr Sam Cassar of Symatree assessing the health and structure of the tree, is attached (refer **Attachments 3-6**).

3. REFERRALS

No further independent consultant's advice or consultation with external agencies was required.

4. PUBLIC NOTIFICATION

4.1 The application is a Category 2 form of development pursuant to Schedule 9 of the *Development Regulations 2008* (Part 2) 25 as it involves the removal of a regulated tree on Council land.

4.2 The public notification period ended with one representation received. The representors wish to be heard.

4.3 The representors raised the following concerns with the proposal (refer **Attachment 7**):

4.3.1 It does not appear that the tree requires urgent removal. It could be retained while recently planted replacement trees have an opportunity to mature.

4.3.2 The premature removal of this tree will have a substantial impact upon the amenity of the streetscape environment as a result of other recent tree removals.

4.4 Council's Infrastructure, Assets and Environment Department responded to the representation and noted the following (refer **Attachments 8-10**):

4.4.1 The positive attributes of the subject tree and the remaining 31 mature White Cedar street trees in Sherbourne Road are acknowledged.

4.4.2 Council is undertaking a long term removal and replacement of a great number of White Cedar trees throughout the Council and local area that have reached the end of their useful lives. A staggered approach to removal is being used to balance the amenity offered by mature street trees with the hazards arising from trees that are dead or dying.

4.4.3 In this particular case, it is submitted that the high risk of branch failure identified by an independent arborist must outweigh the positive attributes that the tree would provide if retained.

5. PLANNING COMMENTARY

5.1 The application involves tree-damaging activity and therefore an application to Council is required. The proposal is neither a complying nor a non-complying development with reference to Principle of Development Control 13 of the Residential Zone and is therefore to be considered on its merits against the relevant provisions of Council's Development Plan.

5.2 Pursuant to Section 35(2) of the *Development Act 1993*, a development that is assessed by the Council as being seriously at variance with the Development Plan must not be granted consent. To this end, the Panel must determine whether the proposal is seriously at variance with the Development Plan prior to making a decision on the application.

5.3 Should the removal of the subject tree be supported, then the following requirements under Section 42 of the Development Act 1993 relevant to regulated trees must be complied with:

- For every regulated tree that is removed, 2 trees must be planted and maintained thereafter.
- The replacement trees cannot be within 10 metres of an existing dwelling or swimming pool.
- The replacement trees must not be an exempt species.
- If replacement trees are not able to be provided, then a payment of $82 per tree must be paid to the Planning and Development Fund.

6. PLANNING ASSESSMENT

6.1 Arboricultural Assessment

6.1.1 A regulated White Cedar street tree is proposed for removal and is described by Mr Cassar as follows:

- The tree adjacent 30 Sherbourne Road is a mature specimen that is considered to make a substantial contribution to the character of the area. It is approximately 11 metres in height, with a canopy spread of approximately 9 metres and has a trunk circumference of 2.01 metres measured at 1 metre above natural ground level

6.1.2 It is anticipated that regulated trees which provide important aesthetic and/or environmental benefit be conserved (Council-wide Objective 39). Furthermore, regulated trees should be maintained if the tree demonstrates one or more of the following attributes:

a) significantly contributes to the character or visual amenity of the locality;

b) indigenous to the locality;

c) a rare or endangered species;

d) an important habitat for native fauna (Council-wide Objective 40).

6.1.3 Within his report, Mr Cassar advises that:

- The trees individually and together with other street trees along Sherbourne Road have a high visual impact and make a significant contribution to the character of the area.
- White Cedars are not considered a local indigenous native species to the locality or listed under the National Parks and Wildlife Act as a rare or endangered.

- There is no evidence to indicate that the trees are an important habitat for native fauna.

6.1.4 Council Wide Principle of Development Control 344 of the Development Plan provides guidance for the removal of regulated trees:

A regulated tree should not be removed or damaged other than where it can be demonstrated that one or more of the following apply:

(a) the tree is diseased and its life expectancy is short;

(b) the tree represents a material risk to public or private safety;

(c) the tree is causing damage to a building;

(d) development that is reasonable and expected would not otherwise be possible;

(e) the work is required for the removal of dead wood, treatment of disease, or is in the general interests of the health of the tree.

6.1.5 Mr Cassar outlines the following observations within his report:

- Tree health is considered to be fair with average foliage density and vigour noted.

- The structure of the tree is considered to be poor as indicated by wounds exposing extensive hollowing and internal decay, as well as a history of crown lopping. The lopping points also display extensive hollowing and internal decay.

- Mallet sounding evidences that the level of internal decay is well advanced.

- The tree displays a history of medium diameter branch failure and has a useful life expectancy of less than 5 years.

- The canopy consists of 2 lateral branches of epicormic origin, which are elongated and poorly tapered.

- The tree has foliage weight concentrated towards the ends of these branches, with overextension issues apparent, therefore making them more susceptible to failure.

- Resultantly, the risk of harm to users of the road and footpath is considered to be unacceptably high.

6.1.6 As a result of Mr Cassar's observations above, the tree satisfies Council Wide PDC 344. Attention is drawn to the fact that the prescribed test of Council Wide PDC 344 requires no more than a <u>material</u> risk to public or private safety be demonstrated.

6.1.7 With reference to paragraph 6.1.6 above, the DAP should caution itself against considering whether the removal of the tree could or should be delayed. While Council, broadly, can consider the level of risk it is willing to accept in a case such as this, the sole task of the DAP is to determine whether an element or elements of Council Wide PDC 344 have been suitably demonstrated.

6.1.8 Further, the tests comprising Council Wide PDC 344 for the removal of regulated trees are less stringent than the relation provisions for significant trees (Council Wide PDC 349). For example, it is not required with respect to Regulated Trees that consideration be given to reasonable alternative measures that would allow tree retention. Notwithstanding this, Mr Cassar has advised that there are no reasonable treatments or remedial measures that could suitably mitigate the risks described above.

7. CONCLUSION

7.1 It is readily apparent that the subject tree, both individually and in conjunction with the other mature White Cedar trees within Sherbourne Road, makes a substantial contribution to the character of the area.

7.2 The observations of the independent arborist identify that the tree has a poor structure and form, with a resultantly high potential for branch failure. Further, the location of the tree adjacent a regularly used footpath and roadway gives rise to an unacceptable risk to public safety. It is noted that no reasonable treatments or remedial options are available to increase the tree's useful lifespan or suitably mitigate the unacceptable risk to public safety posed by the tree.

7.3 Accordingly, the proposal demonstrates sufficient merit when assessed against the relevant provisions of the Development Plan, and warrants the support of the DAP.

8. RECOMMENDATION

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 050/417/2015 is not seriously at variance with the Development Plan and as such a decision shall be made on the merits of the application; and

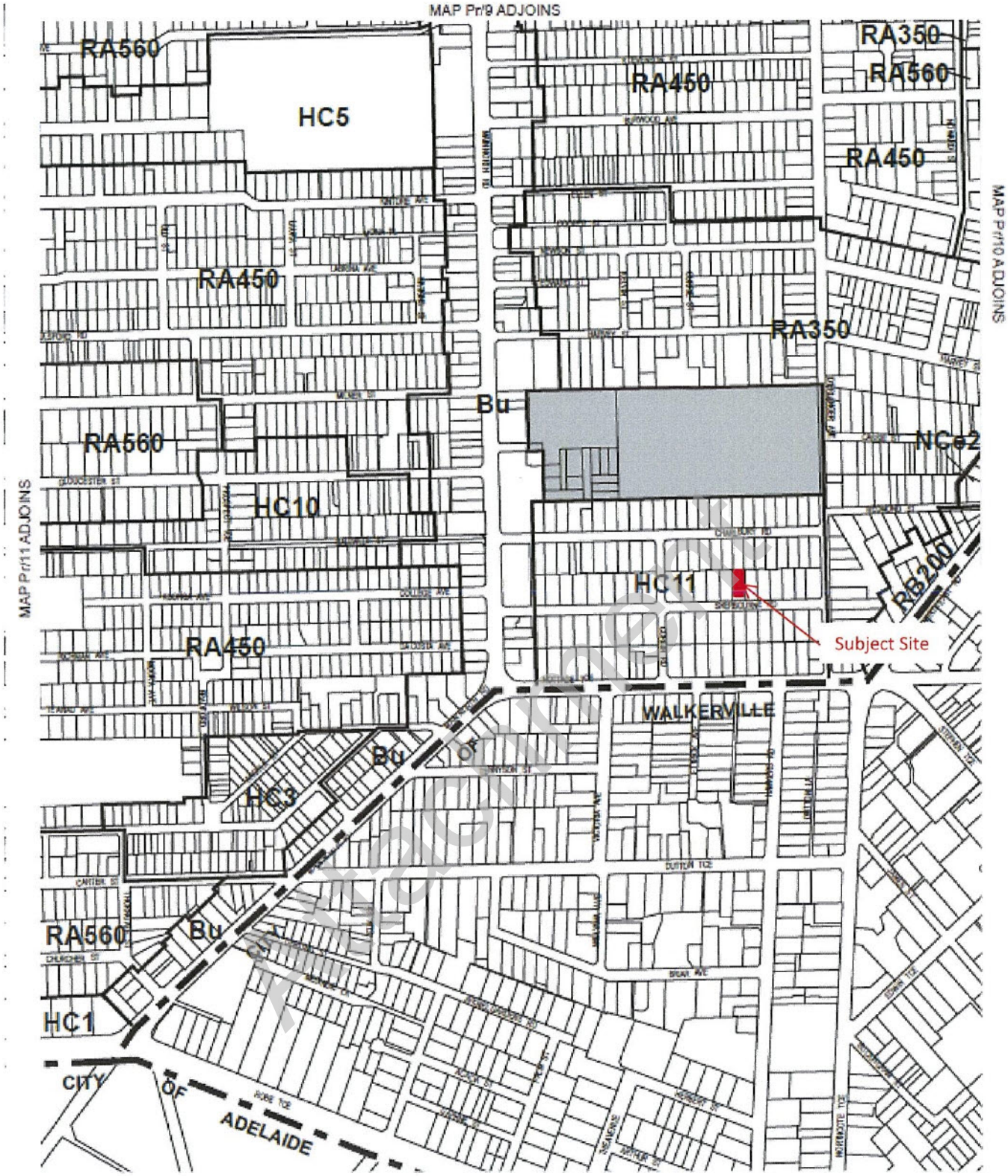
That pursuant to the *Development Act 1993*, as amended, Development Approval be granted to DA 050/417/2015 from the City of Prospect for the Removal of a Regulated Council Street Tree (White Cedar) from within the verge adjacent 30 Sherbourne Road, Medindie Gardens, subject to the following conditions and notes:

1. That the removal shall take place in accordance with report relating to Development Application Number 050/417/2015, except as modified by any conditions listed below.

2. The Regulated Tree approved herein for removal shall be replaced with two trees, which must be planted and maintained to the satisfaction of Council. The replacement trees cannot be of an exempt species as described in Regulation 6A(5) of Part 2 of the Development Regulations 2008, nor shall they be planted within 10m of an existing dwelling or swimming pool.

Advisory Notes:

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).



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	Collinswood Policy Area
Bu	Business

Policy Area Boundary

Development Plan Boundary

Area not covered by Policy

Scale 1:8000

0 500m

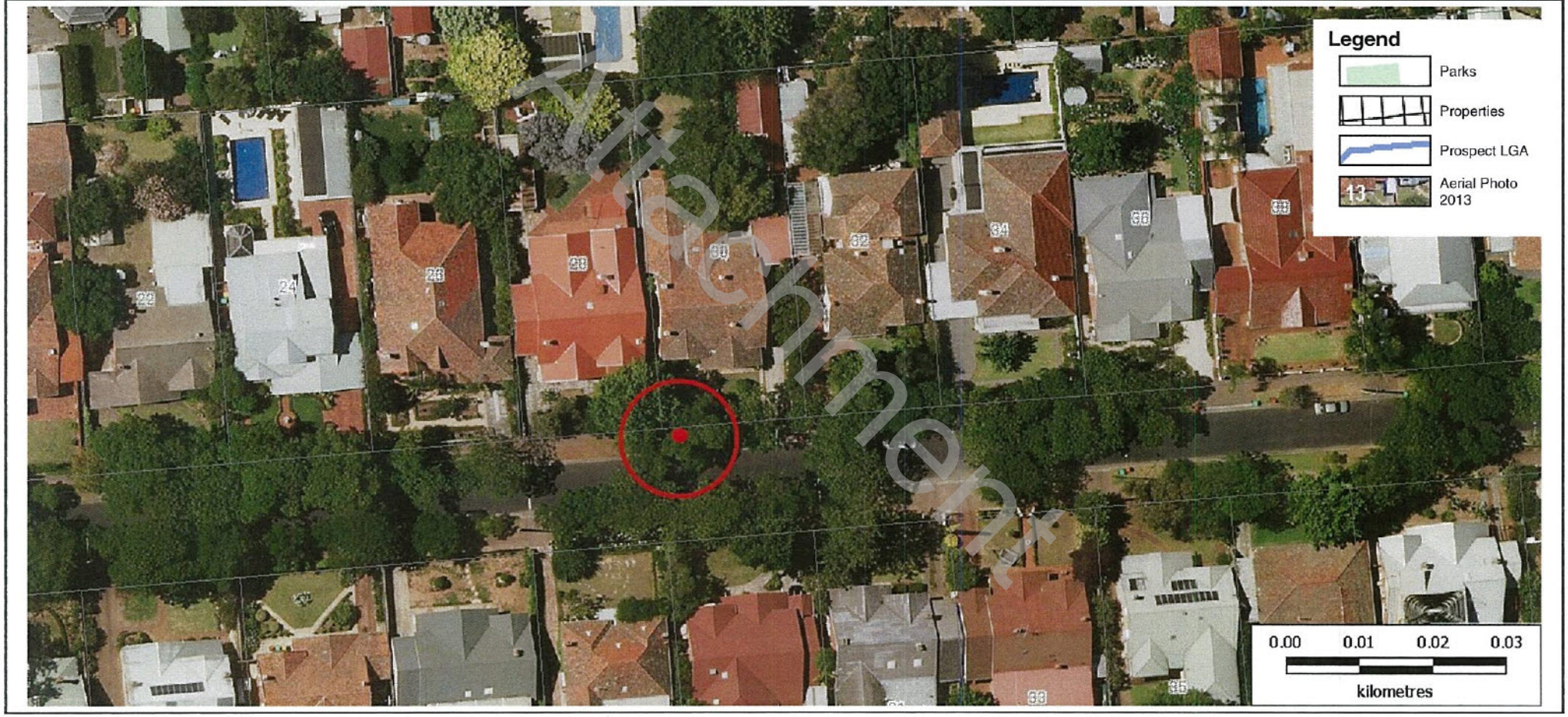
N W E S

PROSPECT COUNCIL
POLICY AREAS
MAP Pr/12

Consolidated - 12 February 2015

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

Subject Land



Notes	Disclaimer
30 Sherbourne Road, Medindie Gardens	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.

Created on Tuesday, 8 December 2015

Map Zoom: 204.3 m Scale: 1:786.1

SYMATREE
PTY LTD
ABN 78 896 007 989

Regulated Tree Report

Applicant	Prospect City Council – Infrastructure Assets & Environment
Proposal	Removal of Regulated Street Tree
Tree Location	30 Sherbourne Road Medindie Gardens
Date of Inspection	8 October 2015

This report details the application for the removal of a regulated Melia azedarach (White Cedar) as part of Council White Cedar replacement program (refer Image 1).

Observations Made During Site Visit

The tree is located in the verge area 12 metres south from the dwelling at 30 Sherbourne Road Medindie Gardens.

The tree is a mature specimen that is consistent with other mature White Cedars planted as street trees on either side of Sherbourne Road. The tree individually and in conjunction with other mature White Cedars is considered to have a high visual impact and make a significant contribution to the character of the area.

The tree

The tree is a mature specimen that is approximately 11 metres tall with a canopy spread of approximately 9 metres (east/ west direction), giving it an asymmetrical form with a bias towards the north-east.

The tree has a stem circumference of 2.01 metres when measured at 1 metre above ground level and is identified as a 'regulated tree' under the Development Regulations

Health

Tree health is considered to be fair with average foliage density and vigour noted. The entire crown is epicormic in origin.

Form and structure

The structure of the tree is considered to be poor as indicated by wounding exposing extensive hollowing and internal decay as well as a history of crown lopping. The lopping points also display hollowing and internal decay. The level of internal decay is expected to be well advanced as sounded with a mallet (refer Image 2). The tree displays a history of ongoing medium diameter branch failure.

The canopy consists of 2 lateral branches of epicormic origin. These branches are elongated and poorly tapered. In addition, foliage weight is concentrated towards the ends of these branches; with overextension issues apparent. Therefore making them susceptible to extreme weather events.

Tree risk

The risk of harm or property damage that the tree currently represents is **high and unacceptable** for the following reasons:

- The targets zone includes the footpath and medium use residential road.
- The remaining stem structure that is heavily compromised overhang the targets are large branches with diameters in excess of 300mm.
- The poorly formed crown of epicormic origins and internal decay makes this tree susceptible to extreme weather giving it a high potential for failure.

Assessment against Principles of Development Control

The subject tree has been identified as a regulated tree. The following comments have been made in regards to Objective 40 (a) – (d) of Council's Regulated Tree Controls (February 2015):

- The tree's location, height and spread, gives it a strong visual presence within the immediate locality and contributes to the character and visual amenity of the locality. However these benefits have now been compromised given the tree's poor form.
- White Cedars are not considered a local indigenous native species to the locality or listed under the National Parks and Wildlife Act as a rare or endangered.
- There is no evidence to indicate the tree is an important habitat for native fauna.

Regarding the Principles of Council's regulated Tree Controls (February 2015) Principle 344 (a) - (b) these additional comments have been made:

- The subject tree has a poorly formed branching framework, extensive internal decay and therefore its useful life has been shortened to less than 5 years.
- The subject tree represents a material risk to private safety given the nature of the defects observed and history of branch failure.
- There is no evidence to indicate the tree is causing damage to a building.

No reasonable treatments or measures to improve tree form to allow long term tree retention are available.

Justification for removal

The subject tree, a mature White Cedar located within the verge area in front of 30 Sherbourne Road is considered to have poor structure and form. Given the high potential for future branch failure this tree has been deemed a material (unacceptable) risk to public safety.

On the basis of the factors outlined, I consider that this tree is not worthy of retention and that **removal is recommended.**

Photographs of the tree are attached.

Sam Cassar

Image 1. Looking north west at the tree located on the verge in front of 30 Sherbourne Road.

Image 2: Large diameter branch failure, southern side circled in red.

STATEMENT OF REPRESENTATION

Pursuant to Section 38 of the Development Act 1993

Ref. 050/417/2015

City of Prospect
- 4 NOV 2015
Received

TO: City of Prospect
128 Prospect Road
PROSPECT SA 5082

NAME OF REPRESENTOR(S): DAVID WATCH.

RESIDENTIAL/BUSINESS ADDRESS: 30 Sherbourne Road Medindie Gardens

POSTAL ADDRESS: 5008

MY REPRESENTATION IS IN REGARD TO THE PROPOSED DEVELOPMENT ADJACENT:

30 Sherbourne Road MEDINDIE GARDENS

SCANNED
05 NOV 2015
CITY OF 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*):

This tree is the last remaining tree and I have heard an arborist look at it who says that they cannot see the reason it needs to be removed now. If this tree is removed it will create a blight on the street as all the trees on this side (part of the road) have been removed. The other trees that replaced the recent ones that were removed are only small and will need a few years more to look like a "tree."

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 TBA

SIGNED: DATED: 4/11/15

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.*

CITY OF PROSPECT

Ref. CR15/65582

19 November 2015

Development Assessment Panel
City of Prospect
128 Prospect Road,
Prospect

WHITE CEDAR STREET TREE RESPONSE

The following is a response to the objection raised to the proposed removal of a White Cedar (*Melia azedarach*) street tree located in front of 30 Sherbourne Road, Medindie Gardens.

Context

There are currently 1434 White Cedar trees within the City of Prospect, making up 13% of the total number of street trees under the Council's care. Many of these White Cedar trees have now reached the end of their respective and useful lives. These trees are also responsible for large quantities of berry drop considered a nuisance by some residents. The berries are toxic and can be fatal if large numbers are digested and can cause significant safety hazards when trod upon on paved surfaces.

We recognise that these trees are an important community asset to many residents. Therefore a balance is required between the replacement of this species while maintaining for as long as possible the many benefits these trees provide.

White Cedar Replacement Program

The City of Prospect is undertaking a White Cedar Replacement Program aimed at mitigating current risks associated with this species as a street tree whilst maintaining or improving the streetscape amenity and establishing future longevity of the "avenues" this species currently provides.

This long-term program takes on a staggered approach to the removal and replacement of the trees to soften the loss of amenity, particularly to streets dominated by this species. The focus of the first 5 years of the program is to remove and replace any White Cedars that are dying or constitute an unacceptable safety

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CITY OF PROSPECT

hazard which cannot be alleviated by pruning.

Individual White Cedar trees selected for removal are based upon a combination of the recently completed street tree audit and a follow-up visual assessment by a suitably qualified arborist.

Sherbourne Road Street Trees

Sherbourne Road, Medindie Gardens is one of the Council's streets that is dominated by the White Cedar species. Ten in-decline/unsafe mature White Cedar trees have been replaced in the last 4 to 5 years in the section of Sherbourne Road, between Corbin Road and Derlanger Avenue. Thirty one mature White Cedar trees remain in this section, if the tree at 30 Sherbourne Road is removed.

30 Sherbourne Road White Cedar tree

The tree relating to this letter is located adjacent to 30 Sherbourne Road and has been identified for removal and replacement as part of the 2015/16 White Cedar Replacement Program.

Following an assessment of the tree by a qualified arborist, this tree has been deemed as a 'regulated' tree under the Development Regulations due to the circumference of the trunk exceeding 2 metres. An arborist report has been prepared outlining the reasons for removal. The main reasons identified in the report relate to the poor structural form of the tree. The following excerpt of the report details the reasons it has been deemed to be in poor structural form:

> *"The structure of the tree is considered to be poor as indicated by wounding exposing extensive hollowing and internal decay as well as a history of crown lopping. The lopping points also display hollowing and internal decay. The level of internal decay is expected to be well advanced as sounded with a mallet ... The tree displays a history of ongoing medium diameter branch failure."*
> *Symatree Regulated Tree Report 8 October 2015, Page 1*

Given the assessment of the poor structure and form, this tree currently represents a **high and unacceptable** risk of branch failure to public safety. Further, and most importantly, the independent arborist has concluded that there are no pruning options available that will suitably reduce the risk that the tree poses to public safety.

There is a very recent and public history of Local Government authorities being criticised for not acting on reasonable evidence that trees in the public realm are of an unreasonably elevated risk to public safety. The positive attributes of the subject tree described in the representation are acknowledged. These attributes however, must be considered in the context of Council's duty of care to its residents to provide a safe public environment wherever possible. In this particular case, it is recommended that the high risk of branch failure must outweigh the positive attributes that the tree would provide if retained.

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Conclusion

While acknowledging the many benefits provided by mature street trees such as the subject tree, it is recommended that the Development Assessment Panel support this application on the basis that these benefits do not outweigh the unacceptably high risk to public safety that this tree poses. Council remains committed to ensuring that replacement trees are planted which will contribute to a safe and attractive environment in Sherbourne Road. A replacement White Cedar (low fruiting variety) will be planted as part of next year's planting program. Council will endeavour to plant a replacement tree that is between 2 and 3 metres tall but this will be subject to availability.

If you require any further information or clarification, please address your comments via email to admin@prospect.sa.gov.au.

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AGENDA ITEM:	**5.2**
To:	Development Assessment Panel (DAP) on 14 December 2015
From:	Susan Giles, Development Officer Planning
Proposal:	Four Storey Residential Flat Building comprising 18 dwellings (DA 050/248/2015)
Address:	130 Churchill Road, Prospect (CT 5176/284)

SUMMARY:

Applicant:	Architects Ink
Owner:	Yanbo Li
Planning Authority:	Council
Mandatory Referrals:	Department of Planning, Transport and Infrastructure
Independent Advice:	Lumen Studio
Public Notification:	Category 1
Representations/Submissions:	Nil
Respondent:	Nil
Development Plan Version:	Consolidated 12 February 2015
Zone and Policy Area:	Urban Corridor Zone (Boulevard Policy Area)
Key Considerations:	Design and Appearance, Landscaping, Private Open Space
Recommendation:	**Approval**

ATTACHMENTS:

Attachments 1-12	Amended Plans
Attachment 13	Landscaping Plan
Attachments 14-18	Correspondence prepared by Future Urban Group
Attachments 19-22	Amended Stormwater Plan
Attachments 23-31	Superseded plans

1. EXECUTIVE SUMMARY

1.1 This matter was considered by the Development Assessment Panel at its meeting of 9 November 2015, whereby the Panel resolved to defer the application to allow the applicant to pursue amendments. Accordingly, amended plans and additional documentation have been provided for assessment. The proposal remains for the construction of a four storey residential flat building comprising 18 dwellings.

1.2 The amended plans were not referred back to the Department of Planning, Transport and Infrastructure or the Design Review Panel, given the modifications would not substantially vary those elements of the proposal that related to the comments previously received.

1.3 The key considerations are in regard to the materials and finishes, streetscape interface, landscaping, private open space, waste management, ventilation to the car park and capture of stormwater.

1.4 The proposal achieves the minimum housing density, private open space, car parking, setbacks, and minimises the potential of overlooking to the adjoining properties. The design and amenity is of sufficient quality to be in keeping with the variety of buildings anticipated in the Urban Corridor Zone.

1.5 Overall the proposal would provide a building that would reasonably satisfy the Development Plan requirements.

2. BACKGROUND

2.1 The Development Assessment Panel (DAP) previously considered a proposal for the construction a four storey residential flat building comprising 18 self-contained dwellings and 23 ground floor car parking spaces at its meeting of 9 November 2015. The application was deferred to a subsequent meeting of the Development Assessment Panel, to enable the applicant to consider amending the application to resolve the following:

- Provide proposal plans of improved quality and clarity (including clarity of accompanying annotations),
- Landscaping to be a functional and integral part of the design,
- Provide additional information and demonstrate resolution of waste management and collection issues,
- Demonstrate appropriate car park ventilation,
- Integrate a higher diversity of quality materials into the design,
- Improve the overall streetscape interface by addressing issues of building mass, side boundary setback distances, lift-well configuration, pedestrian scale interface and the overall building footprint,
- Increase the roller door setback distance,
- Improve the quality and functionality of private open space.

2.2 The report from the previous DAP meeting is available for viewing on the City of Prospect website (www.prospect.sa.gov.au).

2.3 The applicant has subsequently provided amended plans which address the matters sought by the DAP.

3. PROPOSAL

3.1 The applicant has provided amended plans which proposes modifications to the materials and finishes, the internal floor layout and private open space, a revised landscaping plan and stormwater management plan, and provide clarification on the waste management and ventilation to the car park.

3.2 The proposal plans are attached (refer **Attachments 1-12**), a revised landscaping plan has been provided (refer **Attachment 13**), along with a covering letter from Future Urban Group on behalf of the applicant (refer **Attachments 14-18**). The stormwater management plan has also been amended (refer **Attachments 19-22**).

4. REFERRALS

4.1 Internal (Advisory) Referrals

4.1.1 The proposal was originally referred to Lumen Studio for comment as part of the Design Review. The proposed changes have addressed the comments with regard to the treatment of the rear façade, landscaping and possible overlooking issues to the north.

4.1.2 The proposed changes have made improvements on the areas which Lumen Studio suggested could be more adequately addressed, therefore no further consultation was undertaken.

4.2 External (Legislated) Referrals

4.2.1 The proposal was previously referred to the Commissioner of Highways as required by Schedule 8 of the Development Regulations 2008. The proposed alterations do not vary the location of the access, or would vary the previous comments made by DPTI, therefore no further consultation with DPTI was required.

5. PUBLIC NOTIFICATION

5.1 The application is a Category 1 form of development pursuant to Section 38 of the *Development Act 1993* and Urban Corridor Zone Principle of Development Control 22, therefore no public notification was required.

6. PLANNING ASSESSMENT

6.1 Design and Appearance

6.1.1 The internal layout has been revised, with the dwellings at the eastern and western end of the building having a different floor plan than the middle dwellings. The balconies are proposed to wrap around the north-east corner of the building, providing additional articulation to the front façade (refer **Attachments 2-3 and 7-9**)

6.1.2 The external built form has been amended to introduce additional articulation and detailing. Timber batten sliders have been proposed to all four sides of the building, along with aluminium composite cladding and rendered precast concrete walls (refer **Attachments 4, 5 and 10**). The timber sliders would be moveable, allowing privacy and add interest to the changing outward presentation.

6.1.3 The façade facing Churchill Road has been improved with the addition of the timber batten screens, black timber sidings, planter boxes to the balconies, and the combination of render, Modwood batten screening and the use of aluminium framing to doors and windows.

6.1.4 The overall appearance of the development has improved as a result of the changes and is therefore supported.

6.2 **Private open space provision**

6.2.1 The balconies have been revised, providing a minimum area 2.7m wide. Manual timber sliders are proposed to enable occupants to manage the privacy and sun shading between the balcony and bedroom window.

6.2.2 Overall, each dwelling would have the minimum amount of private open space desired, and have sufficient area and shape to be functional. The provision of private open space is therefore considered to be acceptable.

6.3 **Landscaping**

6.3.1 Within the Boulevard Policy Area, it is desired that landscaping will be low-lying shrubs and grass plantings, together with trees that have relatively clean trunks and high canopies (BPA Desired Character Statement).

6.3.2 A landscaping plan has been provided which outlines additional species and their location (refer **Attachment 13**. The landscaping would comprise a combination of low-level shrubs and trees that the applicant states would be both functional and integrated with the design. Synthetic turf is also proposed to the rear of the site.

6.3.3 The landscaping proposed would provide visual softening of the built form and provide a buffer between the driveway and the walk ways. The landscaping scheme is therefore supported.

6.4 **Waste Management**

6.4.1 A private contractor would be engaged to service the building. It is anticipated that the collection of the bins would occur outside of peak traffic periods but not before 7am or after 9pm Monday to Saturday, and not before 9am or after 7pm on Sundays or public holidays (refer **Attachment 15**).

6.4.2 It is anticipated that the collection of the bins could be accommodated without impacting upon traffic movement. The waste management solution is therefore supported.

6.5 **Car park ventilation and roller door**

6.5.1 The applicant has engaged BCA Engineers who have reviewed the car park design. It has been determined that the car park cannot be naturally ventilated in accordance with the Australian Standards, therefore a mechanical exhausted ventilation system will be required with riser space provisions vertically through the building to a roof mounted exhaust fan. BCA Engineers advised that given that the entry gate is 40% permeable, a separate supply ventilation fan should not be required. However, further investigation will be undertaken as part of the Building Rules assessment stage (refer **Attachment 15-16**).

6.5.2 The roller door has been setback a further 1m, and would be 6.45m from Churchill Road boundary.

6.6 **Stormwater Management**

6.6.1 A revised stormwater management plan has been provided (refer **Attachments 19-22**). The proposal previously recommended a 5000 litre tank. However, upon review of the development, it has been recommended by the applicant's engineers to increase the capacity to 9000 litres. This would be via three 3000 litre detention/retention tanks, located to the rear of the site.

6.6.2 The proposal would satisfactorily dispose of stormwater in an appropriate manner without impacting adjoining properties. As such, the revised stormwater management plan is supported.

7. CONCLUSION AND RECOMMENDATION

7.1 The proposal seeks to establish a medium density residential land use on the subject land. The building would be four storeys in height as anticipated within the Boulevard Policy Area.

7.2 The amendments made to the proposal would result in an aesthetic built form, providing visual interest to the Churchill Road. The proposal would achieve the desired density, car parking, private open space, and provide adequate privacy, waste collection and passive surveillance in accordance with the development plan provisions.

7.3 The lift would still be located along the southern boundary, however the impact to the adjoining neighbour is not considered to be unreasonable. The vehicular access would allow simultaneous two-way vehicle movement in a forward direction, which satisfies DPTI requirements.

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.

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 050/248/2015 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 050/248/2015 from Architects Ink for a Four Storey Residential Flat Building comprising 18 dwellings at 130 Churchill Road Prospect (CT5176/284), subject to the following conditions and notes:

Conditions:

1. The development shall take place in accordance with amended plans and details stamped by Council relating to Development Application Number 050/248/2015, 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 paving located at the front of the site adjacent Churchill Road, shall be re-laid to distinguish between the crossover and on-street parking areas. All work shall be completed to the reasonable satisfaction of Council and at the applicant's cost.

4. Prior to the grant of Development Approval 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.

5. The drainage system shall be designed, installed and maintained at all times thereafter to ensure that water from the site does not:
   a) Flow or discharge onto adjoining properties;
   b) Flow across the surface of footpaths or public ways;
   c) Affect the stability of any building; or
   d) Create unhealthy or dangerous conditions on the site or within any building.

6. Prior to the grant of development approval, detailed plans of the north-facing balcony privacy screens shall be provided to the satisfaction of Council and that shall result in screens being a minimum of 1.5m in height above the finished floor level of the related balconies and which maximise views of the adjoining property by the use of vertical louvres as appropriate.

7. 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.

8. 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 transporting bins between the collection point and the storage area in a timely fashion to the satisfaction of Council.

9. A minimum of 3 x 1100 litre mobile garbage bins shall be provided and collected 3 times a week for general and recyclable waste; or alternatively 6 x 1100 litre mobile garbage bins shall be provided and collected once a week. Collection of the waste shall occur outside of peak traffic periods.

10. To maximise the efficiency of waste recycling:
    a) Provision shall be made for the separation of recyclable materials for collection and recycling, including paper, cardboard, glass and plastic containers, tins, and any other plastic that 'holds its shape';
    b) Separate provision shall be made for the collection of food waste (food organics) and food-contaminated cardboard, paper or paper products, which are to be collected for composting; and

c) Paper attached to plastic, wax paper or chemically-treated/gloss cardboard will not be included with the materials collected for composting.

11. Any difference in finished ground levels between the subject site and adjoining sites at the boundary shall be retained by an appropriate wall or plinth of masonry, concrete or similar construction. Retaining walls must be designed to accepted engineering standards and will not be of timber construction if retaining a difference in ground levels exceeding 200 mm.

12. 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. Mature trees shall be no less than 2.0m in height at time of planting. The applicant or the persons making use of the subject land shall cultivate, tend and nurture the landscaping, and shall replace any landscaping that becomes diseased or dies. 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.

13. 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.

    No obstruction of the footpath or roadway may occur without the prior permission of Council. For further advice, please contact Council's Infrastructure and Environment Department on 8269 5355.

The following conditions have been imposed by the Department of Planning, Transport and Infrastructure in accordance with Section 37(7) of the Development Act 1993:

1. The 6.0 metres wide access and 7.0 metres wide crossover shall be in accordance with Drawing reference: FSA – 281015.

2. Any gate across the driveway shall be located at least 6.0 metres from the Churchill Road property boundary.

3. The carpark and bicycle parks shall be designed in accordance with the relevant Australian Standards (AS/NZS 2890.1-2004, AS 2890.6-2009 and AS 2890.3-1993).

4. Stormwater run-off shall be collected on-site and discharged without jeopardising the integrity and safety of Churchill Road. Any alterations to the road drainage infrastructure required to facilitate this shall be at the applicant's cost.

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:

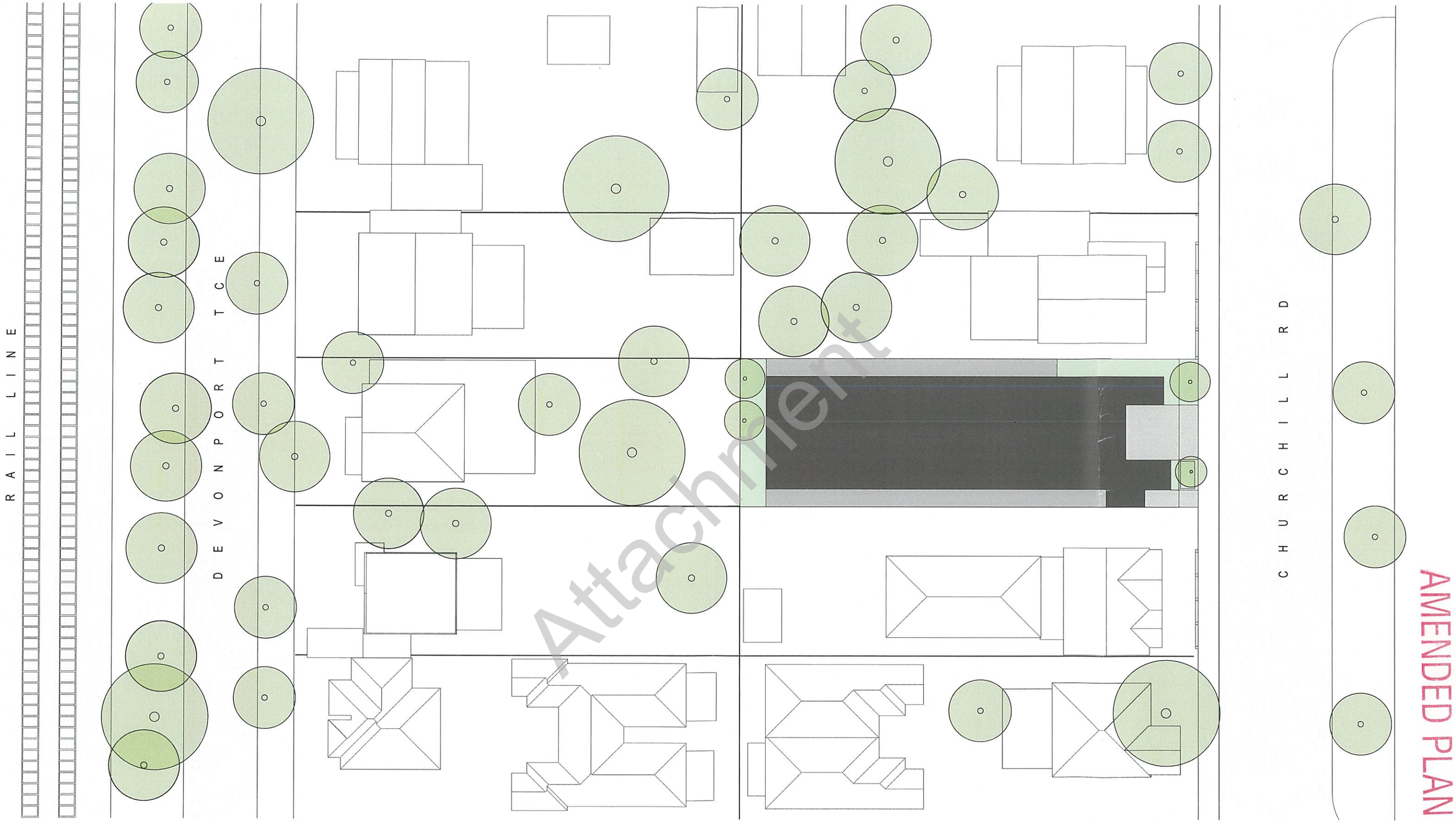
- A hard surface and controlled washing zone at the entry/exit points to the site, designed to reduce the potential for mud and material dragged out by construction vehicles; and
- Containment of stormwater run-off within the site, which if being discharged into the stormwater system will be filtered 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) Occupants/owners of the dwellings should be advised that the crossover/driveway is likely to be blocked by buses stopping at the adjacent bus stop and that the adjacent bus stop cannot be relocated.

(11) All vehicles shall enter and exit the site in a forward direction.



SITE PLAN

AREAS	
SITE AREA	833 m²
APARTMENTS	1,299 m²
BALCONIES	219 m²
LOBBY LIFT STAIR	101 m²
PUBLIC TERRACE	189 m²
REFUSE STORE SERVICES	87 m²

DA ISSUE

letter	Revisions/Issue	date	by
C	PROVISIONAL AMENDMENT DA - DAP RESPONSE	27.11.15	MZ
B	PROVISIONAL AMENDMENT DA - COUNCIL RESPONSE	31.08.15	MZ
A	PROVISIONAL DEVELOPMENT APPROVAL	11.05.15	MZ

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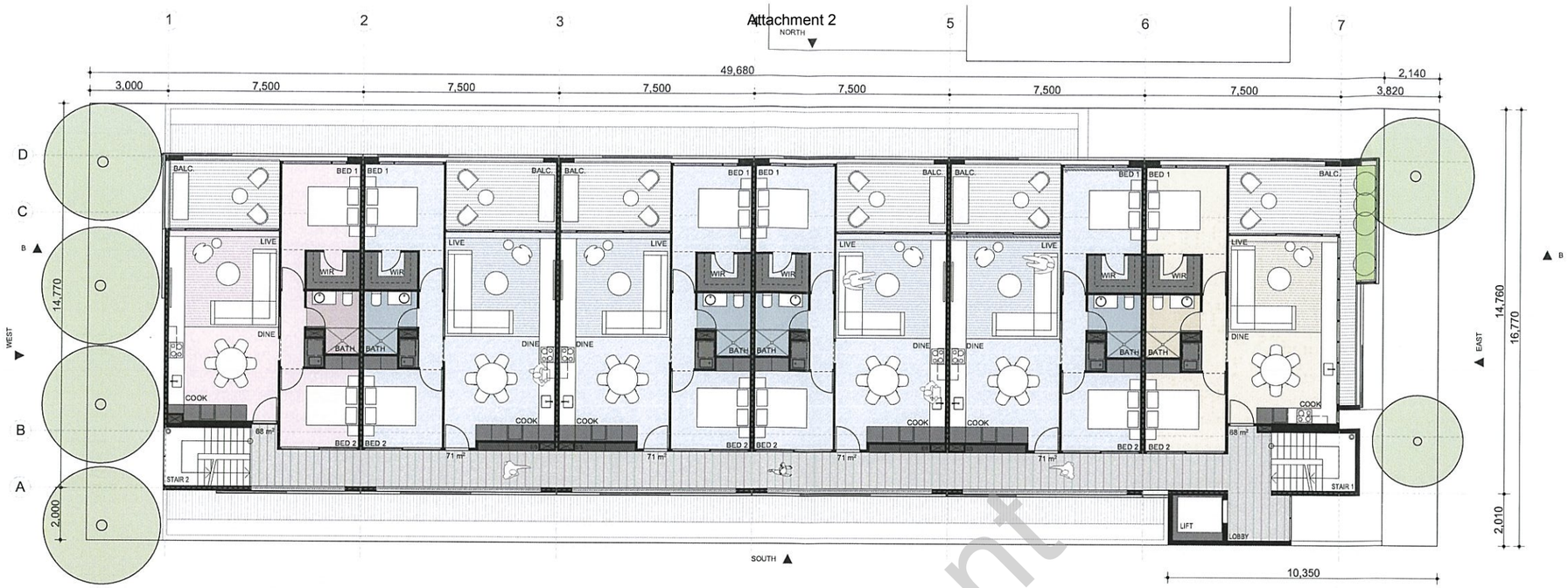
130 CHURCHILL RD

SITE PLAN / CONCEPT DESIGN

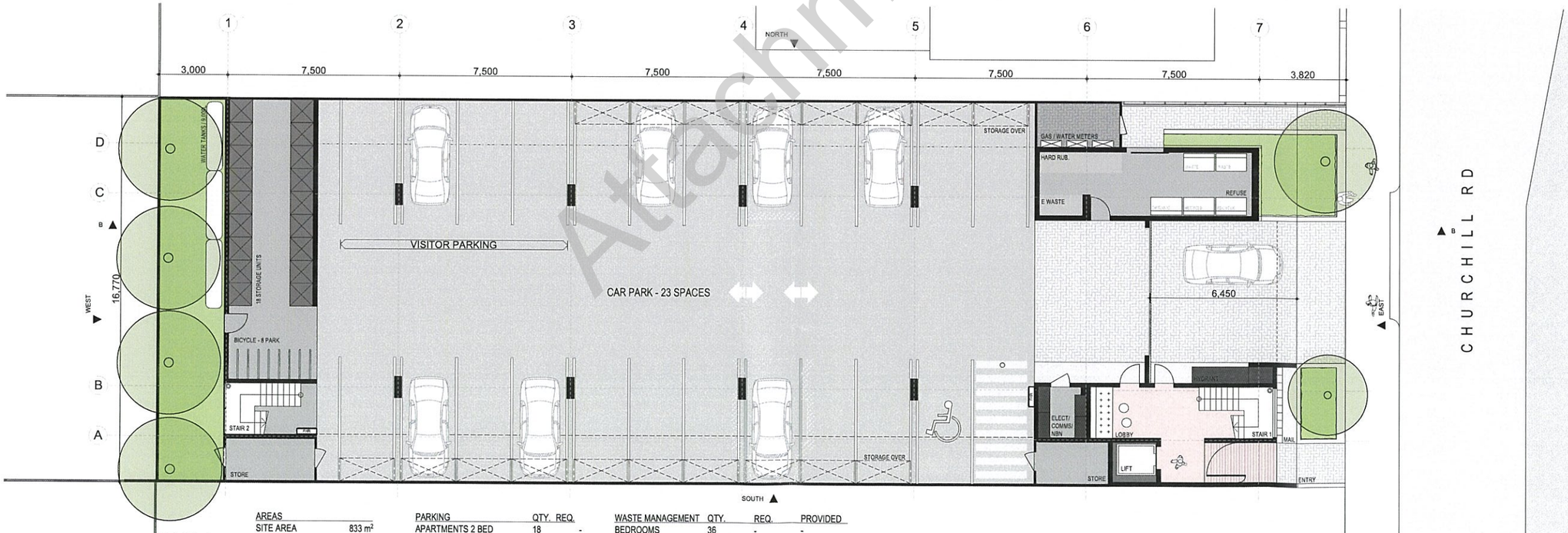
1/12/2015 / 14-1160 / SK0100 / C

ARCHITECTS INK



LEVEL 1

AREAS	
APARTMENTS	433 m²
BALCONIES	73 m²
LIFT STAIR	22 m²
LOBBY / TERRACE	63 m²
GROSS	591 m²



LEVEL 0

AREAS	
SITE AREA	833 m²
STAIRS 2	11 m²
LOBBY	35 m²
REFUSE	31 m²
ELECT / COMMS	7 m²
STORAGE	49 m²

PARKING	QTY.	REQ.
APARTMENTS 2 BED	18	-
PRIVATE PARKING	18	18
VISITOR PARKING	5	4.5
PARKING TOTAL	23	22.5
BICYCLE PARK	8	

WASTE MANAGEMENT	QTY.	REQ.	PROVIDED
BEDROOMS	36	-	-
WASTE	35L/BED	1260L	1540L (2@770L)
RECYCLING	30L/BED	1080L	1540L (2@770L)
ORGANIC	20L/BED	720L	770L (1@770L)
COLLECTION		WEEKLY	WEEKLY
HARD RUBBISH		-	4.3m²
COLLECTION		MONTHLY	MONTHLY

AMENDED PLAN

DA ISSUE

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C	PROVISIONAL AMENDMENT DA - DAP RESPONSE	27.11.15	MZ
B	PROVISIONAL AMENDMENT DA - COUNCIL RESPONSE	31.08.15	MZ
A	PROVISIONAL DEVELOPMENT APPROVAL	11.05.15	MZ

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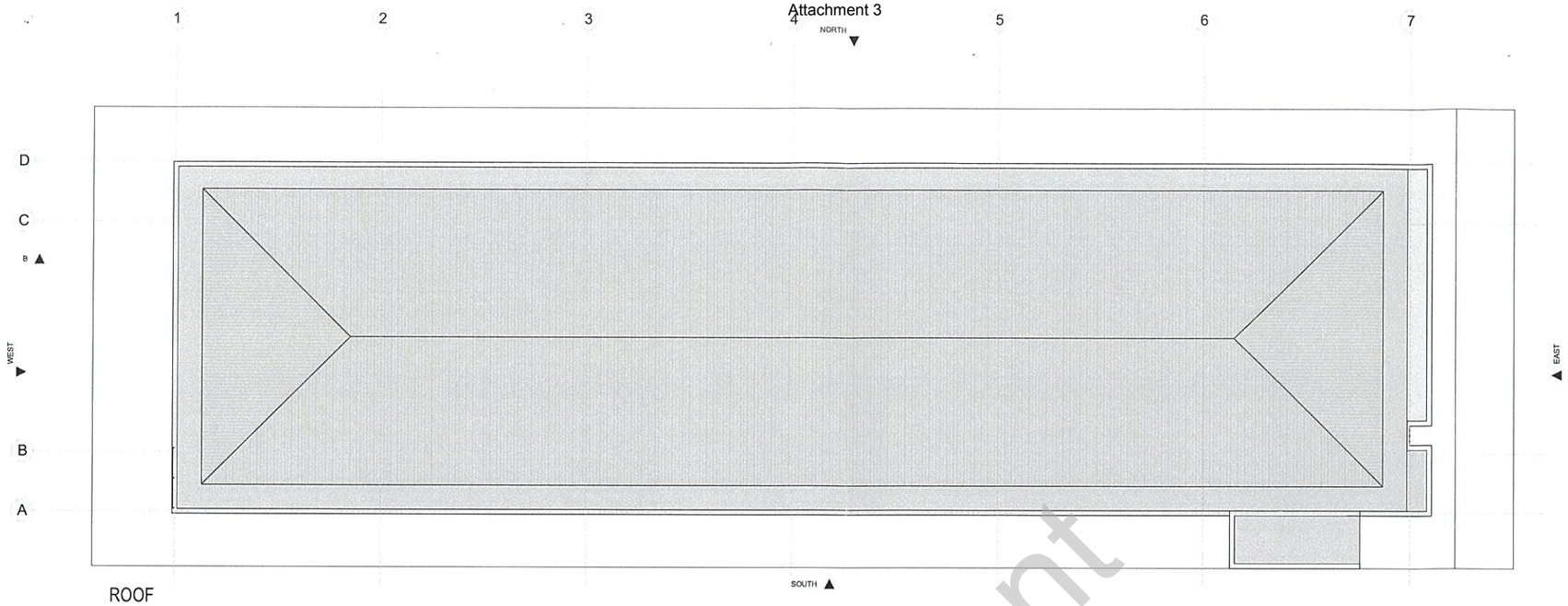
130 CHURCHILL RD

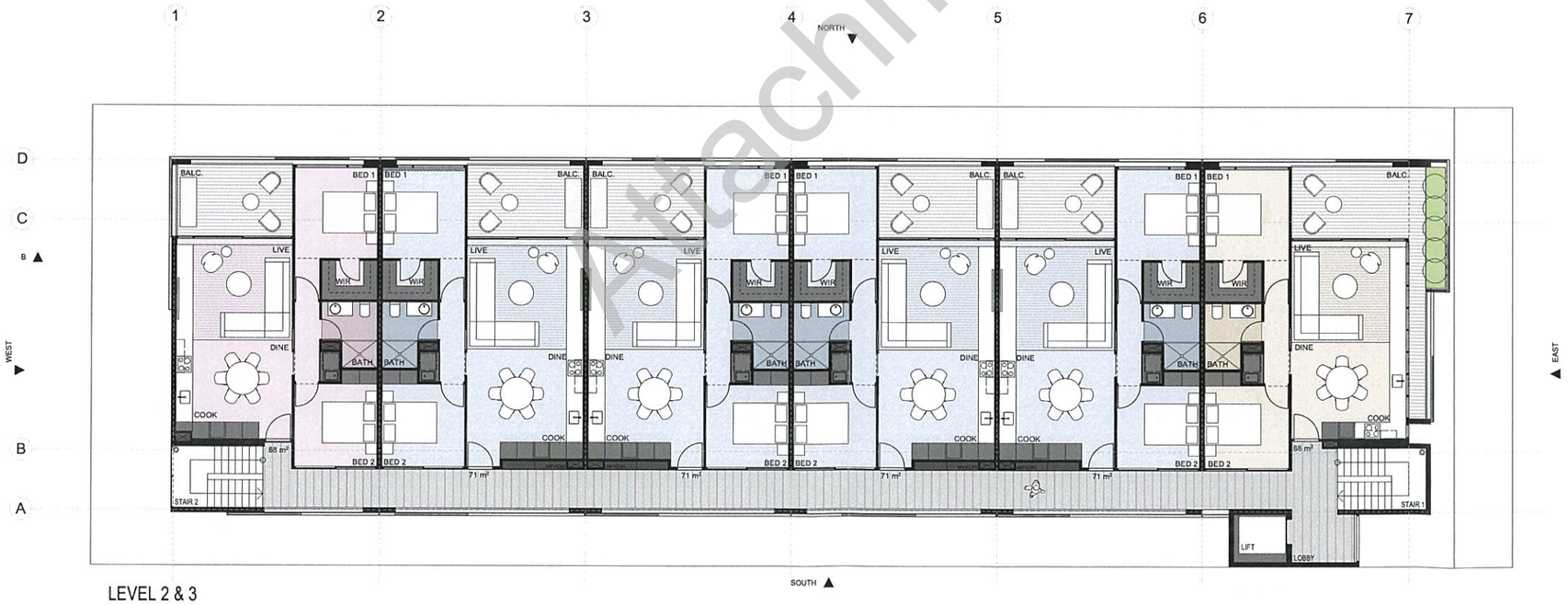
LEVEL 0 - LEVEL 1 / CONCEPT DESIGN

1/12/2015 / 14-1160 / SK0101 / C

ARCHITECTS INK



ROOF



LEVEL 2 & 3

AREAS	
APARTMENTS	433 m²
BALCONIES	73 m²
LIFT STAIR	22 m²
LOBBY / TERRACE	63 m²
GROSS	591 m²

DA ISSUE

letter	Revisions/issue	date	by
C	PROVISIONAL AMENDMENT DA - DAP RESPONSE	27.11.15	MZ
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A	PROVISIONAL DEVELOPMENT APPROVAL	11.05.15	MZ

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AMENDED PLAN

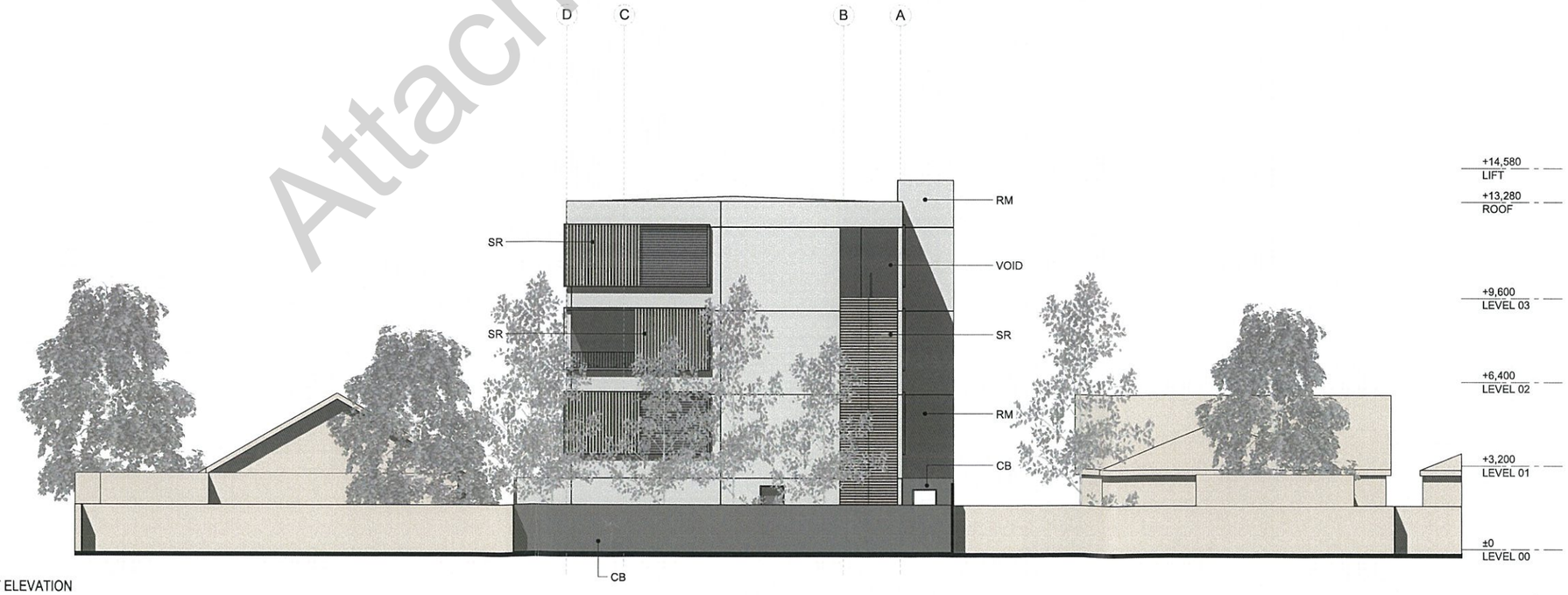
ARCHITECTS INK

130 CHURCHILL RD

LEVEL 2 - LEVEL 4 / CONCEPT DESIGN

1/12/2015 / 14-1160 / SK0102 / C

EAST ELEVATION



WEST ELEVATION

LEGEND

AL ALUMINIUM LOUVRE POWDERCOAT FINISH.

BL BALUSTRADE STEEL FIN PLATE 100MM PAINT FINISH.

CB COLORBOND CLADDING AND CAPPINGS MONUMENT FINISH.

CD ALUMINIUM COMPOSITE CLADDING CHARCOAL FINISH.

DR ALUMINIUM FRAMED ENTRY DOOR TRANSLUCENT GLAZING.

GD GARAGE TILT DOOR POWDERCOAT FINISH. MODWOOD BATTEN FINISH. 40% VISION JOINTS.

LB ALUMINIUM LETTER BOXES AND SIGNAGE CHARCOAL FINISH.

MG MIRRORED GLAZING TO WALKWAY GLAZING.

PD ALUMINIUM FRAMED PIVOT DOOR CLEAR GLAZING.

PV HERRINGBONE DRIVEWAY PAVING.

RC RENDERCOAT PRECAST CONCRETE WALLS. BRIGHTON LITE FINISH.

SD SLIDING DOOR ALUMINIUM FRAME POWDERCOAT FINISH HIGH PERFORMANCE GLAZING.

SR SCREENIMG MODWOOD BATTENS 40% VISION JOINTS. ALUMINIUM SUBFRAME. MANUAL SLIDING TO WINDOWS & BALCONIES.

TS TIMBER SIDING 100MM V-JOINTED. BLACK PAINT FINISH.

WD WINDOWS ALUMINIUM FRAME POWDERCOAT FINISH. HIGH PERFORMANCE GLAZING.

DA ISSUE

letter	Revisions/Issue	date	by
C	PROVISIONAL AMENDMENT DA - DAP RESPONSE	27.11.15	MZ
B	PROVISIONAL AMENDMENT DA - COUNCIL RESPONSE	31.08.15	MZ
A	PROVISIONAL DEVELOPMENT APPROVAL	11.05.15	MZ

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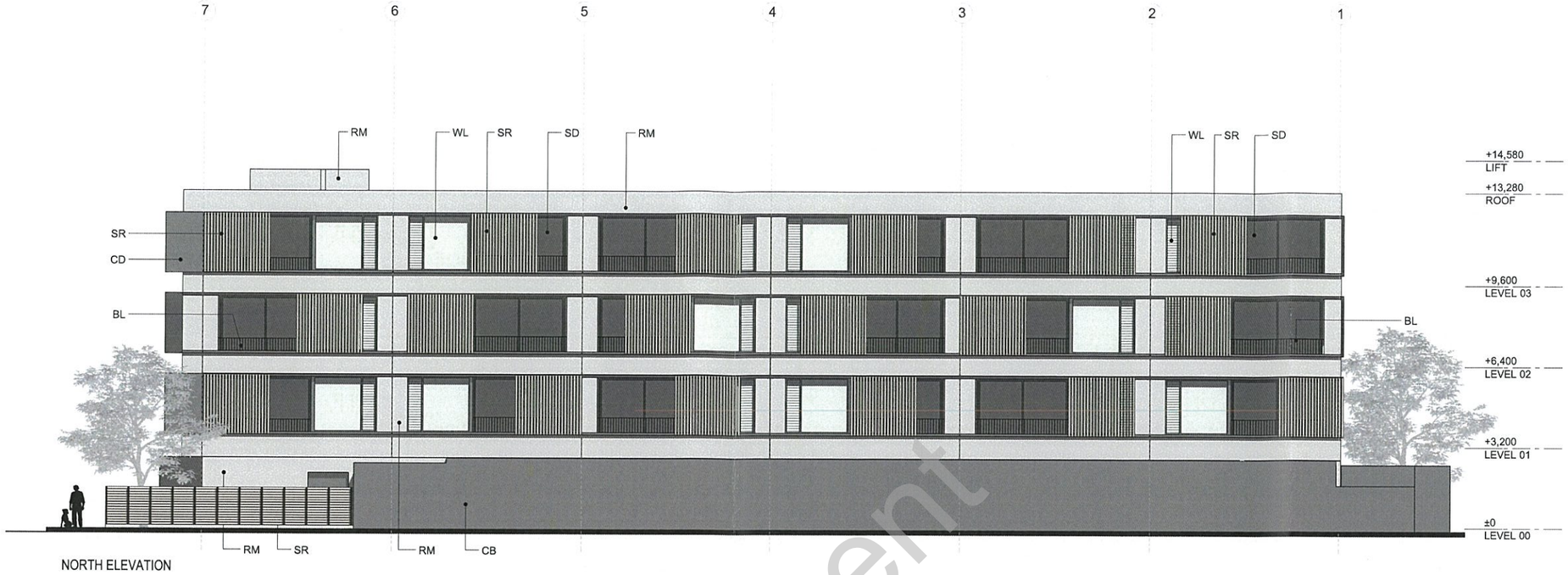
130 CHURCHILL RD

EAST WEST ELEVATIONS / CONCEPT DESIGN

27/11/2015 / 14-1160 / SK0103 / C

ARCHITECTS INK

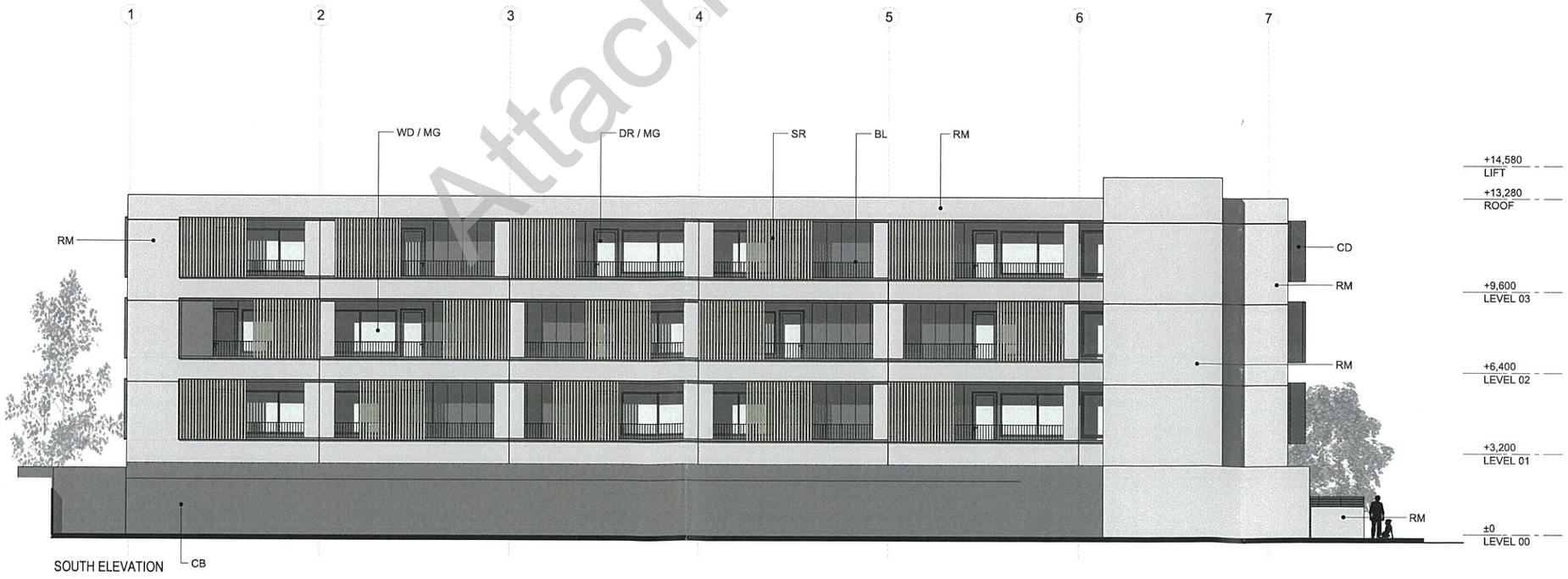
AMENDED PLAN



NORTH ELEVATION

LEGEND

AL	ALUMINIUM LOUVRE POWDERCOAT FINISH.
BL	BALUSTRADE STEEL FIN PLATE 100MM PAINT FINISH.
CB	COLORBOND CLADDING AND CAPPINGS MONUMENT FINISH.
CD	ALUMINIUM COMPOSITE CLADDING CHARCOAL FINISH.
DR	ALUMINIUM FRAMED ENTRY DOOR TRANSLUCENT GLAZING.
GD	GARAGE TILT DOOR POWDERCOAT FINISH. MODWOOD BATTEN FINISH. 40% VISION JOINTS.
LB	ALUMINIUM LETTER BOXES AND SIGNAGE CHARCOAL FINISH.
MG	MIRRORED GLAZING TO WALKWAY GLAZING.
PD	ALUMINIUM FRAMED PIVOT DOOR CLEAR GLAZING.
PV	HERRINGBONE DRIVEWAY PAVING.
RC	RENDERCOAT PRECAST CONCRETE WALLS. BRIGHTON LITE FINISH.
SD	SLIDING DOOR ALUMINIUM FRAME POWDERCOAT FINISH HIGH PERFORMANCE GLAZING.
SR	SCREENIMG MODWOOD BATTENS 40% VISION JOINTS. ALUMINIUM SUBFRAME. MANUAL SLIDING TO WINDOWS & BALCONIES.
TS	TIMBER SIDING 100MM V-JOINTED. BLACK PAINT FINISH.
WD	WINDOWS ALUMINIUM FRAME POWDERCOAT FINISH. HIGH PERFORMANCE GLAZING.



SOUTH ELEVATION

DA ISSUE

letter	Revisions/Issue	date	by
C	PROVISIONAL AMENDMENT DA - DAP RESPONSE	27.11.15	MZ
B	PROVISIONAL AMENDMENT DA - COUNCIL RESPONSE	31.08.15	MZ
A	PROVISIONAL DEVELOPMENT APPROVAL	11.05.15	MZ

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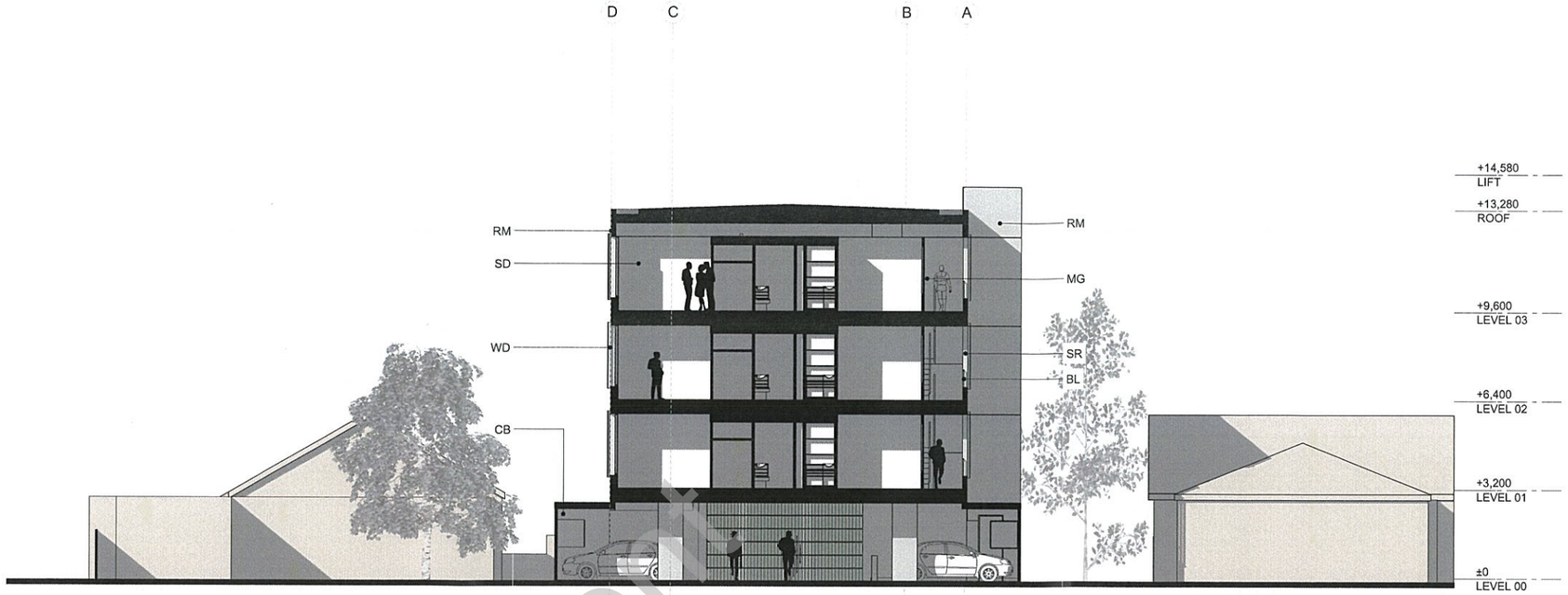
130 CHURCHILL RD

NORTH SOUTH ELEVATIONS / CONCEPT DESIGN

1/12/2015 / 14-1160 / SK0104 / C

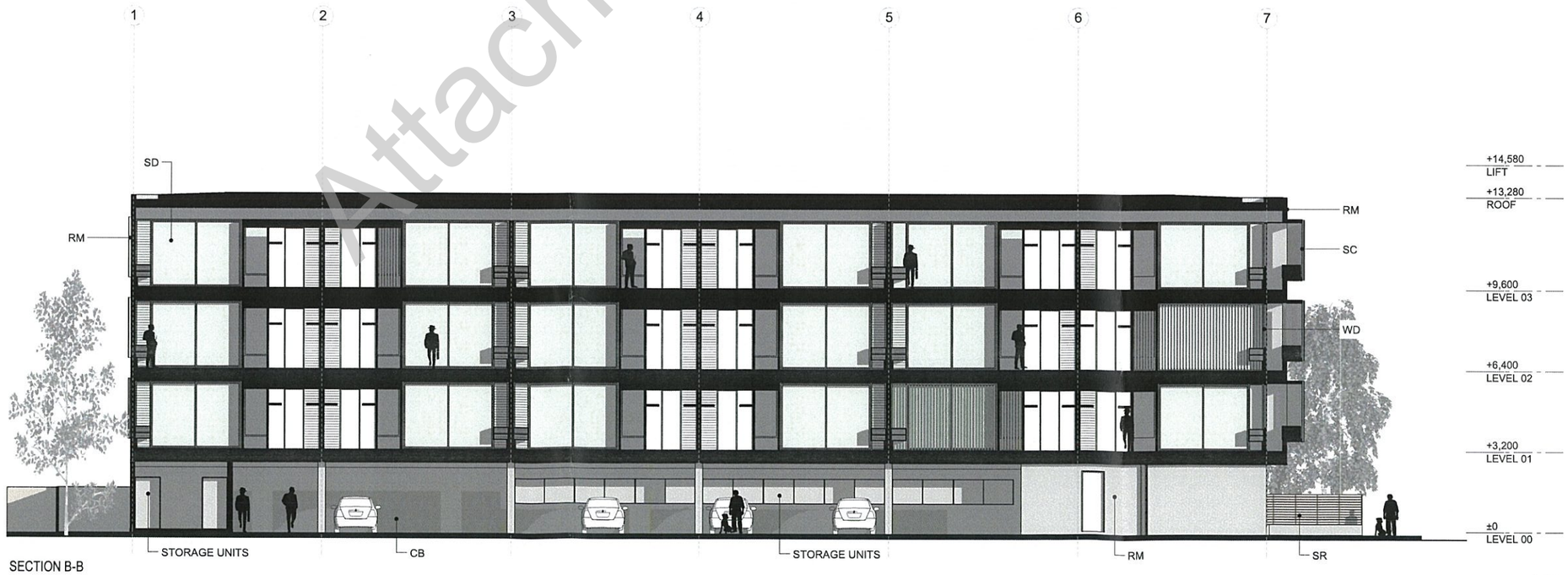
ARCHITECTS INK



SECTION A-A

LEGEND

AL	ALUMINIUM LOUVRE POWDERCOAT FINISH.
BL	BALUSTRADE STEEL FIN PLATE 100MM PAINT FINISH.
CB	COLORBOND CLADDING AND CAPPINGS MONUMENT FINISH.
CD	ALUMINIUM COMPOSITE CLADDING CHARCOAL FINISH.
DR	ALUMINIUM FRAMED ENTRY DOOR TRANSLUCENT GLAZING.
GD	GARAGE TILT DOOR POWDERCOAT FINISH. MODWOOD BATTEN FINISH. 40% VISION JOINTS.
LB	ALUMINIUM LETTER BOXES AND SIGNAGE CHARCOAL FINISH.
MG	MIRRORED GLAZING TO WALKWAY GLAZING.
PD	ALUMINIUM FRAMED PIVOT DOOR CLEAR GLAZING.
PV	HERRINGBONE DRIVEWAY PAVING.
RC	RENDERCOAT PRECAST CONCRETE WALLS. BRIGHTON LITE FINISH.
SD	SLIDING DOOR ALUMINIUM FRAME POWDERCOAT FINISH HIGH PERFORMANCE GLAZING.
SR	SCREENIMG MODWOOD BATTENS 40% VISION JOINTS. ALUMINIUM SUBFRAME. MANUAL SLIDING TO WINDOWS & BALCONIES.
TS	TIMBER SIDING 100MM V-JOINTED. BLACK PAINT FINISH.
WD	WINDOWS ALUMINIUM FRAME POWDERCOAT FINISH. HIGH PERFORMANCE GLAZING.



SECTION B-B

AMENDED PLAN

DA ISSUE

letter	Revisions/Issue	date	by
C	PROVISIONAL AMENDMENT DA - DAP RESPONSE	27.11.15	MZ
B	PROVISIONAL AMENDMENT DA - COUNCIL RESPONSE	31.08.15	MZ
A	PROVISIONAL DEVELOPMENT APPROVAL	11.05.15	MZ

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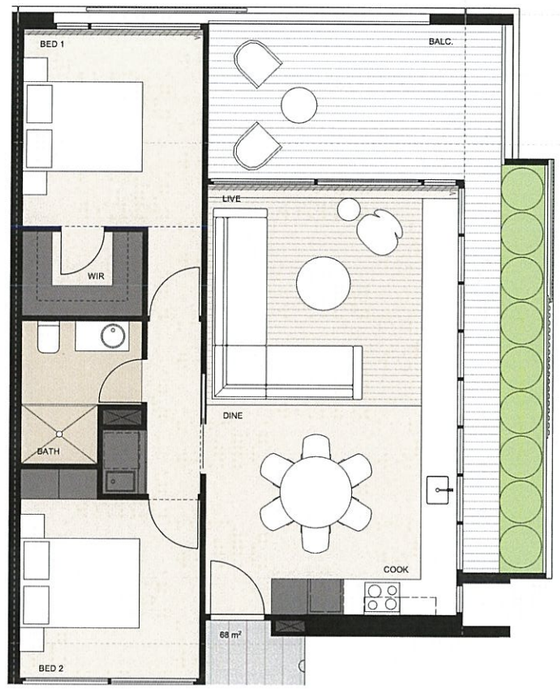
130 CHURCHILL RD

SECTIONS / CONCEPT DESIGN

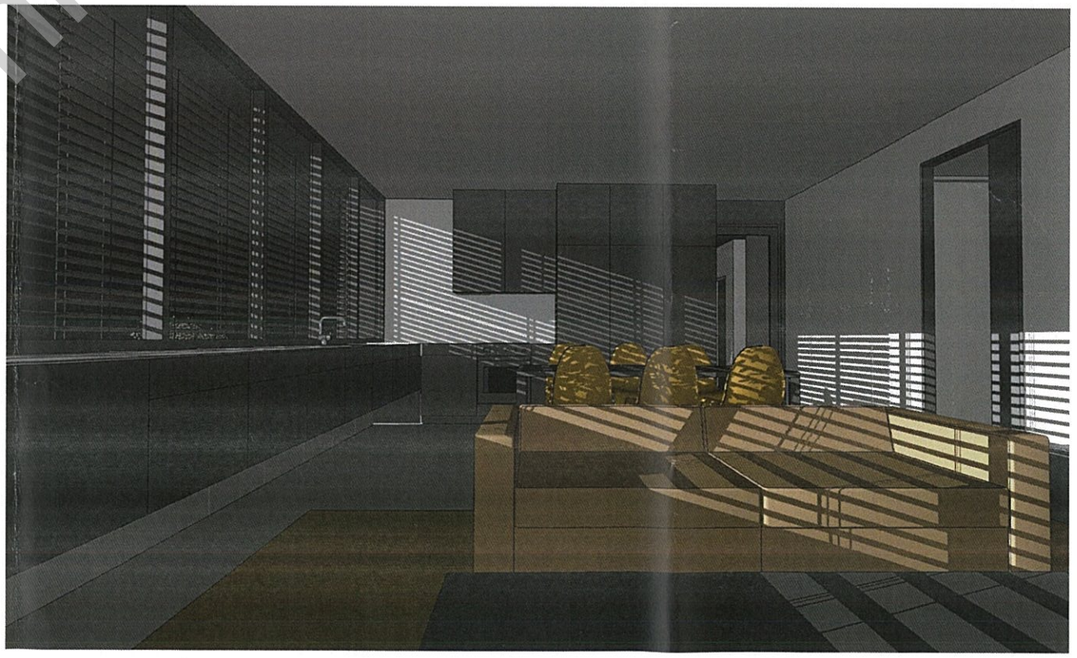
1/12/2015 / 14-1160 / SK0105 / C

ARCHITECTS INK



EAST - 2+ BED

APARTMENT	68m²
BALCONY	20m²
TOTAL	88m²



EAST ELEVATION

DA ISSUE

letter	Revisions/Issue	date	by
C	PROVISIONAL AMENDMENT DA - DAP RESPONSE	27.11.15	MZ
B	PROVISIONAL AMENDMENT DA - COUNCIL RESPONSE	31.08.15	MZ
A	PROVISIONAL DEVELOPMENT APPROVAL	11.05.15	MZ

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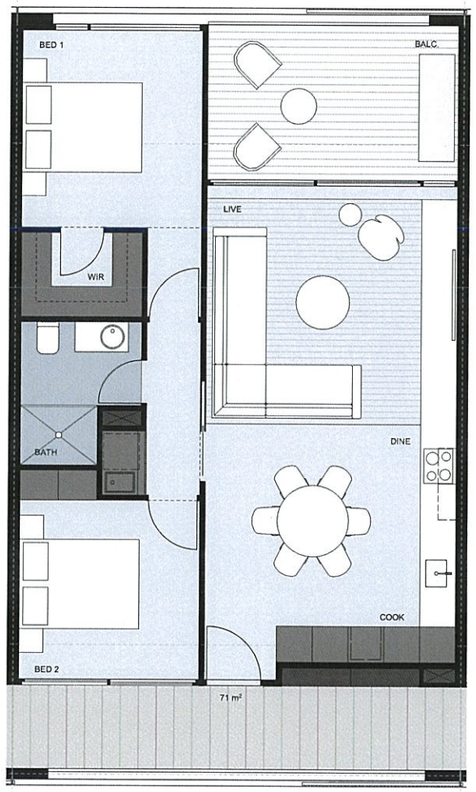
130 CHURCHILL RD

2 BED EAST / CONCEPT DESIGN

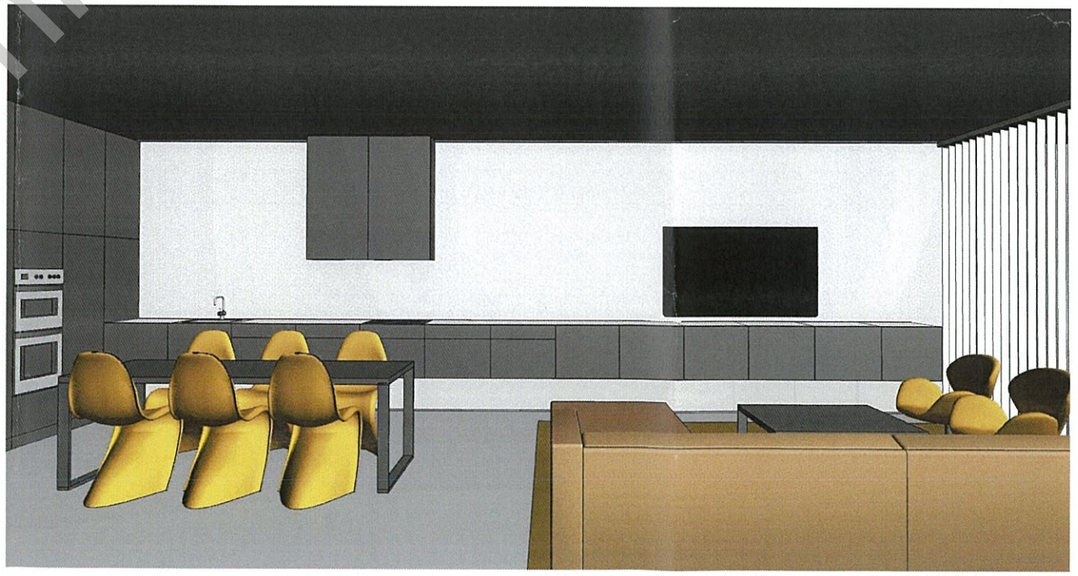
1/12/2015 / 14-1160 / SK0108 / C

ARCHITECTS INK



CENTRE - 2 BED

APARTMENT	72m²
BALCONY	11m²
TOTAL	83m²



DA ISSUE

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B	PROVISIONAL AMENDMENT DA - COUNCIL RESPONSE	31.08.15	MZ
A	PROVISIONAL DEVELOPMENT APPROVAL	11.05.15	MZ

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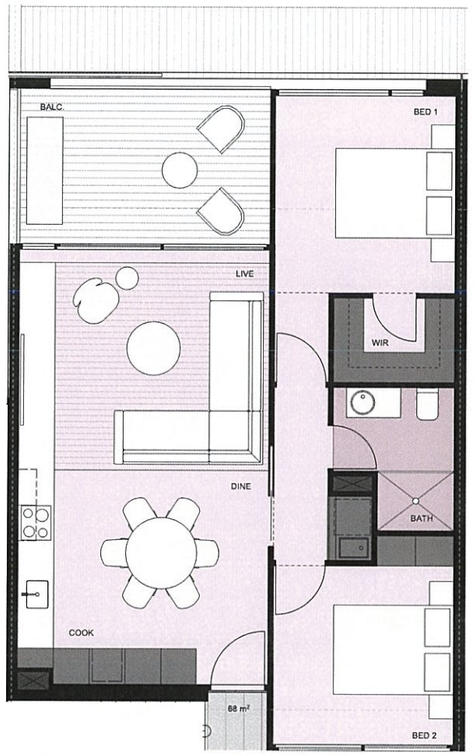
130 CHURCHILL RD

2 BED CENTRE / CONCEPT DESIGN

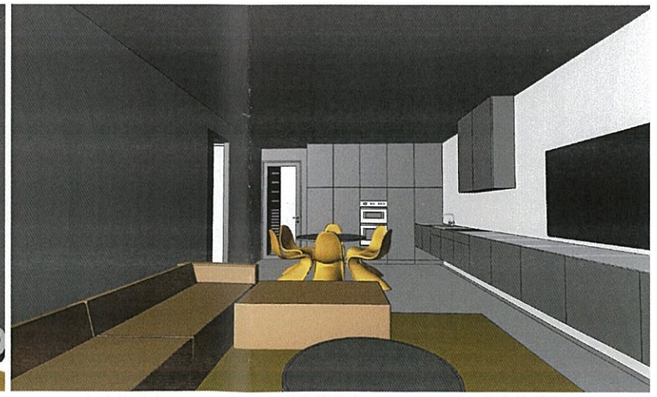
1/12/2015 / 14-1160 / SK0107 / C

ARCHITECTS INK



WEST - 2 BED

APARTMENT	68m²
BALCONY	11m²
TOTAL	79m²



DA ISSUE

letter	Revisions/Issue	date	by
C	PROVISIONAL AMENDMENT DA - DAP RESPONSE	27.11.15	MZ
B	PROVISIONAL AMENDMENT DA - COUNCIL RESPONSE	31.08.15	MZ
A	PROVISIONAL DEVELOPMENT APPROVAL	11.05.15	MZ

1:50@A1

0 .5 2 5M

130 CHURCHILL RD

2 BED WEST / CONCEPT DESIGN

1/12/2015 / 14-1160 / SK0106 / C

ARCHITECTS INK

EAST ELEVATION MATERIAL ARRANGEMENT

LEGEND

AL ALUMINIUM LOUVRE POWDERCOAT FINISH.

BL BALUSTRADE STEEL FIN PLATE 100MM PAINT FINISH.

CB COLORBOND CLADDING AND CAPPINGS MONUMENT FINISH.

CD ALUMINIUM COMPOSITE CLADDING CHARCOAL FINISH.

DR ALUMINIUM FRAMED ENTRY DOOR TRANSLUCENT GLAZING.

GD GARAGE TILT DOOR POWDERCOAT FINISH. MODWOOD BATTEN FINISH. 40% VISION JOINTS.

LB ALUMINIUM LETTER BOXES AND SIGNAGE CHARCOAL FINISH.

MG MIRRORED GLAZING TO WALKWAY GLAZING.

PD ALUMINIUM FRAMED PIVOT DOOR CLEAR GLAZING.

PV HERRINGBONE DRIVEWAY PAVING.

RC RENDERCOAT PRECAST CONCRETE WALLS. BRIGHTON LITE FINISH.

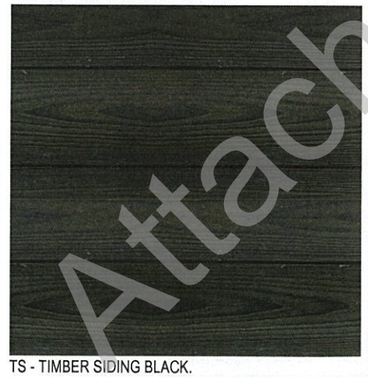
SD SLIDING DOOR ALUMINIUM FRAME POWDERCOAT FINISH HIGH PERFORMANCE GLAZING.

SR SCREENIMG MODWOOD BATTENS 40% VISION JOINTS. ALUMINIUM SUBFRAME. MANUAL SLIDING TO WINDOWS & BALCONIES.

TS TIMBER SIDING 100MM V-JOINTED. BLACK PAINT FINISH.

WD WINDOWS ALUMINIUM FRAME POWDERCOAT FINISH. HIGH PERFORMANCE GLAZING.

RC - RENDER



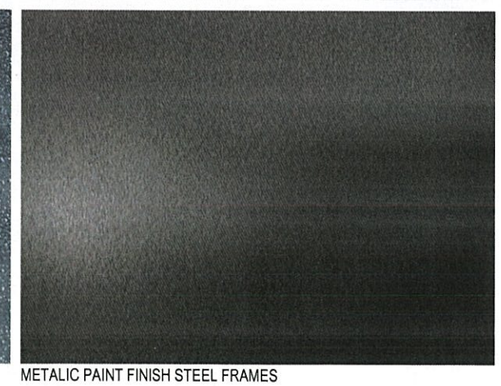
TS - TIMBER SIDING BLACK.

SR - .MODWOOD BATTEN SCREENING

PV - PAVING

SD / WD - SLIDING DOOR & WINDOWS

MG - MIRRORED GLASS



METALIC PAINT FINISH STEEL FRAMES

AMENDED PLAN

DA ISSUE

letter	Revisions/issue	date	by
C	PROVISIONAL AMENDMENT DA - DAP RESPONSE	27.11.15	MZ
B	PROVISIONAL AMENDMENT DA - COUNCIL RESPONSE	31.08.15	MZ
A	PROVISIONAL DEVELOPMENT APPROVAL	11.05.15	MZ

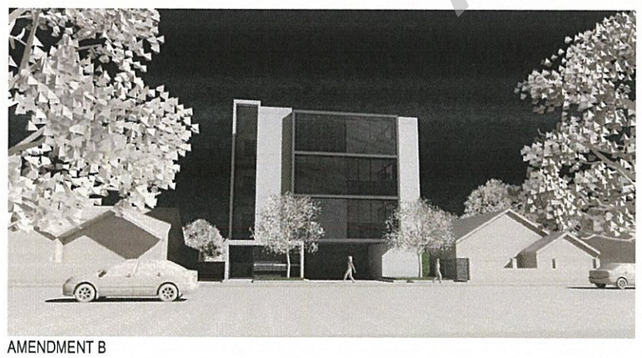
130 CHURCHILL RD

FINISHES / CONCEPT DESIGN

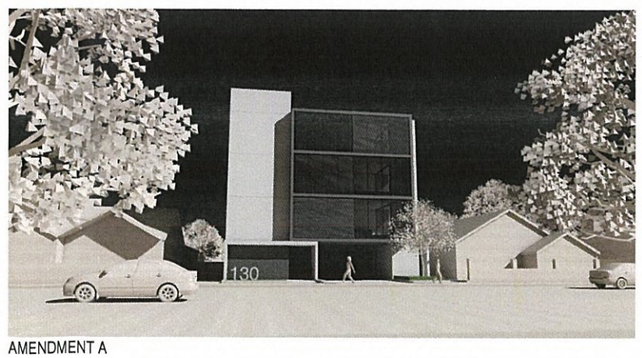
1/12/2015 / 14-1160 / SK0109 / C

ARCHITECTS INK

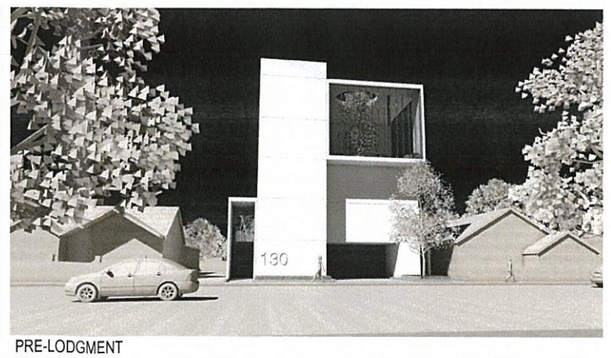
AMENDMENT C



AMENDMENT B



AMENDMENT A



PRE-LODGMENT

DA ISSUE

letter	Revisions/issue	date	by
C	PROVISIONAL AMENDMENT DA - DAP RESPONSE	27.11.15	MZ
B	PROVISIONAL AMENDMENT DA - COUNCIL RESPONSE	31.08.15	MZ
A	PROVISIONAL DEVELOPMENT APPROVAL	11.05.15	MZ

130 CHURCHILL RD

CHURCHILL RD VIEW / CONCEPT DESIGN

1/12/2015 / 14-1160 / SK0108 / C

ARCHITECTS INK

DA ISSUE

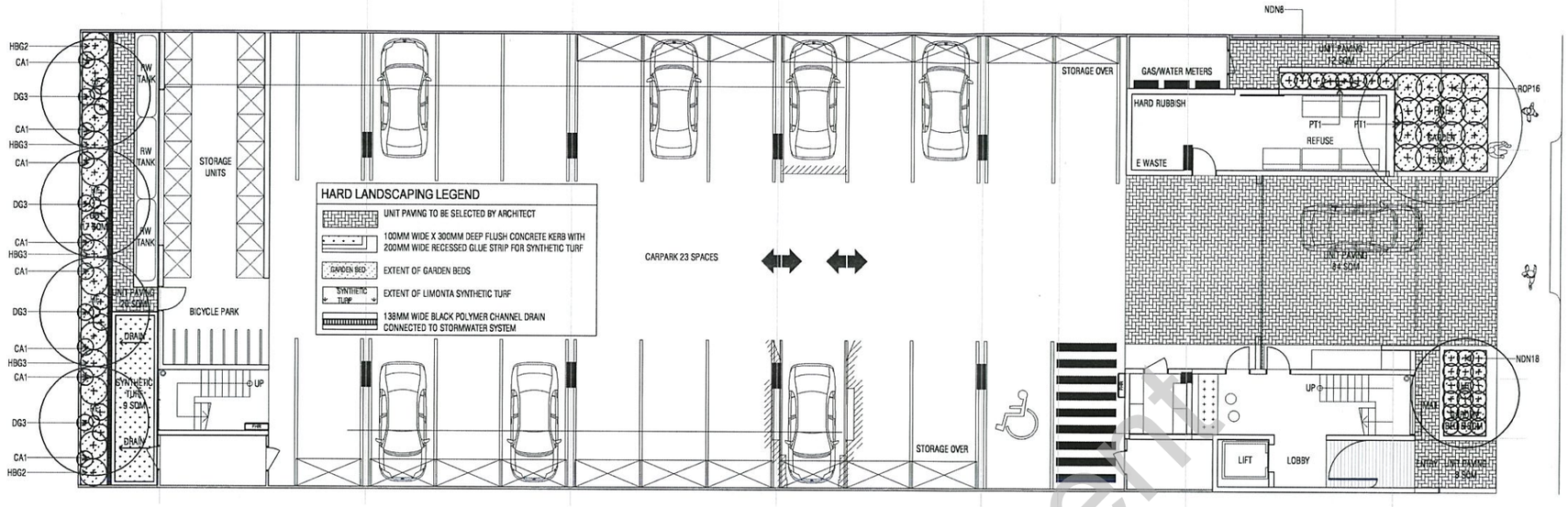
letter	Revisions/Issue	date	by
C	PROVISIONAL AMENDMENT DA - DAP RESPONSE	27.11.15	MZ
B	PROVISIONAL AMENDMENT DA - COUNCIL RESPONSE	31.08.15	MZ
A	PROVISIONAL DEVELOPMENT APPROVAL	11.05.15	MZ

130 CHURCHILL RD

CHURCHILL RD NIGHT / CONCEPT DESIGN

1/12/2015 / 14-1160 / SK01011 / C

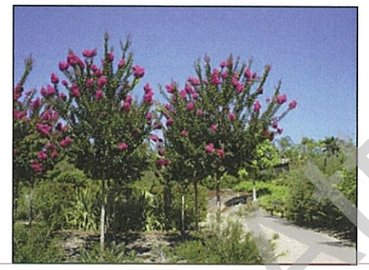
ARCHITECTS INK



LANDSCAPING PLAN

SCALE 1:100 AT A1

BOTANICAL NAME: PYRUS USSURIENSIS
COMMON NAME: MANCHURIAN PEAR
MATURE HEIGHT: 9M
MATURE SPREAD: 6M



BOTANICAL NAME: LAGERSTROEMIA X INDICA 'TUSCARORA'
COMMON NAME: 'TUSCARORA' CREPE MYRTLE
MATURE HEIGHT: 6M
MATURE SPREAD: 4M

BOTANICAL NAME: HYMENOSPORUM FLAVUM
COMMON NAME: NATIVE FRANGIPANI
MATURE HEIGHT: 4-10M
MATURE SPREAD: 2-6M

BOTANICAL NAME: HEBES 'BLUE GEM'
COMMON NAME: 'BLUE GEM
MATURE HEIGHT: 1.5M
MATURE SPREAD: 1.5M

BOTANICAL NAME: RAPHIOLEPSIS 'ORIENTAL PEARL'
COMMON NAME: 'ORIENTAL PEARL'
MATURE HEIGHT: 1M
MATURE SPREAD: 1M

BOTANICAL NAME: NANDINA DOMESTICAL NANA
COMMON NAME: DWARF NANDINA
MATURE HEIGHT: 600MM
MATURE SPREAD: 600MM

BOTANICAL NAME: DIETES GRANDIFLORA
COMMON NAME: WHITE FORTNIGHT LILY
MATURE HEIGHT: 600MM
MATURE SPREAD: 600MM

BOTANICAL NAME: PARTHENOCISSUS TRICUSPIDATA
COMMON NAME: VIRGINIA CREEPER
MATURE HEIGHT: 10M
MATURE SPREAD: 10M

GENERAL NOTES

ALL PLANTING AREAS TO BE THOROUGHLY CLEARED, SMOOTHED AND UNIFORMLY GRADED TO DRAIN.

ALL TREES AND SHRUBS TO BE REMOVED ARE TO BE CLEARLY MARKED PRIOR TO COMMENCING WORK.

WHERE ROCK OR HARD PACKED SOIL IS ENCOUNTERED, DEEP RIPPING SHOULD BE UNDERTAKEN AS DIRECTED BY THE LANDSCAPE ARCHITECT.

EXCAVATE EXISTING SOIL TO A DEPTH OF 300MM IN ALL GARDEN BEDS AND REMOVE FROM SITE.

SUPPLY AND PLACE SANDY LOAM TOPSOIL TO A DEPTH OF 250MM DEEP IN ALL GARDEN BEDS.

SUPPLY AND SPREAD ORGANIC COMPOST TO A DEPTH OF 25MM IN ALL GARDEN BEDS.

SUPPLY AND SPREAD UREA AND MONO-AMMONIUM PHOSPHATE IN ALL GARDEN BEDS

FINISH TOPSOIL LEVELS IN ALL GARDEN BEDS SHALL BE 75MM BELOW ADJACENT PAVING AND KERBING LEVELS.

FINISH MULCH LEVELS SHALL BE 50MM THICK AND 25MM BELOW ADJACENT PAVING AND KERBING LEVELS.

SUPPLY AND CONSTRUCT A 100WIDE X 300DEEP FLUSH CONCRETE KERB INCLUDING A 100MM WIDE RECESSED CONCRETE STRIP SET 25MM BELOW FINISH LEVEL TO GLUE SYNTHETIC TURF AROUND PERIMETER.

SUPPLY, PLACE AND COMPACT 100MM COMPACTED ROADBASE WITH 20MM CRUSHER DUST BELOW SYNTHETIC TURF TO MANUFACTURER'S RECOMMENDATIONS.

SUPPLY AND INSTALL LIMONTA 'DELUXE MAX' SYNTHETIC TURF AT LOCATION INDICATED ON THE DRAWING TO MANUFACTURER'S RECOMMENDATIONS.

CONNECT IRRIGATION SYSTEM TO A 50MM TAKEOFF SUPPLIED BY MAIN BUILDER.

SUPPLY AND INSTALL MASTER VALVE AND FILTRATION AT WATER CONNECTION POINT.

SUPPLY AND INSTALL SOLENOID VALVES WITH PRESSURE REDUCING VALVES AND FILTERS IN VALVE BOXES.

SUPPLY AND INSTALL AUTOMATIC IN-LINE DRIP IRRIGATION SYSTEM TO ALL INDIVIDUAL TREES AND GARDEN BEDS INCLUDING TESTING AND COMMISSIONING.

SUPPLY AND INSTALL CABLE AND AUTOMATIC CONTROLLER AT LOCATION INDICATED BY THE ARCHITECT.

FOLLOWING ACCEPTANCE OF TENDER, SUBMIT A WORKING DRAWING OF THE IRRIGATION SYSTEM TO THE LANDSCAPE ARCHITECT FOR APPROVAL.

SUPPLY AND PLANT TREES, SHRUBS, STRAPPY LEAF PLANTS, GRASSES AND VINES AS PER LANDSCAPING PLAN.

SUPPLY AND SPREAD COTTAGE MULCH TO A DEPTH OF 50MM IN ALL GARDEN BEDS.

USE 'AGRIFORM', 'OSMOCOTE' OR OTHER SIMILAR NITROGENOUS FERTILISER TO EACH PLANT AT MANUFACTURER'S RECOMMENDED RATES.

USE 2 NO 50 X 50 X 1800MM LONG HARDWOOD STAKES WITH 2 NO HESSIAN TIES TO SECURE EACH TREE.

THE MAINTENANCE PERIOD WILL COMMENCE ON THE DATE OF PRACTICAL COMPLETION AND CONCLUDE AT THE END OF THE 3 MONTH DEFECTS LIABILITY PERIOD.

ALL MAINTENANCE THEREAFTER ON THIS SITE WILL BECOME THE RESPONSIBILITY OF THE OWNER.

DURING THE MAINTENANCE PERIOD INDUSTRY STANDARD HORTICULTURAL PRACTICES SHALL BE CARRIED OUT TO ENSURE THAT PLANTS ARE MAINTAINED IN A HEALTHY VIGOROUS CONDITION.

PLANT SCHEDULE

SYMBOL	BOTANICAL NAME	COMMON NAME	HEIGHT/ POT SIZE	QTY
TREES				
HF	HYMENOSPORUM FLAVUM	NATIVE FRANGIPANI	1.8M TALL	10
LIT	LAGERSTROEMIA X 'TUSCARORA'	CRIMSON CREPE MYRTLE	2M TALL	1
PU	PYRUS USSURIENSIS	MANCHURIAN PEAR	3M TALL	1
SHRUBS				
HBG	HEBES 'BLUE GEM'	'BLUE GEM'	200MM POTS	13
NDN	NANDINA DOMESTICA NANA	DWARF NANDINA	200MM POTS	26
ROP	RAPHIOLEPSIS 'ORIENTAL PEARL'	'ORIENTAL PEARL'	200MM POTS	16
STRAPPY LEAF PLANTS AND GRASSES				
CA	CYMBOPOGON AMBIGUUS	LEMON GRASS	150MM POT	8
DG	DIETES GRANDIFLORA	WHITE FORTNIGHT LILY	200MM POT	12
VINES				
PT	PARTHENOCISSUS TRICUSPIDATA	VIRGINIA CREEPER	200MM POT	2

REVISIONS

NO	DESCRIPTION	BY	DATE
-	ISSUED FOR DA	WBO	30-11-2015

ISSUED FOR DA

AMENDED PLAN

Verify all dimensions and levels on site before the commencement of work. Report any discrepancies to the Architect immediately before proceeding. Read the drawings in conjunction with the Specification material. Do not scale off drawings.

PROJECT: PROPOSED LANDSCAPING AT
130 CHURCHILL ROAD, PROSPECT, SA
CLIENT: BRIGHT VALLEY PTY LTD

Project North

BRUCE OSWALD LANDSCAPE ARCHITECT
19 MINNOW DRIVE, GLENALTA, SA 5202
bruce_oswald@bigpond.com
IN ASSOCIATION WITH
ARCHITECTS INK
LEVEL 1, 77 KING WILLIAM STREET
KENT TOWN, SA 5067
adelaide@architectsink.com.au

SCALE	1:100
DATE	30 NOV 2015
JOB REFERENCE NUMBER	2017
ORIGINAL SIZE	A1
DRAWN	WBO
DRAWING NUMBER	WD2001
REVISION	-

REF:0028-2-130 Churchill

FUTURE URBAN GROUP

Level 1, 89 King William Street
GPO Box 2403
Adelaide SA 5001
PH: 0447 029 088
info@futureurbangroup.com
ABN: 34 452 110 398

30 November 2015

Ms Susan Giles
Development Officer - Planning
City of Prospect
PO Box 171
PROSPECT SA 5082

Dear Susan,

130 CHURCHILL ROAD, PROSPECT (DA/050/248/2015)

We write in response to the Development Assessment Panel's resolution to defer the abovementioned development application on the 9th of November 2015.

The Development Assessment Panel deferred the development application to a subsequent meeting to enable the applicant to consider amending the application to resolve the following:

- Provide proposal plans of improved quality and clarity (including clarity of accompanying annotations);
- Landscaping to be functional and integral part of the design;
- Provide additional information and demonstrate resolution of waste management and collection issues;
- Demonstrate appropriate car park ventilation;
- Integrate a higher diversity of quality materials into the design;
- Improve the overall streetscape interface by addressing issues of building mass, side boundary setback distances, lift well configuration, pedestrian scale and interface and the overall building footprint;
- Increase the roller door setback distance;
- Improve the quality and functionality of private open space.

We have responded to each reason for deferral through amended plans, additional information and clarification. Following, we provide our written response to each reason for deferral.

Proposal Plans

The quality and clarity of all proposal plans including annotations has been improved to hopefully now meet the satisfaction of the Development Assessment Panel. A complete set of plans is enclosed.

Landscaping

A landscaping plan has been prepared by Bruce Oswald, a qualified and respected landscape architect. Mr Oswald has reviewed the proposal plans and prepared a landscaping plan with trees and plant species that are both functional and integrated with the design. Importantly, the landscaping plan demonstrates that the proposed building is not too large for the site with sufficient space provided to support meaningful landscaping that could be reasonably expected within the Urban Corridor Zone (i.e. the most intense Zone within the Council area).

We believe the landscaping plan provided resolves the matter raised by the Development Assessment Panel.

Waste Management & Collection

We can confirm that a private contractor will service the development.

The bin storage area is proposed in the under-croft car park and has been assessed by a private contractor. The bin storage area is sufficient in area including clearance between bins and paths to accommodate the required number of general waste, recycling and green organics bins and to ensure efficient, effective and safe servicing/movement.

In summary, the private contractor could either provide a total of 3 x 1100 litre MGB's which will be collected 3 times a week (Monday, Wednesday and Friday) for general and recyclable waste, or alternatively, 6 x 1100 litre MGB's which could be collected once a week. Additional bins are also provided for green organics and/or overflow (if required).

The bin store will be fitted with washing amenities to control odour and discourage vermin. The community scheme description will include provision for maintenance and cleaning of common areas such as the bin store.

Residents will be responsible for the emptying of their respective bins as needed and the private contractor will be responsible for moving bins to and from the bin storage area to the street where the waste truck will collect the waste outside of peak traffic periods but not before 7am or after 9pm, Monday to Saturday and not before 9am or after 7pm on public holidays and Sunday.

Car Park Ventilation

BCA Engineers have reviewed the car park design and have confirmed that given the proposed boundary construction the carpark cannot be naturally ventilated (in accordance with AS1668.4) or classified as an Open Deck Carpark (as recognised by the NCC).

Accordingly, BCA Engineers have confirmed that a mechanical exhaust ventilation system will be required with adequate riser space provisions vertically through the building to a roof mounted exhaust fan.

BCA Engineers have also advised that at this preliminary stage a separate supply ventilation fan is not anticipated to be required given that the entry gate is 40% permeable. This investigation will form part of the detailed design process when the design is fully documented for Building Rules Consent.

Diversity and Quality of Materials

Additional materials and finishes are now proposed and included in the amended finishes plan. In summary, the following materials and finishes are proposed:

- Aluminium louvres powdercoat finish;
- Balustrade steel fin plate 100mm paint finish;
- Colorbond cladding and cappings (Monument);
- Aluminium composite cladding (Charcoal);
- Aluminium framed doors, windows and letter box structure (Powdercoat and Charcoal finishes);
- Translucent glazing ad high performance glazing where required;
- Garage tilt door powdercoat finish;
- Modwood batten screening with 40% vision joints and manual sliders to windows and balconies;
- Mirrored glazing to walkway glazing area;
- Herringbone driveway paving;
- Rendered precast concrete walls (Brighton Lite finish);
- Timber sidings (Black paint finish).

In our opinion, the incorporation of Modwood, timber sidings and rendered finishes provides greater diversity in materials to that originally proposed. Overall, the materials and finishes selected in conjunction with the proposed landscaping represent quality materials and finishes as sought by the Development Assessment Panel.

Streetscape Interface

The Churchill Road façade has been improved significantly in the amended proposal by enhancing the relationship between the upper level apartments and the street by wrapping the balcony of the eastern most apartments around the façade of the building. The façade has also been enhanced by incorporating the timber batten screen, black timber sidings and glazed treatments including clear glass to the lobby door and window.

The amendments made to the façade provide greater articulation and soften the mass of the building.

The built form is also integrated with the proposed landscaping scheme between the building and Churchill Road to achieve a comfortable human scale.

We note that the building complies with the front and rear setback guidelines. The building also complies with the side setback guidelines with the exception of the lift and stairwell components of the development which are sited on the common boundary. This represents only a very small portion of boundary development above two storeys. Further, this section of built form is sited towards the front of the allotment and adjoins the common driveway of the adjacent southern property (community title). For these reasons, we have formed the opinion that the location of the small portion of boundary development above two storeys will not result in any detrimental impact upon the adjacent property or the existing or desired future streetscape character of Churchill Road.

It is important to note that the actual building footprint (i.e. site coverage) of the building complies with the setback guidelines and the desired character statement of the Urban Corridor Zone which envisages a linear corridor that frames Churchill Road and a positive contribution to the street by articulating the built form and accentuating the building's functions such as entrances.

In our opinion, the amended proposal strikes at the heart of these elements of the desired character statement in manner that will achieve a human scale and improved visual amenity.

Roller Door Setback

The roller door setback has increased from 5.45m to 6.45m. The amended setback is consistent with other recently approved developments with under-croft car parking along Churchill Road. Further, the setback now satisfies DPTI's 6m recommendation.

Quality and Functionality of Private Open Space.

The quality and functionality of private open space has been improved by removing the small balcony areas in front of the bedrooms and making the area directly accessible from the living area larger so that they now achieve the minimum requirements.

We understand that the 1.5m balustrade that Council's planning staff originally recommended was not favoured by the Development Assessment Panel as it was considered to be a bad design outcome given a portion of the balcony would only be 1m wide.

In our opinion, the above amendment satisfies this concern however we have further improved the quality and functionality of the balcony space and amenity of the bedroom by providing a manual slider comprising Modwood battens with 40% vision joints. The idea of the sliding screen enables occupants to manage privacy, amenity and sun shading between the balcony and bedroom areas. When the sliding screen is used for balcony privacy, the bedroom blinds can be used at the same time for bedroom privacy.

The emphasis on interface provisions such as overlooking in the Urban Corridor Zone is generally less than that observed in low scale/low density residential zones. Specifically, the emphasis on managing such issues is focused on minimising impacts in neighbouring low rise residential areas. The desired character for the zone anticipates that interface impacts such as overlooking (outside of the zone) will be moderated through design. In our opinion, the proposed sliding screen is totally consistent with this intent whilst significantly improving the apartment amenity and sun shading.

It is also important to note that as a result of the above amendments, the western elevation has been improved through increased articulation.

We strongly believe that the amended proposal has responded very positively to this reason for deferral.

In addition to the above matters raised, we also understand that the Development Assessment Panel questioned whether the rainwater tank (5,000L) would be sufficient given the size of the building. The amended proposal (refer stormwater management plan) increases the capacity of the rainwater tanks to 9,000L which according to SCA Engineers is sufficient for the size of the building. The stormwater management plan has been amended accordingly.

Overall, we believe that the proposal has responded very positively to the Development Assessment Panel's reasons for deferral and have actually resulted in both direct and indirect design improvements particularly in relation to building appearance and design and apartment amenity. Accordingly, the amended proposal should be considered favourably by the Development Assessment Panel on 14 December 2015.

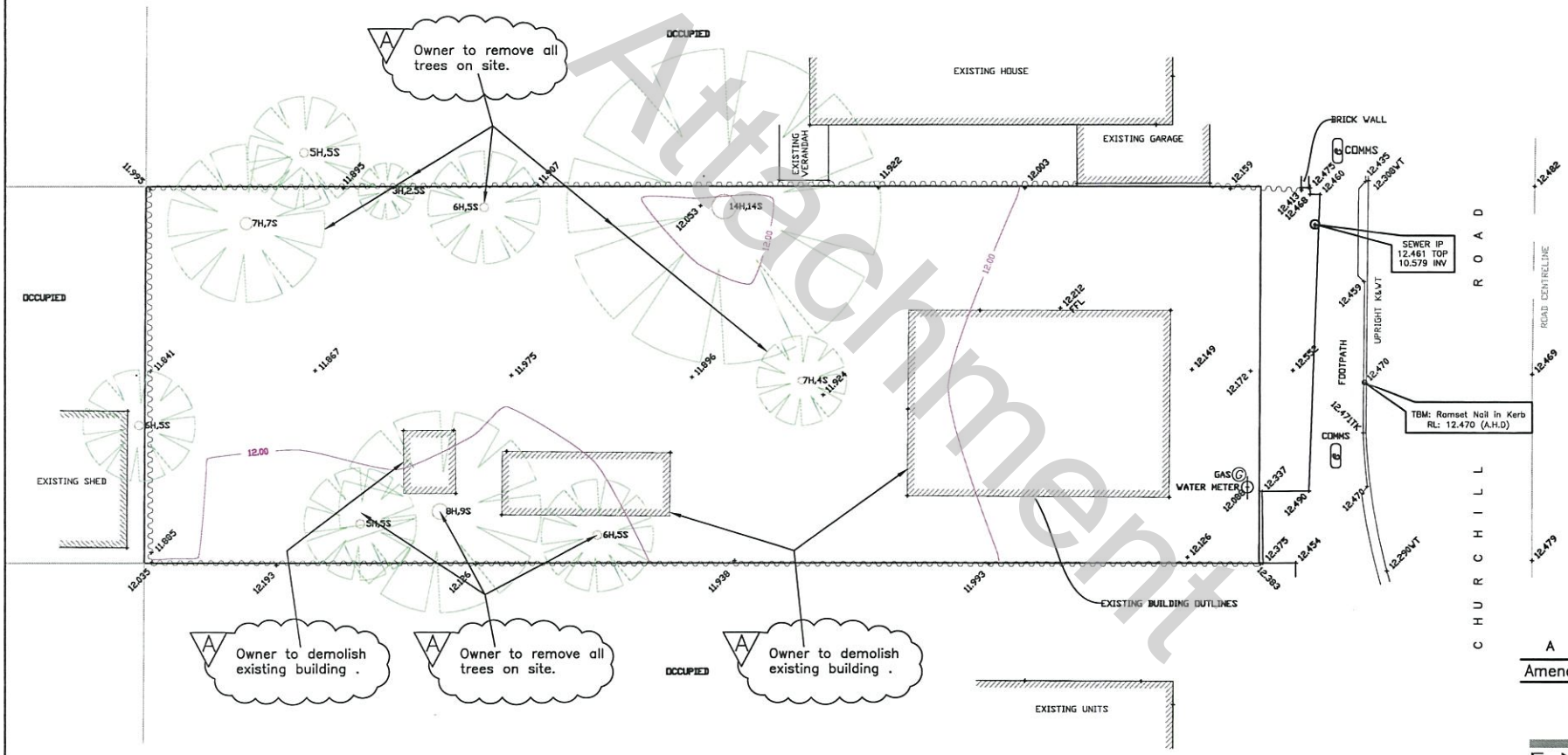
In the meantime if you require any further information please contact the undersigned on 0447 029 088.

Yours sincerely

Chris Vounasis
Director

NOTE: SMALL TREES AND SHRUBS WITHIN ALLOTMENT HAVE NOT BEEN SHOWN.

* ALLOTMENT NOT PEGGED AT TIME OF SURVEY



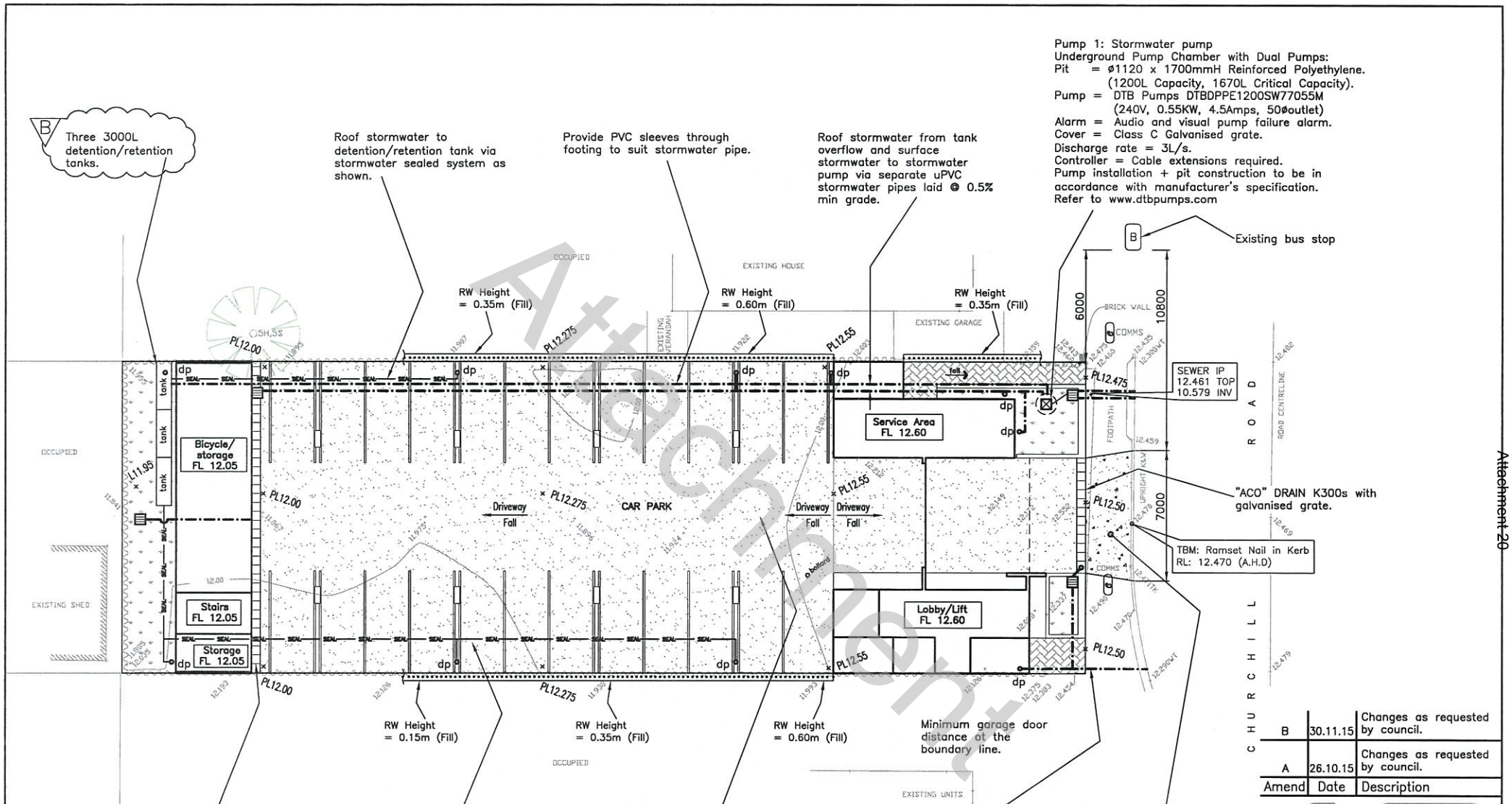
SURVEY LAYOUT PLAN
1:100

Amend	Date	Description
A	30.11.15	Notes added.

SCA ENGINEERS PTY LTD
SUITE 3, 76 OSMOND TERRACE NORWOOD SA 5067
T:08 83310126 E:office@scaengineering.com.au

PROPOSED RESIDENTIAL DEVELOPMENT AT 130 CHURCHILL RD PROSPECT FOR BRIGHT VALLEY

Title:	SURVEY DETAIL – 1		
Design:	MC	Scale:	SHOWN
Drawn:	JS	Dwg No:	
Date:	JUL 15		150415–C1/A



SITE LAYOUT PLAN
1:200

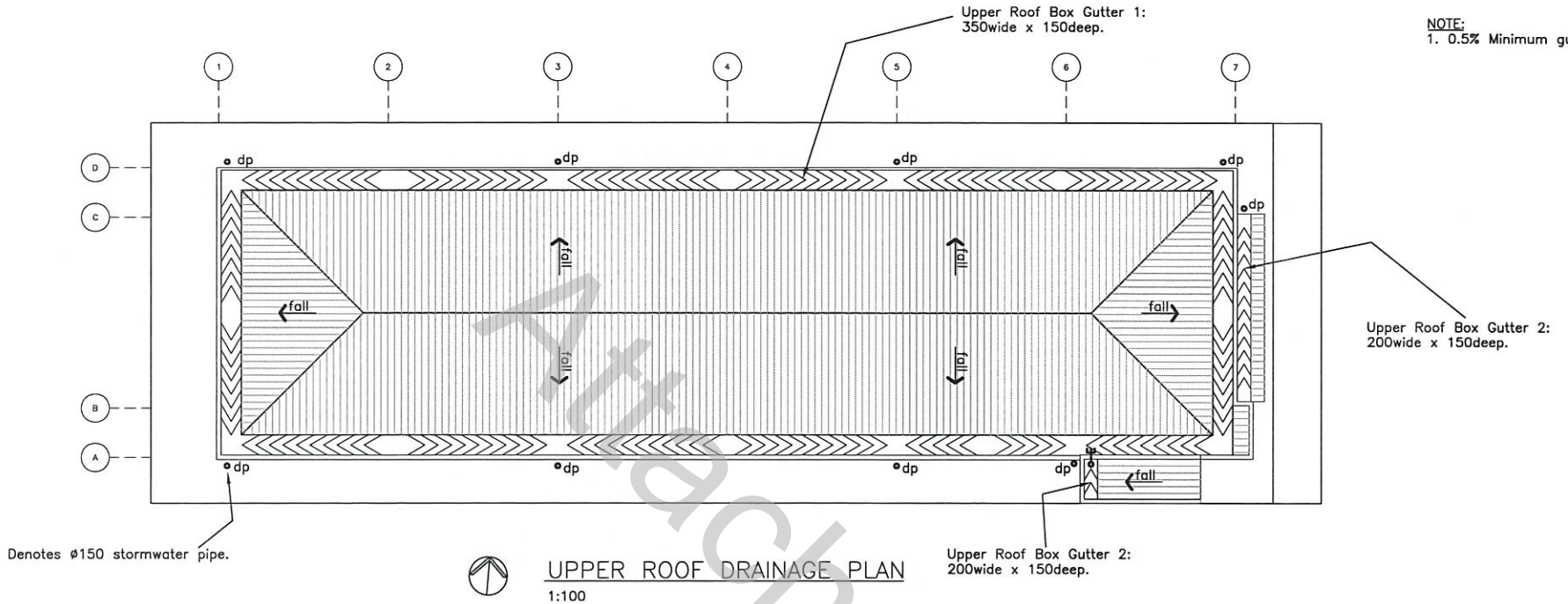
Amend	Date	Description
B	30.11.15	Changes as requested by council.
A	26.10.15	Changes as requested by council.

SCA ENGINEERS PTY LTD
SUITE 3, 76 OSMOND TERRACE NORWOOD SA 5067
T:08 83310126 E:office@scaengineering.com.au

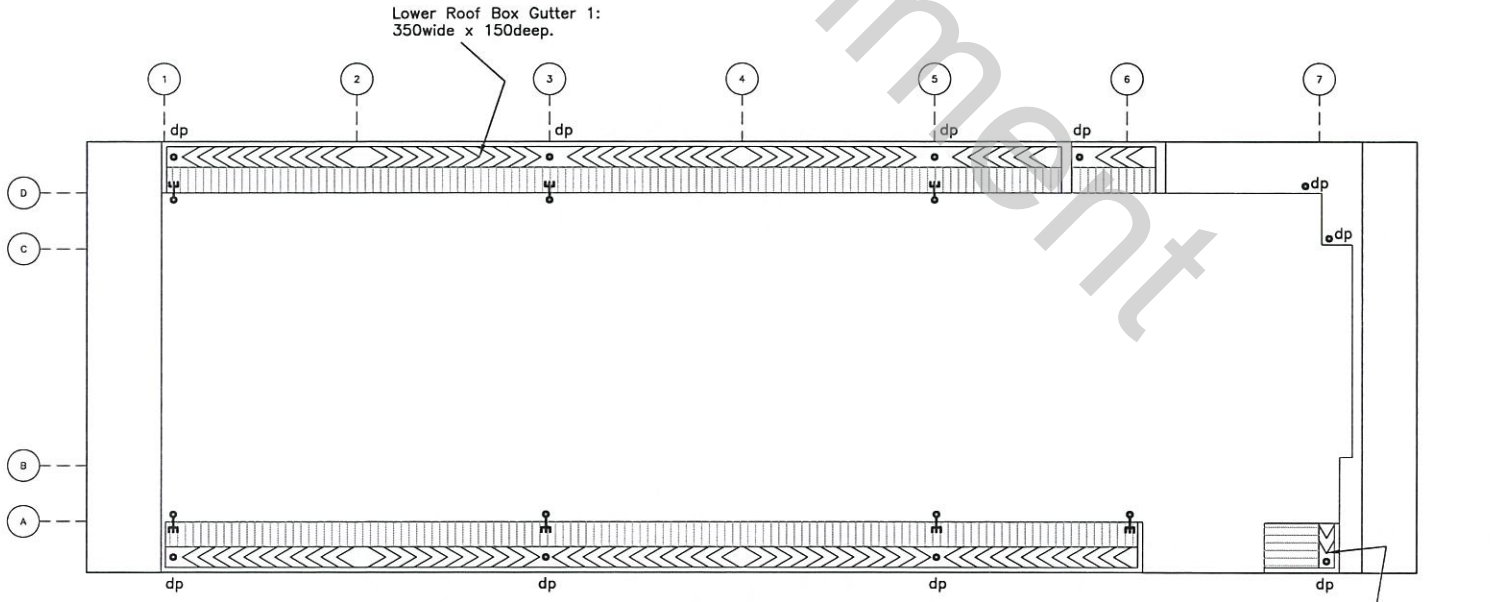
PROPOSED RESIDENTIAL DEVELOPMENT AT 130 CHURCHILL RD PROSPECT FOR BRIGHT VALLEY

Title:	CIVIL DETAIL – 2		
Design:	MC	Scale:	SHOWN
Drawn:	JS	Dwg No:	
Date:	JUL 15		150415–C3/B

NOTE:
1. 0.5% Minimum gutter fall.



UPPER ROOF DRAINAGE PLAN
1:100



LOWER ROOF DRAINAGE PLAN

Amend	Date	Description

SCA PTY LTD
ENGINEERS
SUITE 3, 76 OSMOND TERRACE NORWOOD SA 5067
T:08 83310126 E:office@scaengineering.com.au

PROPOSED RESIDENTIAL DEVELOPMENT AT 130 CHURCHILL RD PROSPECT FOR BRIGHT VALLEY

Title:	CIVIL DETAIL – 3		
Design:	MC	Scale:	SHOWN
Drawn:	JS	Dwg No:	
Date:	JUL 15	150415–C4	

NOTES:

1. All downpipe connections are to be ø90 uPVC and are to be provided with cleaning eyes.

2. All Stormwater pipes shall be ø90 UNO.

3. All Stormwater pipes shall be laid as per AS 3500 to achieve minimum cover and grade U.N.O. If cover can not be achieved encase pipe in 100 thick concrete.

4. Sumps, gratings & MH's shall be 300sq (UNO) with walls & floors of 100 thick concrete, reinforced with SL72 fabric central + an approved cover/grate & frame.

5. Where sumps/grates or the like are cast into a concrete slab, provide 2–N12 crack control bars at the corners of such cast–in items. Bars are to be 1000 long and tied to the top layer of slab reinforcement.

6. Bedding and back–filling around stormwater pipes shall conform to AS 3725–1989.

7. Bedding sand for stormwater pipes shall be coarse, free flowing pit sand, with a plasticity index less than 5. The material shall be clean with 100% passing the 6.7mm sieve and not greater than 10% passing a 0.075mm sieve. It shall have a minimum compacted depth of 75mm.

8. Boundary Locations are based on fences/stakes only. It is recommended that an identification survey be done to establish true boundaries.

9. Provide 40mm thick lagging to all pipe penetrations through footing beams.

10. " tank " Denotes combination detention/retention tank in accordance with the amended requirements of the BCA ensure tank water. The inlet and overflow of the tank must be fitted with mosquito–proof, non degradable screens formed from ø0.315mm material & have a min of 6x7 openings sqcm.

LEGEND

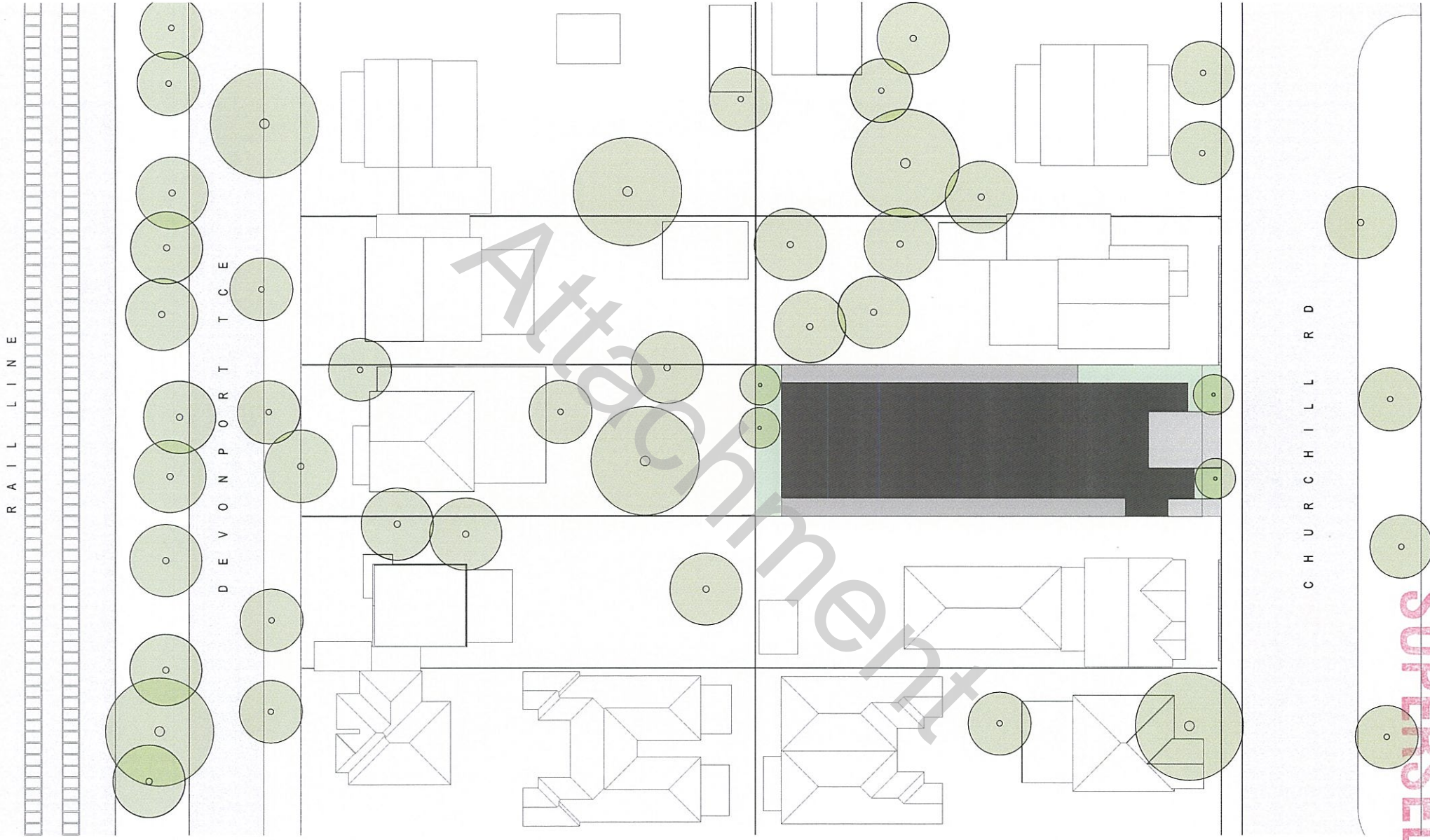
- uPVC SEWER PIPE
- SEAL — ø100 uPVC STORMWATER SEALED SYSTEM
- uPVC STORMWATER PIPE
- PUMP — uPVC PUMP CHAMBER DISCHARGE PIPE
- × 100.456 — EXISTING SURFACE SPOT LEVEL
- × WT99.46 — EXISTING WATER TABLE LEVEL
- × TK99.61 — EXISTING TOP OF KERB LEVEL
- × RW99.61 — TOP OF RETAINING WALL LEVEL
- × PL99.61 — NEW PAVEMENT LEVEL
- S — STORMWATER INSPECTION POINT
- g — STORMWATER ø90 PVC GRATE
- 300 GRATED SUMP (U.N.O)
- dp — ø90 DOWNPIPE
- E — SPREADER DRAIN
- ETSA PIT/CABLE
- TELSTRA SERVICES
- STOBIE POLE
- G — GAS METER
- WATER METER
- EXISTING TREE
- "ACO" DRAIN K300s WITH GALVANISED GRATE (150kN)
- PAVING
- 100 KERB AND GUTTER
- CONCRETE SPOON DRAIN
- RETAINING WALL
- B — BUS STOP

Amend	Date	Description
A	26.10.15	Changes as requested by council.

SCA PTY LTD
ENGINEERS
SUITE 3, 76 OSMOND TERRACE NORWOOD SA 5067
T:08 83310126 E:office@scaengineering.com.au

PROPOSED RESIDENTIAL DEVELOPMENT AT 130 CHURCHILL RD PROSPECT FOR BRIGHT VALLEY

Title:	CIVIL DETAIL – 1		
Design:	MC	Scale:	SHOWN
Drawn:	JS	Dwg No:	
Date:	JUL 15		150415–C2/A



SITE PLAN

AREAS	
SITE AREA	833 m²
APARTMENTS	1,299 m²
BALCONIES	219 m²
LOBBY LIFT STAIR	101 m²
PUBLIC TERRACE	189 m²
REFUSE STORE SERVICES	87 m²

DA ISSUE

B	PROVISIONAL AMENDMENT DA - COUNCIL RESPONSE	31.08.15	MZ
A	PROVISIONAL DEVELOPMENT APPROVAL	11.05.15	MZ
issue	Revisions/Issue	date	by

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130 CHURCHILL RD

SITE PLAN / CONCEPT DESIGN

3/09/2015 / 14-1160 / SK0100 / B

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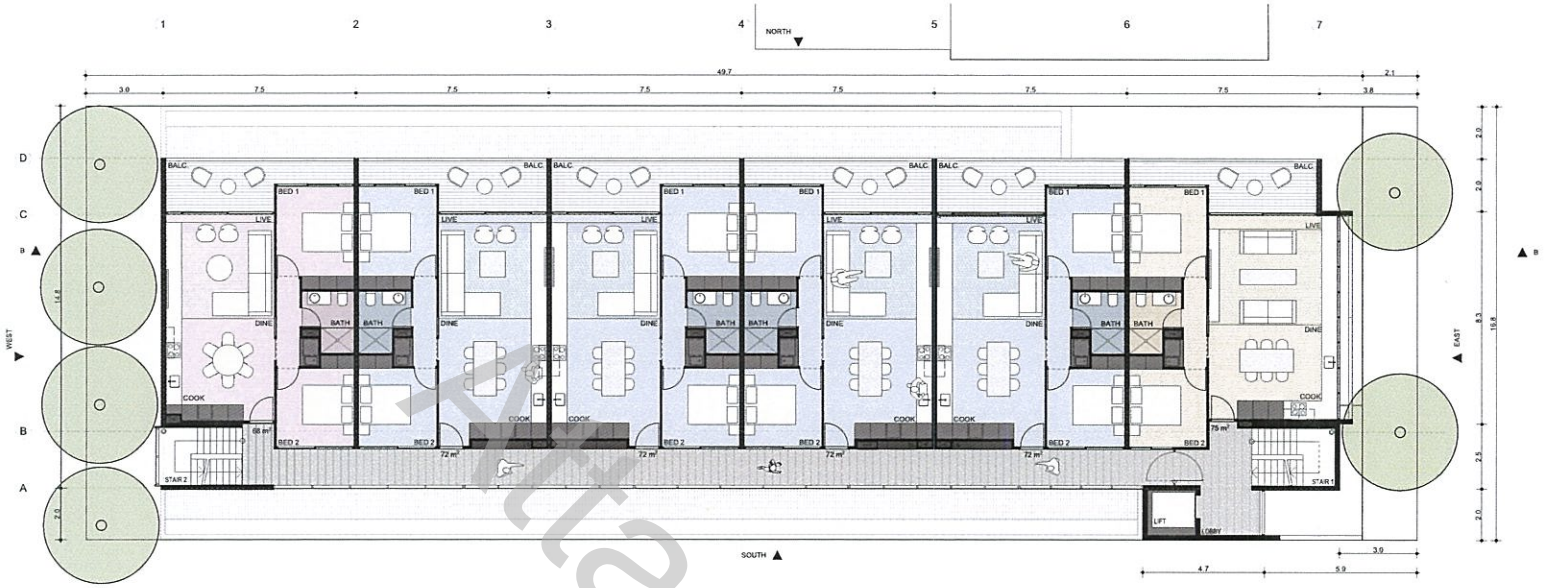
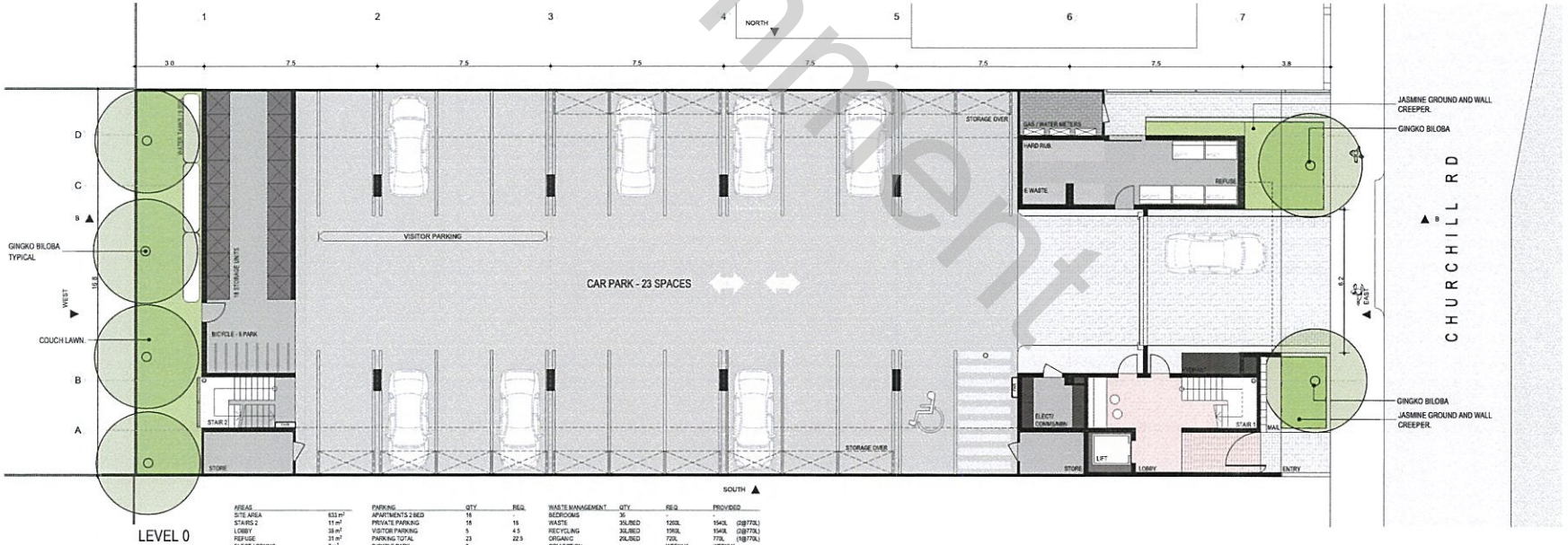


LEVEL 1

AREAS	
APARTMENTS	433 m²
BALCONIES	73 m²
LIFT STAIR	22 m²
LOBBY / TERRACE	63 m²
GROSS	591 m²



LEVEL 0

AREAS	
SITE AREA	633 m²
STAIRS 2	11 m²
LOBBY	38 m²
REFUGE	31 m²
ELECT / COMMS	7 m²
STORAGE	49 m²

PARKING	QTY	REQ
APARTMENTS 2 BED	18	-
PRIVATE PARKING	18	18
VISITOR PARKING	5	4.5
PARKING TOTAL	23	22.5
BICYCLE PARK	8	

WASTE MANAGEMENT	QTY	REQ	PROVIDED
BEDROOMS	36	-	-
WASTE	36L/BED	1260L	1540L (2@770L)
RECYCLING	36L/BED	1260L	1540L (2@770L)
ORGANIC	26L/BED	720L	770L (1@770L)
COLLECTION		WEEKLY	WEEKLY
HARD RUBBISH COLLECTION		MONTHLY	4 3m³ MONTHLY

SUPERSEDED

DA ISSUE

letter	Revisions/Issue	date	by
B	PROVISIONAL AMENDMENT DA - COUNCIL RESPONSE	31.08.15	MZ
A	PROVISIONAL DEVELOPMENT APPROVAL	11.05.15	MZ

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130 CHURCHILL RD

LEVEL 0 - LEVEL 1 / CONCEPT DESIGN

3/09/2015 / 14-1160 / SK0101 / B

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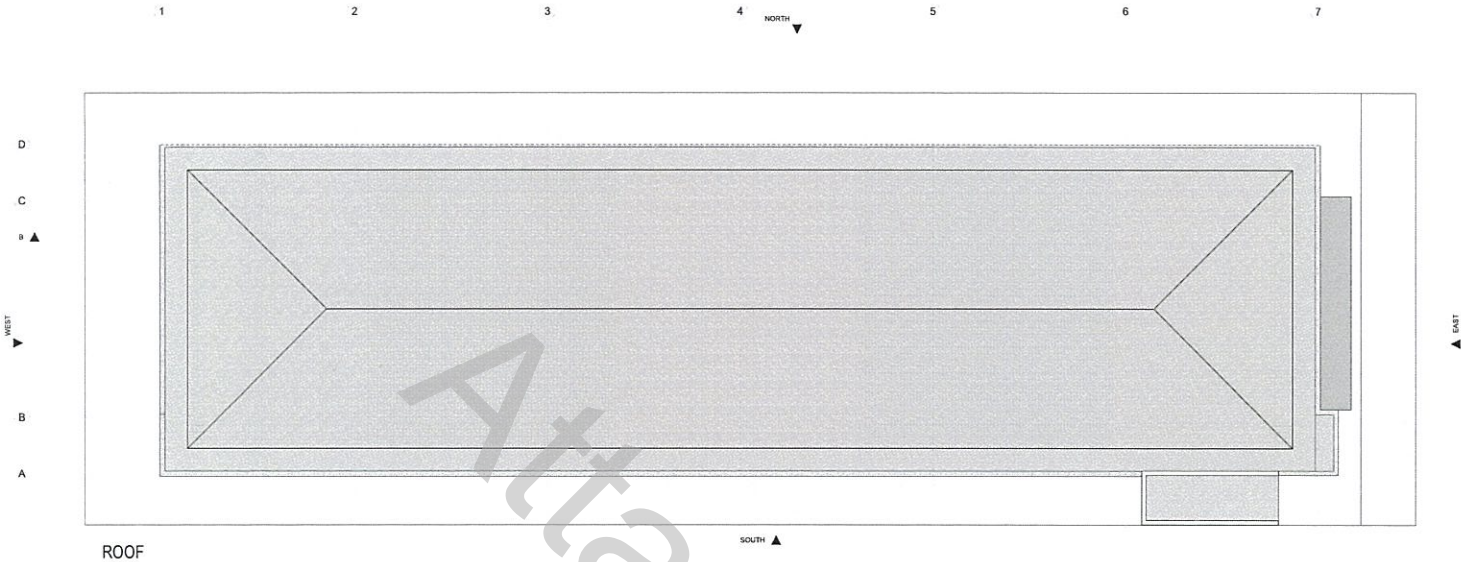
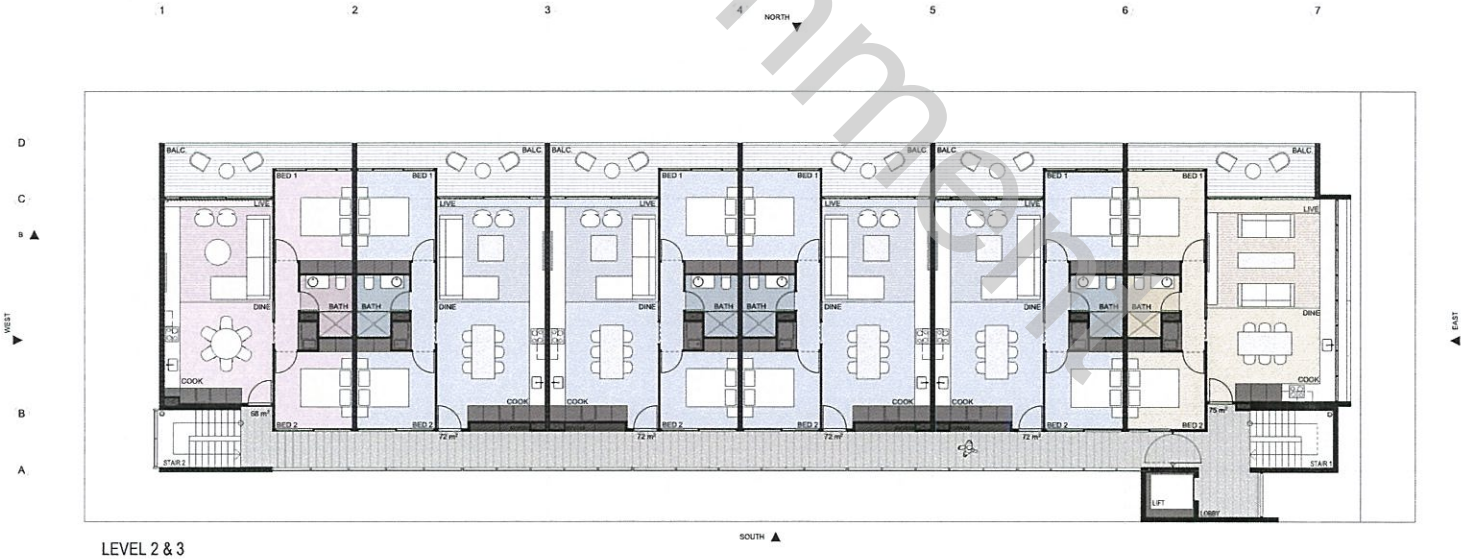


ROOF



LEVEL 2 & 3

AREAS	
APARTMENTS	433 m²
BALCONIES	73 m²
LIFT STAIR	22 m²
LOBBY / TERRACE	63 m²
GROSS	591 m²

DA ISSUE

letter	Revisions/Issue	date	by
B	PROVISIONAL AMENDMENT DA - COUNCIL RESPONSE	31.08.15	MZ
A	PROVISIONAL DEVELOPMENT APPROVAL	11.05.15	MZ

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130 CHURCHILL RD

LEVEL 2 - LEVEL 4 / CONCEPT DESIGN

3/09/2015 / 14-1160 / SK0102 / B

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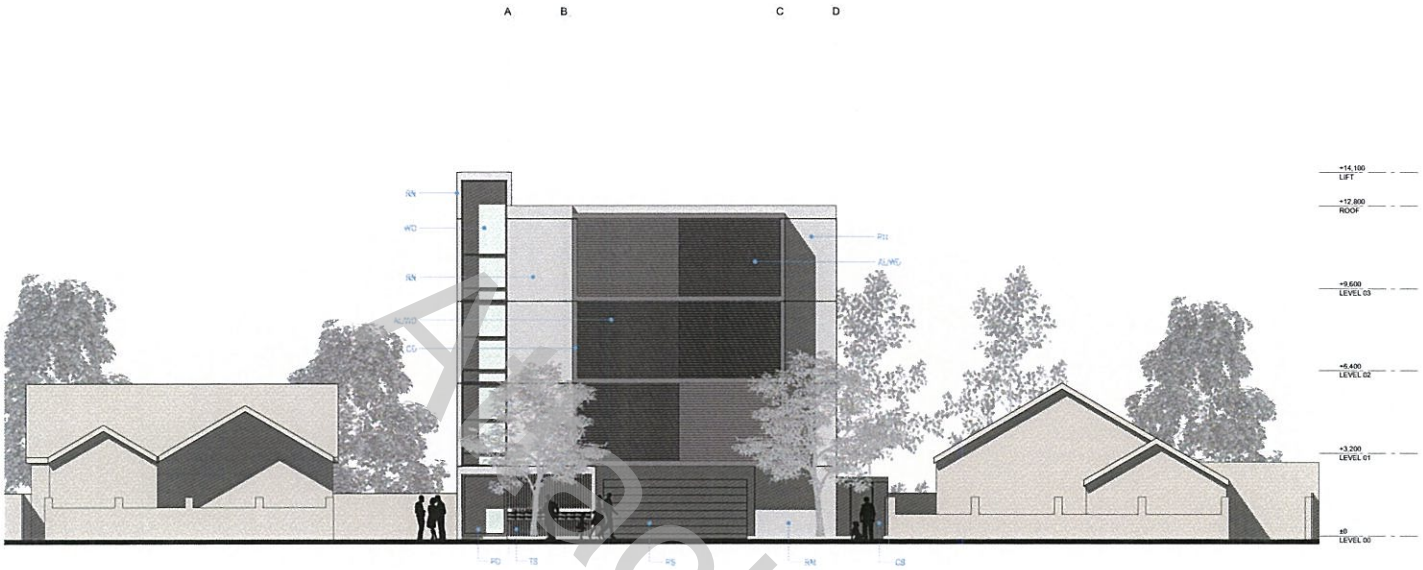
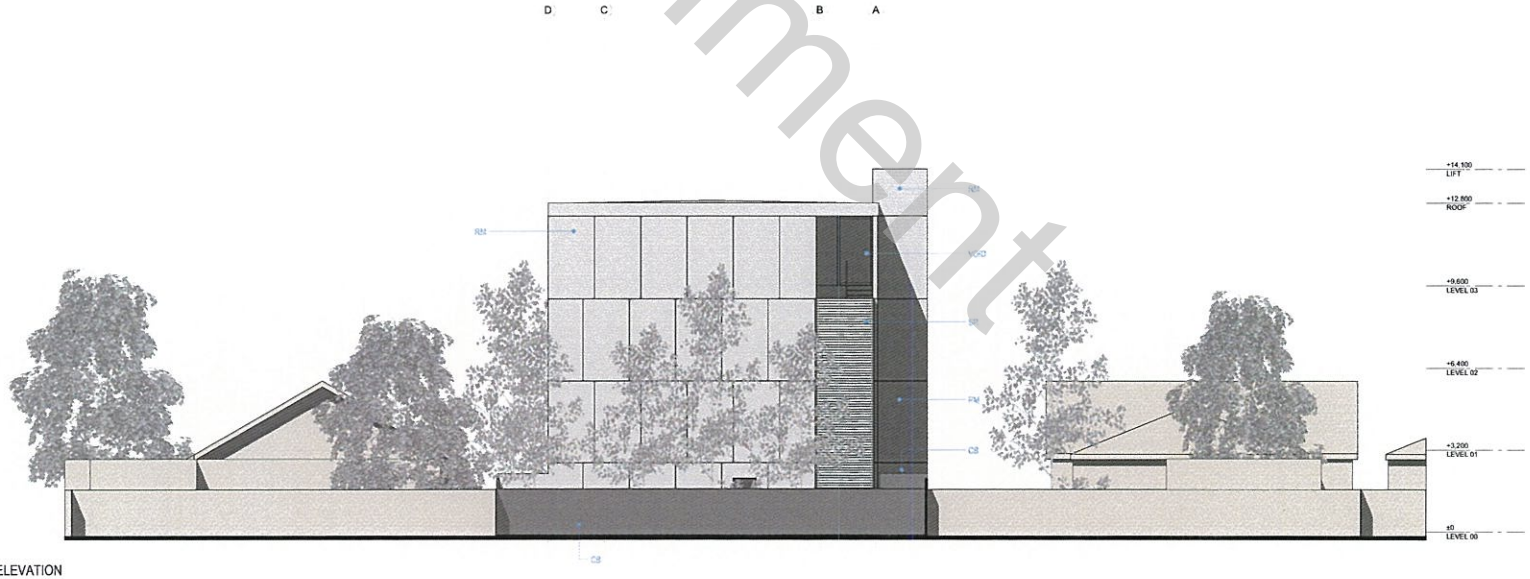


EAST ELEVATION



WEST ELEVATION

DA ISSUE

B	PROVISIONAL AMENDMENT DA - COUNCIL RESPONSE	31.08.15	MZ
A	PROVISIONAL DEVELOPMENT APPROVAL	11.05.15	MZ
letter	Revisions/Issue	date	by

1:100

0 1 2 5 10M

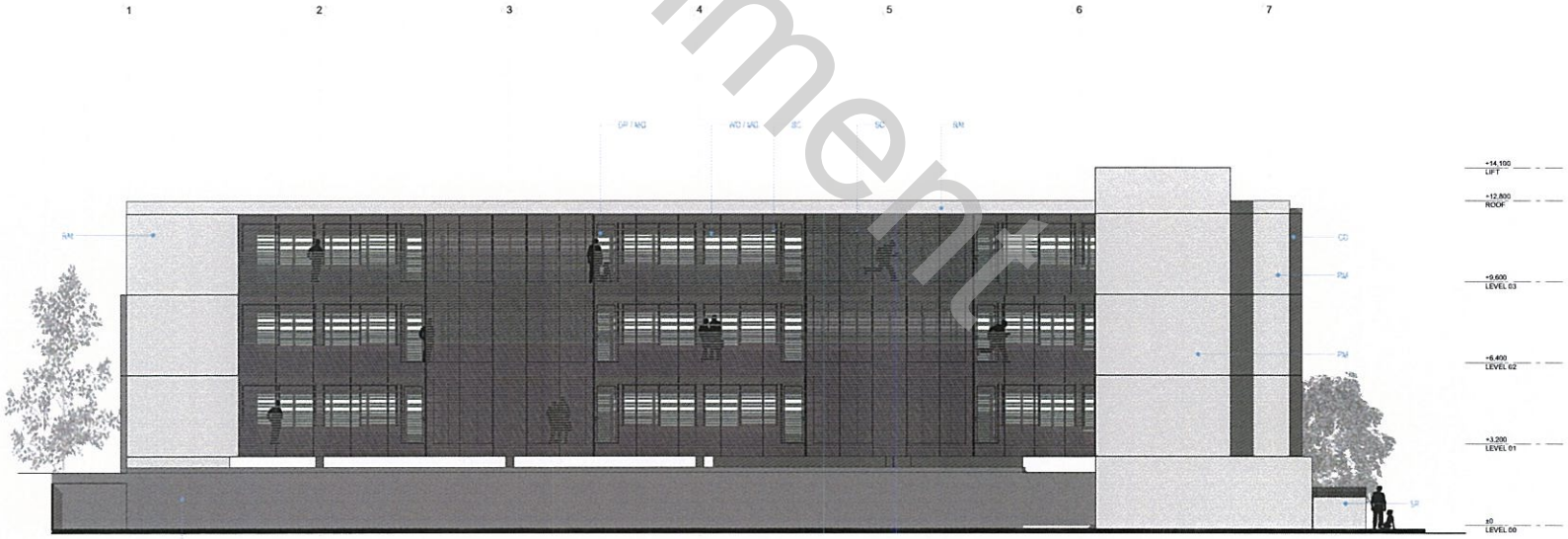
130 CHURCHILL RD

EAST WEST ELEVATIONS / CONCEPT DESIGN

3/09/2015 / 14-1160 / SK0103 / B

ARCHITECTS INK

NORTH ELEVATION



SOUTH ELEVATION

DA ISSUE

letter	Revisions/Issue	date	by
B	PROVISIONAL AMENDMENT DA - COUNCIL RESPONSE	31.08.15	MZ
A	PROVISIONAL DEVELOPMENT APPROVAL	11.05.15	MZ

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130 CHURCHILL RD

NORTH SOUTH ELEVATIONS / CONCEPT DESIGN

3/09/2015 / 14-1160 / SK0104 / B

ARCHITECTS INK

SECTION A-A

SECTION B-B

DA ISSUE

B	PROVISIONAL AMENDMENT DA - COUNCIL RESPONSE	31.08.15	MZ
A	PROVISIONAL DEVELOPMENT APPROVAL	11.05.15	MZ
ector	Revisions/Issue	date	by

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130 CHURCHILL RD

SECTIONS / CONCEPT DESIGN

3/09/2015 / 14-1160 / SK0105 / B

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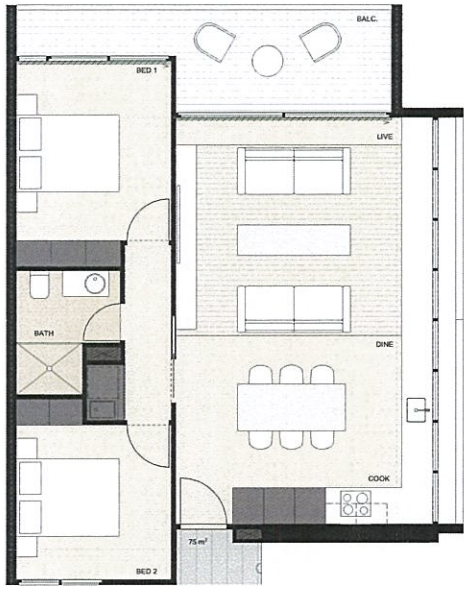

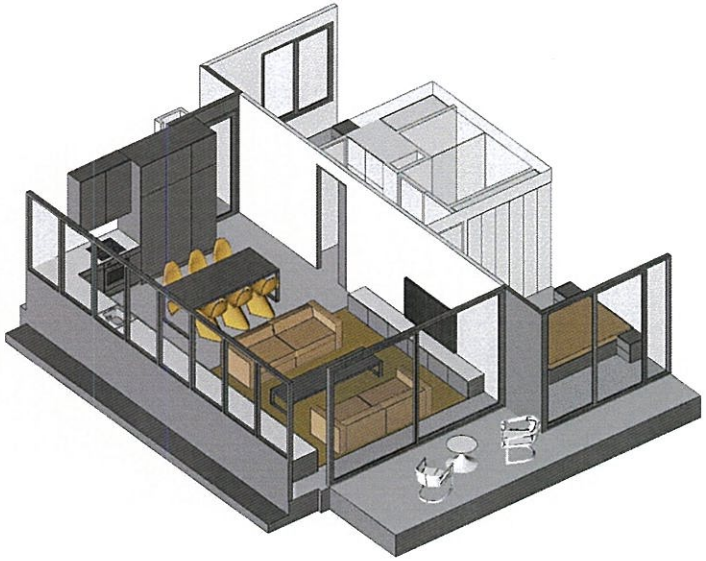

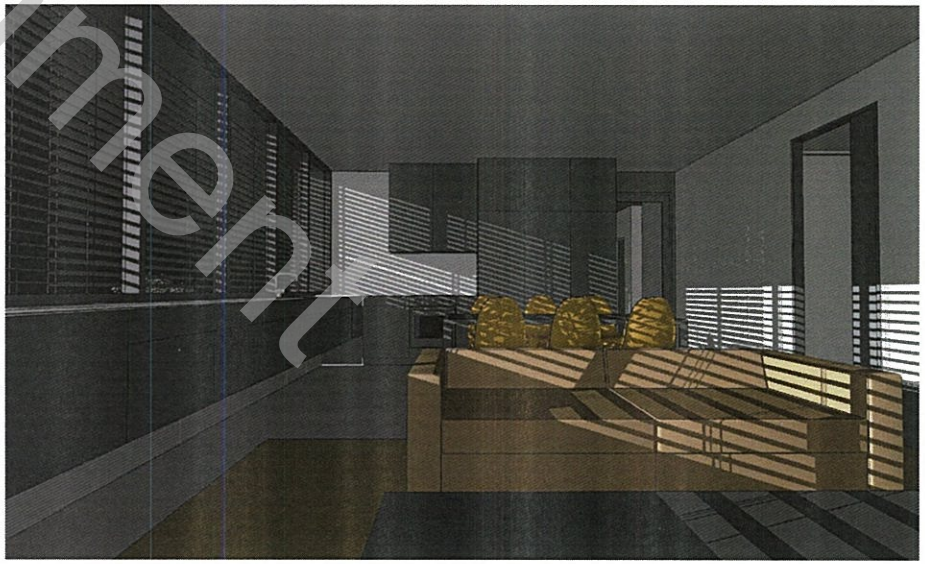

EAST ELEVATION

EAST - 2+ BED

APARTMENT	75m²
BALCONY	12m²
TOTAL	87m²

DA ISSUE

letter	Revision/Issue	date	by
B	PROVISIONAL AMENDMENT DA - COUNCIL RESPONSE	31.08.15	MZ
A	PROVISIONAL DEVELOPMENT APPROVAL	11.05.15	MZ

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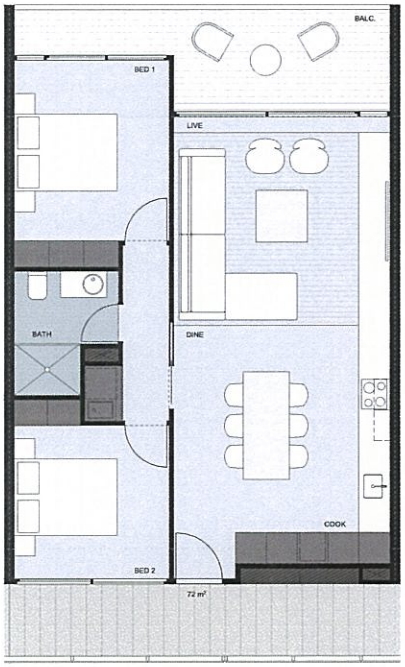
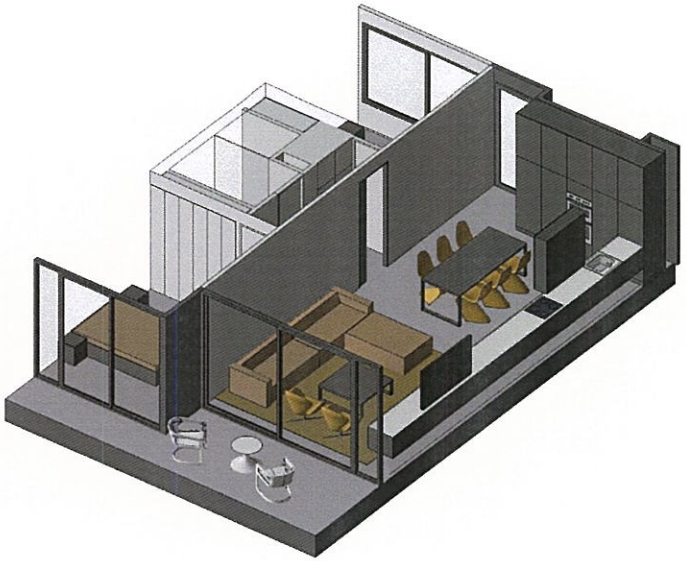
130 CHURCHILL RD

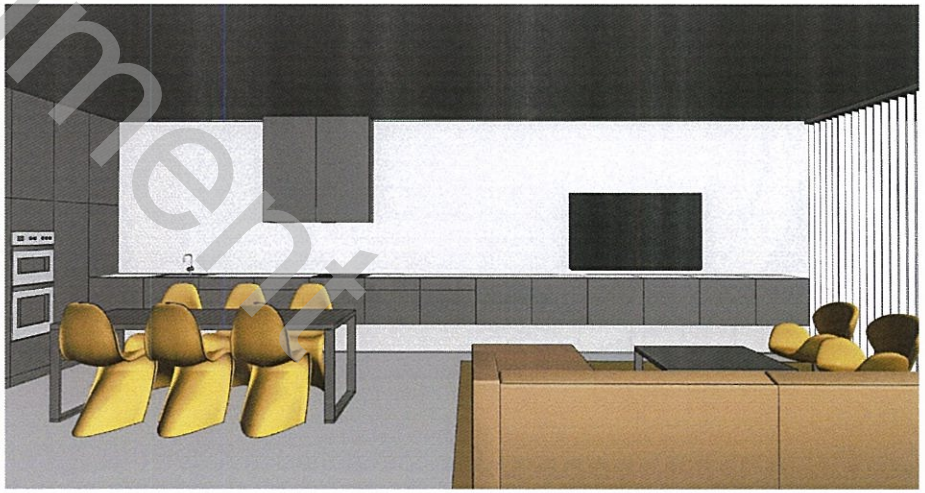
2 BED EAST / CONCEPT DESIGN

3/09/2015 / 14-1160 / SK0108 / B

ARCHITECTS INK







CENTRE - 2 BED

APARTMENT	72m²
BALCONY	12m²
TOTAL	84m²

DA ISSUE

letter	Revision/Issue	date	by
B	PROVISIONAL AMENDMENT DA - COUNCIL RESPONSE	31.08.15	MZ
A	PROVISIONAL DEVELOPMENT APPROVAL	11.05.15	MZ

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130 CHURCHILL RD

2 BED CENTRE / CONCEPT DESIGN

3/09/2015 / 14-1160 / SK0107 / B

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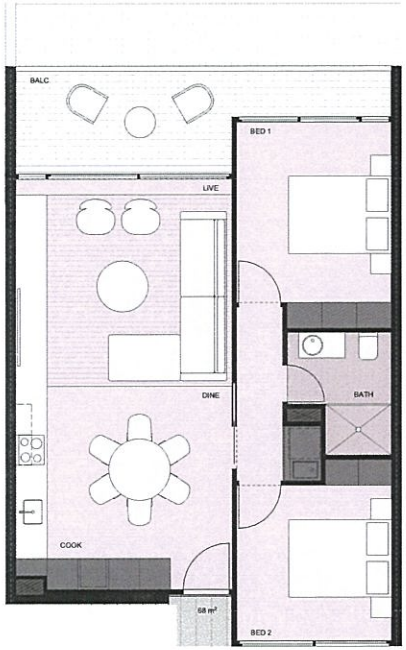

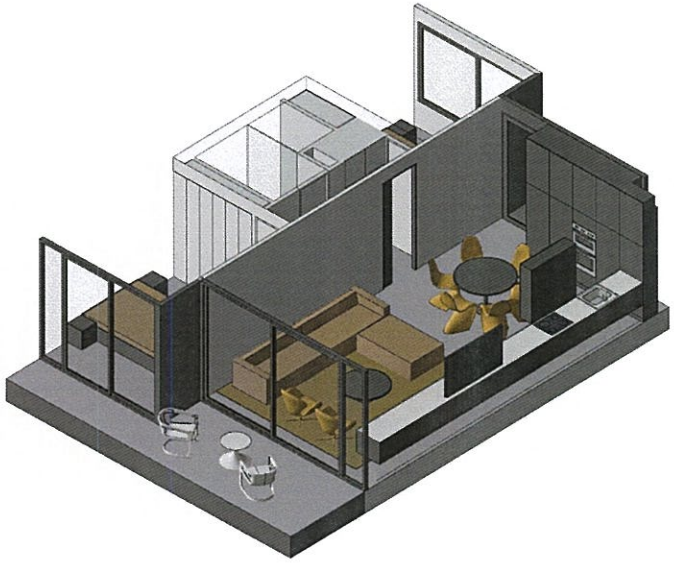

WEST - 2 BED

APARTMENT	68m²
BALCONY	12m²
TOTAL	80m²

DA ISSUE

letter	Revisions/Issue	date	by
B	PROVISIONAL AMENDMENT DA - COUNCIL RESPONSE	31.08.15	MZ
A	PROVISIONAL DEVELOPMENT APPROVAL	11.05.15	MZ

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130 CHURCHILL RD

2 BED WEST / CONCEPT DESIGN

3/09/2015 / 14-1160 / SK0106 / B

ARCHITECTS INK

AGENDA ITEM:	**5.3**
To:	Development Assessment Panel (DAP) on 14 December 2015
From:	Susan Giles, Development Officer Planning
Proposal:	5 Three Storey Residential Flat Buildings (DA 050/342/2015)
Address:	165 Prospect Road, Prospect (CT 5688/313)

SUMMARY:

Applicant:	John Lentakas on behalf of C & N Varverakis
Owner:	C & N Varverakis
Planning Authority:	Council
Mandatory Referrals:	Department of Planning, Transport and Infrastructure
Independent Advice:	Lumen Studio
Public Notification:	Category 1
Representations/Submissions:	Nil
Respondent:	Nil
Development Plan Version:	Consolidated 12 February 2015
Zone and Policy Area:	Urban Corridor Zone (Transit Living Policy Area)
Key Considerations:	Design and Appearance, Privacy, Private Open Space, Overshadowing
Recommendation:	**Approval**

ATTACHMENTS:

Attachment 1	Development Application Form
Attachments 2-3	Certificate of Title
Attachments 4-5	Locality plans
Attachment 6	Photo of site
Attachments 7-12	Proposal plans
Attachment 13	Demolition plan
Attachments 14-16	Comments from Lumen Studio (Design Review)
Attachments 17-18	Response from Department of Planning, Transport and Infrastructure

1. EXECUTIVE SUMMARY

1.1 The applicant proposes a three storey residential flat building comprising 5 self-contained dwellings. The development is proposed on one allotment within the Transit Living Policy Area.

1.2 The proposal was referred to the Department of Planning, Transport and Infrastructure as the site fronts an arterial road. The application was also referred to the Design Review Panel for comment. No public notification was undertaken as the proposal is a Category 1 form of development.

1.3 The key considerations of the application are with regard to the design and appearance, setbacks, car parking, privacy measures, private open space and overshadowing.

1.4 The proposal achieves the minimum housing density, car parking and setbacks, and provides reasonable area for private open space. The potential for overlooking to adjoining properties has been minimised by the location of windows and recessed balconies. The design and amenity is considered to be in keeping with the variety of buildings anticipated in the Urban Corridor Zone.

1.5 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 a mix of residential and commercial land uses incorporating dwellings, shops, cafes and offices. All the allotments directly adjoining the subject land are located within the Transit Living Policy Area.

2.1.2 Prospect Road is a primary arterial road under the control of the Department of Planning, Transport. There are traffic signals for a pedestrian crossing 93m north of the subject site, and a bus stop (city bound) approximately 62m north of the subject site.

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 4**.

2.2 Subject Land

2.2.1 The subject land is located on the eastern side of Prospect Road, approximately 34m south of Gordon Road and 40m north of Johns Road. The land comprises one allotment with a total area of 577m², with a frontage of 15.54m to Prospect Road and a depth of approximately 37.18m.

2.2.2 Existing site improvements include a single-storey detached dwelling and shed. Vehicular access to the site is via a single crossover located in the north-west corner of the site. The allotment is relatively flat, with approximately 350-400mm fall from east to west. There are no significant trees on the subject land or within close proximity on adjoining allotments.

2.2.3 The site is not affected by the Metropolitan Adelaide Road Widening Plan. The subject land is illustrated on **Attachment 5**. Photographs of the subject land are also include for the DAP's reference (refer **Attachment 6**).

3. PROPOSAL

3.1 The applicant proposes the construction of a three storey residential flat building comprising 5 self-contained dwellings. The dwellings would be joined together, forming one building. Seven car parking spaces are proposed and the dwellings would share a common driveway and vehicular crossover.

3.2 Minimal earthworks would be required to level the site and landscaping is proposed within the common driveway and to the front and rear of the site.

3.3 No other works are proposed. The proposal plans are attached (refer **Attachments 7-13**).

4. REFERRALS

4.1 Internal (Advisory) Referrals

4.1.1 The proposal was referred to Lumen Studio to review the proposal as per Council's Design Review Procedure.

4.1.2 The feedback provided was generally supportive of the development, however noted that some areas could be more adequately addressed. Specifically, the comments (refer **Attachments 14-16**) were as follows:

- The proposal fits with the desire to increase density along major thoroughfare;
- Building height lower than the maximum height limit – but more than the minimum;
- There are likely to be impacts on neighbouring properties with the proposal being built on or very close to the boundary;
- The site has ideal orientation with more access to northern light and smaller areas facing east and west where solar control is more difficult;
- Most of the apartment layouts make reasonable use of solar control;
- The apartment layouts and openings have a reasonable ability to make use of cross ventilation;
- Layout of dwellings have the ability to use cross breezes;
- Landscaping is minimal, mainly left-over space;
- No fencing detail has been provided;
- Could benefit from a detailed integration of environmental design principles;
- Increased passive surveillance to the street is desirable;
- Aesthetically the building form goes partly beyond the minimum or purely function response to create a positive precedent for future developments, subject to acceptable resolution of the issues noted;
- The facades are generally broken down;
- Visual interest through varied use of materials, texture and modulation/depth the facades;
- The southern façade has a low opening-solid ratio with large areas of unbroken walls, including the double storey walls proposed on the boundary.

4.1.3 The applicant's architect is aware of the comments, however no alterations to the proposal have been made.

4.2 **External (Legislated) Referrals**

4.2.1 The proposal was referred to the Commissioner of Highways as required by Schedule 8 of the Development Regulations 2008. In response (refer **Attachments 17-18**), the Department of Planning, Transport and Infrastructure (DPTI) advised that:

- The use of a singled shared access point to serve the dwellings is supported in–principle as the proposal would minimise the number of access points on the arterial road network.
- The Prospect Road access achieves a minimum of 6m in width at the property boundary and a clear area of 6m by 6m inbound from the property boundary.
- Sufficient area would be available for all vehicles to enter and exit onto the arterial road in a forward direction.
- On-street parking is restricted adjacent the site. DPTI does not guarantee the ongoing provision of on-street parking along arterial roads and visitors may need to utilise the nearby local road network.

4.2.2 If approved, DPTI recommends conditions be imposed (refer **Attachment 18**).

4.2.3 No other consultation with agencies was required.

5. PUBLIC NOTIFICATION

5.1 The application is a Category 1 form of development pursuant to Section 38 of the *Development Act 1993*, Schedule 9 of the *Development Regulations 2008* and Urban Corridor Zone Principle of Development Control 22.

5.2 A residential flat building is a Category 1 development unless it is located on land adjacent to the Residential Zone or Historic (Conservation) Zone and if it would be three or more storeys, or 11.5 metres or more in height, and would exceed the 'Building Envelope - Interface Height Provisions' (UCZ PDC 22).

5.3 The subject land is not located adjacent either the Residential Zone or the Historic (Conservation) Zone.

6. PLANNING COMMENTARY

6.1 The application involves building work and therefore an application to Council is required. The proposal is neither a complying nor a non-complying development with reference to Principle of Development Control 21 of the Urban Corridor Zone and is therefore to be considered on its merits against the relevant provisions of Council's Development Plan.

6.2 Pursuant to Section 35(2) of the *Development Act 1993*, a development that is assessed by the Council as being seriously at variance with the Development Plan must not be granted consent. To this end, the Panel must determine whether the proposal is seriously at variance with the Development Plan prior to making a decision on the application.

7. PLANNING ASSESSMENT

7.1 Land Use

7.1.1 The Desired Character Statement for the Urban Corridor Zone states that development within the Zone would enable a high quality mixed use environment that contributes to the economic vitality of the City of Prospect by increasing the density of housing, as well as the number and the diversity of businesses and other services offered to residents and the wider community.

7.1.2 The above is reiterated by the Objectives of the Urban Corridor Zone which outline that future development should incorporate a mixed of land uses accommodating a range of compatible non-residential and medium and high density residential land uses orientated towards a high frequency public transport corridor (UCZ Objective 1).

7.1.3 Within the Urban Corridor Zone, a residential flat building is one type of development envisaged for Zone (UCZ PDC 1), therefore the proposal is considered to be an appropriate type of land use.

7.2 Site area/Density

7.2.1 The Transit Living Policy Area anticipates medium to high density housing, primarily in the form of apartment and terrace style dwellings, which would accommodate a range of dwelling sizes to encourage diversity in household types within the precinct. In order to achieve this, the minimum residential site density for residential development within the Transit Living Policy Area is 45 dwellings per hectare net, unless varied by the Concept Plan (UCZ PDC 5).

7.2.2 The subject site which has an area of 577m² is not identified within the Concept Plan, therefore the minimum net residential site density would be achieved through the provision of 3 dwellings. The proposal is for 5 dwellings within the residential flat building, therefore satisfying the minimum desired residential site density.

7.3 Design and Appearance

7.3.1 It is anticipated that development within the Urban Corridor Zone will achieve a high standard of architectural design through careful building articulation and fenestration to all visible sides. The design of building facades should contribute positively to the street by articulating the built form and accentuating the building's functions, emphasising the distinction between the base, middle and top of buildings and providing vertical elements that create a strong vertical rhythm (UCZ Desired Character Statement).

7.3.2 Buildings on allotments that have a frontage greater than 10m should be well articulated through variations in forms, materials, opening and colours (UCZ PDC 8). Where a building is sited on or close to a side or rear boundary, the boundary wall should minimise the visual impact of the building as viewed from adjoining properties (Council-wide PDC 132).

7.3.3 Within the Transit Living Policy Area specifically, a variety of building forms are anticipated where new buildings would be using high quality building materials and finishes, and where building facades will be articulated with elements such as balconies and verandahs (TLPA Desired Character Statement).

7.3.4 The building is proposed to comprise of precast concrete panels (texture-coated light grey), hebel cladding (texture-coated mud grey), timber cladding, glass balustrading and a feature stone wall facing Prospect Road. The windows and roller doors would feature natural anodded aluminium. Each dwelling would have a separate front door and roller door, both accessible from the common driveway. A private court yard would be located to the rear of each dwelling, accessible from the garage. The building would comprise both skillion and flat roofs, and a canopy over bedroom 2 windows, which are south facing.

7.3.5 It is desired that balconies are integrated with the overall form and detail of the building and include balustrades that enables line of sight to the street; be recessed where wind would otherwise make the space unusable; and be self-draining and plumbed to minimise runoff (Council-wide PDC 135).

7.3.6 The proposal would provide balconies on level 2 which are accessible via living rooms and which cantilever over the common driveway. A recessed balcony would also be on level 3 and accessible from bedroom 1. There would be a dividing wall between each dwelling that would provide privacy while on the balconies from the neighbouring dwellings, yet enable occupants to overlook the common driveway. The balconies would provide articulation to the form and design of the building.

7.3.7 The proposal would provide a reasonable amount of passive surveillance to the site and street from the balconies and windows. Landscaping beds are proposed to provide separation between the front doors and vehicles within the driveway. Accordingly, the proposal would provide a sufficient sense of safety and security to the future occupants.

7.3.8 Storage areas should be provided to all dwellings within the Urban Corridor Zone. It is desired that the area should be covered and be not less than 8 cubic metres (Council-wide PDC 168). An area to the rear of the site is proposed to be a designated area for storage and it is noted that each dwelling would be provided with sufficient storage areas located in the garage and laundry.

7.3.9 Overall the architectural features of the proposed building would provide an appropriate level of visual interest and built form. The applicant proposes a variation of materials and setback along the southern boundary to soften the visual impact of the building when viewed from the adjoining property. The proposal would be a satisfactory design response to the desired future character of the Urban Corridor Zone.

7.4 **Setbacks**

7.4.1 Within the Transit Living Policy Area, the minimum setback from the primary road is 3m. The building would be setback 3 metres from Prospect Road, with a portion of the balcony for the first dwelling projecting 1.3m forward of the building. The balcony would be located closer than the desired minimum setback however it would provide additional articulation to the appearance of this façade, and would not impact the area designated for landscaping.

7.4.2 The minimum setback from the rear allotment boundary should be 3m (UCZ PDC 18). The building would be setback 7.0m therefore satisfying this provision. The area designated for storage would not be enclosed with a roof.

7.4.3 The subject land is 15.54m wide. For allotments with a frontage width of 20 metres or less, there is no minimum setback for the first 2 levels of a building from a side boundary when adjoining another allotment, and a minimum 2m setback is required for all levels above this height (UCZ PDC 18).

7.4.4 The setback of the building to the side boundaries would vary, however still comply with the minimum side setbacks desired. The balcony on the second floor would be setback 3.7m from the northern boundary. The building would comprise three boundary walls along the southern boundary, where the walls would be 2 storey high. The walls would be separated by the private court yards for each dwelling. Level 3 would be setback 2m from the southern boundary.

7.4.5 The proposed setback of the balcony for dwelling 1 would be less than the minimum desired to the front boundary, however it is unlikely to have an unreasonable impact to the site or the streetscape. Accordingly, the siting of the building on the allotment is considered reasonable.

7.5 **Private open space provision**

7.5.1 Private open space should be designed to enable domestic functions for each dwelling, such as:

a) be accessed directly from the internal living areas of the dwelling;
b) be screened for privacy;
c) minimise overlooking from adjacent buildings;
d) achieve separation from bedroom windows on adjoining sites;
e) have a northerly aspect to provide for comfortable year round use;
f) minimise noise or air quality impacts that may arise from traffic, industry or other business activities within the locality; and
g) have sufficient area and shape to be functional, including the provision for external clothes drying areas (Council-wide PDC 148).

7.5.2 Dwellings at ground level which have site areas less than 300m² should provide a minimum of 24m² of private open space for each dwelling, of which 8m² may comprise of balconies, roof patios or similar, provided they have a minimum dimension of 2 metres. A minimum area of 16m², with a minimum dimension of 3m should be located at the rear or side of the dwelling, and directly accessible from a habitable room (Council-wide PDC 149).

7.5.3 Private open space for the proposed development would comprise a court yard at ground level and balconies on level 2 and 3.

7.5.4 The balconies on level 2 for dwellings 2-5 would be 9.75m² in area and comprise a width of 1.5m and 1.2m wide. The balcony for dwelling 1 would be 10.5m² and comprise an area of 1.3m-3m in width. The balconies would only be accessible from the living room. The balconies would have a northerly aspect, and provide passive surveillance to the common driveway.

7.5.5 The balconies on level 1 would be 4.5m² in area and also have a northern aspect and provide passive surveillance to the common driveway. However the space would 1.6m wide and 2.8m deep and directly accessible from bedroom 1.

7.5.6 To the rear of each dwelling is a private court yard with an area of 6.6m², which would be 2.2m wide.

7.5.7 The size of the private open space would not satisfy the above provisions, however, the court yard at ground level would provide an area for clothes drying and a service yard, while the balconies would provide additional space adjacent the internal living areas and provide an area for pot plants and perhaps occasional seating. The proposed private open space is therefore considered reasonable.

7.6 Traffic and Vehicular Movements

7.6.1 It is anticipated that new developments minimise the number of access points onto arterial roads (UCZ PDC 11), and allotments fronting arterial roads should be of a sufficient width to enable provision for vehicles to enter and exit the site in a forward direction, or be designed to share a centrally located access point (Council-wide PDC 117)

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7.6.2 Vehicular access to the site would be via a shared driveway located in the north-west corner of the site. The access would be 6.0 metres wide have a depth of 12.0m. The common driveway would be, for the most part, 6.0m wide and only tapering to 4.3m in two sections where landscaping is proposed. This layout would enable two-way simultaneous vehicular access onto the arterial road in a forward direction (Council-wide PDC 112) and should eliminate vehicles queuing along the Prospect Road.

7.6.3 Car parking areas should be located and designed to ensure safe and convenient traffic circulation, minimise conflict between other vehicles and pedestrians, and provide adequate areas for the manoeuvring of vehicles into and out of parking bays. Car parking spaces should be in accordance with Australian/New Zealand Standard 2890.1:2004 (Council-wide PDC 212).

7.6.4 Each garage opening would be 2.4m wide and the common driveway would measure 6.0m in width, plus a 600mm landscaping strip along the northern boundary. Accordingly, the driveway width would enable sufficient manoeuvring to and from the garages in accordance with the requirements of AS/NZS2890.1-2004 (Parking facilities, Off-street car parking).

7.6.5 A stobie pole is located to the south-west of the site, which would not be affected. Similarly, there are no street trees or other infrastructure that would be affected by with the widening of the existing crossover. The proposed vehicular crossover and movement on site is considered to be reasonable.

7.7 Energy Conservation Measures

7.7.1 It is desired that all dwellings provide adequate thermal comfort for occupants through passive design features such as orientation of windows, living areas and private open space, and cross-ventilation (Council-wide PDC 79).

7.7.2 It is anticipated that new buildings incorporate shading to the east and west facade, and where possible avoid large windows facing south and west. The use of deciduous trees, pergolas, verandahs and awnings on east and west walls should be implemented to allow access of the sun in winter yet provide shade in summer (Council-wide PDC 79).

7.7.3 The dwellings would have a north-south orientation and incorporate a mix of windows and sliding doors to enable natural light to all rooms while permitting natural cross ventilation.

7.7.4 Each dwelling would have a north facing balcony which would be predominantly covered by level 3, providing shading during the summer months.

7.7.5 Each dwelling would have two windows facing south. One window would be for bedroom 2 and other one would be within the stairwell. A canopy is proposed over the window for bedroom 2. While west facing windows are proposed for dwelling 1, it is noted they are located in the stairwells, walkway and ensuite.

7.7.6 No detail has been provided regarding mechanical heating and cooling to each dwelling however the applicant has advised that appropriate measures will be applied to the building based on the Energy Efficiency report being undertaken during the Building Rules assessment.

7.7.7 Should the application be approved, a condition is proposed in the recommendation to ensure screening devices are applied to mechanical heating and cooling are provided and maintained to Council's satisfaction.

7.8 **Noise Attenuation**

7.8.1 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 noise and air quality sensitive development located adjacent to high noise and/or air pollution sources should be appropriately shielded away from the emissions.

7.8.2 The above is reiterated by Urban Corridor Zone Objective 1, which states that noise and air quality impacts should be mitigated through appropriate building design and orientation. 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).

7.8.3 The bedrooms for the dwellings adjacent Churchill Road would be sufficiently separated from the arterial road to minimise possible noise impacts. Nevertheless, the building would need to be constructed in accordance with the Minister's 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).

7.9 **Affordable housing**

7.9.1 Development within the Urban Corridor Zone which proposes 20 or more dwellings should have a minimum of 15% affordable housing (Affordable Housing Overlay PDC 1). The proposal is for 5 dwellings and as such the affordable housing provision does not apply.

7.10 **Car and Bicycle Parking**

7.10.1 Within the Urban Corridor Zone, it is anticipated that the provision of car and bicycle parking would be in accordance with Tables Pr/5 and Pr/6 of Council's Development Plan.

7.10.2 Table Pr/6 suggests that one bicycle park should be provided for every four dwellings, and one bicycle park should be provided per visitor for every ten dwellings. Therefore 1.5 bicycle parks should be provided within the development. It is acknowledged that bicycle parking could be accommodated on the site, either in the rear yard or garage of each dwelling. Accordingly, the proposal is considered to satisfy the Development Plan provision.

7.10.3 Table Pr/5 suggests that one car parking space is desired for a 1-2 bedroom dwelling and an additional 0.25 space is desired per dwelling for visitor parking. Consequently, the anticipated car parking rate for the 5 dwellings would be 6.25 car parking spaces, comprised of 5 for occupants and 1.25 for visitor parking.

7.10.4 The proposal would accommodate a single car garage for each dwelling and 2 visitor parks, located to the rear of the site adjacent the eastern boundary. Therefore the proposal would provide a sufficient number of car parks for the occupants as per the Development Plan provision.

7.11 **Overshadowing**

7.11.1 Generally, the design and location of buildings should enable direct winter sunlight into adjacent dwellings and private open space areas while minimising the overshadowing the windows of main internal living areas, upper-level private balconies that provide the primary open space area for a dwelling and solar collectors (Council-wide PDC 138).

7.11.2 The subject site, along with properties directly north, south, east and west of the subject site, are identified to be developed at a greater intensity than that of the existing built form. Given that the adjoining sites are not located adjacent a different zone, the overshadowing provisions that apply generally within the Council are less relevant to the proposed development.

7.11.3 It is noted that the dwelling directly south of the site has solar panels located on the roof and carport. While boundary walls are proposed to the southern boundary, the walls would not be located directly adjacent the panels. Some shadowing of the solar panels would occur as a result of the building. However, the panels are located close to the front of the site, therefore minimising the direct impact.

7.11.4 It is anticipated that the overshadowing impact would be consistent with that expected for new development in the Urban Corridor Zone.

7.12 **Visual Privacy**

7.12.1 The commonly used 1.7m and 1.8m high privacy screens for windows and balconies to prevent overlooking as referred to in Council-wide PDC 90, are specifically excluded for buildings that are three or more storeys in height in the Urban Corridor Zone.

7.12.2 It is anticipated, however, 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).

7.12.3 The windows facing north, south and east would be either a high level window, or have window sills 1.7m above the finished floor level. If the application is supported, a condition is recommended which reinforces that adequate privacy screening should be applied to the windows.

7.12.4 For the most part the balconies would be recessed, and the dividing walls between each dwelling would provide privacy between each dwelling. Therefore, the level of direct overlooking to adjoining properties would be minimised through the positioning of the window sills and dividing walls.

7.13 **Landscaping**

7.13.1 The applicant proposes landscaping at the front and rear of the site, and within the common driveway. No detailed landscaping plan has been provided, however the applicant proposes to engage a landscape architect to provide a detailed landscaping plan. Should the application be supported, the applicant has requested that the landscaping plan be considered as a reserved matter.

7.13.2 It is anticipated that the area proposed for landscaping would be sufficient to provide visual softening of the built form and reflect the scale of landscaping in the public realm (BA PA Desired Character Statement), and thus the species selection can be appropriately determined by way of a reservation of this for a later consideration.

7.14 **Stormwater Management**

7.14.1 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).

7.14.2 The applicant has not yet provided finished floor level details or a stormwater management plan, however it is noted that the subject site is relatively flat, with approximately 350-400mm fall from east to west, therefore minimal earthworks would be required to level the site.

7.14.3 It is recommended that if the proposal is supported, the applicant shall be required by way of reserved matter to provide a site and drainage plan which nominates the finished floor level details, and a detailed stormwater management plan that 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 year ARI storm events.

7.15 **Waste Management**

7.15.1 Council's Development Plan outlines that new development should incorporate opportunities for minimising waste and enable waste management options that provide adequate storage while screening these areas from public view (Council-wide PDC 147).

7.15.2 Council has a 3-bin system to separate waste streams, with two of the bins placed out for collection each week. Therefore, a total of 15 bins would require storage and the potential for 10 bins would be kerbside for collection each week.

7.15.3 A dedicated communal bin enclosure would be located in the south-east corner of the site. The area would be sufficiently screened from public view by way of fencing (Council-wide PDC 147).

7.15.4 The design of driveway crossovers, parking areas, access ways and elements that interact with the public realm should also safely and efficiently accommodate the collection of waste and recycling materials (Council-wide PDC 169).

7.15.5 The bins could be located to the front of the site, south of the proposed crossover. It is anticipated that the placement and collection of bins could be accommodated without impacting upon traffic movement.

8. CONCLUSION AND RECOMMENDATION

8.1 The proposal seeks to establish a medium density residential land use on the subject land. The building would be three storeys in height as anticipated within the Transit Living Policy Area.

8.2 The proposal would achieve the desired density, car parking, passive surveillance, storage facilities, private open space and waste collection in accordance with the development plan provisions. The building would achieve the minimum setbacks, with the exception of the balcony proposed facing Prospect Road. The internal dwelling layout would provide usable living spaces for occupants, while the external appearance would be reasonably articulated and incorporate features that would provide an aesthetic built form.

8.3 Vehicular access would be provided by a shared access that would allow simultaneous two-way vehicle movement in a forward direction, which satisfies DPTI requirements. Visitor car parking would also be available on site.

8.4 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.

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 050/342/2015 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 050/342/2015 from C & N Varverakis for a Three Storey Residential Flat Buildings comprising 5 dwellings at 165 Prospect Road, Prospect (CT 5688/313), subject to the following conditions and notes:

Reserved Matters:

1. A detailed landscaping plan shall be submitted to Council detailing the type, location and maturity of proposed species.

2. A detailed site and drainage plan shall be provided that identifies the site levels and proposed finished floor levels of the dwellings and details of any proposed retaining walls.

3. 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 stamped by Council relating to Development Application Number 050/342/2015, 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 drainage system shall be designed, installed and maintained at all times thereafter to ensure that water from the site does not:
   a) Flow or discharge onto adjoining properties;
   b) Flow across the surface of footpaths or public ways;
   c) Affect the stability of any building; or
   d) Create unhealthy or dangerous conditions on the site or within any building.

4. 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.

5. The upper level windows of facing north, south and east shall have:
   a) Minimum window sill heights of 1.7m above finished floor level; or
   b) Fixed and obscured glass to a minimum height of 1.7m above floor level; or
   c) An awning window with obscured glass to a minimum height of 1.7m above floor level, with an opening restricted to no more than 150mm; or
   d) Permanently fixed external screens that provide an effective screening height of 1.7m above the upper floor level and complement the external appearance of the dwelling.

   The screening solution(s) shall be established prior to occupation of the dwelling and maintained to the reasonable satisfaction of Council at all times thereafter.

6. To maximise the efficiency of waste recycling:
   a) Provision shall be made for the separation of recyclable materials for collection and recycling, including paper, cardboard, glass and plastic containers, tins, and any other plastic that 'holds its shape';
   b) Separate provision shall be made for the collection of food waste (food organics) and food-contaminated cardboard, paper or paper products, which are to be collected for composting; and
   c) Paper attached to plastic, wax paper or chemically-treated/gloss cardboard will not be included with the materials collected for composting.

7. Any difference in finished ground levels between the subject site and adjoining sites at the boundary shall be retained by an appropriate wall or plinth of masonry, concrete or similar construction. Retaining walls must be designed to accepted engineering standards and will not be of timber construction if retaining a difference in ground levels exceeding 200 mm.

8. 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. Mature trees shall be no less than 2.0m in height at time of planting. The applicant or the persons making use of the subject land shall cultivate, tend and nurture the landscaping, and shall replace any landscaping that becomes diseased or dies. 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.

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.

   No obstruction of the footpath or roadway may occur without the prior permission of Council. For further advice, please contact Council's Infrastructure and Environment Department on 8269 5355.

The following conditions have been imposed by the Department of Planning, Transport and Infrastructure in accordance with Section 37(7) of the Development Act 1993:

1. The site shall be served by a single shared access point direct to/from Prospect Road. No additional access shall be created.

2. The access point shall be a minimum of 6.0 metres in width, incorporating flaring to the road, to cater for simultaneous two-way movements of passenger vehicles.

3. The shared driveway and on-site manoeuvring areas shall remain clear of any impediments to vehicle movements (such as meters, vegetation and parked vehicles).

4. Stormwater run-off shall be collected on-site and discharged without jeopardising the integrity and safety of Prospect Road. Any alterations to the road drainage infrastructure required to facilitate this shall be at the applicant's cost.

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

CITY OF PROSPECT
Development Services
128 Prospect Road, Prospect SA 5082
Telephone (08) 8269 5355 Facsimile (08) 8269 5834

Development Application Form

Application no.: 050 / 342 / 2015 (Office Use Only)

1. Application Type *(select one)*

☑ Development Plan Consent only ☐ Building Rules Consent only ☐ Full Development Approval

2. Location of Proposed Development

Unit #:	House #: 165	Street: PROSPECT ROAD	
Suburb: PROSPECT		Postcode: 5082	CT Volume & Folio:

3. Details of Parties

Applicant

Name: C&N VARVERAKIS	Address: C/- 36 DEQUETTEVILLE TCE KENTTOWN 50
Contact No.: 0419820744	Email: jlentakis@yahoo.com

Owner ☐ as applicant

Name: C&N VARVARAKIS	Address: P.O. BOX 142 VIRGINIA S.A 5120
Contact No.: 0419820744	Email: jlentakis@yahoo.com

Builder ☐ owner builder ☐ as applicant ☐ to be advised ☐ other

Name:	Address:
Contact No.:	Email:
Builders Licence Number:	

4. Proposal Details

Description of proposal: 5 (FIVE) THREE STOREY TOWN HOUSES

Existing use of property: RESIDENTIAL

Estimated cost of development: $ 875,000

5. Declarations

- 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)? ☐ yes ☐ no
- Has the Construction Industry Training Board (CITB) levy been paid? ☐ yes ☑ no

I acknowledge that Council may make copies of this application and documentation in accordance with the *Development Regulations 2008* and *Development Act 1993*. 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. ☑ yes ☐ no

I have sought permission from the architect/engineer to allow reproduction of the application documents for provision to third parties. ☑ yes ☐ no

Name: Signature: JOHN LENTAKIS Date: 13/8/2015

☑ Applicant ☐ Owner ☐ Builder

Government of South Australia
Department of Planning, Transport and Infrastructure

Product Register Search
Date/Time 29/07/2015 12:40PM

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

Registrar-General

Certificate of Title - Volume 5688 Folio 313

REAL PROPERTY ACT, 1886
South Australia

Parent Title(s)	CT 2262/130
Dealing(s) Creating Title	CONVERTED TITLE
Title Issued	02/09/1999
Edition	2
Edition Issued	09/02/2009 [Previous Edition]
Diagram Reference	F109827

SCANNED
14 AUG 2015
CITY OF PROSPECT

Estate Type

FEE SIMPLE

Registered Proprietor

NIKOLAOS VARVERAKIS
CHRISTOS VARVERAKIS
MATINA VARVERAKIS
OF UNIT 8 10 PEDERICK ROAD LEWISTON SA 5501
AS JOINT TENANTS

Description of Land

ALLOTMENT 62 FILED PLAN 109827
IN THE AREA NAMED PROSPECT
HUNDRED OF YATALA

Easements

NIL

Schedule of Dealings

Dealing Number	Description
11105178	MORTGAGE TO COMMONWEALTH BANK OF AUSTRALIA

Notations

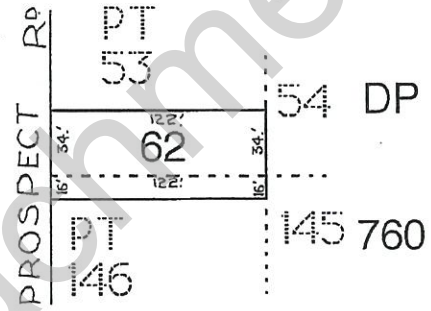
Dealings Affecting Title

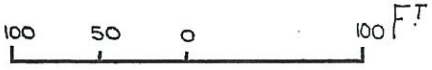
NIL

Government of South Australia
Department of Planning, Transport and Infrastructure

Product Register Search
Date/Time 29/07/2015 12:40PM

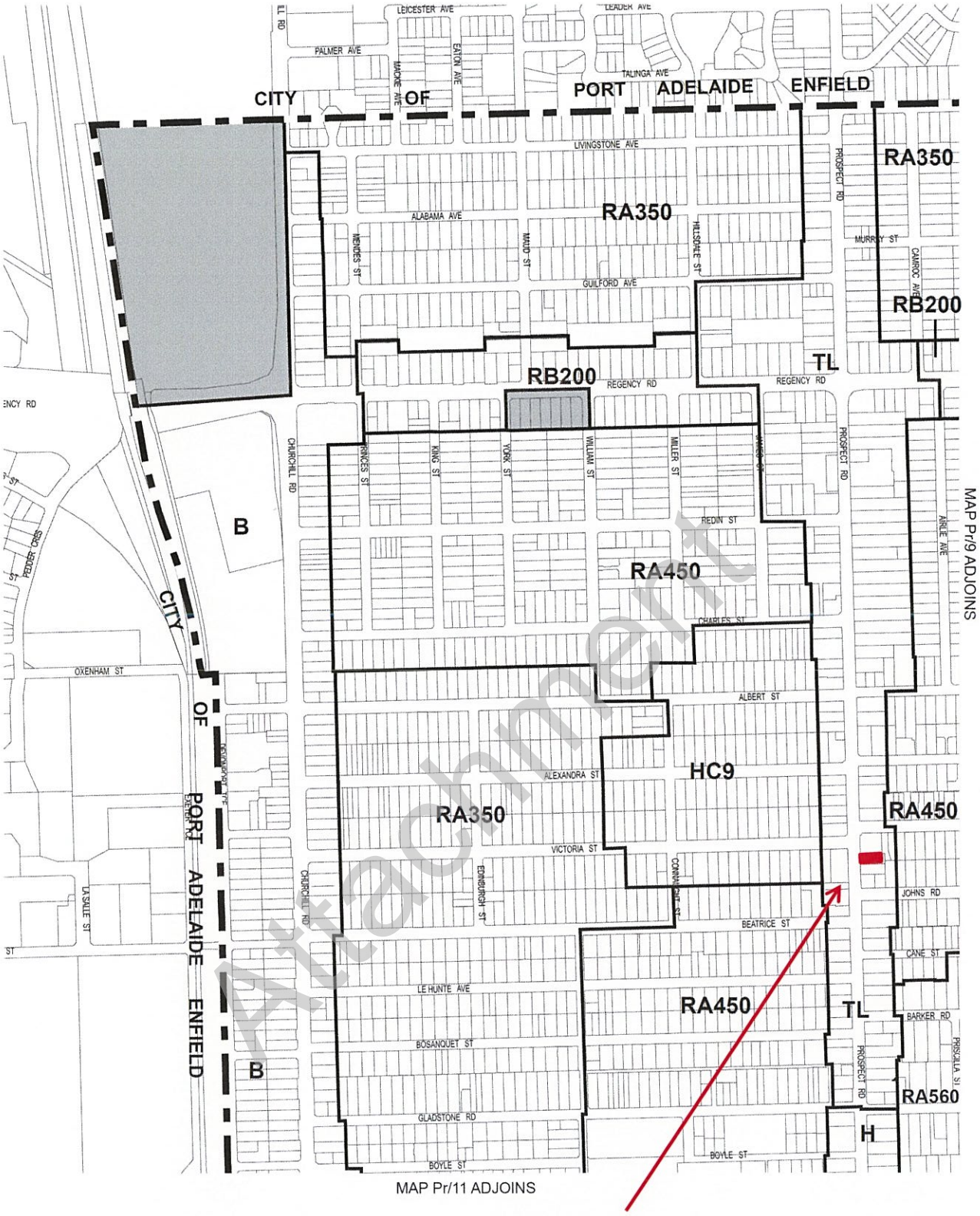
THIS PLAN IS SCANNED FOR CERTIFICATE OF TITLE 2262/130 LAST PLAN REF: DP 760





DISTANCES ARE IN FEET AND INCHES
FOR METRIC CONVERSION
1 FOOT = 0·3048 METRES
1 INCH = 0·0254 METRES

NOTE: SUBJECT TO ALL LAWFULLY EXISTING PLANS OF DIVISION



RA560	Residential Policy Area A650
RA450	Residential Policy Area A450
RA350	Residential Policy Area A350
RB200	Residential Policy Area B200
TL	Transit Living Policy Area
B	Boulevard Policy Area
H	High Street Policy Area
HC9	Historic Conservation Area 9 Policy Area

Policy Area Boundary

Development Plan Boundary

Area not covered by Policy

Scale 1:8000

0 500m

N W E S

PROSPECT COUNCIL POLICY AREAS MAP Pr/8

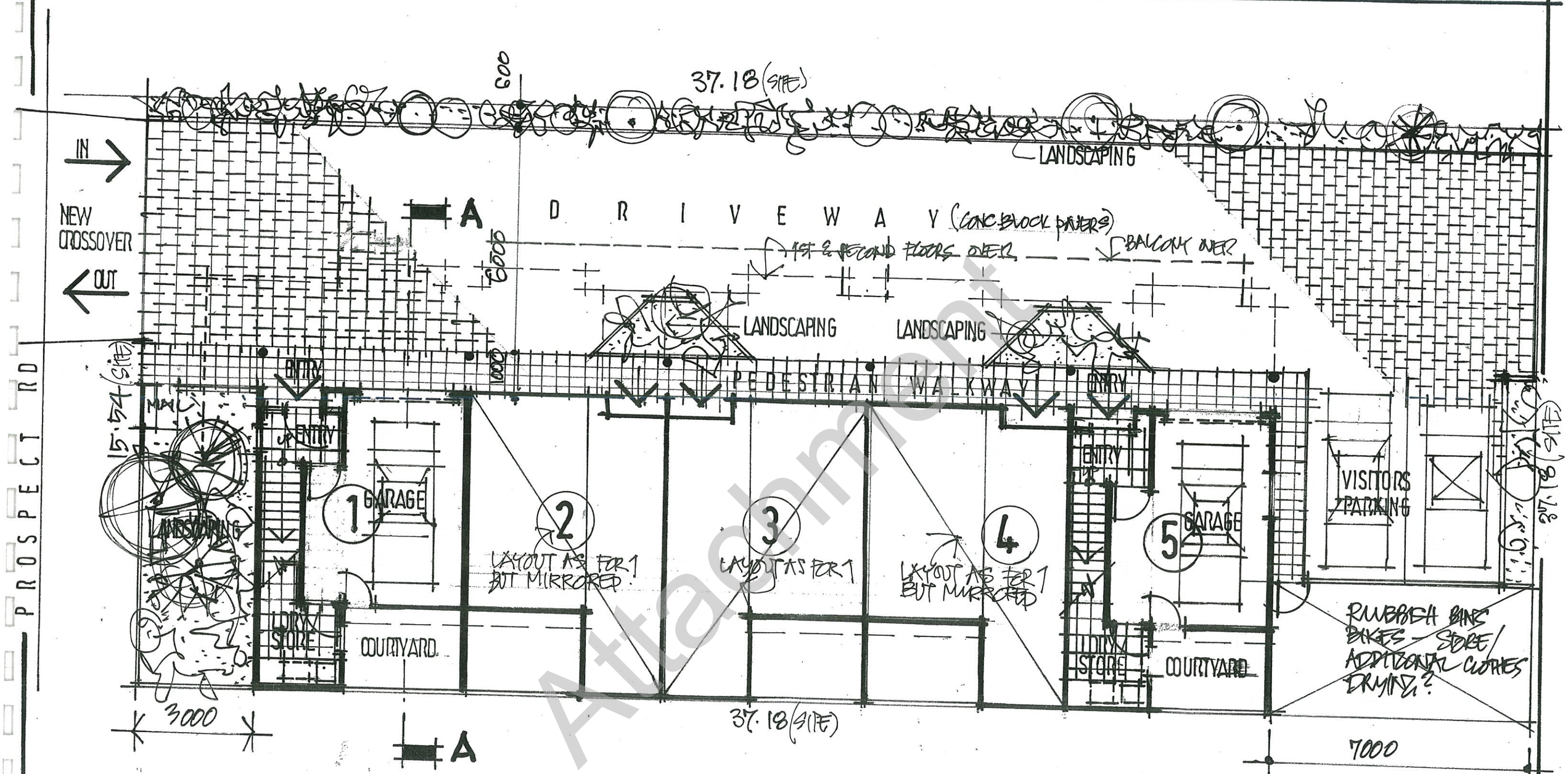
Consolidated - 12 February 2014

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

Notes	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.

Existing dwelling

Rear of site

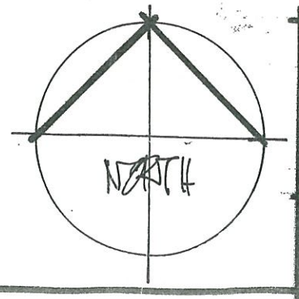


GROUND FLOOR/SITE PLAN.

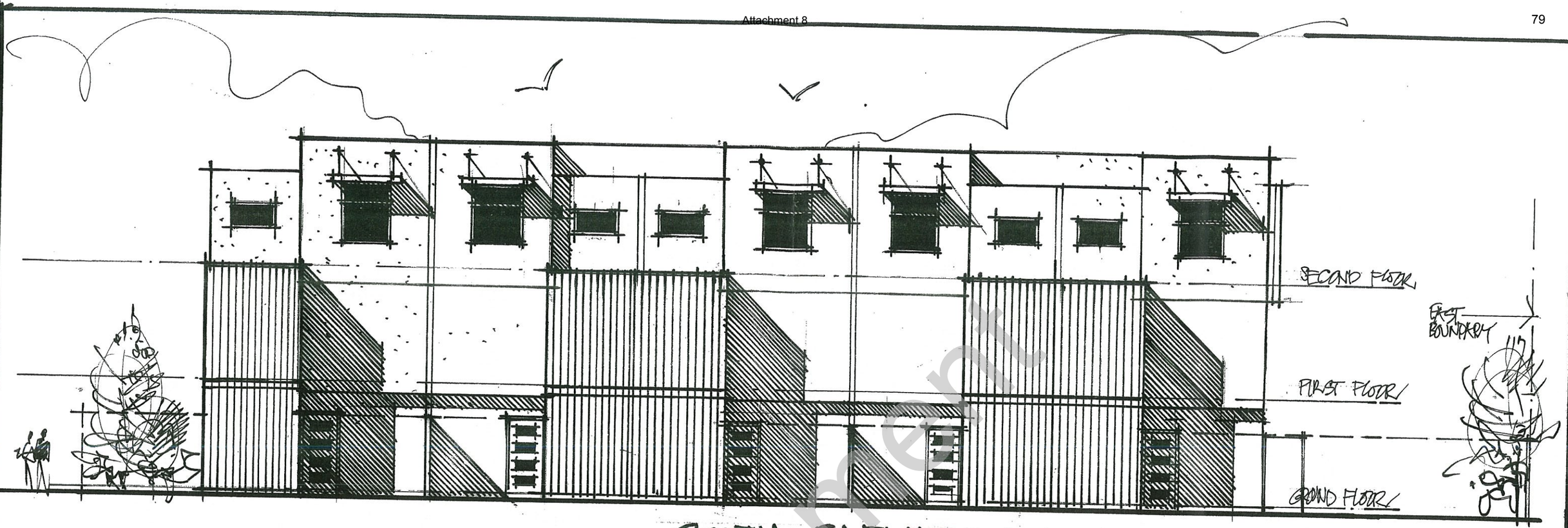
SCALE: 1:100 @ A3

17.6 M2 (FOYER & LDRY)

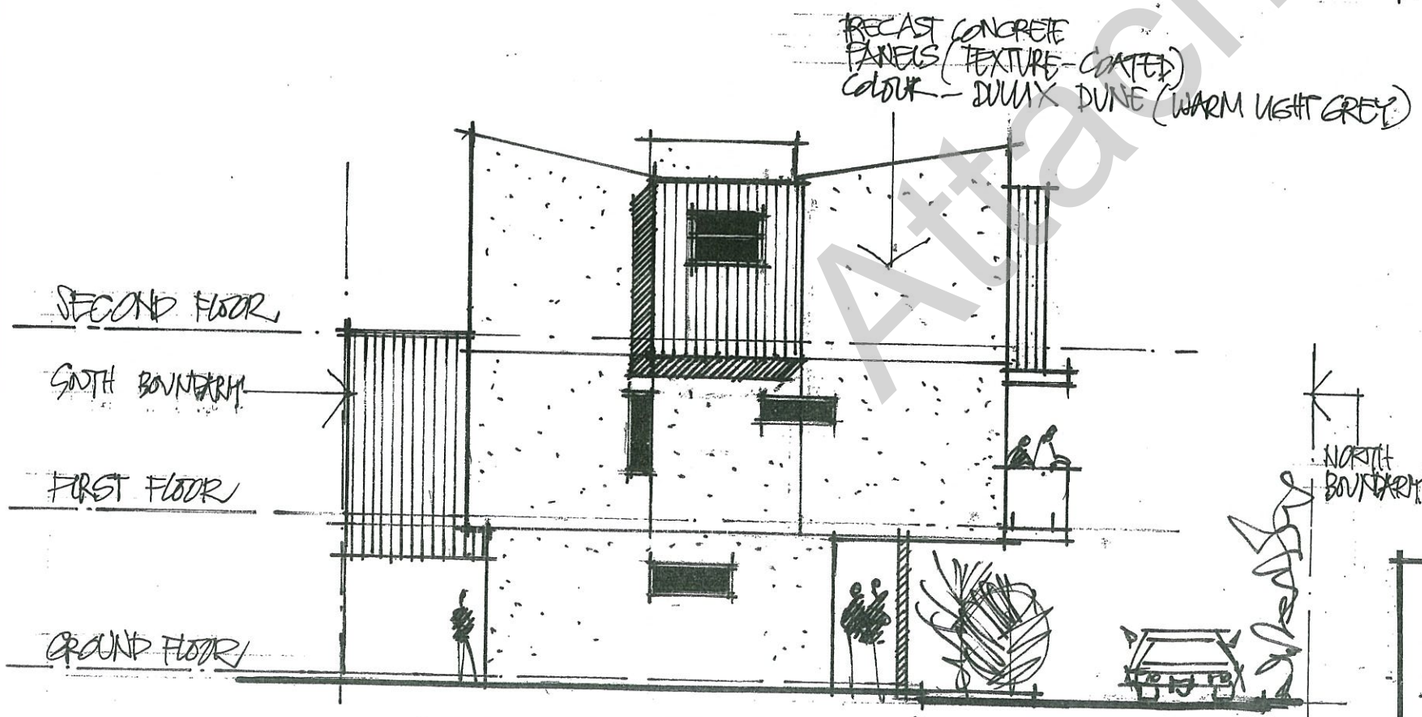
16 M2 GARAGE



PROPOSED TOWNHOUSE DEVELOPMENT. 165 PROSPECT RD. PROSPECT. S.A. FOR C. VARVERAKIS.	DATE JULY 2015
	SCALE 1:100 @ A3
	DRAWN JTL
JOHN LENTAKIS BUILDING DESIGN 0419820744 36 DEAUVETREVILLE TCE, KENT TOWN SA 5067	DRAWING NO VR-P2015-SK1

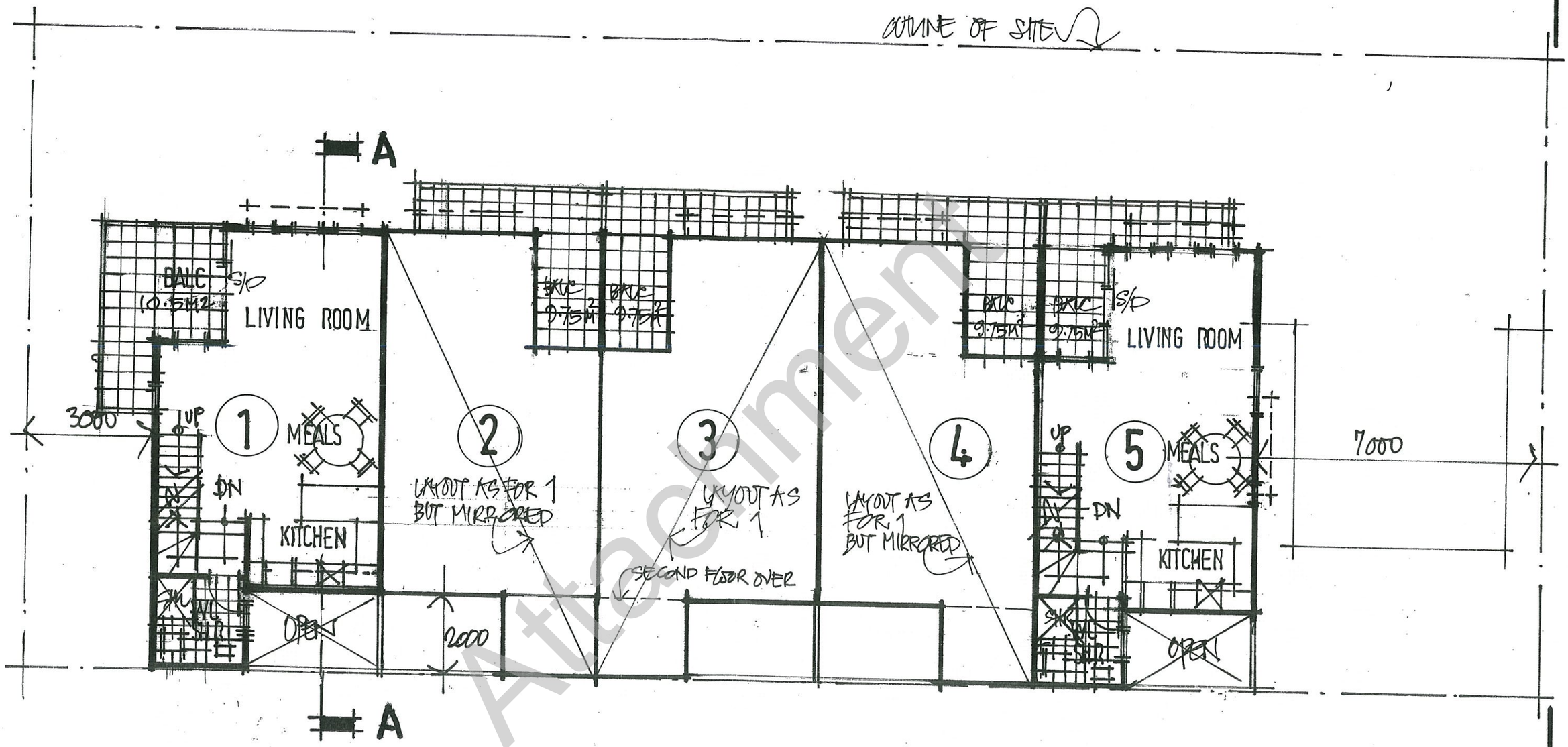


SOUTH ELEVATION.
1:100 @ A3



EAST ELEVATION
1:100 @ A3

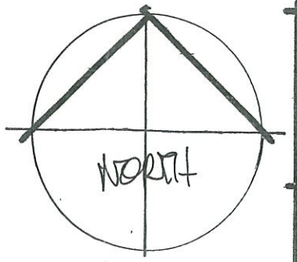
PROPOSED TOWNHOUSE DEVELOPMENT 165 PROSPECT RD. PROSPECT S.A. FOR C. VARVERAKIS	DATE JULY 2015
	SCALE 1:100 @ A3
	DRAWN JL
JOHN LEVERAKIS BUILDING DESIGN 0419820744 36 DEQUETEVILLE TCE, KENT TOWN SA 5067	DRAWING NO VR 7/2015 – SK5



FIRST FLOOR PLAN.

SCALE : 1:100 @A3

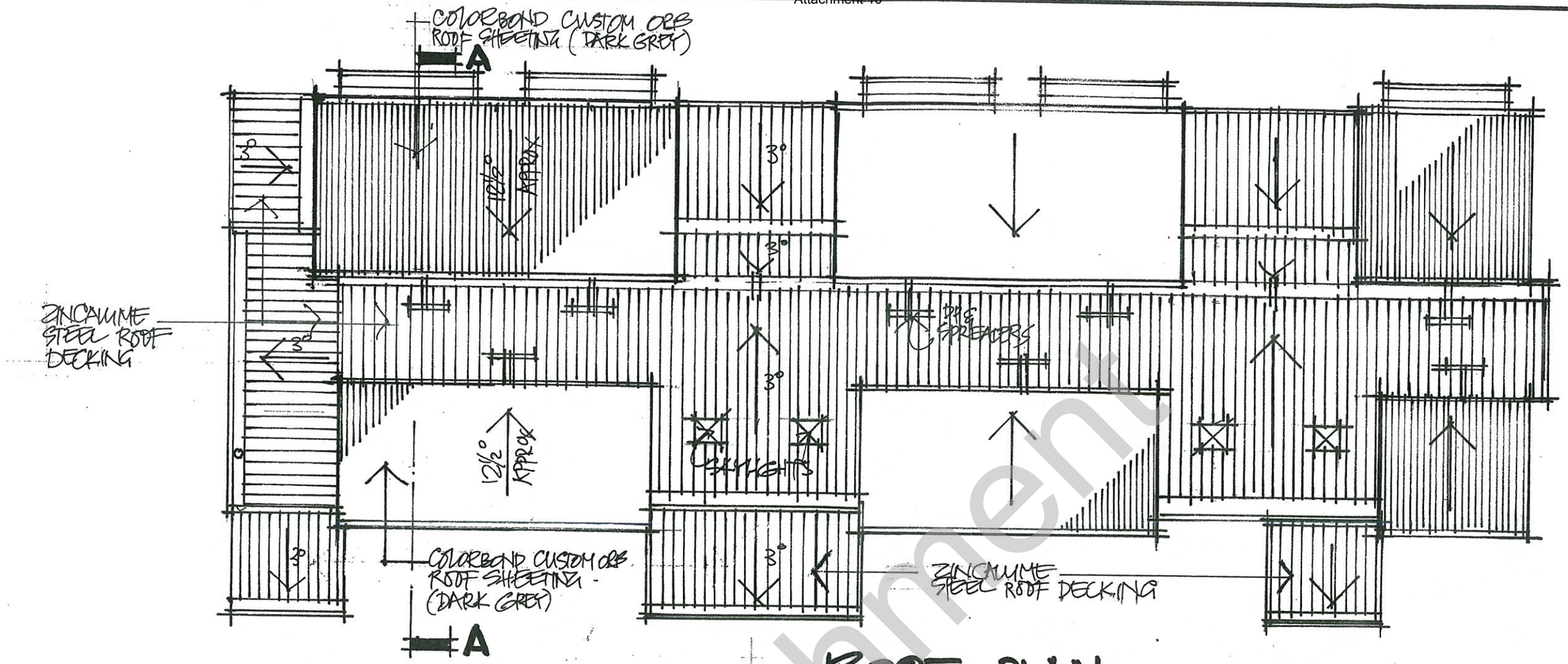
48M2 (INCL. STAIR AREA)



PROPOSED TOWNHOUSE DEVELOPMENT
165 PROSPECT RD. PROSPECT S.A
FOR C. VARVERAKIS

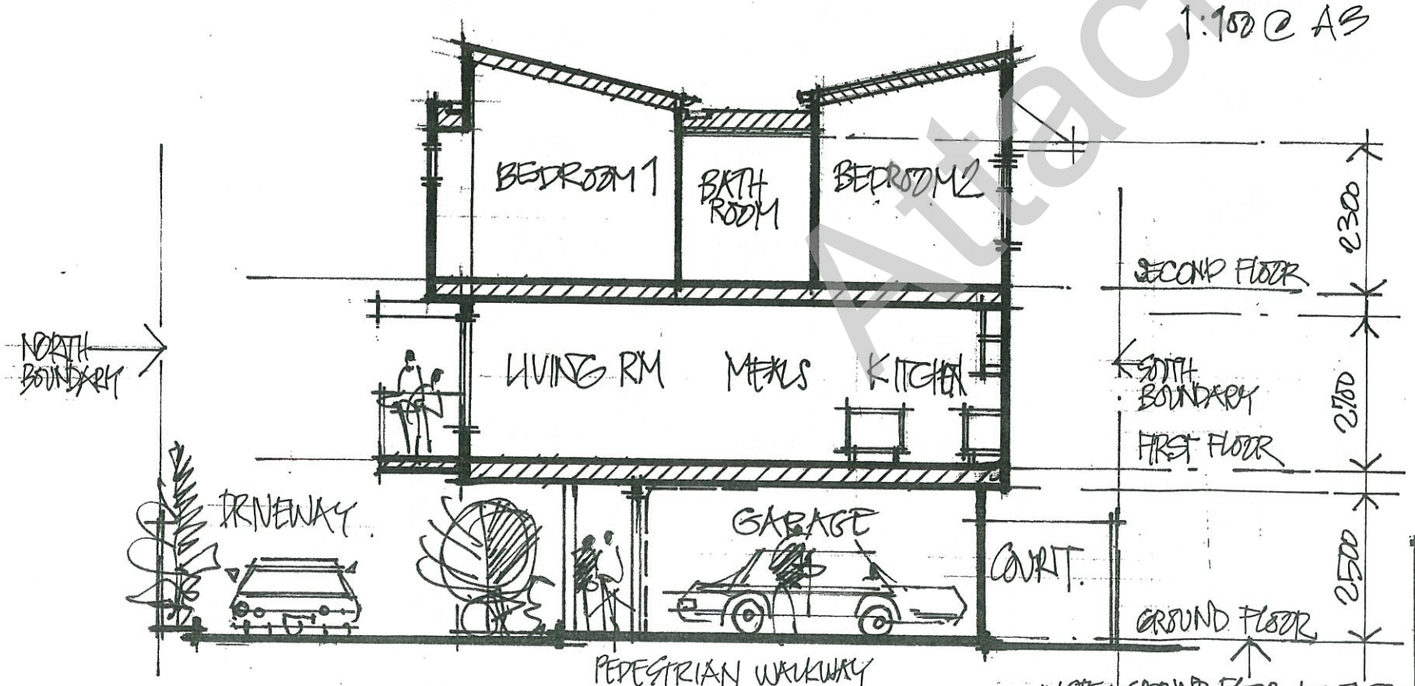
JOHN LENTAKIS BUILDING DESIGN 0419820744
36 DEQUETTEVILLE TCE, KENT TOWN S.A 5067

DATE	JULY 2015
SCALE	1:100 @ A3
DRAWN	JL
DRAWING NO.	VR-72015-SK2



ROOF PLAN

1:100 @ A3

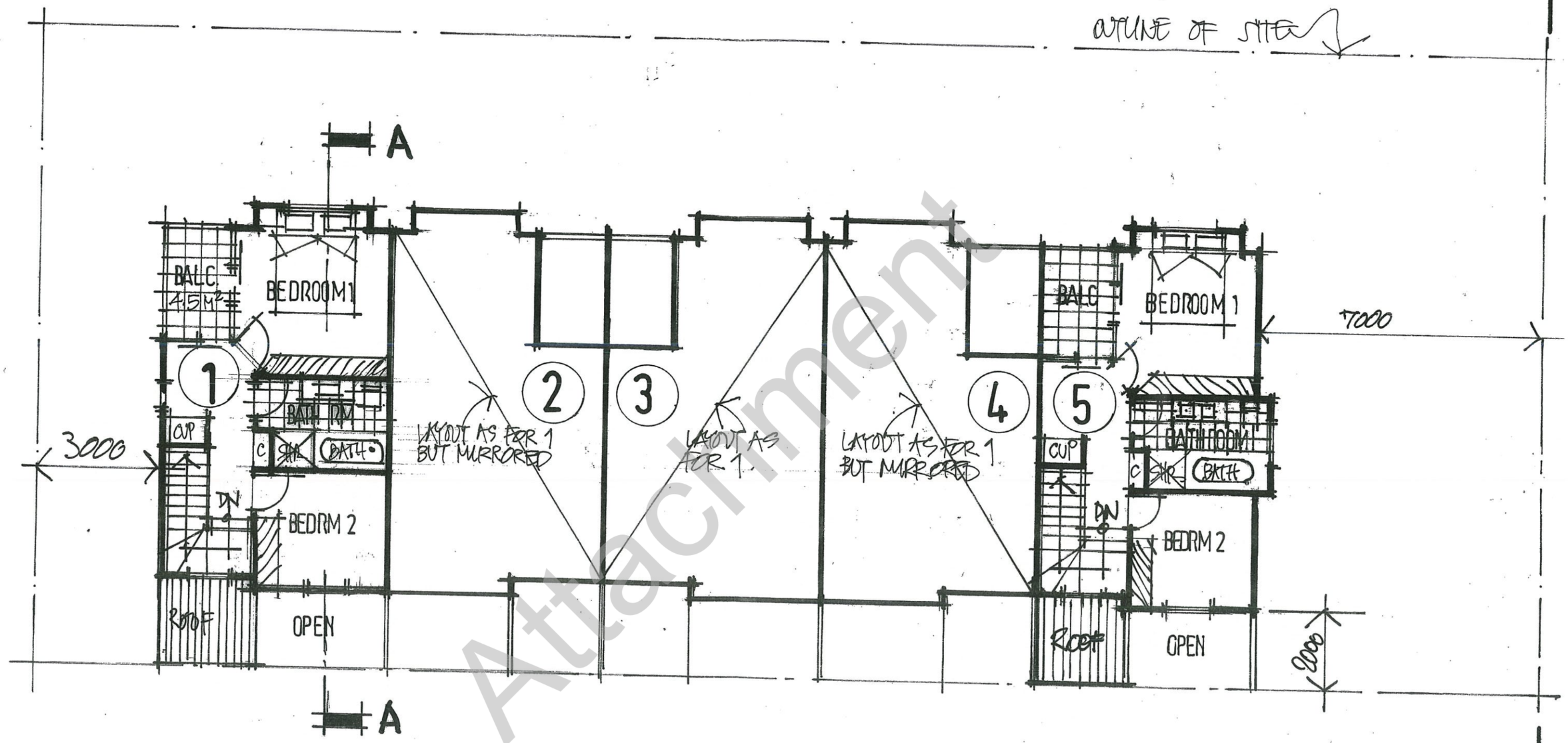


SECTION A–A

1:100 @ A3

NOTE: GROUND FLOOR LEVEL TO BE MINIMUM 350mm ABOVE TOP OF KERB

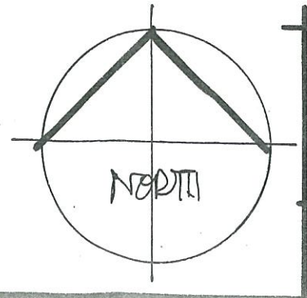
PROPOSED TOWNHOUSE DEVELOPMENT 165 PROSPECT RD. PROSPECT S.A FOR C. VARVERAKIS	DATE JULY 2015 SCALE 1:100 @ A3 DRAWN JL
JOHN VENTAKIS BUILDING DESIGN 0419820744 36 DEQUETHEVILLE TCE, KENT TOWN S.A 5067	DRAWING NO. VR-72015-SK6



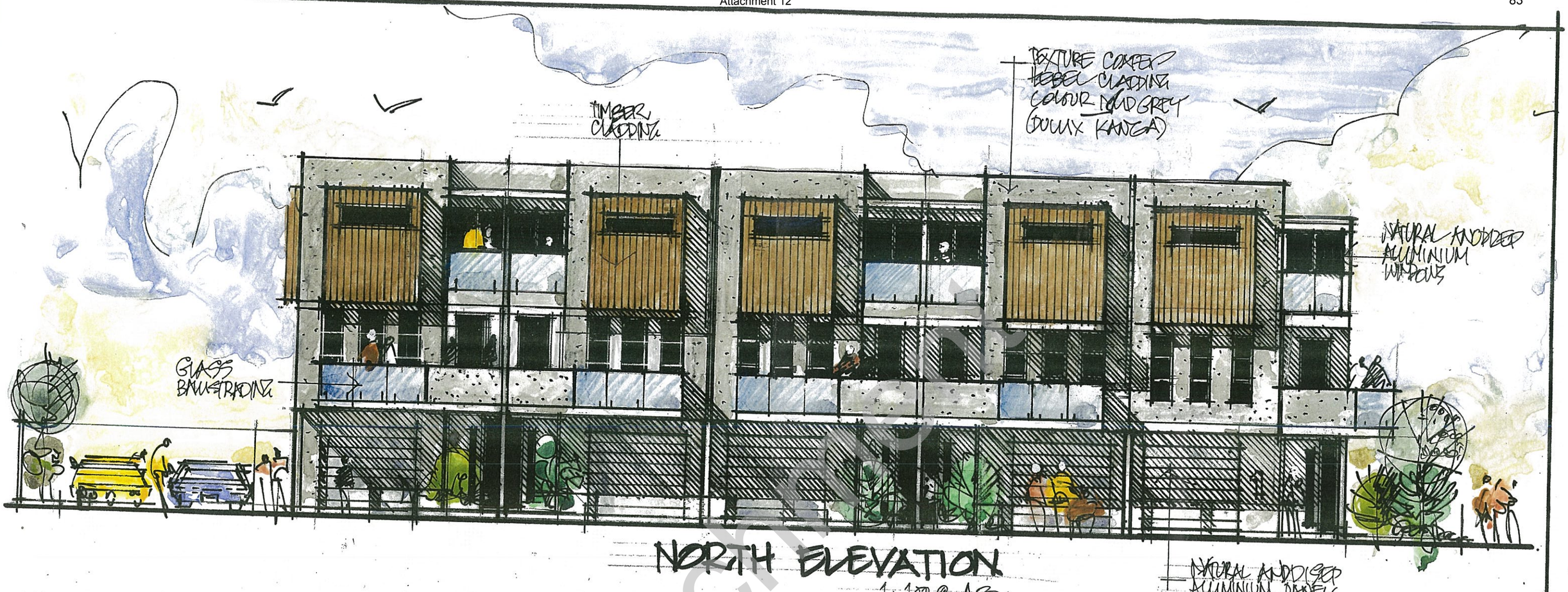
SECOND FLOOR PLAN

SCALE: 1:100 @ A3

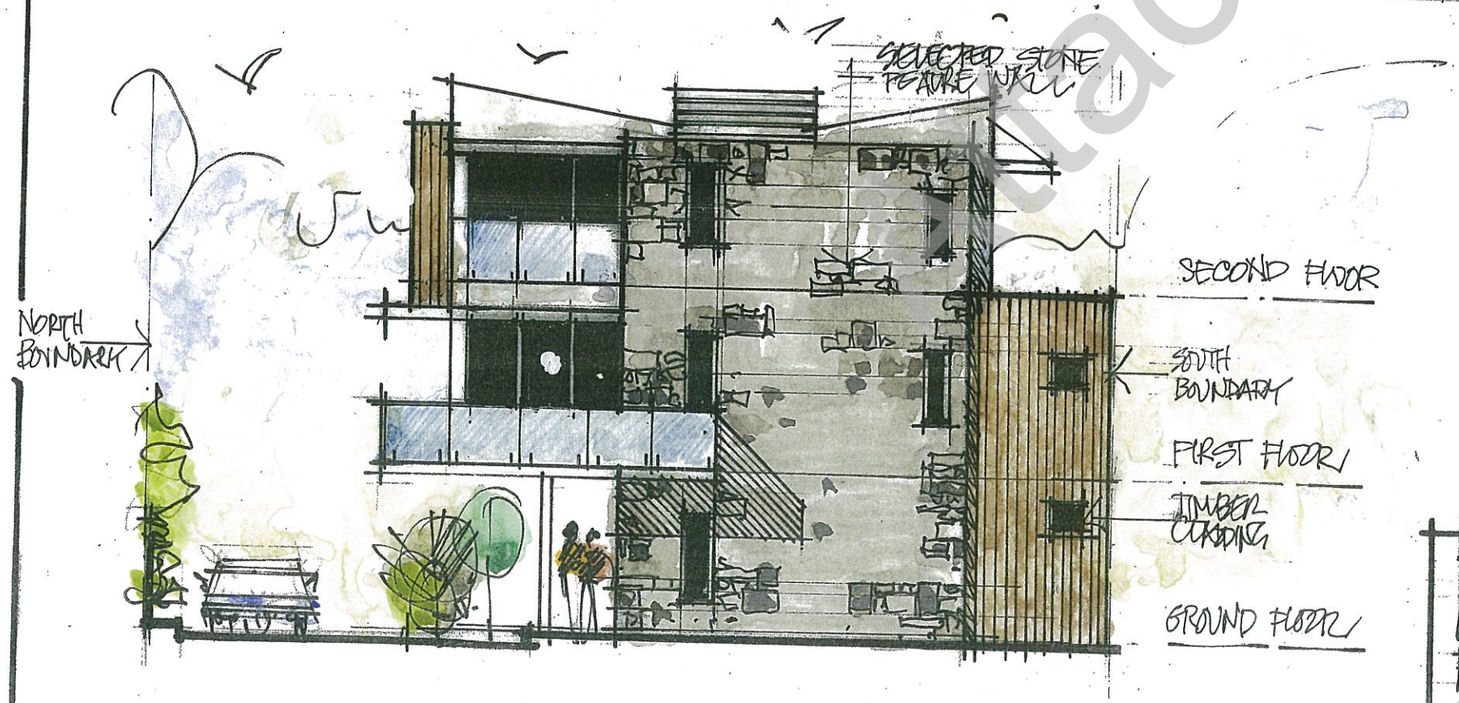
45M² (INCL. STAIR AREA)



PROPOSED TOWNHOUSE DEVELOPMENT 165 PROSPECT RD. PROSPECT S.A. FOR C. VARVERAKIS	DATE JULY 2015
	SCALE 1:100 @ A3
	DRAWN JT
JOHN LEVERAKIS BUILDING DESIGN 0419820744 36 DERVETEVILLE TCE, KENT TOWN SA 5067	DRAWING NO VR 7/2015 – SK3

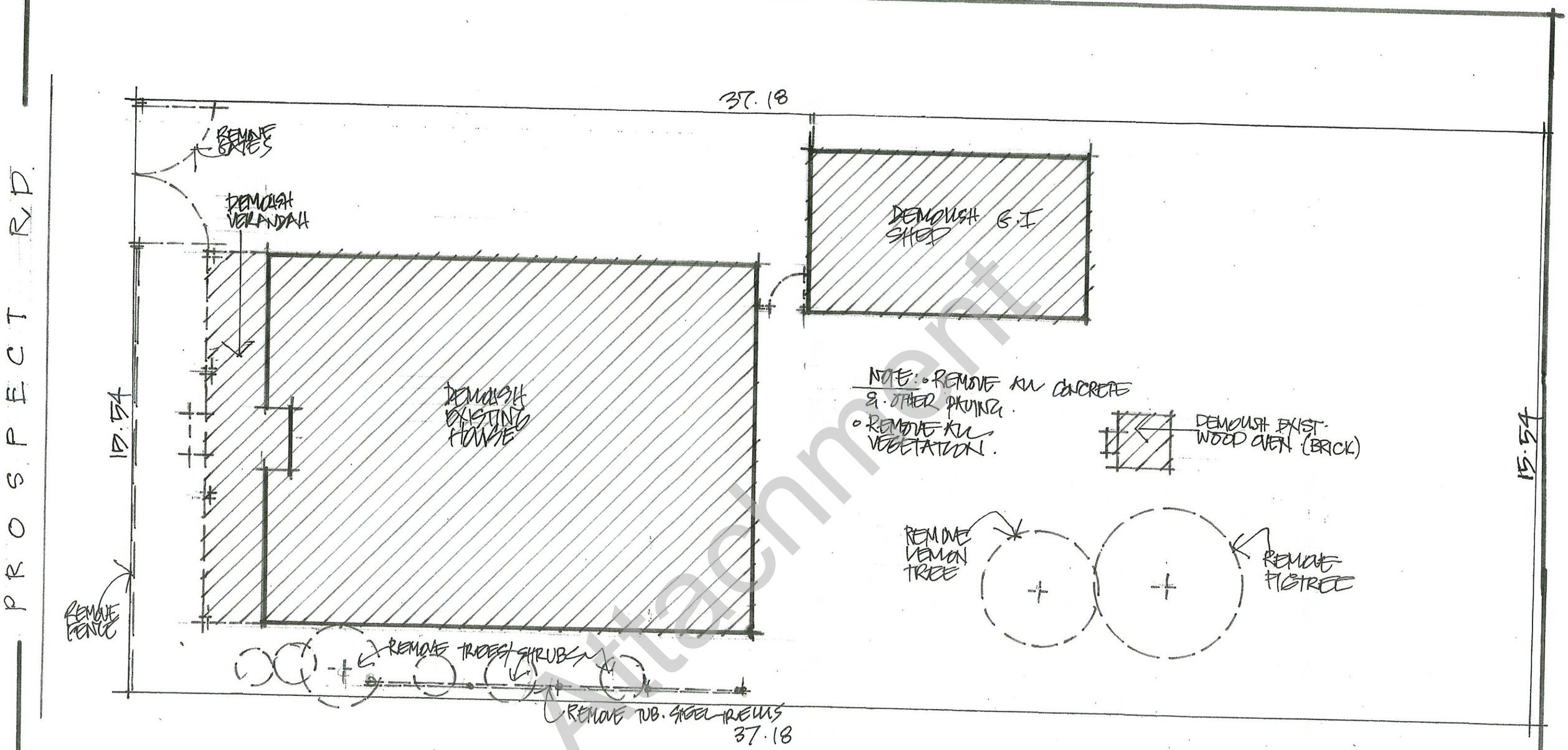


NORTH ELEVATION
1:100 @ A3



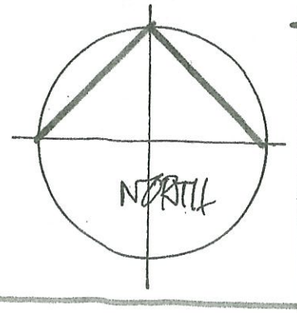
WEST ELEVATION (ELEVATION TO PROSPECT ROAD)
1:100 @ A3

PROPOSED TOWNHOUSE DEVELOPMENT. 165 PROSPECT RD. PROSPECT. S.A. FOR C. VARVERAKIS.	DATE JULY 2015
	SCALE 1:100 @A3
	DRAWN JC
JOHN LENTAKIS BUILDING DESIGN 0419820744 36 DEQUETTEVILLE TCE, KENT TOWN SA 5067	DRAWING NO. VR-72015-SK4



DEMOLITION PLAN.

SCALE: 1:100 @ A3



PROPOSED TOWNHOUSE DEVELOPMENT. 165 PROSPECT RD. PROSPECT. S.A FOR: C. VARVERAKIS	DATE JULY. 2015
	SCALE 1:100 @ A3
	DRAWN JL
JOHN LENTAKIS BUILDING DESIGN 0419820744 36 DEQUETTEVILLE TCE, KENT TOWN S.A 5067	DRAWING NO VR-T2015-SK7

LUMENSTUDIO
Julian Rutt
B.Arch (hons), AIA
jrutt@adam.com.au
0422 305 099

15 October 2015

By email: susan.giles@prospect.sa.gov.au

City of Prospect
Development Services
128 Prospect Road
Prospect SA 5082

Attention: Susan Giles
PRIVATE AND CONFIDENTIAL

Dear Susan

DESIGN REVIEW: 165 PROSPECT RD PROSPECT

Regarding the information provided on John Lentakis Design drawings VR.72015 SK1 to SK5 for the proposal for an apartment building at 165 Prospect Road Prospect, and in the framework of providing design review advice, I offer the following comments;

At three storeys the proposal fits with the desire to increase density along major thoroughfares being slightly lower than the maximum of four storeys but higher than the minimum of two, though as noted is (currently) at odds with local precedent.
There are likely to be impacts on neighbouring properties with the proposal being built on or very close to the boundary in several areas along the length of the site to the south.

The site has ideal orientation with more access to northern light and smaller areas facing east and west where solar control is more difficult and most of the apartment layouts make reasonable use of this. The ability to use cross breezes is possible though there is no detail on auxiliary heating/cooling.

Consideration of landscaping is minimal, mainly given to left-over space with no detail. Fencing detail at ground level has not been shown/specified.

Overall this proposal has merit though could benefit from a detailed integration of environmental design principles. Increased passive surveillance to the street is desirable. Aesthetically, the building form goes partly beyond the minimum or purely functional response to create a positive precedent for future developments - subject to acceptable resolution of the issues noted above and in the detailed notes.

Yours sincerely

Julian Rutt
Architect, AIA

LUMENSTUDIO
Julian Rutt
B.Arch (hons), AIA
jrutt@adam.com.au
0422 305 099

15 October 2015
DESIGN REVIEW: 165 PROSPECT RD PROSPECT

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

There is limited detail provided on context related to adjoining properties and/or uses (domestic, commercial etc), though from Google Street View neighbouring properties appear to be single storey, possibly residential or commercial along the street. The proposal is at odds with the existing local precedent, of course noting the council's desired future character and increased density along Prospect Road. The proposal's three storeys largely meets aims of increasing density along major corridors.

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

The facades are generally broken down and appear to fulfil the ideal side boundary set backs (the dimension off the southern boundary is only partial with some of the building being on the boundary) but not completely clear if meeting the rear 45 degree step back from 3m above the boundary – appears close.

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

Some visual interest through a varied use of materials, texture and modulation/depth to the facades. The southern façade though has a low opening-solid ratio with large areas of unbroken wall including double storey walls on the boundary of unlisted material.

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 proposed increase in density is largely within spirit of the new urban corridor provisions with an increased but not maximised number of storeys, though as previously noted is at odds with existing context with seemingly no immediate local precedent of the new desired scale of development, yet.

Resource, Energy & Water efficiency
Good design makes efficient use of natural resources, energy and waste throughout its full life cycle, including construction.

No information provided generally, including demolition, recycling of existing material, structures, attention to passive design, water harvest etc and no indication on intention to provide water or energy use saving methods or systems to save / generate power.
The apartment layouts and openings have a reasonable ability to make use of cross ventilation though unclear as to how air conditioned or whether fans used etc. The

Landscape

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

Some consideration given, effectively strip along boundary and buffer zone to street and no detail on plantings. Open areas to south building not noted though will be mostly shaded. Driveway seems very wide given number of dwellings proposed and low likelihood of traffic – this could be reduced to suit a single car width to both allow a larger set back from the southern boundary for private space and increased landscaping to the north.

Amenity

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

Privacy issues appear do not appear to be addressed well to the North with balconies overlooking, or the South with large open windows. Preferable orientation of living areas facing North has been achieved in most apartments. Balconies are of small to satisfactory size. Storage area reasonable.

Safety and security

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

Passive street surveillance partly aided by presence of balconies. Access to units through front door and garages are reasonable though avoiding excessively deep recesses that reduce visibility.

Social Dimensions

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

2 bedroom apartments throughout proposed development are a sought deviation from the local standard detached single housing, though there is no variation within the development.

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.

Appears to have reasonable consideration given to aesthetics - external appearance seems mostly driven by internal layout, functional responses to internal planning and external visual interest site maximisation, the language over all appears to be fairly simple and avoiding convolution though landscaping and green space could easily be increased. Would be helped by additional inclusion of perspectives including the neighbouring buildings massing and streetscape.

In reply please quote 2015/00161/01, *Process ID:* 358734
Enquiries to Vittorio Varricchio
Telephone (08) 8226 8383
Facsimile (08) 8226 8330
E-mail dpti.luc@sa.gov.au

Government of South Australi
Department of Planning, Transport and Infrastructure

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

03/09/2015

Mr Scott McLuskey
City of Prospect
PO Box 171
PROSPECT SA 5082

Dear Mr McLuskey,

SCHEDULE 8 - REFERRAL RESPONSE

Development No.	050/342/15
Applicant	C & N Varverakis
Location	165 Prospect Road, Prospect
Proposal	Three storey residential flat building comprising 5 dwellings

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 construct a three storey residential building incorporating a total of 5 dwellings.

CONSIDERATION

It is DPTI policy to minimise the number of access points on the arterial road network in the interests of road safety. The use of a single shared access point to serve the proposed dwellings is therefore supported in-principle. The Prospect Road access also achieves a minimum of 6.0 metres in width at the property boundary and a clear area of 6.0 metres by 6.0 metres inbound from the property boundary has been provided.

It is also DPTI policy that vehicles should enter and exit arterial roads in a forward direction in the interest of road safety. It appears sufficient area is available to achieve this.

Car parking

Policy contained within Council's Development Plan, particularly PDC 55 in the Council Wide, Objectives, refers to *Table Pr/5 – Off Street Vehicle Parking*

Requirements for the Urban Corridor Zone which states that a minimum of 1 off-street parking space is required plus 0.25 visitor spaces per dwelling. The application proposes a total of 7 off-street parking spaces, which satisfies Council's Development Plan.

Furthermore, it is noted that on-street parking is restricted adjacent the site. DPTI does not guarantee the ongoing provision of on-street parking along arterial roads and visitors may need to utilise the nearby local road network.

CONCLUSION

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

ADVICE

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

1. The site shall be served by a single shared access point direct to/from Prospect Road. No additional access shall be created.

2. The access point shall be a minimum of 6.0 metres in width, incorporating flaring to the road, to cater for simultaneous two-way movements of passenger vehicles.

3. The shared driveway and on-site manoeuvring areas shall remain clear of any impediments to vehicle movements (such as meters, vegetation and parked vehicles).

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

5. Stormwater run-off shall be collected on-site and discharged without jeopardising the integrity and safety of Prospect Road. Any alterations to the road drainage infrastructure required to facilitate this shall be at the applicant's cost.

Yours sincerely,

A/GENERAL MANAGER, OPERATIONAL SERVICES

For **COMMISSIONER OF HIGHWAYS**

A copy of the decision notification form should be forwarded to dpti.developmentapplications@sa.gov.au

AGENDA ITEM:	**5.4**
To:	Development Assessment Panel (DAP) on 14 December 2015
From:	Scott McLuskey, Senior Development Officer, Planning
Proposal:	Two, Five Storey Residential Flat Buildings with associated Retaining Walls, Undercroft Car Parking, Driveway and Landscaping (DA 050/500/2015)
Address:	225 Prospect Road Prospect (CT 6104/699)

SUMMARY:

Applicant:	Angelo Properties (No 11 Pty Ltd) C/- Masterplan SA Pty Ltd
Planning Authority:	**Inner Metropolitan Development Assessment Commission (IMDAC)**
Referrals (Schedule 8):	Department for Planning, Transport and Infrastructure (DPTI)
Public Notification:	Category 2
Representations:	Not applicable
Respondent:	Not applicable
Development Plan Version:	Consolidated 12 February 2015
Zone and Policy Area:	Urban Corridor Zone (Transit Living Policy Area)
Issues:	Conflicts with street infrastructure, Waste Management, Visual Privacy

ATTACHMENTS:

Attachment 1	Locality Plan
Attachment 2	Development Application Form
Attachments 3-14	Proposal Plans
Attachments 15-27	Supporting Statement
Attachments 28-42	Acoustic Report
Attachments 43-52	Waste Management Plan
Attachments 53-57	Traffic Report

1. RECOMMENDATION

1.1 That the Inner Metropolitan Development Assessment Commission (IMDAC) be provided with a copy of this report and that it be advised of Council's comments in relation to the matters described herein, noting that there may be additional matters that have not been assessed or considered in this brief commentary. Particularly, consideration should be given by the IMDAC to:

- waste collection methods
- potential privacy impacts, particularly to an approved development at 227-229 Prospect Road, Prospect
- road-widening implications on the provision of bicycle parking and landscaping areas
- the removal and replacement of an existing street tree would be necessary, with amenity costs payable to Council

2. PLANNING COMMENTARY

2.1 Pursuant to Section 34 of the *Development Act 1993*, Regulation 38 and Schedule 10 Clause 4C of the *Development Regulations 2008*; the Development Assessment Commission (DAC) is the relevant authority with respect to the determination of development plan consent in relation to the subject proposal as it comprises building work within the Urban Corridor Zone in excess of 4 storeys in height. It is briefly noted that applications assessed with respect to Clause 4C of Schedule 10 are determined by the IMDAC.

2.2 As the DAC is the relevant authority in relation to the subject proposal, many tasks for which the DAP is ordinarily responsible must be undertaken instead by the DAC. These tasks include, but are not limited to; determining the nature of the application (pursuant to Regulation 16), determining the category of development (pursuant to Section 38), determining relevant referral authorities (pursuant to Schedule 8) and determining whether the proposal is seriously at variance with the Development Plan (pursuant to Section 35(2)).

2.3 It is noted that Regulation 38(4a)(b) operates such that for matters considered by the IMDAC, Council is not given a formal opportunity to provide a report or commentary. Staff at the DAC have provided Council with a brief period of time to offer commentary in relation to this proposal, as has been the case with previous proposals, with comments typically relating to technical matters such as street infrastructure concerns.

2.4 For clarity, this report, and by extension Council's role in the assessment process, is not to conduct an assessment of the proposal against the Development Plan and provide a recommendation for or against the proposal to the IMDAC. Rather, Council and the DAP should utilise its local knowledge to provide technical information or key points of concern to best inform the full assessment of the proposal by the IMDAC.

2.5 It is noted that the proposal is neither a complying nor a non-complying development with reference to Principles of Development Control 20 and 21 of the Urban Corridor Zone, and will therefore be considered by the IMDAC on its merits against the relevant provisions of Council's Development Plan.

3. LOCALITY AND SUBJECT LAND

3.1 Locality

- The locality comprises a mix of residential and commercial land uses, including dwellings, warehousing, offices and shops. A reserve is located to the north-west of the subject land, separated from the site by the intersection of Prospect and Regency Roads. It is noted that the Prospect Road locality comprises mainly commercial uses, while Regency Road features a mix of commercial and residential properties.

- Residential development within the nearby area features a mix of original, low density dwellings and newer medium density dwellings of two storey construction. Development Plan Consent has recently been granted to a four storey residential flat building at 227-229 Prospect Road, Prospect, with Building Rules Consent assessment presently underway. The site is located adjacent the intersection of two substantial arterial roads, resulting in considerable noise intrusion from vehicles.

- 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 1**.

3.2 Subject Land

- The subject land is located immediately south of the intersection of Prospect Road and Regency Road. The land is regularly shaped and comprises one allotment with a total area of 1,561m², with a frontage of 18.2m to Prospect Road and a depth of 85.3m.

- The land slopes substantially from east to west to a difference of approximately 4.5 metres in height and has been cleared of previously existing buildings. It is noteworthy that the usable depth of the land is reduced by 4.5m as a result of road widening requirements imposed by the Department of Planning, Transport and Infrastructure (DPTI).

4. PROPOSAL

4.1 Briefly, the application proposes the construction of two, five storey residential flat buildings comprising a total of 32 dwellings, 31 of which would be two bedroom dwellings and one would be a single bedroom dwelling. An undercroft car park would be constructed containing 40 parking spaces, with 14 bicycle parking spaces also available at ground level.

4.2 The undercroft parking area would be largely constructed below natural ground level through excavation, with retaining walls resultantly required to the sides and rear of the land.

4.3 The proposal plans are attached (refer **Attachments 3-14**). Supporting documentation including a statement from Greg Vincent of Masterplan (refer **Attachments 15-27**), an acoustic report by Resonate Acoustics (refer **Attachments 28-42**), a waste management plan from InfraPlan (refer **Attachments 43-52**) and a traffic and parking report from InfraPlan (refer **Attachments 53-57**) are attached.

5. REFERRALS

5.1 While a referral to the DPTI is required pursuant to Schedule 8, their response will be provided directly to the IMDAC for their consideration. The responses of these agencies are not available at the time of preparation of the report to the DAP.

6. PUBLIC NOTIFICATION

6.1 Category 2 public notification has been undertaken by the DAC. The notification period commenced on Friday 4 December 2015 and will end on Thursday 17 December 2015. Any representations must be made directly to the DAC, while verbal representations would be heard by the IMDAC when it meets to consider the proposal.

7. PLANNING CONSIDERATIONS

Waste Management:

7.1 The applicant has given consideration to the management of waste with reference to the Zero Waste SA Better Practice Guide and Adelaide City Council guidelines. While the approach taken by the applicant to the calculation of anticipated waste demand is supported, it would appear that insufficient consideration has been given to collection methodologies.

7.2 In particular, attention is drawn to the collection of 660L Mobile Garbage Bins (MGBs) from within the parking area. While the waste management plan indicates that such MGBs would be collected by private contractor within the subject land, this arrangement relies upon a less than desirable reverse entry into the site from Prospect Road.

7.3 Further, it is noted that a minimum vertical clearance height of 3.5m for a minimum distance of approximately 10m is required to empty these MGBs from a rear loading truck. Following the acquisition of the road widening area by the DPTI, it is unclear that such an area will be available, given the 2.5m clearance height below the western building.

7.4 Additionally, it should be noted that the Zero Waste SA Better Practice Guide recommends a maximum transfer distance from the front door of any dwelling to the waste storage area of 30m. The waste management plan notes a proposed transfer distance of 55m from the lift of the eastern building to the collection point below the western building. This would result in a maximum transfer distance from the front door of upper level eastern building apartments of approximately 75m to the storage area.

7.5 Presuming suitable consideration and resolution of the above it is recommended that the IMDAC ensure, through an imposed condition of approval, that the community strata corporation cleans and maintains all waste storage areas to the satisfaction of Council.

Visual Privacy:

7.6 Each of the proposed balconies are north or south facing and overlook adjoining medium density residential properties within the Urban Corridor Zone. It is noted that while it is desirable that overlooking be prevented in most developments (refer Council Wide PDC 90), for buildings greater than three storeys height within the Urban Corridor Zone it is desirable that overlooking be minimised (refer Council Wide PDC 139 and UCZ DCS).

7.7 The proposal plans provided to Council do not clearly indicate the design of louvred screening to northern balconies, nor is the height or visual permeability of the “grey glass balustrade” described. In the absence of this information, it may be challenging for the IMDAC to establish whether overlooking issues have been suitably minimised, noting that proposed north-facing balconies are in close proximity to south-facing balconies approved at 227-229 Prospect Road, Prospect.

7.8 With advice from the Government Architect and Design Review Panel members, the DAP has previously expressed that 1.5m balustrade and window screening balances well the competing issues of occupant amenity and visual privacy. Louvred treatments have also been supported for the additional natural light and ventilation opportunities offered.

Street Infrastructure:

7.9 The proposed crossover appears to interfere with an existing juvenile street tree on Prospect Road. Council’s Infrastructure, Assets and Environment Department have advised that they do not object to the removal of this tree, providing that the removal and replacement costs (based also on the amenity value of the tree) are borne by the applicant (as per Council policy).

7.10 It would be desirable that the applicant be advised of the necessity to contact Council’s Infrastructure and Assets Officer prior to altering or creating a crossover.

Road Widening Implications:

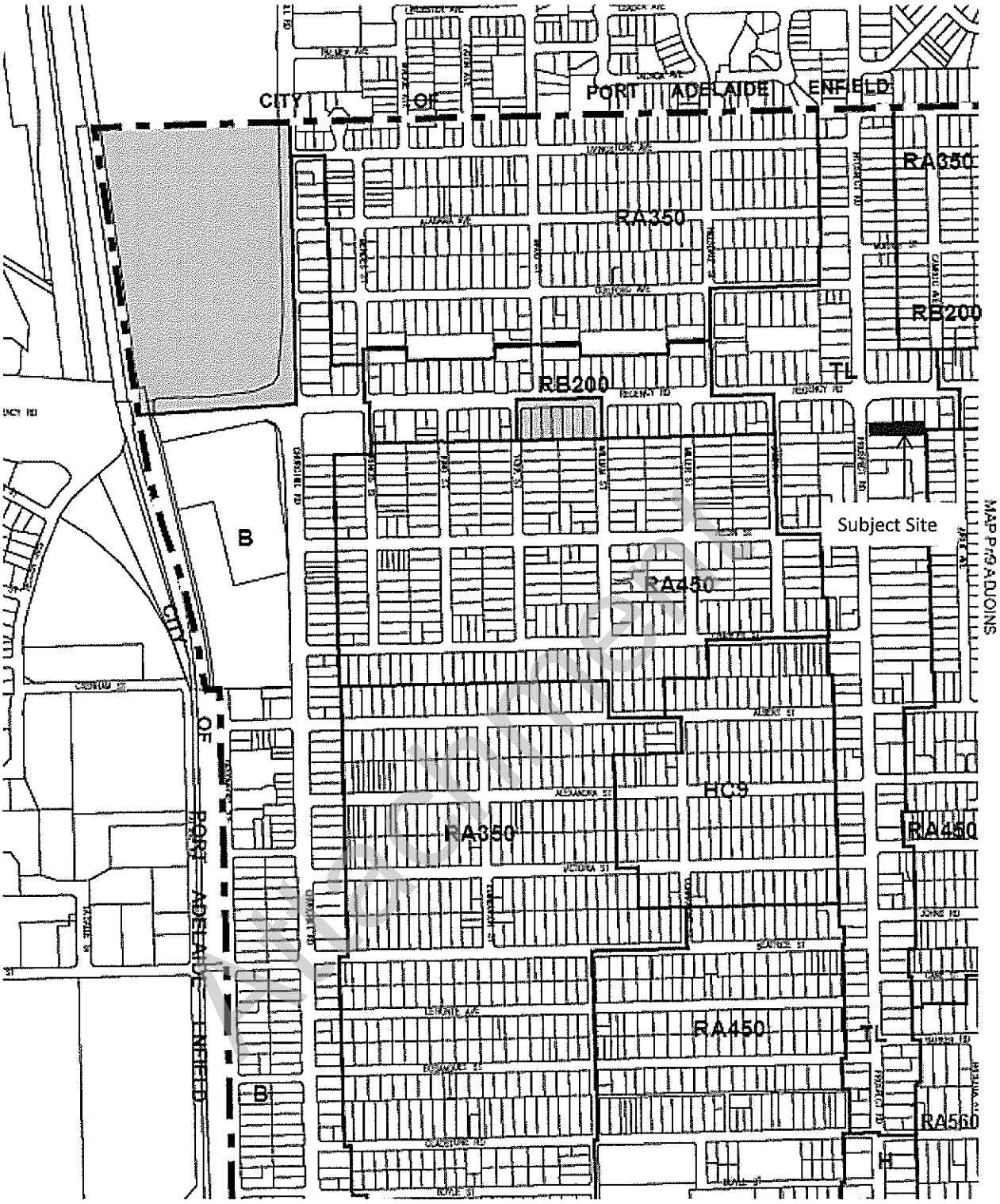
7.11 It is noted that compliance with Development Plan provisions in respect of several elements of the proposal including landscaping, disabled parking, bicycle parking and waste management is reliant upon an area of land that is set aside for road widening purposes. While Council staff understand that DPTI has no present plans to acquire and/or use this land, it is less than desirable that key elements of the proposal are reliant upon it.

Overlays (Affordable Housing):

7.12 While the applicant appears to have provided correspondence in relation to the Noise and Air Emissions Overlay, no obvious commentary is provided with respect to the applicable Affordable Housing Overlay. It is noted that this proposal, as a development within the Designated Area and comprising 20 or more dwellings, should include a minimum of 15 percent affordable housing.

8. CONCLUSION

8.1 A full planning assessment of the proposal has not been undertaken, as this is not Council’s role with respect to this proposal. Notwithstanding this, concerns are highlighted in relation to several technical and assessment matters in the context of the DAP’s experience with high density mixed use development since the inception of the Urban Corridor Zone in October 2013.



RA560	Residential Policy Area A650
RA450	Residential Policy Area A450
RA350	Residential Policy Area A350
RB200	Residential Policy Area B200
TL	Transit Living Policy Area
B	Boulevard Policy Area
H	High Street Policy Area
HC9	Historic Conservation Area 9 Policy Area

Policy Area Boundary

Development Plan Boundary

Area not covered by Policy

Scale 1:8000

0 500m

N W E S

PROSPECT COUNCIL
POLICY AREAS
MAP Pr/8

Consolidated - 12 February 2015

DEVELOPMENT APPLICATION FORM

COUNCIL: CITY OF PROSPECT

APPLICANT: ANGELO PROPERTIES (NO 11) PTY LTD

Postal Address: C/- MASTERPLAN SA PTY LTD
33 CARRINGTON STREET ADELAIDE SA 5000

OWNER: COMMUNITY CORPORATION NO. 27564 INC

Postal Address:

BUILDER: TBA

Postal Address:

Licence No:

CITY OF PROSPECT

CONTACT PERSON FOR FURTHER INFORMATION:

Name: GREG VINCENT - MASTERPLAN SA PTY LTD

Telephone: 8221 6000

Facsimile: 8221 6001

Mobile: 0413 832 603

EXISTING USE:

VACANT RESIDENTIAL LAND

FOR OFFICE USE

Development No: 050/2015/500

Previous Development No:

Assessment No:

☐	Complying	Application forwarded to DA
☐	Non-complying	Commission/Council on:
☐	Notification Cat 2	/ /
☐	Notification Cat 3	Decision:
☐	Referrals/Concurrence	Type:
☐	DA Commission	Date: / /

	Decision	Fees	Receipt No	Date
Planning:				
Building:				
Land Division:				
Additional:				
Dev Approval:				

DESCRIPTION OF PROPOSED DEVELOPMENT: FOUR STOREY RESIDENTIAL FLAT BUILDING AND ASSCOAITED WORKS

LOCATION OF PROPOSED DEVELOPMENT:

House No: 225 Lot No: Street: PROSPECT ROAD Town/Suburb: PROSPECT

Section No (full/part): Hundred: Volume: 6104 Folio: 699

LAND DIVISION:

Site Area (m²): Reserve Area (m²): No of Existing Allotments:

Number of Additional Allotments - (Excluding Road and Reserve): Lease: YES: ☐ NO: ☐

BUILDING RULES CLASSIFICATION SOUGHT:

If Class 5, 6, 7, 8 or 9 classification is sought, state the proposed number of employees: Female: Male:

If Class 9a classification is sought, state the number of persons for whom accommodation is required:

If Class 9b classification is sought, state the proposed number of occupants of the various spaces at the premises:

DOES EITHER SCHEDULE 21 OR 22 OF THE DEVELOPMENT REGULATIONS 2008 APPLY? YES: ☐ NO: ☒

HAS THE CONSTRUCTION INDUSTRY TRAINING FUND ACT 1993 LEVY BEEN PAID? YES: ☐ NO: ☒

DEVELOPMENT COST (Do not include any fit-out costs): $

I acknowledge that copies of this application and supporting documentation may be provided to interested persons in accordance with the Development Regulations 2008.

SIGNATURE: **Dated:** 16/10/2015

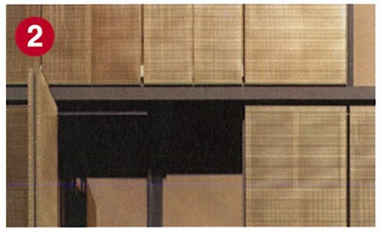
FOR AND ON BEHALF OF ANGELO PROPERTIES (NO 11) PTY LTD

Prospect Development

225 Prospect Road

Prospect Development

225 Prospect Road

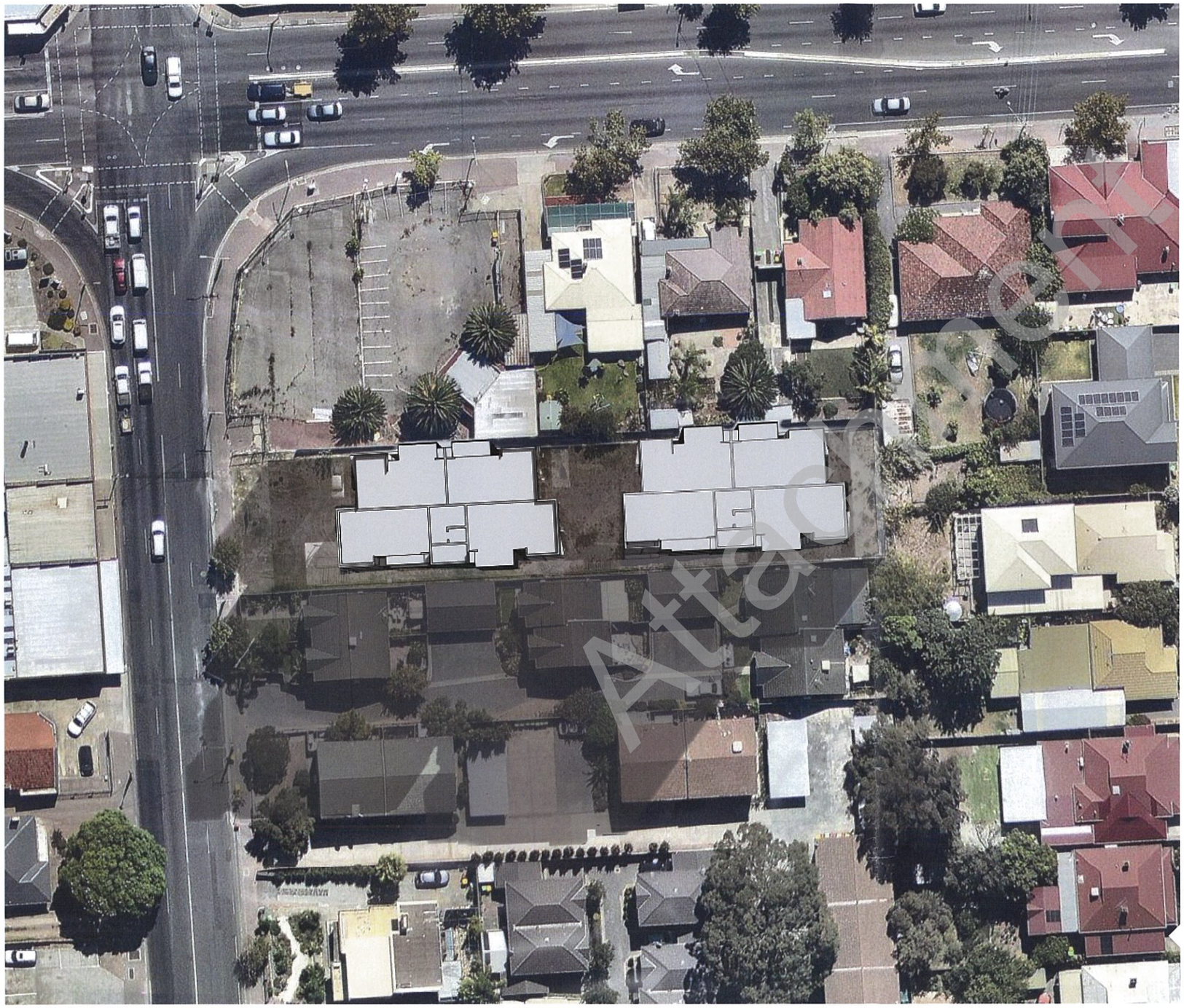


Material Palette

1 Textured Precast Concrete - Weathered Copper Tint
2 Operable Metal Mesh Screens - Satin Brass Finish
3 Precast Panels - Brightonlite Finish
4 Fixed Louvres
5 Fixed Balcony Screening
6 Glass Balustrade

Prospect Development

225 Prospect Road



Shadow Study

9am - June 22nd

Prospect Development

225 Prospect Road

Shadow Study

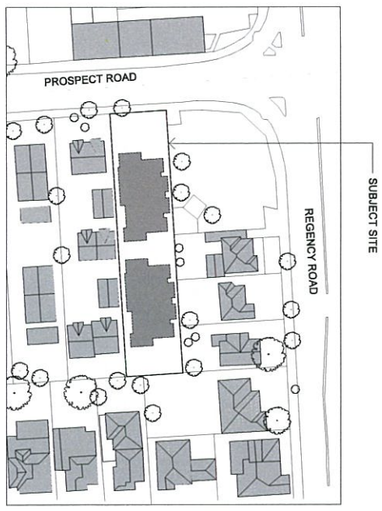
12noon - June 22nd

Prospect Development

225 Prospect Road

Shadow Study

3pm - June 22nd



LOCALITY PLAN
1:2500 @ A1 1:5000 @A3

AREAS 103
TOTAL SITE - 1560 sqm
APARTMENTS - 32
RESIDENT CAR PARKS - 32
VISITOR CAR PARKS - 8

SITE PLAN
1:200 @ A1 1:500 @ A3

REV	DATE	DESCRIPTION
LB	20/10/15	ISSUED FOR DPC

ALL DIMENSIONS SHALL BE CHECKED ON SITE PRIOR TO CONSTRUCTION OR MANUFACTURE ANY DISCREPANCIES SHALL BE REPORTED TO TECTVS PTY LTD IMMEDIATELY

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NOT FOR CONSTRUCTION

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CLIENT
URBAN LAND & PROPERTY DEVELOPMENTS

PROJECT
PROSPECT ROAD DEVELOPMENT
225 PROSPECT ROAD
PROSPECT

DRAWING
SITE PLAN

NORTH

SCALE	DATE
1:200	OCTOBER 2015

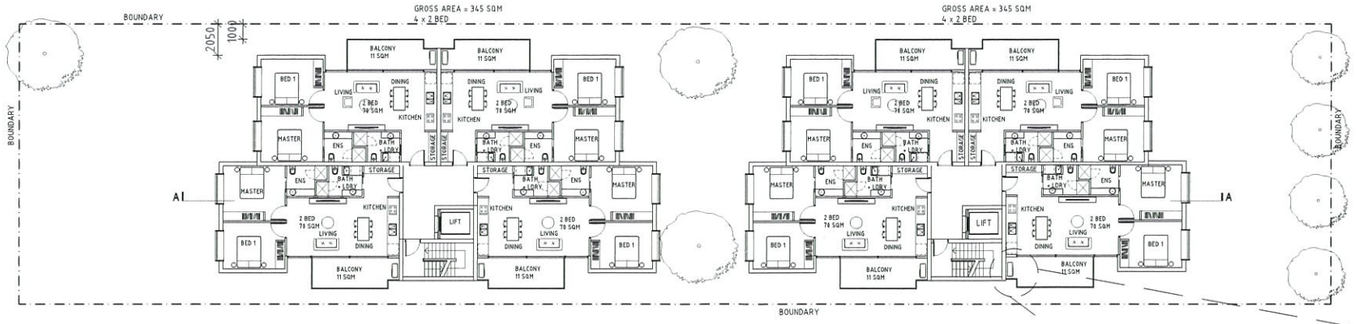
PROJECT NO	DWG NO		
26066	P01		
	REVISION	CHECKED	DRAWN
	1.0	GB	SL

38 FIELD STREET ADELAIDE SOUTH AUSTRALIA 5000
P 08 8 410 5200 F 08 8 410 5244 E mail@tectvs.com.au

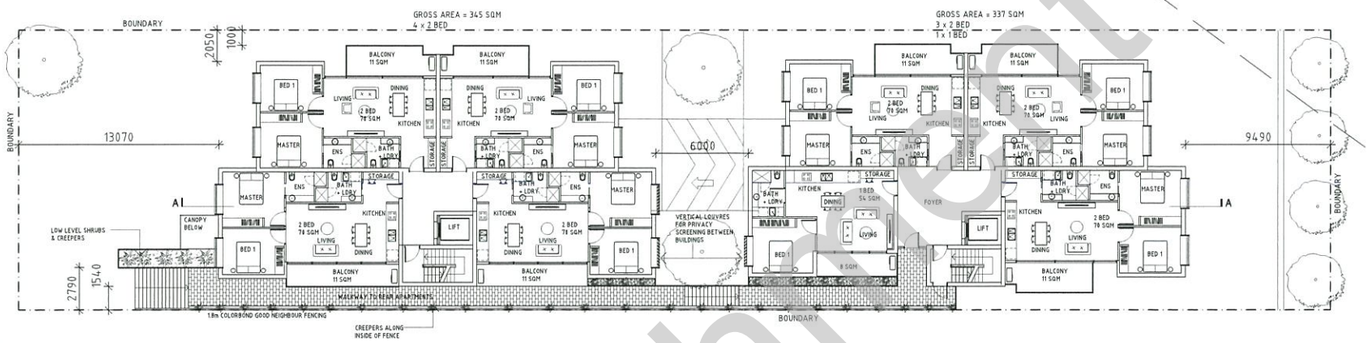
Attachment 10

10

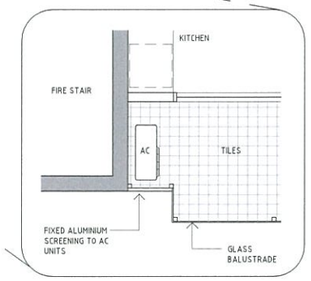
AREAS 104
TOTAL SITE - 1560 sqm
APARTMENTS - 32
RESIDENT CAR PARKS - 32
VISITOR CAR PARKS - 8



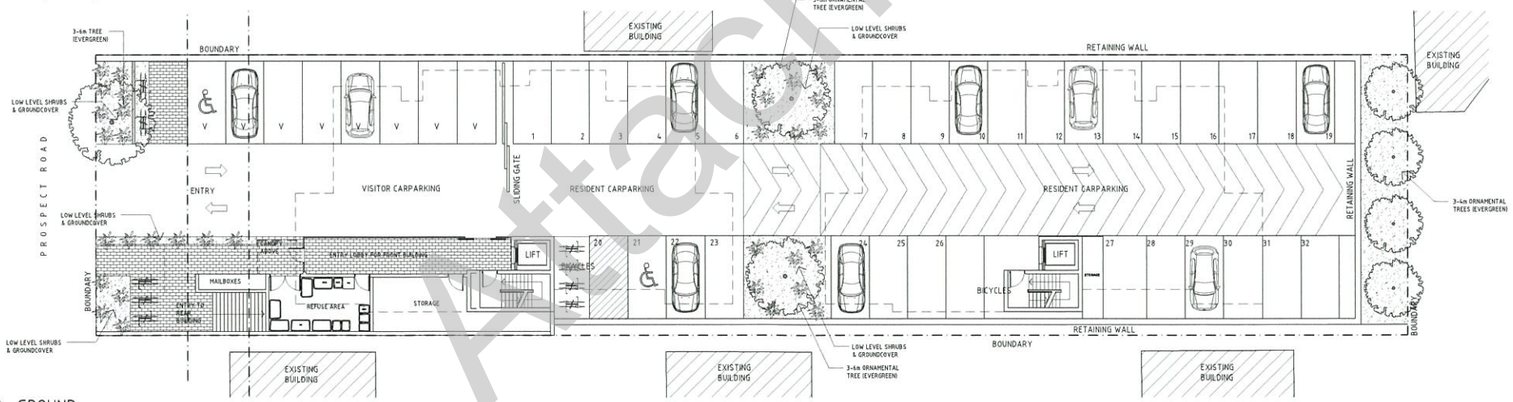
LEVEL 2
1:200 @ A1 1:400 @ A3



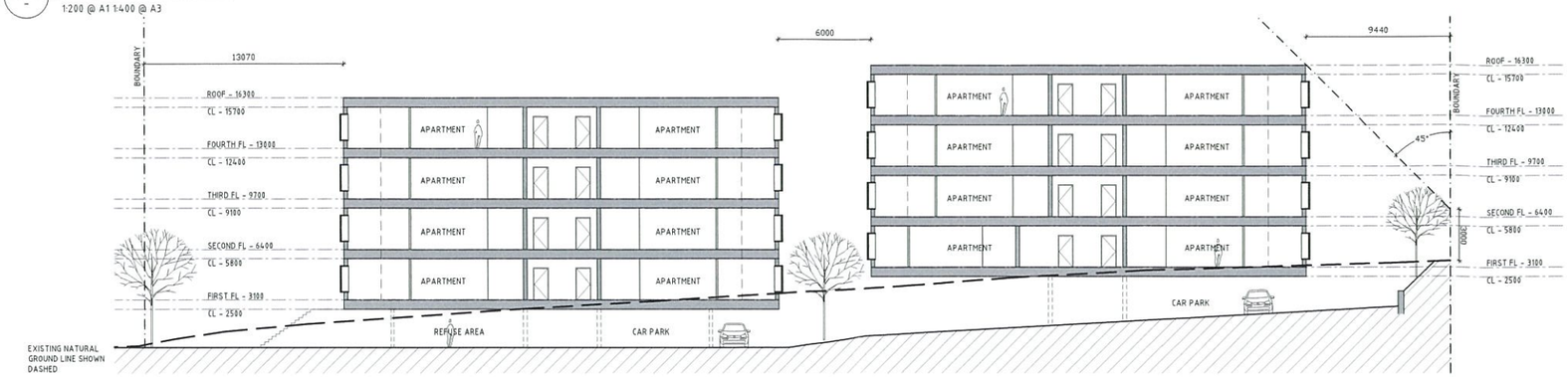
LEVEL 1
1:200 @ A1 1:400 @ A3



TYPICAL AC SCREENING DETAIL
1:50 @ A1 1:100 @ A3



GROUND
1:200 @ A1 1:400 @ A3



SECTION A-A
1:200 @ A1 1:400 @ A3

REV	DATE	DESCRIPTION
L0	08/10/15	ISSUED FOR DPC

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CLIENT
URBAN LAND & PROPERTY DEVELOPMENTS

PROJECT
PROSPECT ROAD DEVELOPMENT
225 PROSPECT ROAD
PROSPECT

DRAWING
PLANS + SECTION

NORTH

SCALE	DATE
1:200	OCTOBER 2015

PROJECT NO	DWG NO		
26066	P02		
	REVISION	CHECKED	DRAWN
	1.0	GB	SL

36 FIELD STREET ADELAIDE SOUTH AUSTRALIA 5000
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WESTERN ELEVATION
1:200 @ A1 1:400 @ A3

NORTHERN ELEVATION
1:200 @ A1 1:400 @ A3

LEGEND

- PC1 PRECAST CONCRETE - WHITE FINISH
- PC2 TEXTURED PRECAST CONCRETE - WEATHERED COPPER FINISH
- MS OPERABLE METAL MESH SCREENS - SATIN BRASS FINISH
- AL FIXED ALUMINIUM SCREENING TO BALCONIES
- GB GREY GLASS BALUSTRADES
- LV OPERABLE LOUVRES
- RW RETAINING WALL

EASTERN ELEVATION
1:100 @ A1 1:200 @ A3

SOUTHERN ELEVATION
1:200 @ A1 1:400 @ A3

REV	DATE	DESCRIPTION
L0	09/10/15	ISSUED FOR DPC

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CLIENT
URBAN LAND & PROPERTY DEVELOPMENTS

PROJECT
PROSPECT ROAD DEVELOPMENT
225 PROSPECT ROAD
PROSPECT

DRAWING
ELEVATIONS

NORTH

SCALE
1:200

DATE
OCTOBER 2015

PROJECT NO
26066

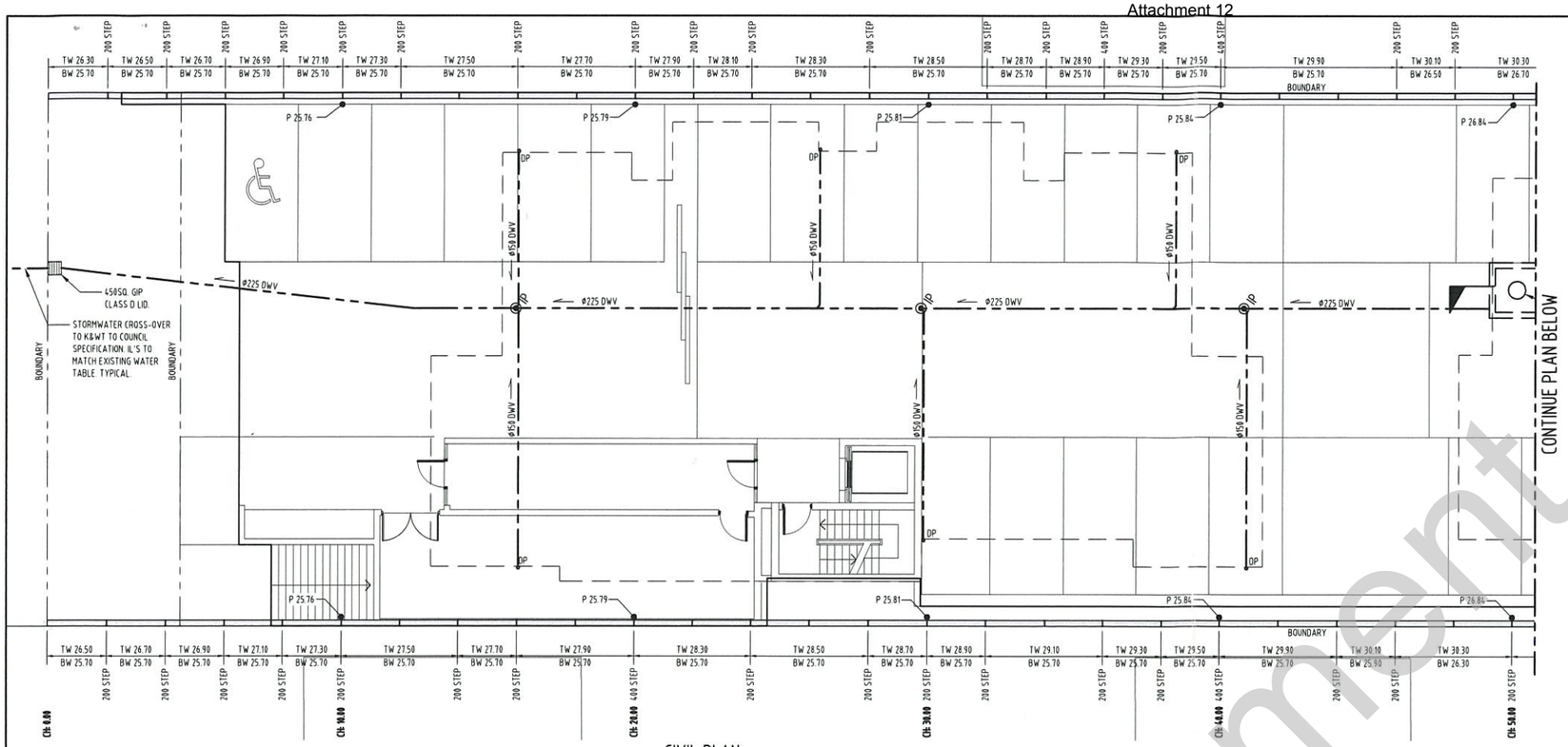
DWG NO
P03

REVISION
1.0

CHECKED
GB

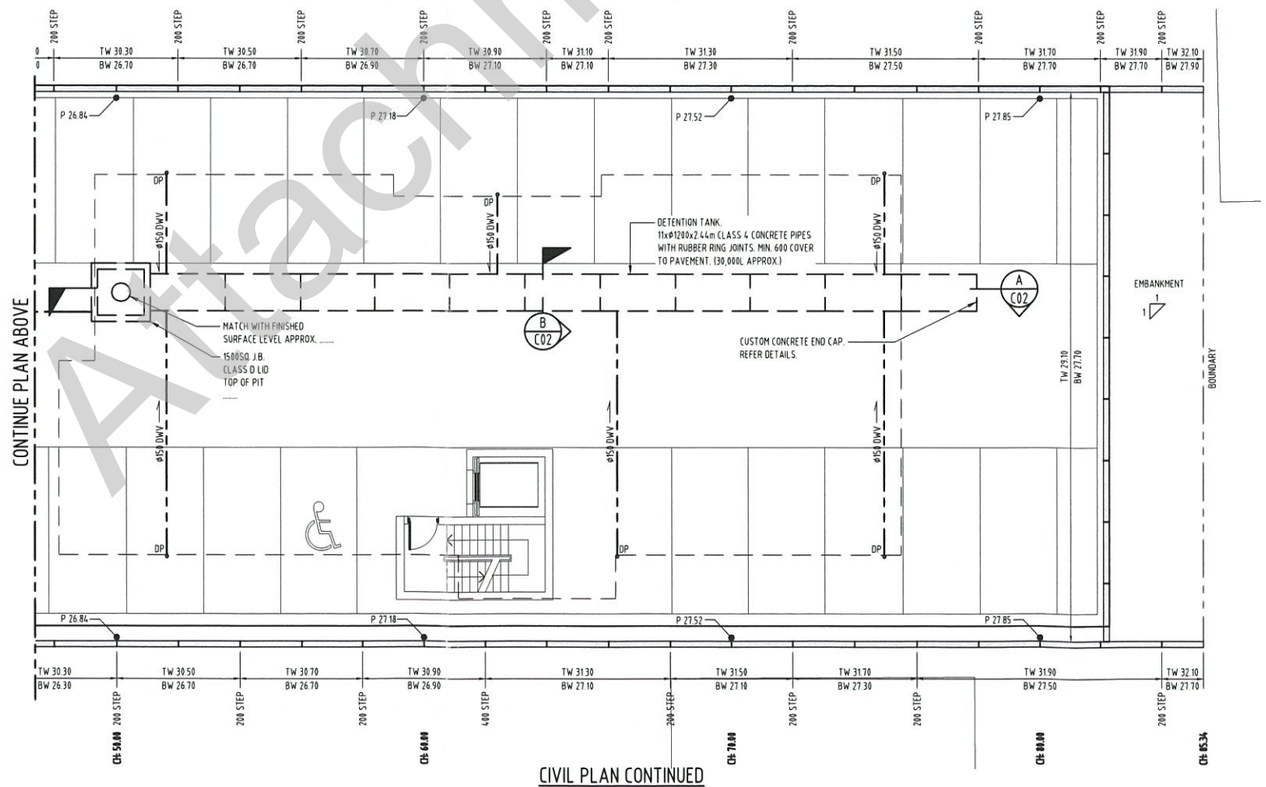
DRAWN
SL

39 FIELD STREET ADELAIDE SOUTH AUSTRALIA 5000
P 08 8 410 5200 F 08 8 410 5244 E mail@tectvs.com.au



CIVIL PLAN

SCALE 1:100



CIVIL PLAN CONTINUED

SCALE 1:100

CIVIL WORKS NOTES

1. ALL LEVELS ARE TO AUSTRALIAN HEIGHT DATUM (A.H.D.) UNLESS NOTED OTHERWISE (UNO).
2. FOR ALL DIMENSIONS AND SETTING OUT OF FEATURES, REFER TO THE ARCHITECTURAL DRAWINGS.
3. THIS DRAWING TO BE READ IN CONJUNCTION WITH ARCHITECTURAL AND STRUCTURAL DRAWINGS AND SPECIFICATION.
4. ALL MATERIALS AND WORKMANSHIP SHALL BE IN ACCORDANCE WITH THE SPECIFICATION AND LATEST EDITIONS OF S.A.A CODES UNLESS NOTED OTHERWISE.
5. ALL EXISTING UNDERGROUND SERVICES ARE TO BE LOCATED AND DEPTHED BY THE CONTRACTOR ON SITE PRIOR TO CONSTRUCTION, EXCAVATION OR EARHTWORKS.
6. ALL LEVELS AND DIMENSIONS ARE TO BE VERIFIED BY THE CONTRACTOR ON SITE PRIOR TO COMMENCING CONSTRUCTION.
7. GRADE EVENLY BETWEEN SPOT-LEVELS FOR EARTHWORKS, PAVEMENTS/DRIVEWAYS, KERBS, DRAINS etc.
8. DOWN-PIPE CONNECTIONS AND STORM-WATER PIPES SHALL BE MINIMUM 100MM dia DWV (UNO) LAID AT MINIMUM 0.5% GRADE. ALL JOINTS SHALL BE SOLVENT-WELDED SEALED (UNO).
9. INSPECTION POINTS SHALL BE 100MM dia DWV RISERS (UNO) BROUGHT TO JUST BELOW FINISHED SURFACE LEVELS AND MARKED 'IP'. PROVIDE SEALED SCREW-CAP AND PROTECT WITH CONCRETE COVER WHERE REQUIRED.
10. FOR PAVING TYPE AND PATTERN REFER TO ARCHITECTS DRAWINGS AND/OR SPECIFICATION.
11. REMOVE EXISTING DRIVEWAYS AND CROSS-OVERS. RE-INSTATE KERB & WATER-TABLES AND CROSS-OVERS TO COUNCIL SPECIFICATION. MATCH EXISTING KERB AND INVERT LEVELS.
12. MAKE-GOOD INTERFACE AT EXISTING DRIVEWAYS, FOOTPATHS AND ROADWAYS TO COUNCIL SPECIFIC REQUIREMENT.

LEGEND

+R.L 19.30	EXISTING LEVEL
• 19.350	DESIGN LEVEL
• P 19.350	PAVEMENT DESIGN LEVEL
• TK 19.350	TOP OF KERB DESIGN LEVEL
• IL 19.040	DESIGN INVERT LEVEL STORMWATER PIPE AND GD
K	KERB
DP •	DOWNPIPE DOWNPIPE CONNECTION TO MATCH DOWNPIPE SIZE, 90 DIA MIN. 0.5% GRADE.
90 Ø	90Ø DWV (SEALED) STORMWATER PIPE @ MIN. 0.5% GRADE U.N.O. CONNECT TO EXISTING K&WT INSERTS. NOTE: CROSS-OVER TO VERGE TO COUNCIL SPECIFICATION.
IP ◉	SURFACE INSPECTION POINT. A RISER TO THE SURFACE ON A TEE CONNECTION, CAP AND PROTECT RISER AT THE SURFACE WITH A CONCRETE SURROUND.
P ▫	150mm DIA. CIRCULAR SUMP WITH PLASTIC GRATE OR APPROVED EQUIVALENT.

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[PO BOX 3531 NORWOOD SA 5067]

REV	DATE	DESCRIPTION	DRAFT	ENG.	APPD.
A	08.10.15	ISSUED FOR PLANNING APPROVAL	BZ	DG	DG

CLIENT
ANGELO PROPERTIES NO.12
225 PROSPECT ROAD,
PROSPECT SA

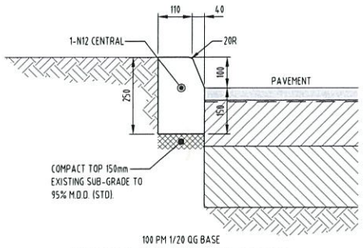
PROJECT
PROPOSED NEW RESIDENTIAL DEVELOPMENT

DRAWING TITLE
CIVIL PLAN

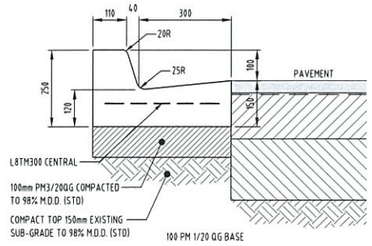
CAD FILE NO. 2015-083-C01.DWG | JOB NO. 2015-083 | DRAWING NO. C01

NOT FOR CONSTRUCTION

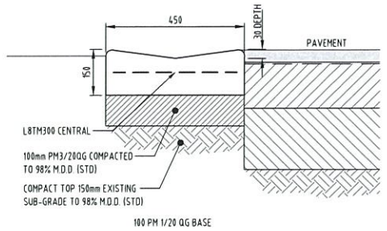
DESIGNED	DG
DRAWN	BZ
DATE	OCT '15
SHEET	1 of 3
SCALE	AS SHOWN
ISSUE	A



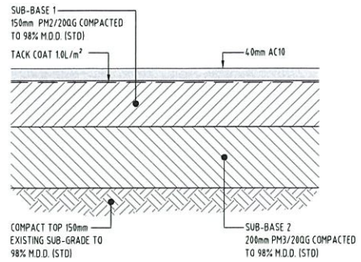
TYPICAL 100 KERB (K) DETAIL
SCALE 1:10



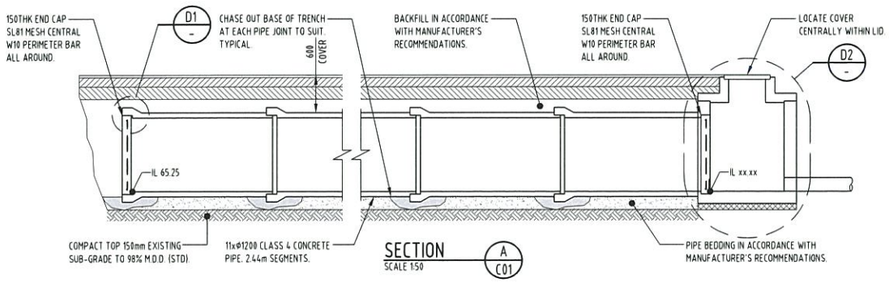
TYPICAL 100 KERB & WATER TABLE (K&WT) DETAIL
SCALE 1:10



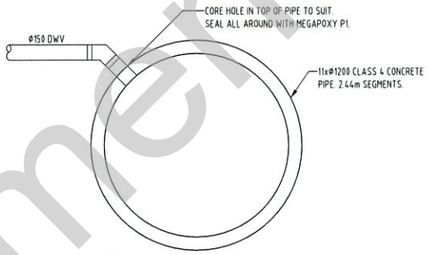
TYPICAL 450 SURFACE DRAIN (SD 450) DETAIL
SCALE 1:10



TYPICAL ROAD PAVEMENT DETAIL
SCALE 1:10

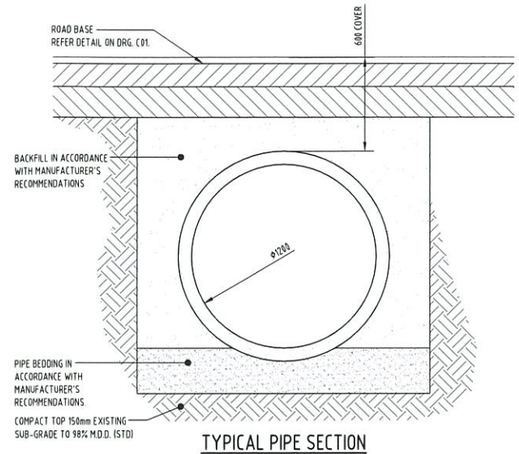


SECTION A C01
SCALE 1:50

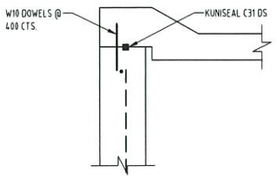


TYPICAL PVC PIPE CONNECTION TO DETENTION TANK

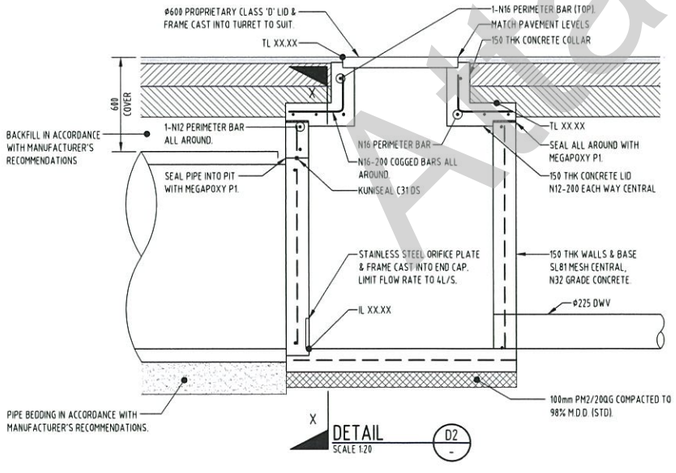
SECTION B C01
SCALE 1:20



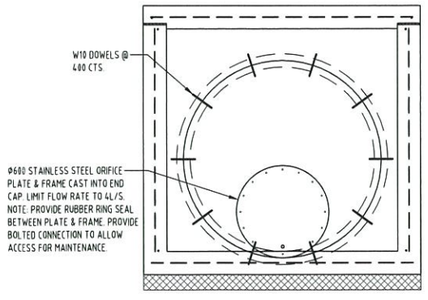
TYPICAL PIPE SECTION
SCALE 1:20



DETAIL D1
SCALE 1:10



DETAIL D2
SCALE 1:20



SECTION X-X
SCALE 1:20

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REV	DATE	DESCRIPTION	DRAFT	ENG.	APPD.
A	08.10.15	ISSUED FOR PLANNING APPROVAL	BZ	DG	DG

CLIENT
ANGELO PROPERTIES NO.12
225 PROSPECT ROAD,
PROSPECT SA

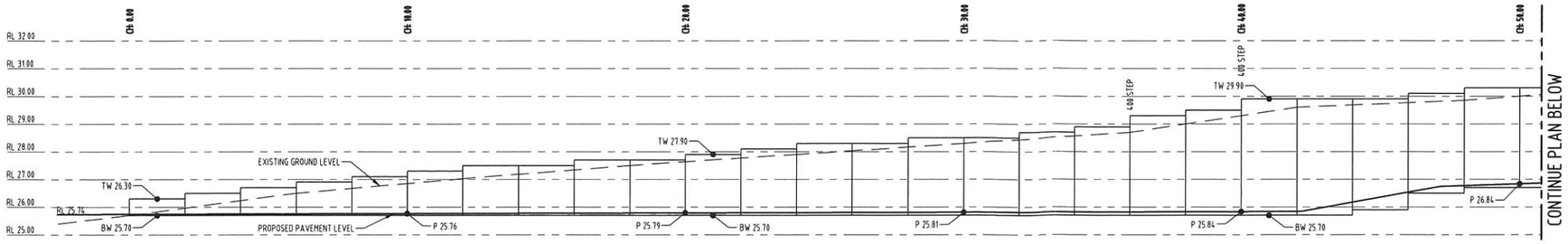
PROJECT
PROPOSED NEW RESIDENTIAL DEVELOPMENT

DRAWING TITLE
CIVIL DETAILS

CAD FILE NO. 2015-083-C02.DWG
JOB NO. 2015-083
DRAWING NO. C02

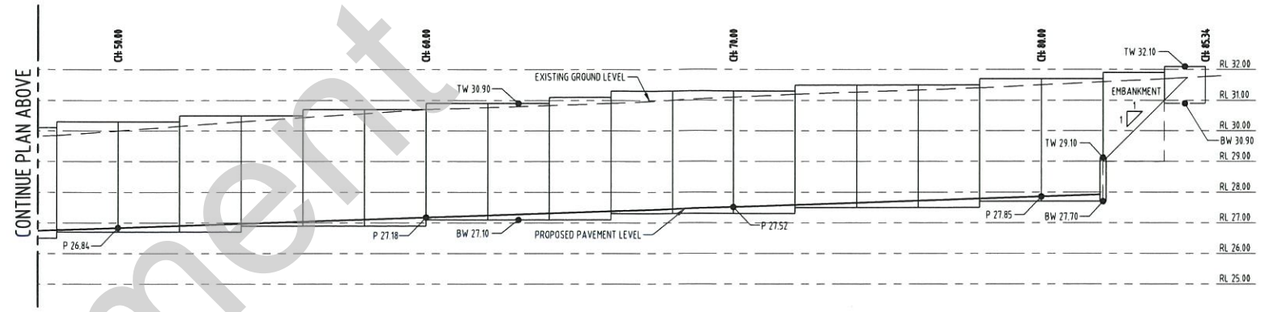
NOT FOR CONSTRUCTION

DESIGNED	DG
DRAWN	BZ
DATE	OCT '15
SHEET	2 of 3
SCALE	AS SHOWN
ISSUE	A



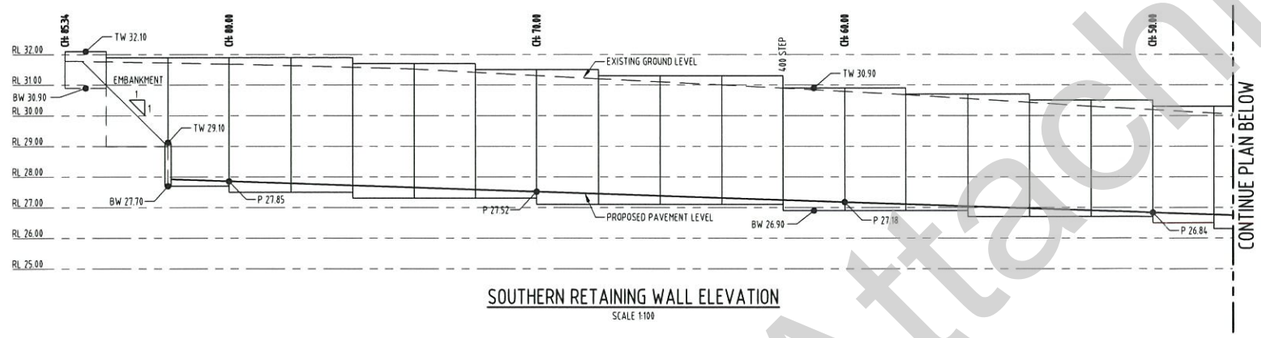
NORTHERN RETAINING WALL ELEVATION

SCALE 1:100



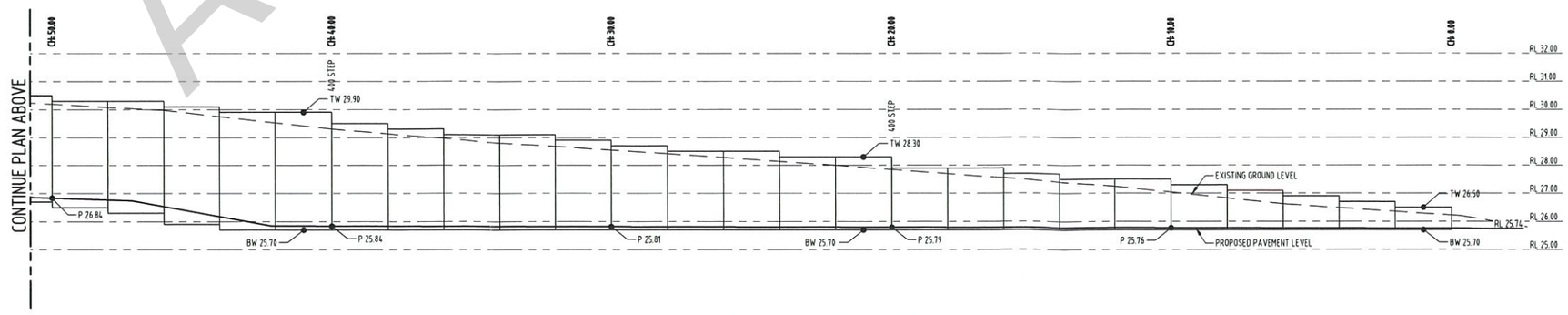
NORTHERN RETAINING WALL ELEVATION CONTINUED

SCALE 1:100



SOUTHERN RETAINING WALL ELEVATION

SCALE 1:100



SOUTHERN RETAINING WALL ELEVATION CONTINUED

SCALE 1:100

NOT FOR CONSTRUCTION

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REV	DATE	DESCRIPTION	DRAFT	ENG.	APPD.
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CLIENT
ANGELO PROPERTIES NO.12
225 PROSPECT ROAD,
PROSPECT SA

PROJECT
PROPOSED NEW RESIDENTIAL DEVELOPMENT

DRAWING TITLE
RETAINING WALL ELEVATIONS & DETAILS

CAD FILE NO. 2015-083-C03.DWG | JOB NO. 2015-083 | DRAWING NO. C03

DESIGNED	DG
DRAWN	BZ
DATE	OCT '15
SHEET	3 of 3
SCALE	AS SHOWN
ISSUE	A

MASTERPLAN
TOWN + COUNTRY PLANNERS

PLANNING REPORT

CONSTRUCTION OF MULTI-STOREY RESIDENTIAL FLAT BUILDINGS AND ASSOCIATED CAR PARKING, SITE WORKS AND LANDSCAPING

AT: 225 PROSPECT ROAD, PROSPECT

FOR: ANGELO PROPERTIES (No 12) Pty Ltd

1.0 INTRODUCTION

This report has been prepared in relation to the proposed development of two, multi-storey residential flat buildings with associated car parking, site works and landscaping at 225 Prospect Road, Prospect. The report provides a description of the proposed development, the site, the nature of its locality, an assessment of the relevant provisions of the City of Prospect Development Plan and other relevant information.

Relevant documentation that is submitted with this documentation include the following:

- Plans and elevations prepared by Tectvs Architects;
- Engineering Plans prepared by Struktura;
- Acoustic Report prepared by Resonate;
- Waste Management Plan prepared by Infraplan; and
- Car Parking assessment prepared by Infraplan.

A cheque in payment of the lodgement fees is attached with this package.

2.0 SITE

The subject land, as currently existing, is cleared in preparation for redevelopment. The site has a frontage to Prospect Road of 18.2 metres and an overall depth of 85.3 metres equating to an overall site area of approximately 1,561 metres. The site slopes gradually from its rear eastern boundary to the western street frontage approximately 5.9 metres and contains no mature or regulated vegetation.

The subject site is formally identified as Lots 1 to 5 of Primary Community Plan 27564 in the area named Prospect, Hundred of Yatala as contained within Certificate of Title Volume 6104 Folio 694.

The site most recently was subject to an approved application DA 050/13/2012 that established five, two storey dwellings on the site in the form of a residential flat building comprising two dwellings and three group dwellings. Prior to this approval and the subsequent Community Title subdivision the site previously contained one single storey detached dwelling.

3.0 LOCALITY

Prospect Road at this location currently presents as one consisting of a mix of uses and developments, including commercial development on the western side of Prospect Road such as warehousing, offices and a small row of shops. On the eastern side of Prospect Road there a number of residential flat buildings and group development sites that front Prospect Road in addition to a number of single and two storey dwellings.

It is also understood that the northern adjoining property 227-229 Prospect Road was recently the subject of an approved application DA 050/345/2015 for a four storey residential flat building comprising 24 dwellings with associated car/bicycle parking and landscaping.

The intersection of Prospect Road and Regency Road forms a dominant feature of the locality and is a busy, highly trafficked intersection. Prospect Road adjacent the subject sites location experiences an annual average of 10,000 daily traffic movements during a 24 hour period (4 May 2015).

4.0 PROPOSED DEVELOPMENT

The buildings have been designed with a significant degree of design philosophy and evolution through discussions with Council and the Department of Planning, Transport and Infrastructure (DPTI) and furthermore is a result of market based analysis and site restrictions. The built form and dwellings proposed are intended to provide a highly articulated and desirable 'point of difference' development in comparison to a number of similar developments that have been recently approved within the Council area following the establishment of the Urban Corridor Zone.

The proposed development consists of the construction of two multi-storey residential flat buildings containing a total of 32 dwellings (16 dwellings in each building). The built form has been designed to address the primary frontage to Prospect Road with the lobby access for the front building and external stairs and walkway along the southern boundary providing access to the rear building.

The eastern building is proposed to contain 15, two bedroom dwellings and 1, one bedroom dwelling while the western building is proposed to contain 16 two bedroom dwellings. The dwellings range in size from 54 square metres to 70 square metres albeit the predominant dwelling size is 70 square metres. The dwellings would be serviced by a level of under croft car parking which provides a total of 40 car parking spaces (1 car parking space for each dwelling and 8 visitor car parking spaces).

Bicycle parking has been provided to the front of the building and within the car park itself. A total of 14 bicycle spaces has been provided. The car parking level is proposed to be serviced by a central access driveway while providing areas for refuse storage and entry to the buildings.

Each of the dwellings have been designed to a high level of useability and functionality for this type of floorspace. Dwellings are provided with a one or two bedrooms, amenities, kitchen and open plan living area and an area of private open space in the form of balcony. Private open space for all two bedroom dwellings equates to 11 square metres and 8 square metres for the single bedroom dwelling which is accessible directly from internal living areas. Both the eastern and western buildings are proposed to be constructed to a height of 16.3 metres above the proposed car parking level. The western building presents to the street as five storeys in height, although as a result of the site cut and surrounding sloping area the proposed residential flat buildings would appear as a four storey built form when viewed from surrounding areas.

The two buildings are proposed to be separated by a 6.0 metre undeveloped void. The proposed setbacks to the northern and southern boundary vary from ground floor to the upper floors with the predominant built form setback of ground level to Level 4 being over 2.0 metres. Dwelling balconies in some cases extend beyond this predominant built form setback. The rear setback to the eastern boundary is

To accommodate the proposed buildings a portion to the rear of the site will be cut as a means of dealing with the existing slope of the land. Within the rear eastern and the southern and northern boundaries there are proposed to be concrete retaining walls and landscaped batter slopes to accommodate the site cut. The maximum height of the retaining walls is proposed to be 4.2 metres and will require an amount of cut to occur upon the subject site.

Areas of landscaping are proposed along the side and rear boundaries and throughout the site to provide improved amenity as well as assisting to break up the built form. This includes a variety of plantings from ground cover to mature trees.

In light of known DPTI requirements for road widening purposes all built form has been setback well behind a desired 4.5 metre strip of land plus a 6.0 metre setback for consent purposes at the front of the property.

The ground floor level will be provided with a designated refuse area which can be accessed from the ground floor entrance lobby. This room has been appropriately dimensioned as to contain the required number of waste bins as calculated (refer to the Waste Management Section below). In this case, it is proposed that a private contractor would manage and collect waste from the proposed building.

The refuse room will be appropriately serviced by a set of double access doors. The Waste Management Plan prepared by Infraplan provides detail with regard to waste management.

The above extract from the proposed plans shows the refuse area and identifies the specific bin requirements for general waste, co-mingled recycling and organic waste.

The proposal is more fully illustrated on the plans prepared by Tectvs Architects:

- Drawing P01 – Site Plan;
- Drawing P02 – Plans and Section; and
- Drawing P03 – Elevations.

In addition, engineering and civil details including retaining walls are illustrated on the plans prepared by Struktura Engineers:

- Drawing C01 – Civil Plan;
- Drawing C02 – Civil Details; and
- Drawing C03 – Retaining Wall and Elevations.

5.0 RELEVANT PROVISIONS OF THE DEVELOPMENT PLAN

The relevant Development Plan for assessment purposes is the City of Prospect Development Plan consolidated version 31 October 2013. The following provisions of the Development Plan are considered most relevant to the proposed development:

<u>Metropolitan Adelaide Provisions</u>

Form of Development:	Objectives 1 and 2.
Residential Development:	Objectives 5, 6, 7 and 8
	Principles 3, 4, 8, 9, 10, 11, 12, 13, 14, 15 and 16.
Transportation (Movement of People and Goods):	Objective 10, 11, 12, 13 and 14
Appearance of Land and Buildings:	Objective 27

<u>Council Wide Provisions</u>

Form of Development:	Objectives 1, 2 and 4
	Principles 1, 2, 3, 4, 6, 7, 8, 9, 10

Movement of People and Goods:	Objective 12, 13, 14 and 15
	Principles: 205, 206, 207, 208, 209, 210, 211, 212, 213, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 231, 232, 233, 234, 235, 236.
Residential Development:	Objective 16
	Principles 44, 45, 46, 47, 48, 49, 50, 54, 59, 60, 65, 66, 69, 86, 87, 90, 111, 112, 113, 114, 115, 116, 132, 133, 134, 135, 138, 139, 148, 152, and 153
Medium and High Rise Development:	Objectives 17, 18, 20
	Principles 157, 158, 159, 160, 161, 162, 163, 164, 165, 167, 168, 169, 170 and171

<u>Urban Corridor Zone</u>

Objectives: 1, 2, 3, 4, 5, 6, 7 and 8.

Principles: 1, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 18 and 22.

<u>Transit Living Policy Area</u>

Objectives: 1, 2 and 3.

Principles: 1, 2 and 3.

6.0 PLANNING ASSESSMENT

Rather than assessing the proposal against each identified provision listed in Section 5.0 of this report, the planning issues most relevant to the proposed land use have been identified in order to determine the proposal's compliance or non-compliance, as the case may be, with those provisions. The relevant planning issues to be addressed are:

- Land use suitability;
- Site Density;
- Dwelling Design;
- Design and Appearance;

- Crime Prevention through Environmental Design;
- Interface and Amenity;
- Traffic, Access and Parking;
- Stormwater and Site Works; and
- Waste management.

Land Use Suitability

The subject site is located within the Urban Corridor Zone and more specially the Transit Living Policy Area. Both the Zone and Policy Area Desired Character Statement's envisage a high quality mixed use urban environment that contributes to the economic vitality of the City of Prospect through increasing the density of housing, as well as the number and the diversity of businesses and other services offered to residents and the wider community.

The above is reiterated by the following Objectives of the Urban Corridor Zone:

Objective 1: **A mixed use zone accommodating a range of compatible non-residential and medium and high density residential land uses orientated towards a high frequency public transport corridor.**

Objective 2: **Integrated, mixed use, medium and high rise buildings with ground floor uses that create active and vibrant streets with residential and commercial development above.**

Objective 3: **A mix of land uses that enable people to work, shop and access a range of services close to home.**

Zone Principle 1 above outlines the types of development, or a combination thereof, which are envisaged within the Zone. A residential flat building, as proposed, is one of the types of development listed and accordingly the proposal is considered to be an appropriate type of development and is supported from a land use perspective.

Site Density

The Transit Living Policy Area anticipates medium and high density housing. This would primarily be in the form of apartment and terrace style dwellings along with mixed-use buildings to accommodate a diversity of dwelling types within the policy area. As stated within Zone Principle 5 the minimum residential site density for residential development within the Transit Living Policy Area is 45 dwellings per hectare net.

The subject site has a usable area of 1,561 square metres and therefore the minimum be achieved through the provision of 7 dwellings. The proposal is for 32 dwellings within the residential flat building, thereby comfortably satisfying the desired minimum density for new development. The dwelling density is therefore consistent with the Development Plan.

Dwelling Design

The dwellings are serviced and accessed via a common entrance lobby for each building which provides both lift and stair access. Where possible, these common areas are provided with additional common storage areas. Mailboxes are provided at the front of the property and address the Prospect Road frontage.

Internally, each dwelling is provided with two bedrooms (70 square metres in size) while one dwelling is provided with a single bedroom (54 square metres in size). An open plan kitchen, dining and living area is provided while individual balconies for each dwelling provide a readily accessible area of private open space between 8 and 11 square metres. In most cases, two bathrooms (ensuite and separate bathroom/laundry) are provided for the dwellings.

With regard to the private open space provisions, the balcony areas allocated are appropriately sized and dimensioned consistent with Council-wide Principles 152 and 153, and offer each dwelling a highly useable area which is accessible from internal living areas. While the Prospect Development Plan does not provide a minimum size for dwelling units, for comparative purposes, the Adelaide City Council Development Plan specifies a minimum dwelling unit size of 50 square metres for single bedroom dwellings and 65 square metres for two bedroom dwellings. The proposed dwelling unit sizes for this development are noted to readily exceed these comparative floor space areas to provide a highly functional and liveable floor space.

The dwellings are functional and efficient in layout and provide additional useable internal storage areas to complement ground floor storage areas. The dwellings provide a high level of amenity, functionality and liveability.

Design and Appearance

As above the proposed building design is the result of a high level of design philosophy and evolution. The provisions of the Urban Corridor Zone seek to achieve a high standard of architectural design through built form articulation to all elevations of the building itself. Accordingly, the proposal integrates a range of building materials upon facades to create a high quality building appearance.

The building is proposed to be constructed using tilt up concrete panels, metal mesh screening, fixed aluminium screening to balconies, grey glass balustrades and louvres. The use of the various materials creates a high level of built form articulation which would present positively to the streetscape and surrounding properties.

The western elevation adequately addresses the Prospect Road frontage and provides a high level of identification and access readability. The orientation of the building effectively reduces and separates vehicle and pedestrian access areas to improve levels of safety.

The Urban Corridor Zone policy further outlines that building heights and residential densities would increase within the area shown by Concept Plan Fig UrC/4. In this designated area, buildings should be a minimum of three storeys and a maximum of four storeys with limited setbacks to Prospect Road to emphasise the prominence of this precinct. The proposed buildings are five storeys in height, albeit above the existing natural ground level, and will present as four storeys to surrounding properties, however the western building presents to the street frontage as five storeys in scale.

The maximum building height within the Transit Living Policy Area is 11.5 metres for three storey buildings as measured from the existing ground level notwithstanding the subject site is identified within Concept Plan Fig UrC/4 as being suitable for 3-4 storey development. The Urban Corridor Zone envisages Building of up to four storeys with a maximum vertical distance of 15 metres measure above existing ground level. The level of site works produces an altered ground level and enables the appearance of the building to be reduced when viewed from the surrounding locality. The proposed built form at no point exceeds any higher than 14.5 metres above existing natural ground level on the site and therefore readily achieves the intent for satisfying the maximum building height envisaged by the Urban Corridor Zone policy. Setbacks from the street alignment in this case have been largely guided by DPTI road widening setback requirements consistent with the northern adjoining property.

The fact that the proposed dwellings are contained within two separate buildings further details the responsive design to reduce bulk and scale within the locality. In addition the level of cut proposed substantially reduces the appearance of the built form when viewed from the surrounding locality and therefore creates a more sympathetic interface with adjoining development. This allows the proposed built form to achieve the interface height criteria as outlined within Zone Principle 14.

The proposed building would be five storeys and achieve a maximum height of 16.3 metres above altered natural ground level. As above, while this height is in excess of the height expectations of the Transit Living Policy Area, the site works and altered ground floor level seeks to efficiently reduce the appearance of the built form height as viewed from the locality. It would incorporate vertical and horizontal articulated features that utilise physical recession, colour and material contrasts to provide a modern design with an appropriate level of visual interest and a high level of architectural merit.

Crime Prevention through Environmental Design (CPTED)

The proposed development has been designed to acknowledge the intention of CPTED principles. The following design and development components have been included to address the CPTED principles and the relevant provisions of the Development Plan:

- The lobby, entrance and walkway areas are to be lit and visually permeable as to allow passive surveillance to the street and ground level car park area;
- The site orientation and pedestrian access ways are easily legible and identified;
- Passive surveillance is possible from internal overlooking from upper floor windows and balconies;
- From the street frontage the ground level car parking area is proposed to lit and visually permeable through the use of a slatted security gate while landscaping proposed does not create concealment opportunities and generally consists of low lying vegetation; and
- The car park security gate is proposed to be timed and close automatically at night to restrict access to occupants only.

For these reasons, the proposed development is considered to be consistent with the intentions of CPTED principles as contained within the Development Plan.

Interface and Amenity

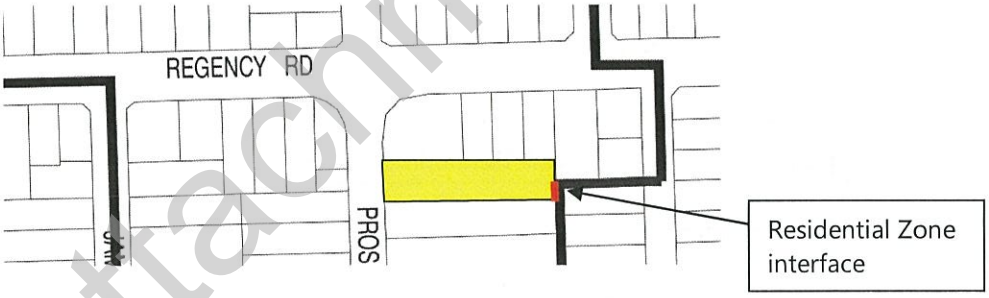
Although the subject land is located within the Urban Corridor Zone it is partially bordered to the east by a Residential Zone however the proposal is unlikely to impinge on the current level of amenity experienced by these properties (Refer to Zone Plan extract below). This is primarily due to the fact that:

- the proposed buildings have been sited and setback appropriately from the Residential Zone boundary and within desired building envelopes as to limit the impact upon the level of amenity currently experienced by existing residents. The proposed built form has been setback 9.49 metres from the eastern site boundary to ensure that the building envelope does not encroach into the 45 degree plane measured from a height of 3.0 metres from the adjacent Residential Zone;
- a total of 40 off-street car parks will be provided for residents and visitors;
- the proposed landscaping will assist to break up the proposed built form and improve the appearance of the site when viewed form adjoining development;

- all waste will be disposed of in an environmentally sound manner as per the proposed mixture of private contractor and Council arrangements; and
- the nature of the residential flat building proposal will not typically give rise to the emission of effluent, odour, smoke, fumes, dust or other airborne pollutants.

The proposed built form has been setback appropriately from all boundaries to ensure consistency with the desired building envelope as detailed within Urban Corridor Zone Principle 14. For all these reasons, the proposal is considered to have limited impact upon the surrounding lower density residential uses while providing a buffer from the more heavily trafficked roads of Regency Road to the north and Prospect Road to the west.

The following extract form the Development Plan shows the subject site in the context of the zone boundaries between the Urban Corridor Zone and the adjacent Residential Zone. It shows that only a small portion of the subject sites eastern rear boundary in fact abuts the Residential Zone a distance of approximately 6 metres and accordingly further reduces the impact of the proposal at the Residential Zone interface.



We acknowledge that the proposed building height would result in some degree of overshadowing to the adjacent residential properties, especially those to the south. As a result of the minimum building heights and dwelling density expectations within the Urban Corridor Zone overshadowing of adjoin residential properties within the zone is reasonably expected within these areas.

<u>Traffic, Access and Parking</u>

The residential flat buildings are proposed to be accessed via a centrally located dual way common driveway from Prospect Road which extends through the site to the eastern boundary. This driveway provides access to the visitor car park on the western side of security gate which restricts access to the 32 resident parking spaces beyond. The rear section of the car park slopes up to the rear eastern boundary, however this slope does not restrict vehicle access in any way.

Consistent with the Development Plan's Table Pr/5 the lower level car parking area provides 1 space per dwelling equating to 32 parking spaces plus 0.25 visitor car parking spaces totalling an additional 8 visitor spaces located on the western side of the secure gate. One of the visitor parking spaces is dedicated for disabled access.

In order to manage occupant and visitor vehicles within the ground level parking area, a secure sliding gate separates visitor parking and allocated occupant parking spaces. The central access driveway allows dual way unrestricted vehicle movement to and from the site limiting the potential for vehicles to queue on Prospect Road.

Bicycle parking has been provided to the front of the building and within the car park level itself and is positioned purposefully for ease of use by occupants. A total of 14 bicycle spaces have been provided which is consistent with the Development Plans Table Pr/6 which requires the on-site provision of 11-12 bicycle spaces.

Consistent with the Development Plan, access from Prospect Road has been limited to the central dual way access driveway and this entry point has been designed to provide safe and convenient access to and from the site while ensuring limited impacts upon the free flow of traffic on Prospect Road. Access and parking arrangements are entirely consistent with the provisions of the Development Plan.

<u>Stormwater and Site Works</u>

Stormwater is proposed to be collected and managed onsite to ensure that outflow be managed such that post development flow doesn't exceed the predevelopment flow during a 5 year average recurrence interval (ARI) rainfall event.

The civil engineering plans submitted detail the extent of stormwater management proposed to be implemented within the site. The development includes the provision of a large 30,000 litre detention tank at finished ground level underneath the eastern building.

Site works by in large involve the cut and levelling of the site to accommodate the development. The amount of site cut requires concrete retaining walls to be constructed to the northern and southern boundaries. The height of the retaining walls vary from 0.8 metres in height to 4.2 metres in height towards the rear eastern boundary.

<u>Waste Management</u>

This proposal includes the provision for a common refuse area to the south of the lower floor entrance canopy. In this case it is proposed to manage refuse through a part private part Council arrangement.

For comparative and analysis purposes waste generation from the site has been calculated having regard to the waste generation rates expressed in Appendix 2 of the Adelaide City Council Design Guide for Residential Recycling. These are based on metropolitan bin audits, assumed best practice levels of participation and separation of recycling by residents and diversion rates achieved by City apartment buildings.

Accordingly the following waste generation rates have been adopted:

- General waste: 30 litres per bedroom per week.
- Co-mingled recycling: 25 litres per bedroom per week.
- Green organics: 10 litres per bedroom per week.

The development comprises of 63 bedrooms (31 two bedroom dwellings and a single one bedroom dwelling) and accordingly the overall waste volumes generated are identified below:

Waste Stream	Rate (L/week)	Bedrooms	Total Volume (L/week)
General Waste	30 litres	63	1,890
Co-mingled recycling	25 litres	63	1,575
Green Organics	10 litre	63	630

Therefore within this proposed waste management option it is assumed that a private contract will be entered into for the collection of general and recyclables waste streams on a weekly basis.

Waste Stream	Bin Volume (L)	Collection Frequency	Waste Volume (L)	Number of Bins (Total Volume)
General Waste	660	Weekly (Private)	1,890	3* (1,980 L)*
Co-mingled recycling	660	Weekly (Private)	1,575	3 (1,980 L)
Green Organics	240	Weekly (Private)	630	3 (720 L)
Total			**4,095**	**9 (4,680 L)**

The street frontage allows sufficient area for waste collection vehicles to temporarily stop on Prospect Road while collection staff enter the property and individually remove waste bins prior to returning the empty bins.

The communal bin area has been dimensioned appropriately to contain the identified bins above and this enclosure will be maintained by the residents with the bins maintained as part of the waste collection service contract. The Waste Management Plan prepared by Infraplan outlines the details of the proposed waste management scheme.

7.0 CONCLUSIONS

On balance, we have concluded that the proposal is an orderly and economic form of development and, above all, one which demonstrates a considerable degree of planning merit.

For all those reasons specified herein, we are of the express view that the proposal warrants Development Plan Consent.

Greg Vincent MPIA
B/A in Planning

30 October 2015

Resonate acoustics

225 Prospect Road
Planning Stage Acoustic Report

Report Date: Monday, 19 October 2015
Reference: A15588RP1, Revision A

225 Prospect Road
Planning Stage Acoustic Report
A15588RP1 Revision A

Resonate acoustics

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Document Information

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Revision Table

Report revision	Date	Comments
0	16 October 2015	Draft Issue for comment
A	19 October 2015	First Issue

Glossary

'A' Weighted	A spectrum adaption that is applied to measured noise levels to represent human hearing. A-weighted levels are used as human hearing does not respond equally at all frequencies.
Building envelope	means those parts of a building's fabric that separate an internal *habitable room* from the exterior of the building. Reference to *building envelope* includes parts of a *building envelope—From SA 78B*.
dB	Decibel—a unit of measurement used to express sound level. It is based on a logarithmic scale which means a sound that is 3 dB higher has twice as much energy. We typically perceived a 10 dB increase in sound as a doubling of that sound level.
dB(A)	'A' Weighted sound level in dB.
Designated sound source	means a sound source identified in a council Development Plan—*From SA 78B*.
Designated sound source level	means a prescribed sound level for a transport corridor to be used in proposing an *Alternative Solution—From SA 78B*.
Designated sound source spectral adjustment levels	means a prescribed sound level adjustment to be made to the *designated sound source level* for the purpose of calculating the *facade noise reduction* across the *building envelope—From SA 78B*.
External glass door	Means an external door with greater than 40% of the door area being glass—*From SA 78B*.
Facade sound reduction	means the reduction in external to internal sound level provided by the *building envelope—From SA 78B*.
Floor area	means, in relation to a room, the area of the room measured within the finished surfaces of the walls, and includes the area occupied by any cupboard or other built-in furniture, fixture or fitting—*From SA 78B*.
$L_{eq,1hr}$	Means the energy averaged equivalent sound level, averaged over a one hour time period—*From SA 78B*.
R_W	Weighted Sound Reduction Index—means a measure of the sound attenuation performance of a building element, measured in controlled conditions in a laboratory—*From SA 78B*.
R_W+C_{tr}	means a weighted sound reduction index with spectrum adaptation placing greater emphasis on low frequency performance—*From SA 78B*.
Separation distance	means the shortest distance (to the nearest metre), from an existing or future *designated sound source* to the nearest exposed point of the *building envelope* bounding a *habitable room—From SA 78B*.
Sound Exposure Category (SEC)	means the degree to which a *habitable room* within a building is likely to be affected by external sound received by the *building envelope—From SA 78B*.

225 Prospect Road
Planning Stage Acoustic Report
A15588RP1 Revision A

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Table of Contents

1 Introduction

This report outlines a planning stage noise impact assessment for the proposed multi-storey residential development at 225 Prospect Road, Prospect. The proposed development consists of two four-storey residential apartments with four apartments on each floor located at 225 Prospect Road.

The external noise sources potentially affecting the amenity of the proposed development are the traffic noise from Prospect Road and Regency Road.

The potential noise emissions associated with the development are:

- Car parking facility, and
- Potential mechanical plant.

The potential impact of external noise sources on the amenity of the proposed residential development have been assessed against the requirements of the Minister's Specification SA 78B (SA 78B) *Construction Requirements for the Control of External* SA 78B and the Prospect City Development Plan.

The potential noise emissions from the development have also been assessed against the requirements of the South Australian environmental noise policy and the Prospect City Development Plan.

2 Proposed development

2.1 Location

The proposed residential development is located at 225 Prospect Road and consists of two four-storey apartments. The location of the proposed development is shown in Figure 1.

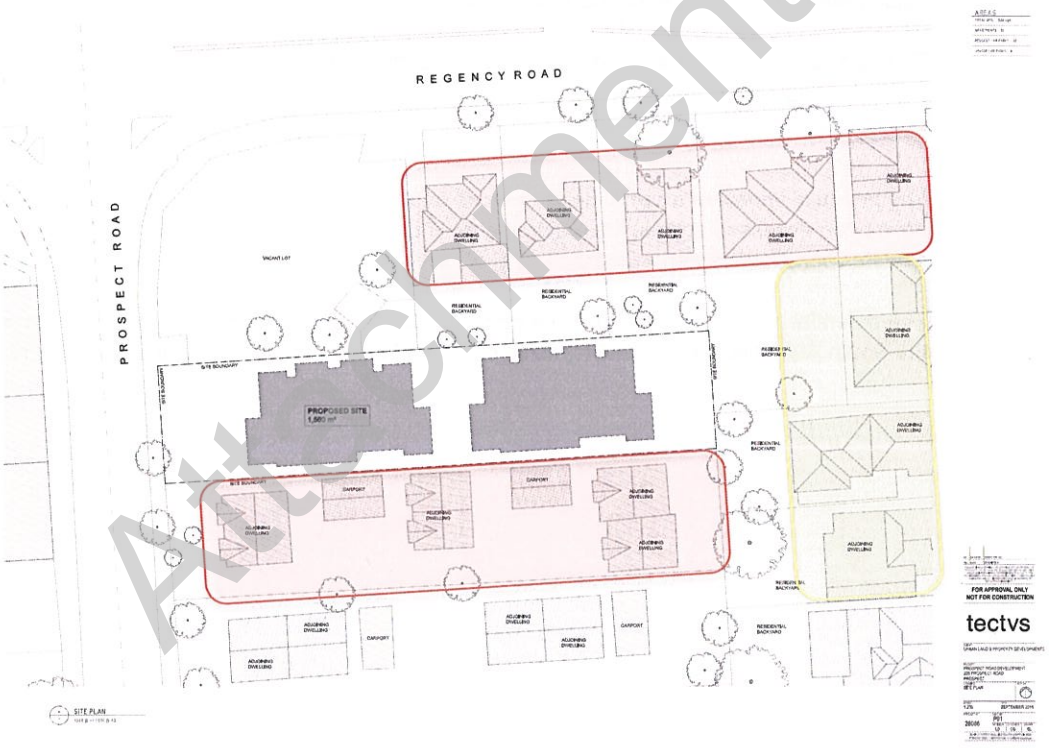

Figure 1 Location of proposed development, locality and noise sensitive receptors

The apartments are exposed to traffic noise from both Regency Road and Prospect Road. The proposed development is located to the east of the Prospect Road with about 15 m distance between the nearest facade and the Prospect Road. Regency Road is located approximately 38 m to the north of the nearest facade to the road.

The noise sensitive receptors potentially affected by the noise emissions from the development are the adjoining premises to the north, south and east of the development. The nearest noise sensitive receptors are the premises to the north and south of the development highlighted in red in Figure 1. The locations of the less sensitive noise receptors are highlighted in yellow in Figure 1.

This assessment is based on the drawings provided by Tectvs referenced 26066 – P01 to 26066 – P03 dated September 2015.

3 Development Plan

3.1 Prospect Council Development Plan

The proposed development is located within the Prospect Council Area and so the development must have regard to the Prospect Development Plan.

The proposed development and all relevant noise sensitive receptors to the development are located in the Urban Corridor Zone (Transit Living Policy Area), which has the following Objectives:

(1) A medium density residential area supported by local shops, offices and community land uses.

(2) A highly varied built streetscape allowing multiple built form design responses that support innovative housing and mixed use development.

(3) Development that contributes to the desired character of the policy area

Furthermore, the desired character for this Policy Area states:

This policy area will primarily serve a residential function, with local shops, offices and community land uses provided as part of mixed-use development to support the daily living and working needs of residents. Residential development will take place at medium to high densities, requiring the replacement of existing detached dwellings with apartment and terrace style dwellings and mixed use buildings, desirably two to three storeys in height.

Based on the above statements of the Desired Character a Residential land use is primarily promoted in this zone.

There are no Principles of Development Control (PDC) in these zones or policy areas relating to noise. However, Council wide PDCs relating to On-Site Car Parking and Access states:

PDC 62 – Car parking should be located and designed to minimise adverse noise impacts on adjacent sensitive uses.

3.2 Prospect Council – Air and Noise Overlay

The site is also located in a 'Designated Area' and adjacent to a 'Designated Road: Type B road' in the Noise and Air Emissions overlay in the Prospect Council Development Plan. Both Prospect Road and Regency Road are designated as Type B roads with maximum speed limit of 60 km/hr.

Relevant Objectives and Principles of Development Control for sites affected by the overlay are:

"OBJECTIVES

Objective 1: *Protect community health and amenity from adverse impacts of noise and air emissions.*

PRINCIPLES OF DEVELOPMENT CONTROL 1 *Noise and air quality sensitive development located adjacent to high noise and/or air pollution sources should:*

(a) shield sensitive uses and areas through one or more of the following measures:

(i) placing buildings containing less sensitive uses between the emission source and sensitive land uses and areas

(ii) within individual buildings, place rooms more sensitive to air quality and noise impacts (e.g. bedrooms) further away from the emission source

(iii) erecting noise attenuation barriers provided the requirements for safety, urban design and access can be met

(b) use building design elements such as varying building heights, widths, articulation, setbacks and shapes to increase wind turbulence and the dispersion of air pollutants provided wind impacts on pedestrian amenity are acceptable

(c) locate ground level private open space, communal open space and outdoor play areas within educational establishments (including childcare centres) away from the emission source."

When integrated into a Council Development Plan (DP), a Noise and Air Emission Overlay formerly activates Minister's Specification SA 78B (SA 78B) *Construction Requirements for the Control of External Sound.* The requirements of SA 78B are outlined in Section 5.

4 Noise criteria

4.1 Environmental noise policy

Environmental noise emissions from the proposed development should comply with the *Environment Protection (Noise) Policy* 2007 (Noise EPP) and this is the most relevant guideline to address the requirements of the Development Plan.

The noise goals in the Noise EPP are based on the zoning of the development and the closest noise affected premises in the relevant development plan. The land uses primarily promoted by the zones are used to determine the environmental noise criteria with the indicative noise factors shown in Table 1

Table 1 Excerpt from Noise EPP—Table 2(subclause(1)(b))

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

As noted in Section 3, the development and the all noise sensitive premises are located in the Urban Corridor Zone (Transit Living Policy Area) zone for which Residential land use is primarily promoted.

In accordance with Part 5 of the Noise EPP, the relevant criteria for this development will be the relevant indicative noise factors less 5 dB(A). The application of Part 5 results in the following environmental noise criteria:

- 47 dB(A) during the day, 7 am to 10 pm
- 40 dB(A) at night, 10 pm to 7 am.

Penalties can also be applied to a noise source for a variety of characteristics, such as impulsive, low frequency, modulating or tonal characters. For a characteristic penalty to be applied to a noise source is must be fundamental to the impact of the noise and dominate the overall noise impact.

5 Minister's Specification SA 78B

To determine the noise impacts of Prospect Road and Regency Road, the assessment methodology outlined in the Minister's Specification SA 78B *Construction Requirements for the Control of External Sound* (SA 78B) has been adopted. SA 78B has been developed to address noise ingress from road, rail and mixed land use into residential developments. The internal noise criteria provided in SA 78B has been approved by the EPA and it is consistent with policy regarding noise intrusion into dwellings.

SA 78B is comprised of *Performance Requirements* and *Deemed-to-Satisfy Provisions* that are designed to achieve an appropriate level of health amenity for building occupants affected by transport noise and noise from mixed use zones.

SA 78B prescribes five different *Sound Exposure Categories* (SECs), which relate to distance from the designated sound source. Each SEC requires specific facade treatments to achieve a particular outdoor-to-indoor sound attenuation as described in Table 2.

Table 2 Sound attenuation required for SECs from SA 78B

Sound Exposure Category	Outdoor-to-indoor sound attenuation, dB(A)
1	24
2	28
3	32
4	36
5	40

6 Assessment

6.1 Traffic Noise Intrusion

In accordance with SA 78B, Sound Exposure Categories (SECs) are determined on the basis of the exposure of each relevant facade to the external noise sources. The relevant SECs for the development are shown Figure 2 to 4.

Sound Exposure Categories

SEC 1 Walls and Glazing	SEC 4 Walls and Glazing
SEC 2 Walls and Glazing	SEC 5 Walls and Glazing
SEC 3 Walls and Glazing	Coloured areas corresponds to roof SEC

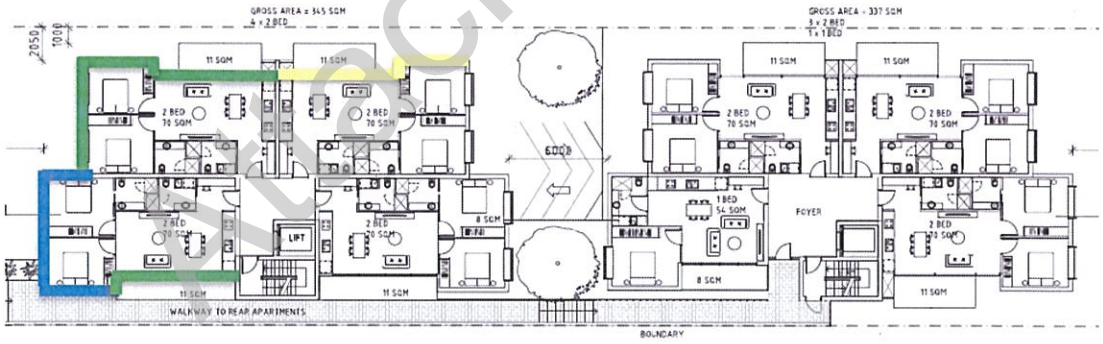

Figure 2 SECs for Level 1 apartments

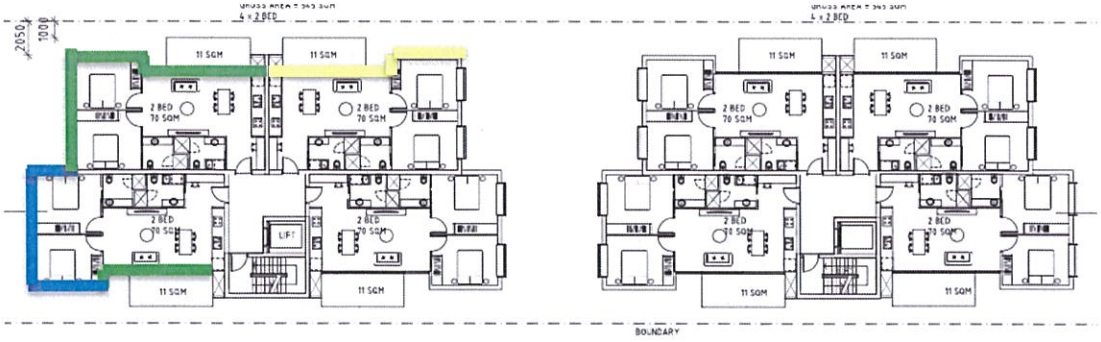

Figure 3 SECs for Level 2

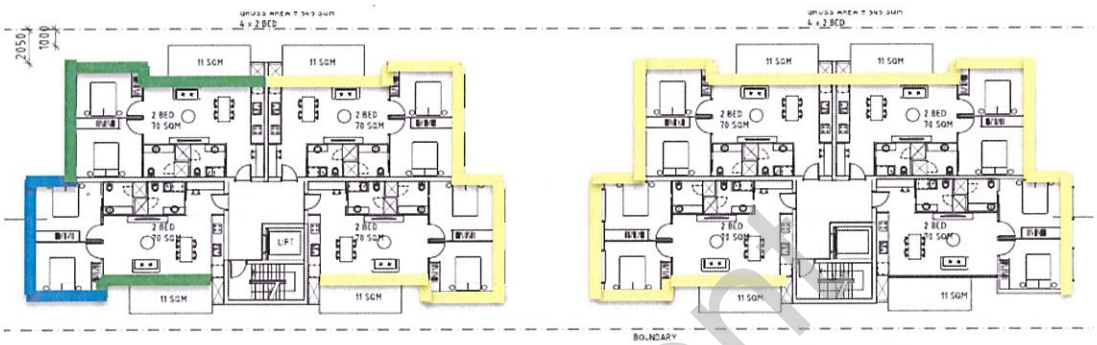

Figure 4 SECs for Level 3 and above apartments

Where there is no SEC rating marked up in Figures 2 and 3, no specific acoustic requirement is applicable.

External wall construction requirements

We understand that external wall construction at this stage is as follows:

- 150 mm precast concrete
- steel stud
- plasterboard lining to the internal side

150 mm precast concrete will achieve a R_W+C_{tr} of 50 and as such above construction will achieve the airborne insulation requirement for SEC 1 – 3 and therefore will be acceptable.

External windows and doors

The required constructions for the external windows and doors are outlined in Table 3.

Table 3 External window and door constructions for SEC 1 – 3

Location	External windows and doors construction	Acoustic criteria
Sound Exposure Category 3		
Living and dining	• 6 mm glass windows with awning type opening • 10 mm glass sliding doors or 5/6 mm glass side hung door	$R_w + C_{tr} \geq 31$ (≥ 20 % of floor area)
Bedrooms	• 6 mm glass windows with awning type opening	$R_w + C_{tr} \geq 31$ (≤ 20 % of floor area)
Sound Exposure Category 2		
Living and dining	• 6 mm glass windows with sliding or double hung type opening • 5/6 mm glass side hung door	$R_w + C_{tr} \geq 28$ (≥ 20 % of floor area)
Bedrooms	• 6 mm glass windows with sliding or double hung type opening	$R_w + C_{tr} \geq 28$ (≤ 20 % of floor area)

Location	External windows and doors construction	Acoustic criteria
Sound Exposure Category 1		
Living and dining	• 3 mm glass windows with awning type opening • 5/6 mm glass side hung door	$R_w + C_{tr} \geq 25$ (≥ 20 % of floor area)
Bedrooms	• 3 mm glass windows with awning type opening	$R_w + C_{tr} \geq 25$ (≤ 20 % of floor area)

All openable windows and doors are to have the following seals:

- sliding doors are to have:
  - Schlegel Q-Lon T-Slot seals on the lock and mullion
  - Schlegel Fin-Seal on the rails
- windows awning style with rubber compression seals around the perimeter such as Schlegel Q-Lon T-Slot seals, or sliding with seals as indicated for the sliding doors
- hinged doors are to have:
  - high quality rubber contact seals for the head and the jambs acoustically equivalent to Kilargo IS1212/1515 or Raven RP120/150
  - dropdown seal at the bottom acoustically equivalent to Kilgaro IS8090si or Raven RP38.

Level 4 roof

The highest SEC applicable to the roof is SEC 1 for which no specific airborne sound insulation requirement is applicable.

Ventilation

Apartments falling within SEC 1 to 3 can be conditioned using wall split systems that do not include outside air circulation. Fresh air ventilation can be provided with operable windows. Should a ventilation system in addition to the openable windows be required, it must have a minimum R_W rating of 40. In all cases, the air conditioning or mechanical ventilation system should not reduce the acoustic performance of the external facade in order to achieve compliance with SA 78B.

6.2 Car parking noise

A total of 40 car parking (32 dedicated resident parking and 8 visitor parking) have been proposed which are located on the ground floor of the development set down about 2 – 2.5 m from the natural ground level.

A retaining wall and a solid 1.8 m fence at the boundary of the development above the natural ground line is proposed separating the development and the adjoining premises to the north, south and east to minimise the car parking noise to the adjoining premises. This is believed to satisfy the intent of the PDC 62 of Council Wide provisions (Car parking and Access).

6.3 Mechanical services noise

Mechanical plant noise shall comply with the requirements of South Australian Environment Protection (Noise) Policy 2007 as outlined in Section 4.1.

At this stage of the development process, detailed information on the air conditioning and ventilation equipment is not available. Sound power levels, noise attenuation and enclosures or barriers are to be designed during detailed design stage to ensure compliance with required noise emission levels.

During the detailed design phase, noise emissions from the external plant will be assessed and mitigation treatments adopted to ensure that noise emissions are limited to 47 dB(A) during the day (7 am to 10 pm) and 40 dB(A) at night (10 pm to 7 am) at the most affected residence, when assessed in accordance with the South Australian Environment Protection (Noise) Policy 2007.

7 Conclusion

A noise impact assessment has been undertaken for the proposed residential development at 225 Prospect Road, Prospect.

The assessment included traffic noise impact assessment from Prospect Road and Regency Road in accordance with the Minister's Specification SA 78B (SA 78B) *Construction Requirements for the Control of External* SA 78B as well as potential environmental noise emissions from the development including the car parking and mechanical plant.

Minimum construction requirements to control traffic noise to the proposed development have been addressed. Noise emissions associated with the car parking facility is minimised with provision of a solid 1.8 fence at the boundary and retaining walls. Noise mitigation for air conditioning plant will be included in detail design stage to achieve the relevant environmental noise criteria in accordance with the South Australian Environment Protection (Noise) Policy 2007.

The proposed residential development at 225 Prospect Road satisfies the provisions of Prospect City Council Development Plan in regards to noise emission and intrusion control as outlined in this report.

infraPlan

policy – strategy – planning – infrastructure – transport – environment

Residential Development
225 Prospect Road
Waste Management Plan
Final Report

October 2015

Client	Gary Bonato Director, Tectvs Pty Ltd 36 Field Street, Adelaide SA 5000 Ph: +61 412 546 663 garyb@tectvs.com.au
Consultant	**Amol Kingaonkar** Senior Traffic Engineer Infraplan (Aust) Pty Ltd Level 1, 22-26 Vardon Avenue Adelaide 5000 08 8227 0372 amol@infraplan.com.au
Last saved	29/10/2015 1:49:46 PM
Last saved by	Last saved by Amol Kingaonkar

Rev	Date	Details	Prepared by	Approved by
0	21 October 2015	Draft report for review and comment	AK	
1	28 October 2015	Final Report	AK	GG

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Table of Contents

1 Development Details

InfraPlan has been engaged by Tectvs Pty Ltd to prepare a Waste Management Plan for the proposed residential development at 225 Prospect Road, Prospect.

The proposed development will have a total of 32 dwellings units in two split evenly between two buildings. Development details considered in preparing this report are provided below:

Land Use:	Residential
Site Area:	1,560 m^2
No. of Buildings:	2
No. of Dwellings:	32
Dwellings per hectare:	205 dwellings per ha

The proposed development is considered as a *high density residential development* with a dwelling density greater than 75 dwellings per hectare (ha).

2 Type of Waste System

It is proposed that the residents of the proposed development will share communal bulk bins (660 litres) and smaller bins (240 litres).

It is understood the City of Prospect Council operator will be engaged to collect & dispose organic food waste generated on site.

A private contractor will be engaged to collect and dispose all co-mingled recyclable and general waste generated on site.

3 Waste System Sizing

3.1 Bin sizes

The following waste bins have been proposed for use at the subject development.

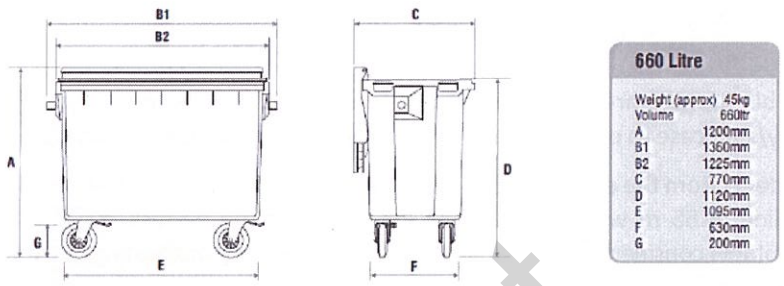
Capacity	Dimensions	
660 Litres	1,200 H x 770 W x 1360 L	
240 Litres	1,060 H x 550 W x 730 L	 General Waste Co-mingled Recyclables Food/Organics

Table 1 Waste Bin Sizes

3.2 Projected Waste Generation and Storage provision

MasterPlan (Town + Country Planners) have provided waste generation estimates for the proposed development as presented in Table 2 below.

Table 2 Waste generation – Residential

STREAM	Quantity	Bin Capacity	Total Storage
Non-recyclable waste to landfill	3	660 L	1,980 L
Co-mingled recyclable waste (bi-weekly collection)	3	660 L	1,980 L
Organic [food] waste (bi-weekly collection)	6	240 L	1,440 L

3.3 Hard Waste

Each household in the City of Prospect is eligible for three free hard waste collections per financial year. Residents can call council service and arrange for hard waste removal as required. Therefore no hard waste storage is required on-site.

4 Bin Storage Location

The bin storage area has been located under the western building, within close proximity to the lift lobby/stair case to ensure it can be readily accessed by residents/tenants.

Residents from the eastern building will be required to walk to the bin storage area underneath the western building. A 55 m walk from the lift/stair lobby of the eastern building to the storage area is deemed acceptable considering that the residents will be walking mostly undercover, within the carpark, away from external traffic.

The storage area is located on ground level within the carpark to enable the use of natural ventilation, it is however sheltered from the weather by the building/walkway above.

The bin storage area will be hard paved/concrete floor to facilitate easy maneuvering/wheeling of bins within the storage area.

5 Transfer Pathways

Access to the storage area for transferring the bins to the kerbside for the collection point will be via the carpark access/driveway.

Please refer to **Figure 2** for details on transfer pathways.

6 Kerbside Presentation & Collection point

A 4m x 1m bin presentation area along Prospect Road is proposed for ***organic waste*** collection by the council operator. The proposed bin presentation area would be located on the northern of carpark access point.

Footpath along Prospect Road frontage of the property is approximately 2.5m wide. Thus approximately 1.5m width of footpath will still be available for pedestrian movement beyond the proposed 1m wide presentation area.

General and co-mingled recyclable waste is proposed to be collected on-site.

Please refer to **Figure 1** for details of bin storage, the kerbside collection point and the transfer pathway.

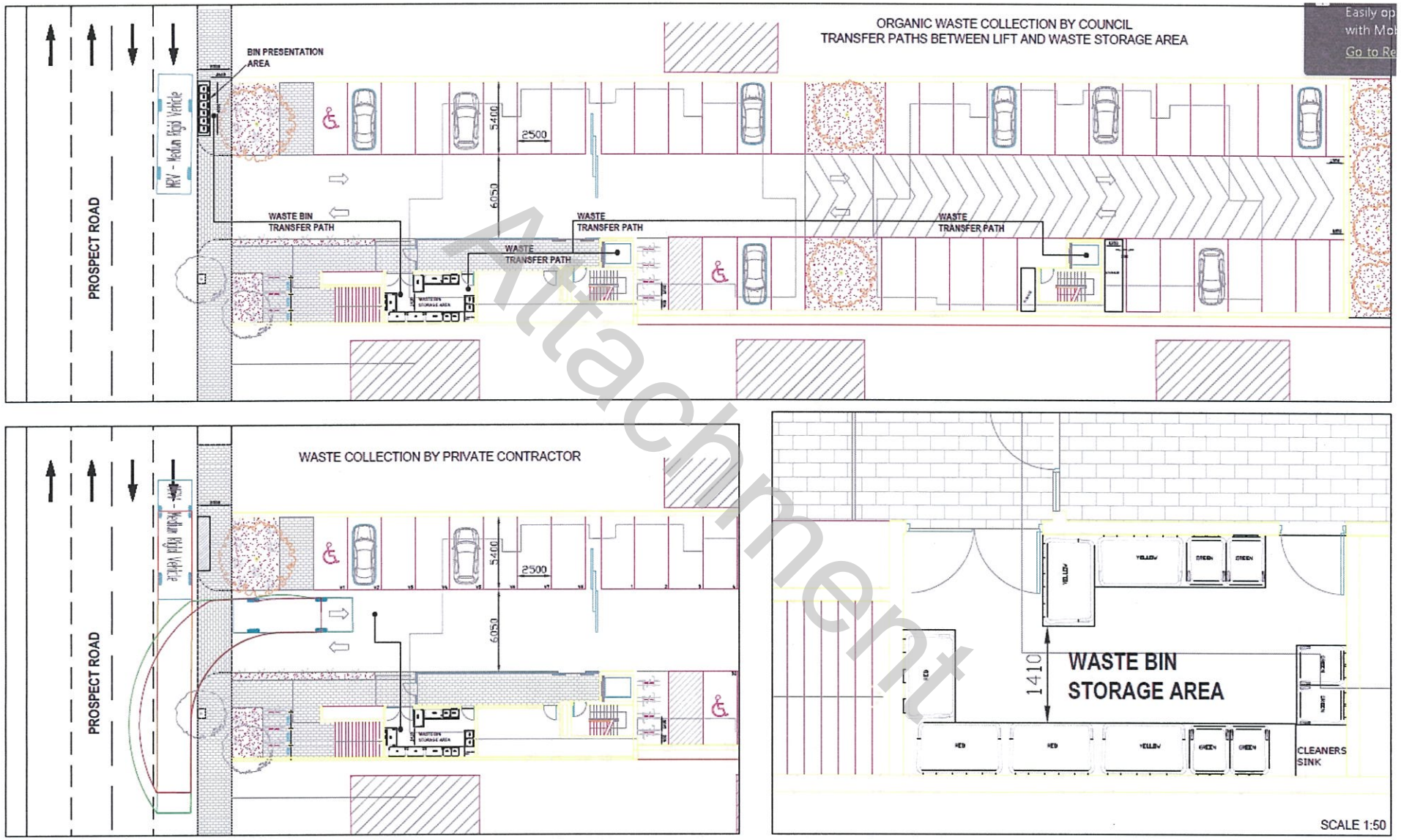


Figure 1: Bin Storage and Kerbside Presentation Area

7 Collection Frequency and Method

7.1 Organic Waste – The City of Prospect Council

As mentioned previously, the City of Prospect Council operator will be engaged to collect organic waste streams from the proposed development. The City of Prospect Council waste collection calendar (2015-16) indicated the development site will be serviced on Tuesdays every fortnight.

On the day of collection, a community appointed attendant will wheel the bins from the bin storage area (under the western building) to the presentation area along Prospect Road. The community attendant will transfer empty bins back to the bin storage area post waste collection.

7.2 General and Recyclable Waste – Private Contractor

As mentioned previously, a private contractor will be engaged to collect general (non-recyclable) waste and co-mingled recyclable waste streams.

It is understood that the private contractor will collect general and co-mingled recyclable waste once every week.

The attendant with the private contractor refuse collection vehicle will wheel bins out of the storage are for collection. The attendant will wheel back empty bins into the storage area post collection.

An 8.8m truck (design vehicle) was used to review turn paths for reverse entry into the driveway and forward exit. Autotrack modelling has indicated that an 8.8m truck can reverse into the driveway from the kerbside lane without impacting on traffic flow in the adjacent travel lane.

One side of the carpark access will be temporarily blocked (usually 15-20mins) however residents will still be able to use the other half of the driveway.

It is recommended that the waste collection by the private contractor be arranged during off-peak hours (9am-3pm). It is further recommended that residents be notified of the waste collection schedule by the private contractor to provide them with opportunity so that there is minimal conflict between residents' vehicles and waste collection vehicle.

8 Conclusions

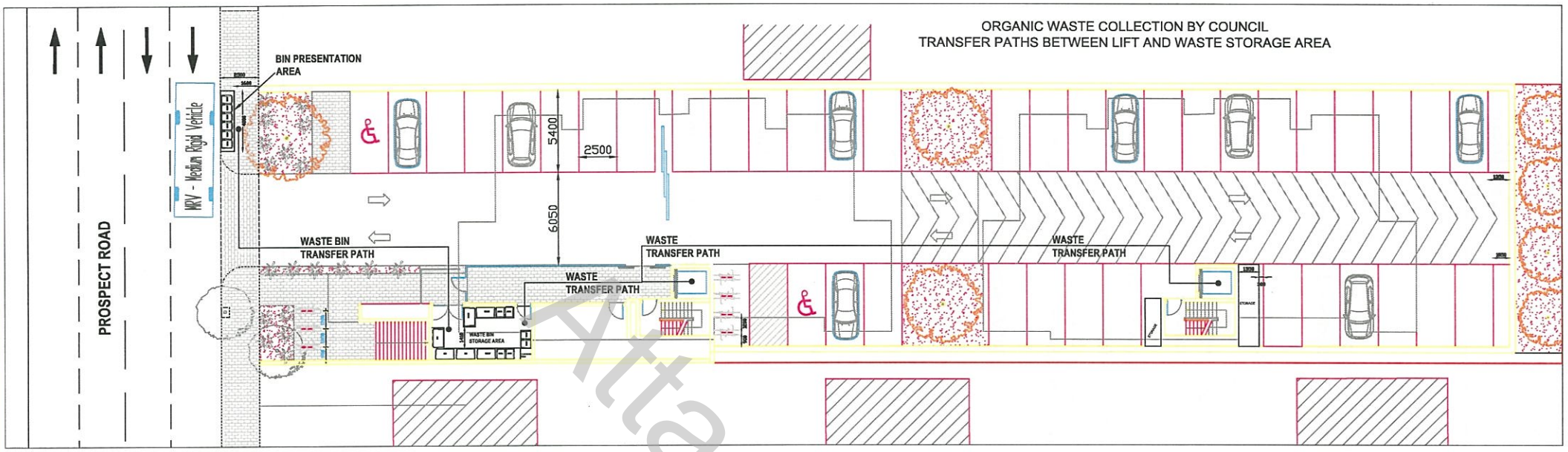
Based on the calculations and methodology presented in this report in relation to waste generation and collection at the proposed high density residential development at 225 Prospect Road, Prospect the following can be concluded:

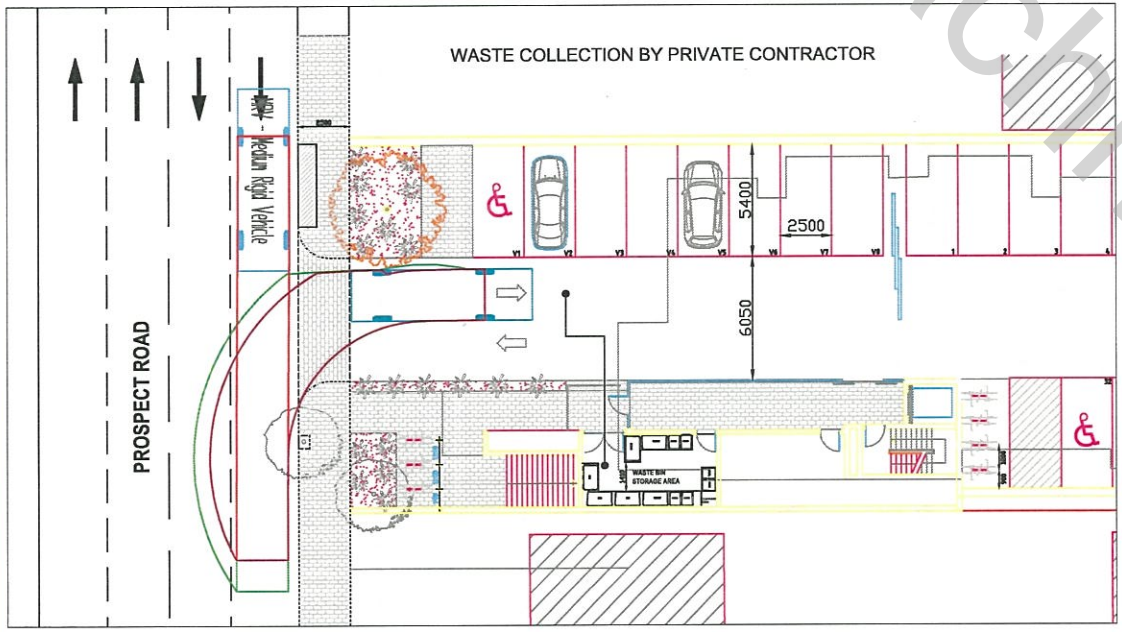
- The City of Prospect Council operated waste collection service will be engaged to collect and dispose the organic (food) waste from the proposed development.
- Bin presentation area along Prospect Road is proposed for organic waste collection by the council.
- A private contractor will be engaged to collect and dispose non-recyclable general waste and recyclable waste generated from the proposed development.
- General and co-mingled recyclable waste is proposed for collection on-site. Private contractor vehicle can access the property in a reverse motion and egress in a forward motion.
- The proposed waste storage area will be located under the western building.
- The proposed waste storage capacity for each of the three waste streams is deemed sufficient.
- Residents from the eastern building will be required to undertake a 55m walk within the carpark to access bin area underneath the western building. A 55m walk is not deemed excessive and is within the property, away from external traffic.
- As residents within the city of Prospect are eligible for free hard waste collection three times every financial year, no hard waste storage area is proposed on-site.
- It is recommended that residents be notified of the private contractor waste collection times to minimise residents' vehicle/private waste collection vehicle conflicts.
- Cleaner's sink has been provisioned in the bin storage area.
- An attendant, appointed by the community will wheel the bins out to the collection point on Owen Street using the carpark access point.
- The attendant will also wheel back the empty bins to the bin storage area post waste collection.

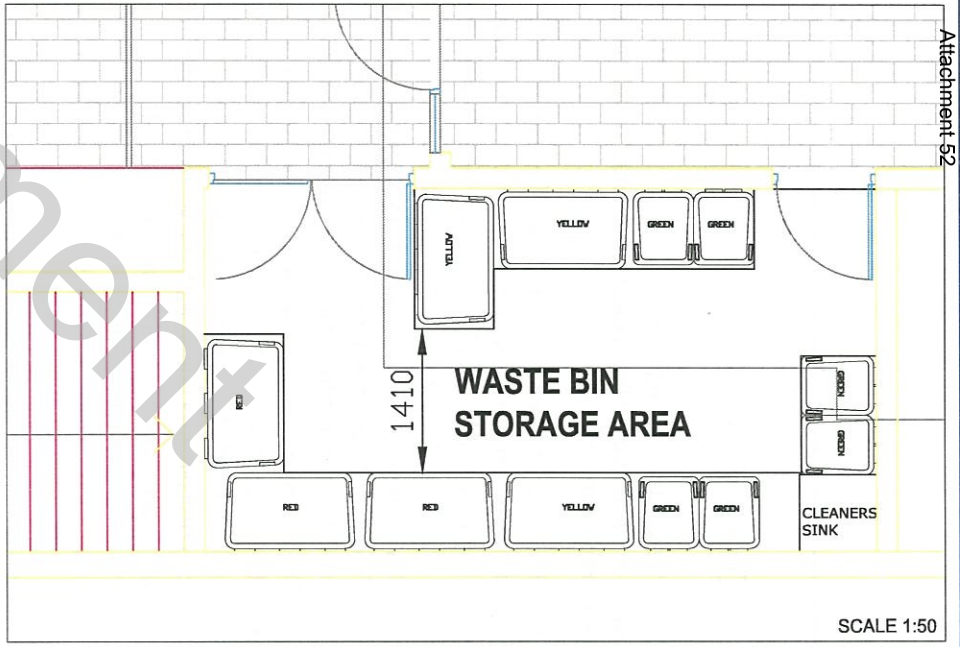
If you have any questions regarding the waste generation and management plan presented in this report please contact us at 8227 0372 to discuss further.

Yours sincerely,

Amol Kingaonkar
Senior Traffic Engineer
InfraPlan (Aust) Pty. Ltd







Attachment 52

Survey	n/a	
Designed	AK	OCT 2015
Drawn	AK	OCT 2015
Checked	N/A	

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REVISIONS

No.	Description	By	Date

TECTVS PTY LTD

225 PROSPECT ROAD
RESIDENTIAL DEVELOPMENT
WASTE MANAGEMENT PLAN

A3

Project	IP14.32
Dwg no.	WMP01
Date	21/10/15
Scale	1:250
Sheet No.	01
Rev.	

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Friday, October 29 2015

Tectvs Pty Ltd
36 Field Street,
Adelaide SA 5000

ATTN: Gary Bonato

Re: Design compliance review of the car park with Australian Standards (AS2890.1:2004) for the proposed residential development at 225 Prospect Road, Prospect.

Dear Mr. Bonato,

InfraPlan has completed its design compliance review for the car park of the proposed residential development at 225 Prospect Road, Prospect. We have reviewed the proposed design against Australian Standards (AS2890.1-2004 and AS2890.6-2009) for Parking Facilities – Off-street car parking, and offer the following comments.

Development Location and description

The proposed development site is located along Prospect Road in the City of Prospect. The proposed development is located approximately 40m south-east of Regency Road intersection with Prospect Road.

It is understood that the subject site is proposed to have a total of 32 dwelling units in two buildings. A total 40 car parks (32 for residents, 8 for visitors) are proposed in the ground level carpark.

The only access to the proposed carpark will be via a 6.0m wide crossover off Prospect Road.

The proposed development falls within the Urban Corridor Zone along Prospect Road which is a high frequency public transit corridor with a 15 minute Go-Zone. The Urban Corridor Zone aims to reduce vehicular trip generation and increase higher use of public transit and other modes (cycling, walking) for travel.

Driveway crossover

Access to the ground level car park is proposed from Prospect Road via, relocated and wider, 6.05 m wide driveway crossover. This is consistent with the provisions of *AS2890.1:2004 – Table 3.2 Access Driveway Widths*

The proposed parking area will be located 6.0 m east of footpath thus allowing an exiting vehicle to wait within the building line without impeding pedestrian movement.

Proposed car park

The proposed car park can be classified as *Class 1A – Residential, domestic and employee parking* in which a three-point turn could be required for entry/exit from 90º car parks.

A total of 40 car parking bays are proposed and the details are as follows:

1. 1 DDA compliant visitor parking bay (5.4m x 2.5m with shared zone) – carpark no. V1
2. 7 visitor parking bays (5.4m x 2.5m) – carpark no. V2 to V8
3. 31 parking bays for residents (5.4m x 2.5m) – carpark no. 1 to 31
4. 1 DDA compliant resident's parking bay (5.4m x 2.5m with shared zone) – carpark no. 32

The proposed car park is in compliance with AS2890.1:2004 for width and length of the parking spaces.

Residents' carpark Access/Egress

The proposed carpark will have a remote operated door separating the residents parking area from visitors parking. All eight car parks for visitors will be located along the northern side of the parking aisle and to the west of the residents' carpark access door. This is intended to provide safety to the resident's carpark.

Visitors parking is located along the northern boundary, 6.0m east of footpath (property boundary) which is sufficient for one vehicle to queue within the development. Queuing space for one vehicle is deemed sufficient for the proposed 8 visitor parking spaces.

Queuing space for up to 4 vehicles is available between residents' carpark access door and Prospect Road. The estimated 4 vehicle queuing space is deemed sufficient for the proposed 32 resident carparks. Thus no queuing is anticipated to spill onto Prospect Road.

Parking Aisle

The parking aisle, oriented east-west, is proposed to be 6.05 m wide between carparks on either side. The proposed parking aisle width of 6.05 meets/exceeds AS2890.1-2004 requirement of a minimum 5.8m wide parking aisle (Figure 2.2, AS2890.1), and therefore complies.

The parking aisle is a *blind aisle* due to presence of a wall at the eastern end that restricts the turn-around movement of a vehicle, if all parking spaces are occupied. As the spaces will be designated to residents, the turn-around manoeuvre can be undertaken from within each parking space when exiting. If a visitor arrives and finds all visitor parks are occupied, they will be able to undertake the turnaround manoeuvre using the shared space adjacent to the accessible car park no. V1.

Parking spaces numbered 19 and 20 are located at the end of the blind aisle (the eastern end of parking aisle), and therefore must be provided with additional clearance from the wall (1.0m min). Car park 19 is provided with 1.35m clearance to the eastern retaining wall and Car park 20 is provided with 1.05m clearance to the eastern retaining wall, and therefore comply with the Standards.

Turn path modelling using Autotrack indicated no issues for B99 and B85 vehicles accessing parking spaces within the carpark.

Please refer to **Attachment 1** for details.

Sloped parking floor

The Natural ground profile climbs from Prospect Road towards the eastern boundary of the property. This has resulted in approximately 8.7m elevation difference between Prospect Road and the eastern boundary of the property. It is therefore proposed that the eastern half of the carpark be sloped to avail the natural slope of the ground. The western half of the carpark (under the western building is proposed to be at similar level as Prospect Road.

The eastern sloped parking area (under the eastern building), is proposed to have a slope of 1:18 (5.55%) which is deemed to comply with the AS2890.1 requirement of 1:16 (6.25%) as stated in Section 2.4.3.1

A short 5.0m transition ramp is proposed between the eastern sloped parking floor and the western parking area. The subject transition ramp is proposed to have a slope of 1:6.67 (15%) which complies with AS2890.1 requirements for *Circulation roadway and ramp grades* (Section 2.5.3).

The proposed ramp profile was reviewed using Autotrack vertical clearance which indicated that vehicle scraping at the either end of the subject transition ramp is unlikely to occur.

Vertical Clearance

A minimum of 2.5m vertical clearance is deemed to be available under the western building, which complies with the AS2890.6 requirement for parking areas for people with disabilities.

A minimum of 2.3m vertical clearance is deemed available under the western building with sloped parking floor, which complies with AS2890.1 requirements.

Bicycle Parks

A total 14 bicycle parks are proposed as part of the proposed development. Six bike parks (3 rails) will be located along the southern boundary of the property and between the planter box and steps. Eight bike parks (4 rails) will be located on the eastern side of the lift lobby under the western building. Users of these 8 bike parks will access the rails via the shared space for the accessible car park no. 32.

The lifts in both the eastern and the western building are proposed to be 1.8m wide thus allowing residents to carry their bikes to their residence.

Proposed bicycle parking is deemed to meet AS2890.3 requirements for size, spacing and accessibility.

Please refer to **Attachment 1** for details.

Sight Distance

The proposed carpark driveway will be provided with planter strip on the southern side and shrubs on the northern side. It is recommended that the proposed planting on the northern and southern side (excluding large tress) be restricted to 1.0m height.

This would facilitate in maintaining clear sightlines for motorists when exiting the car park.

Column Locations

While column locations were not available at the time of undertaking this review, the proposed carpark bay widths of 2.5m allow for installation of columns between carparks while providing for a minimum of 2.4m wide carparks.

It is recommended that columns be located outside the carpark design envelope as per **Figure 5.2 of AS2890.1-2004**.

Conclusions

Based on the design compliance review of the proposed car park for the commercial development at 225 Prospect Road, Prospect we conclude that:

- The proposed carpark can be classified as *Class 1A – Residential, domestic and employee parking*.
- The proposed 6.0m wide driveway crossover meets AS2890.1 requirement for residential carpark driveway.
- The proposed 6.05 wide parking aisle to facilitate 90° cars parking is consistent with AS2890 requirements.
- Proposed parking bay dimensions including that for carparks for people with a disability are deemed to consistent with AS2890 requirements.
- It is recommended that planting at the carpark entrance be kept below 1.0m to facilitate clear sightlines for motorist are available while exiting the proposed carpark.
- Blind aisle car parks are provided with the mandatory 1.0m clearance to the wall.
- Queuing area provided on site is deemed sufficient to meet the demand generated by the proposed development.
- Sufficient vertical clearances are deemed to be available throughout the proposed carpark.
- Bicycle parking is deemed to comply with AS2890.3 requirements.
- It is recommended that column locations be designed in accordance with Figure 5.2 of AS2890.1-2004

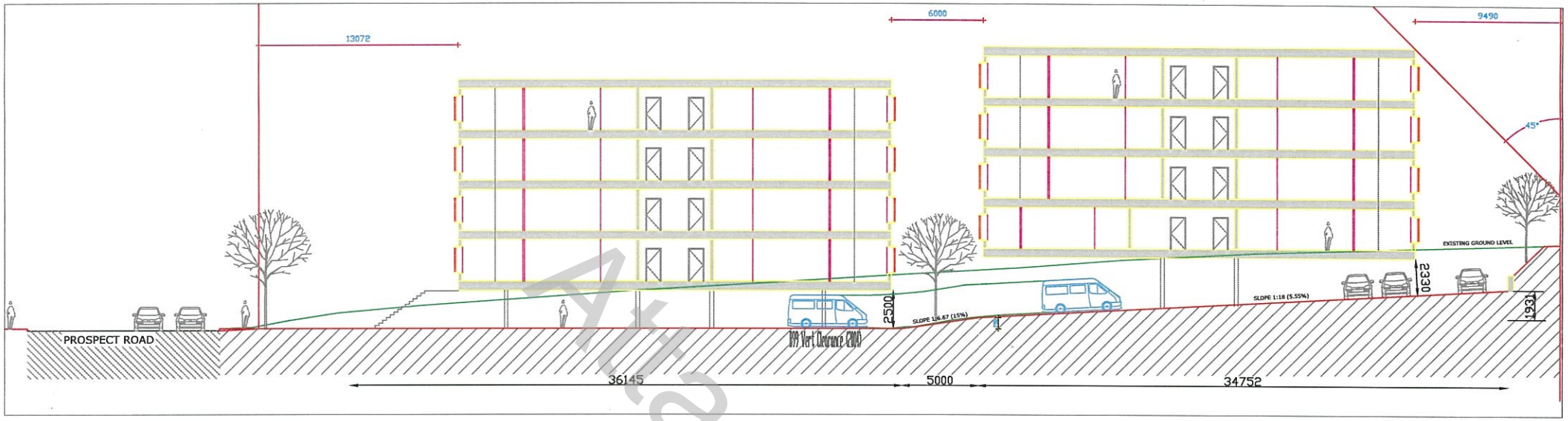
The proposed ground level car park is considered to be in general compliance with AS2890.1:2004, AS2890.3-1993 and AS2890.6-2009. Measures to mitigate any deviation from the standards have been recommended to improve safety of pedestrians and motorists.

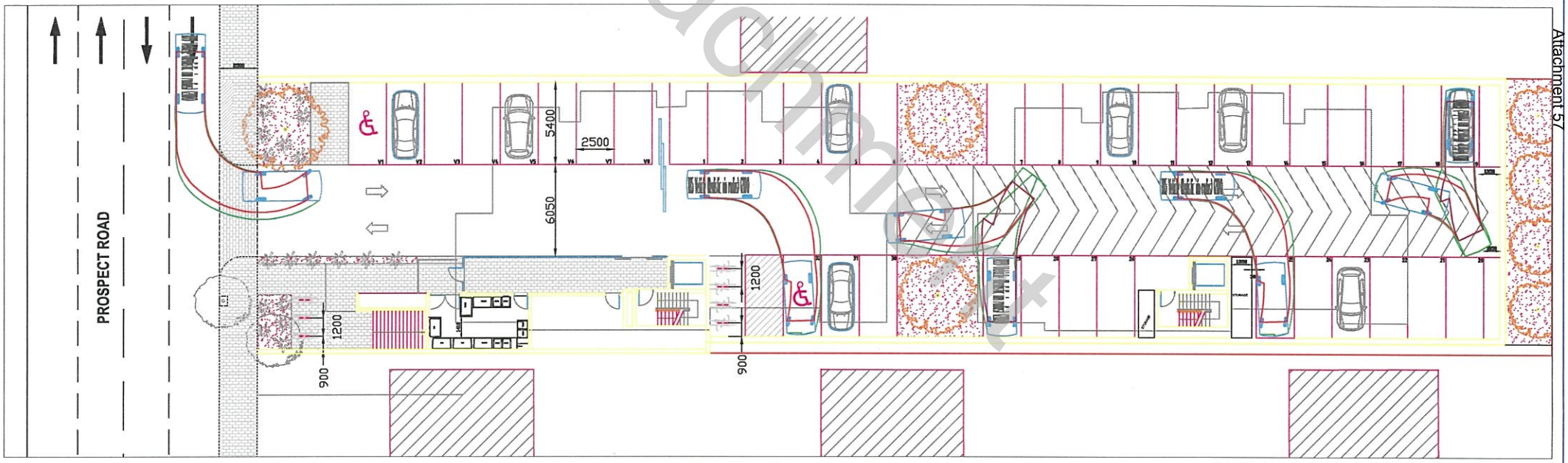
We hope this assessment provides you with sufficient information. Should you have any questions or would like to discuss any aspect of this assessment in details please contact us at 08 8227 0372.

Yours sincerely,

Amol Kingaonkar
Senior Traffic Engineer
InfraPlan (SA) Pty Ltd

VERTICAL CLEARANCE REVIEW





TURN PATH PROFILES

Survey	n/a	
Designed	AK	
Drawn	AK	OCT 2015
Checked	GB	OCT 2015

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REVISIONS			
No.	Description	By	Date

TECTVS PTY LTD

225 PROSPECT ROAD
RESIDENTIAL DEVELOPMENT
CARPARK DESIGN COMPLIANCE REVIEW

A3

Project	IP14.32
Dwg no.	CPDCR
Date	21/10/15
Scale	1:250
Sheet No.	01
Rev.	

ITEM NO.: **6.1**

TO: Development Assessment Panel (DAP) on 14 December 2015

FROM: Nathan Cunningham, Director Community, Planning & Communications

SUBJECT: Summary of Development Assessment Commission (DAC) Decisions and Proposals Greater than $3 Million called in by the Coordinator-General

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The summary of matters before and decisions by DAC together with proposals called in by the Coordinator-General is provided to the DAP 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 DAC

Development Application / Address	**Nature of development**	**Process update**
DA 050/237/2015 188 Churchill Road, Prospect	Land Division (Community Strata Title) This land division formalises an earlier land use consent granted by the DAC on 13 November 2014 for a Residential Flat Building comprising 15 Apartments and Roof Top Terrace on the subject land.	It is anticipated that the DAC will determine the application under delegation shortly.
DA 050/263/2015 44 Churchill Road, Ovingham	Land Division (Community Strata Title) This land division formalises an earlier land use consent granted by the DAC on 13 November 2014 for a Residential Flat Building comprising Ground Level Café, 18 Apartments and Roof Top Terrace on the subject land.	A variation application has been lodged and is currently being considered.
DA 050/438/2015 60-76 Main North Road, Prospect	Seven Storey Mixed Use Building (comprising motel, commercial tenancies and dwellings), with associated Basement Car Parking, Driveway and Landscaping	Category 2 public notification has ended. The application is currently being considered by DAC.
DA 050/500/2015 225 Prospect Road, Prospect	Two Four Storey Residential Flat Building comprising of 32 dwellings (16 dwellings in each building), with associated earthworks and landscaping.	The application has been received by the DAC and is currently undergoing Category 2 public notification and Schedule 8 referral processes.

		Further consideration of this matter is contained in Item 5.4 of this agenda.
189 Devonport Terrace, Prospect	Five Storey Residential Flat Building	Recently lodged with the DAC for assessment.

2. RELEVANT DECISIONS BY DAC

No new proposals have been determined by the DAC.

3. MATTERS CALLED IN BY THE CO-ORDINATOR GENERAL

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

ITEM NO.: **7.1**

TO: Development Assessment Panel (DAP) on 14 December 2015

FROM: Nathan Cunningham, Director Community, Planning & Communications

SUBJECT: Summary of Court Appeals

The status of appeals is provided to the DAP 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 050/80/2015 185 Main North Road, Nailsworth	Remove Significant Tree (Corymbia citriodora (Lemon Scented Gum))	11 May 2015 By the DAP	Appeal upheld. Consent Orders issued by the ERD Court on 27 November 2015.
DA 050/309/2015 39 Barker Road, Prospect	Variation to Previous Development Plan Consent 050/3/2015 (Alterations to Façade of Two Storey Detached Dwelling)	14 September 2015 By the DAP	Appeal withdrawn by the applicant.