

AGENDA ITEM: 5.3

To: Development Assessment Panel (DAP) on 2 March 2015

From: Susan Giles, Development Officer Planning

Proposal: Three Storey Residential Flat Building comprising 6 dwellings (DA 050/466/2014)

Address: 172 Churchill Road, Prospect (CT 5200/971)

SUMMARY:

Applicant: Tara Xanthopoulos

Planning Authority: Council

Referrals (Schedule 8): Department of Planning, Transport and Infrastructure

Public Notification: Category 1

Representations: Not applicable

Respondent: Not applicable

Development Plan Version: Consolidated 31st October 2013

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

Issues: Design and Appearance, Car parking

Recommendation: Approval, Subject to conditions

1. LOCALITY AND SUBJECT LAND

1.1 Locality

- 1.1.1 The immediate locality comprises residential land uses, with a mix of dwelling types. Predominantly the dwellings are single-storey. A home based hair dressing salon is located opposite the site, with the next closest commercial land use being approximately 190m to the south and 290m to the north.
- 1.1.2 Churchill Road is a primary arterial road and a strategic route under the control of the Department of Planning, Transport and Infrastructure. The road is a major transport corridor which links the inner northern metropolitan area with the central Adelaide region.
- 1.1.3 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 1**.

1.2 Subject Land

- 1.2.1 The subject land is located on the western side of Churchill Road, approximately 32m south of Boucher Place and 109m north of Winter Terrace. The land comprises one allotment with a total area of 678m², with a frontage of 15.24m to Churchill Road and a depth of 44.5m.
- 1.2.2 Existing site improvements include a single-storey detached dwelling and two outbuildings in the rear yard. Vehicular access to the site is via a single crossover located in the north-east corner. There is substantial vegetation of a mature nature, however no significant trees are on the subject land or within close proximity on adjoining allotments.
- 1.2.3 The subject land is setback a further 2m from Churchill Road than the adjoining site at 174 Churchill Road. The site is not affected by the Metropolitan Adelaide Road Widening Plan. The subject land is illustrated on **Attachment 2**. Photographs of the subject land are also include for the DAP's reference (refer **Attachment 3**).

2. **PROPOSAL**

- 2.1 The proposal comprises the construction of a three storey residential flat building, comprising 6 dwellings. The dwellings would be self contained and side by side, joined together forming one building. The dwellings would share a common driveway and vehicular crossover.
- 2.2 Each dwelling would have individual access and comprise two bedrooms, one bathroom, kitchen, dining, lounge, alfresco area and a single garage. Balconies are proposed adjacent the two bedrooms.
- 2.3 The building would be 38.4m long and 8.3m deep, and have an overall building height of 9.5m. Externally, the building would be constructed of face brick at ground level, with texture coated hebel panel, hardie's matrix panel, hardie's stria and texture coated blue board to the first and second levels.
- 2.4 A 6,000 litre rainwater tank and storage of waste bins would be located at the rear of the site, in the south-west corner. Minimal earthworks would be required to level the site.
- 2.5 Landscaping is proposed to the front and rear of the site, along with 300mm wide garden beds within the common driveway. While the types of plants have not been provided, a detailed landscaping plan has been listed as a reserve matter should the panel approve the proposal.
- 2.6 No other works are proposed. The proposal plans are attached (refer **Attachments 4-11**).

3. **REFERRALS**

3.1 Internal (Advisory) Referrals

- 3.1.1 The proposal in its original form (refer **Attachments 21-26**) was referred to Archicentre to review the proposal as per Council's Design Review Procedure. The design review process is to promote good design and to give independent design advice on applications.

3.1.2 The feedback provided was generally unsupportive of the original development, with a number of concerns identified that required attention. Archicentre comment that while the proposal is generally sound and would raise the residential density, it lacks detail and is flawed visually. Articulation is required to soften the visual impact on the adjoining properties. Specifically, the comments (refer **Attachments 12-13**) were as follows:

- The massing of the building requires articulation to soften the visual impact.
- Although main living areas have good access to northern light, there is no treatment of glazing/shading between facades to suit desirable solar shading/access.
- Cross ventilation appears possible.
- Relocating driveway to the southern side of the site would go some way to overcoming the denial of solar access to the southern neighbouring site.
- Minimal-to-no design consideration has been given to landscaping.
- Balconies unlikely to be used/useful as designed.
- Internally the layout and circulation patterns are severely flawed. Kitchen poorly designed and non-functional. The kitchen/dining area is separated from the lounge and alfresco area by two floors. Inefficient layout with stairs located across spaces.
- Good amount of passive surveillance to site and street from balconies, terraces and windows.

3.1.3 The applicant made significant amendments to the plans as a result of this referral and provided a response (refer **Attachments 14-16**) which detailed the following:

- Additional wall cladding to rear elevation to assist with articulation of the building.
- Solar shading and glazing treatments will be addressed and accommodated during the Energy Efficiency Report.
- Footprint of building flipped to be 900mm setback from northern boundary.
- Additional landscaping provided to the front of each dwelling.
- Landscape plan to be provided with the construction plans.
- Privacy screens proposed to sides of all balconies.
- Outdoor kitchen facilities (sink, gas outlet) would be provided to the alfresco area on the second floor.
- Staircases are stacked separately due to the setback of the second floor external wall.
- Study area could accommodate a desk or couch and provide additional storage under the staircase.

3.1.4 The amended plans largely addressed the concerns raised by Archicentre, therefore no further review was necessary.

3.2 External (Legislated) Referrals

3.2.1 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:

- Churchill Road is identified as a Freight Route, a Peak Hour Route and a High Frequency public transport corridor in the document 'A Functional Hierachy for South Australia's Land Transport Network' thus highlighting the strategy

nature of this road and the need to ensure that development does not undermine the safe and efficient operation of this road.

- The access is located in proximity to the start of the right turn storage lane for movements into Bosanquet Avenue. In order to minimise conflict with vehicles storing within the through lane on Churchill Road to turn right into the proposed access and vehicle entering the right turn storage lane (heading north), it is strongly recommended that the access be relocated to adjacent the southern boundary. This will provide a short area of painted median for vehicles to store clear of the through lane and not disrupt the free flow of traffic.

In response to this concern the applicant reconfigured the site layout to locate the access point and common driveway on the southern side of the site.

- In regards to the shared access, whilst it is acknowledged a 6.0m wide access is provided this quickly narrows to 5.7m wide 3.0 metres inside the property. This access design is not considered sufficient to enable two vehicles to pass simultaneously and as such may increase vehicular conflict on Churchill Road which is not supported. The proposed 6.0 metres width must extend a full 6.0 metres into the site prior to tapering down to the shared driveway.

In response to this concern the applicant reduced the extent of landscaping to provide an area of 6.0m width for the desired 6.0m length of the common driveway.

- DPTI is concerned that vehicles will not be able to conveniently reverse from the proposed garages of dwellings 3 and 5 without conflicting with visitor parks located within the main driveway, particular given the narrow garage door widths (2.7 metres) and 5.7 metres apron width. It is pointed out that AS/NZS 2890.1:2004, Figure 5.4 Apron Widths for Right Angle Access to Single Vehicle Garages recommends that where a 2.7 metre wide garage door is proposed the apron width needs to be 6.3 metres (or 6.0 metres with 150mm kerb in height).

In response to this concern the applicant amended the ground floor layout of the building to provide a minimum garage roller door opening width of 3.0m.

- 3.2.2 DPTI considered the proposed design to be insufficient to allow convenient reversing movements and as such may encourage reversing movements onto Churchill Road which is considered highly undesirable. Subsequently, DPTI did not support the design in its original form.
- 3.2.3 The applicant responded by amending the proposal, swapping the building and driveway and removed the visitor parking spaces. Additionally, the ground floor plan was amended to accommodate 3.0 metre wide garage roller doors for each dwelling. The applicant also advised that a sign would be installed to the front of the property stating 'tenants only' to prevent any confusion or conflict with the traffic flow (refer **Attachment 15**).
- 3.2.4 The amended plans were provided to DPTI for further review. Overall, while DPTI have no objection to the amendments and proposed access, the Department do have concerns regarding the lack of visitor parking on site, which may result in reversing movements onto Churchill Road should visitor/s intend to park on-site. If approved, DPTI recommends conditions be imposed (refer **Attachments 19-20**).

3.2.5 No other consultation with agencies was required.

4. PUBLIC NOTIFICATION

- 4.1 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.
- 4.2 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).
- 4.3 The subject land is not located adjacent either the Residential Zone or the Historic (Conservation) Zone.

5. PLANNING COMMENTARY

- 5.1 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.
- 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.

6. PLANNING ASSESSMENT

6.1 Land Use

- 6.1.1 The Desired Character Statement for the Urban Corridor Zone states that development within the Zone would enable a high quality mixed use urban 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.
- 6.1.2 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).
- 6.1.3 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.

6.2 Site area

- 6.2.1 The Boulevard Policy Area anticipates medium and 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 (BPA DCS). In order to achieve this, the minimum residential site density for residential development within the Boulevard Policy Area is 100 dwellings per hectare net, unless varied by the Concept Plan (UCZ PDC 5).

- 6.2.2 The subject site which has an area of 678m² is not identified within the Concept Plan, therefore the minimum net residential site density would be achieved through the provision of 6-7 dwellings. The proposal is for 6 dwellings within the residential flat building, therefore satisfying the minimum desired residential site density.

6.3 Design and Appearance

- 6.3.1 It is anticipated that development within the Urban Corridor Zone would achieve a high standard of architectural design through careful 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).
- 6.3.2 Additionally, 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). The amended design relies on variation in materials to articulate the building.
- 6.3.3 Brick is proposed to be used extensively at ground level, with levels 2 and 3 consisting of texture coated hebal panel walls, Hardie's Matrix Panels, Hardie's Stria and texture coated blue board. The building materials would consist of beige and grey colour tones, and would not incorporate highly reflective materials that would result in glare to neighbouring properties, drivers or cyclists (Council-wide PDC 133).
- 6.3.4 The external building materials and finishes have been designed to provide an appropriate interface between the public and private realms. It is also considered that the architectural features of the proposed building would provide an appropriate level of visual interest and built form. To this end, the amended proposal would be a satisfactory design response to the desired future character of the Urban Corridor Zone.
- 6.3.5 Balconies should be integrated with the overall form and detail of the building and include balustrade detailing 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).
- 6.3.6 The proposal would provide balconies that are accessible via the bedrooms and which cantilever over the common driveway. Screens would be located to each side to provide privacy from the neighbouring dwellings, yet overlook the common driveway and therefore provide passive surveillance over this common area. The balconies provide articulation to the form and design of the building.
- 6.3.7 It is anticipated that new buildings provide a sense of safety and security for the occupants. Accordingly, for residential flat buildings appropriate lighting should be provided at building entries (Council-wide PDC 106). The layout between balconies and windows of adjoining dwellings should be designed to minimise access between dwellings (Council-wide PDC 101).
- 6.3.8 The proposal would provide a reasonable amount of passive surveillance to the site and street from the balconies and windows. Security lighting would be used along the driveway and landscaping beds are proposed to provide some

separation between the front doors and vehicles within the driveway. To this end, the proposal would provide a sufficient sense of safety and security to future occupants.

- 6.3.9 Dwellings within the Urban Corridor Zone should be provided with covered storage areas of not less than 8 cubic metres in either the dwelling itself, a garage, carport, outbuilding or within an on-site communal facility (Council-wide PDC 168). It is noted that sufficient storage areas would be available within each dwelling, located under the staircases and at the rear of each dwelling.

6.4 Setbacks

- 6.4.1 Within the Boulevard Policy Area, the minimum setback from the primary road is 3m. The building would be setback 3 metres from Churchill Road, and a 900mm wide balcony would protrude from the building. While the balcony would be located closer than the desired minimum setback, it would provide additional street surveillance as well as articulation, which is of great importance to the appearance of this facade. Sufficient area would remain for the establishment of landscaping.
- 6.4.2 The minimum setback from the rear allotment should be 3m (UCZ PDC 18). The building would be setback 3.1m therefore satisfying this provision.
- 6.4.3 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).
- 6.4.4 The ground floor and level 1 would be setback 900mm from the northern boundary, with level 2 setback 2m. The building would be setback 6m from the southern boundary to accommodate the shared driveway. Therefore the building setbacks would satisfy the minimum anticipated for an allotment less than 20m in width.

6.5 Private open space provision

- 6.5.1 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).
- 6.5.2 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).

- 6.5.3 The private open space for the dwellings would be located on the top level. The alfresco would be 24m² in area for each dwelling, and comprise a width of 3.8m. The area is only accessible by the lounge room and would be screened for privacy from the adjoining dwellings. While the area would not have a northerly aspect, it would still receive adequate daylight. The area would be of a sufficient size to be a functional space, while also providing some passive surveillance to the common driveway.
- 6.5.4 To the rear of each dwelling is an area of 5.7m² which would be 900mm wide. The balconies for the bedrooms would also be 900mm wide and have a total area of 4.6m². Accordingly, both areas would not satisfy the above provision. However, the ground level space would provide an area for clothes drying and a service yard, while the balconies would provide a small space adjacent the bedrooms for pot plants and perhaps occasional seating.
- 6.5.5 While the dwellings would not be provided with the anticipated amount of private open space at ground level, it is acknowledged that the dwellings would still achieve the total minimum area of private open space anticipated due to the generous alfresco terraces, which would comfortably accommodate domestic functions for each dwelling. The proposed private open space is therefore considered reasonable.

6.6 Traffic and Vehicular Movements

- 6.6.1 Churchill Road is a major transport corridor. 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)
- 6.6.2 Vehicular access to the site would be via a shared driveway located adjacent the southern boundary. The access would be 6.0 metres wide and have a depth of 6.0m (as amended) before tapering to 5.7m and 5.4m. This layout would enable vehicular access onto the arterial road in a forward direction (Council-wide PDC 112) and should eliminate vehicles queuing along the arterial road.
- 6.6.3 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).
- 6.6.4 Each garage opening would be 3m wide and the common driveway would measure 5.7m in width. With the inclusion of the landscaping pockets along the driveway, the apron would reduce to 5.4m wide at regular intervals.
- 6.6.5 While 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), it is noted that the aisle width requirement of the Australian Standard in relation to 90 degree angled parking is 5.8m, with no less than 5.5m to be provided between kerbs for two-way vehicle movement. For the most part, the driveway would be 5.7m wide. The two areas which reduce to 5.4m in width would measure 4.2m long and would not have an unreasonable impact on the flow of traffic movement.
- 6.6.6 A stobie pole is located just north of the existing crossover and would remain in place. While there are no street trees or other infrastructure that would be affected by the new crossover, paving would need to be re-laid to distinguish

between the crossover and on-street parking areas. A condition is proposed in the recommendation should the application be supported.

6.7 Energy Conservation Measures

- 6.7.1 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).
- 6.7.2 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.
- 6.7.3 Each dwelling would have either a south-east or south-west facing alfresco area on the top floor with half of the area covered by a roof. The roof would provide some shading during the summer months. While west facing windows are proposed for dwelling 1, it is noted they are located in the stairwells, and the window in the dining room could be shaded by landscaping.
- 6.7.4 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).
- 6.7.5 The bedrooms would have south facing sliding doors and balconies. Dwelling 6 would also have east facing windows and sliding door. No shading treatments are proposed, however the applicant has advised that appropriate measures will be applied based on the Energy Efficiency report being undertaken during the Building Rules assessment.
- 6.7.6 Heating and cooling would be via individual air-conditioning units, which would be located on the ground floor to the rear of each dwelling and mounted on the roof. Screening would therefore be required to the rooftop units. Should the application be approved, a condition is proposed in the recommendation to ensure screening devices are provided and maintained to Council's satisfaction.

6.8 Noise Attenuation

- 6.8.1 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, use building design elements such as varying building heights, widths, articulation and setbacks to increase wind turbulence and the dispersion of air pollutants, and locate ground level private open space, communal open space away from the emission source.
- 6.8.2 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).
- 6.8.3 The bedrooms for each dwelling would share a balcony. The balconies would all incorporate privacy screens to the sides. The alfresco areas would be divided by solid walls and the roofs. Accordingly it is considered that the dwellings would have sufficient separation between habitable room windows and balconies from

the adjoining dwellings, to provide visual and acoustic privacy for the occupants (Council-wide PDC 161).

- 6.8.4 With the exception of dwelling 6 located closest to Churchill Road, the dwellings 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 ensure an appropriate level of occupier comfort for each dwelling.

6.9 Affordable housing

- 6.9.1 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 6 dwellings and as such the affordable housing provision does not apply.

6.10 Car and Bicycle Parking

- 6.10.1 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.
- 6.10.2 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 2.5 bicycle parks should be provided within the development. The applicant has advised that bicycle parking could be accommodated on the site, to the rear of the site, in the rear yard of each dwelling, or in the storage area under the stairs in the garage of each dwelling. Accordingly, the proposal is considered to satisfy the Development Plan provision as it is fair for a development of this small number of dwellings to accommodate bicycle parking within their own dwelling or yard.
- 6.10.3 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 6 dwellings would be 7.5 car parking spaces, comprised of 6 for occupants and 1.5 for visitor parking.
- 6.10.4 The proposal would accommodate a single car garage for each dwelling, therefore providing a sufficient number of car parks for the occupants. However, there is no provision for any on-site visitor parking as anticipated by Table Pr/5.
- 6.10.5 A lesser car parking rate may be supported where justification can be based on local circumstances (Table Pr/5 5), such as:
- a) development includes affordable housing, student accommodation, retirement villages or aged persons' accommodation;
 - b) sites are located within 200 metres walking distance of a convenient and frequent service fixed public transport stop;
 - c) suitable arrangements are made for any parking shortfall to be met elsewhere or by other means;
 - d) generous on-street parking and/or public parking areas are available and in convenient proximity, other than where such parking may become limited or removed by future loss of access, restrictions, road modifications or widening.

- 6.10.6 Visitor car parking was illustrated on the original site plan (refer **Attachment 26**), however the car parks were removed from the plan as they would have conflicted with the turning movement from garage 3 and 5 which is considered a more significant issue. The applicant requests dispensation for the 1.5 visitor car parks as they believe the two car parks at the front of the property (on the roadway parking area) will suffice for visitor car parking and there are public transport services, such as bus services and railway line, within walking distance to the subject site.
- 6.10.7 It is acknowledged that the subject land is located 80 metres from a bus stop and approximately 263m to Dudley Park Railway Station. It is also noted that there are designated visitor parking spaces along Churchill Road with provision for two spaces directly in front of the subject site. Accordingly, the shortfall of 1.5 car parking spaces is not considered to be unreasonable.

6.11 Overshadowing

- 6.11.1 Generally, the design and location of buildings should enable direct winter sunlight into adjacent dwellings and private open space and minimise the overshadowing of 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).
- 6.11.2 Except where varied by zone and/or policy area provisions, new buildings should allow for access of adequate winter sunlight to ground level private open space of existing adjacent dwellings (Council-wide PDC 78).
- 6.11.3 Within the Urban Corridor Zone, it is anticipated that to minimise the massing at the interface with residential development outside of the zone, buildings should be constructed within a building envelope (UCZ PDC 14). Additionally, UCZ PDC 15 states that to minimise overshadowing to residential development outside of the zone, buildings should ensure that:
- (a) north-facing windows to habitable rooms of existing dwellings in adjacent zones receive at least 3 hours of direct sunlight over a portion of their surface between 9.00am and 3.00pm on 21 June;
 - (b) ground level open space of existing residential buildings in adjacent zones receive direct sunlight for a minimum of 2 hours between 9.00am and 3.00pm on 21 June to at least the smaller of the following:
 - (i) half of the existing ground level open space; or
 - (ii) 35 square metres of the existing ground level open space (with at least one of the area's dimensions measuring 2.5 metres).
- 6.11.4 The properties which surround the subject site are also located within the Urban Corridor Zone. Therefore, the above provision cannot be applied to the proposed development. To this end, the policy anticipates that building heights would be a minimum of 2 storeys and maximum 4 storeys therefore some overshadowing of adjacent properties would occur and can be considered acceptable given the height expectations for the policy area.
- 6.11.5 Notwithstanding the above, the building would be located 900mm from the northern boundary, with the shared driveway to be adjacent the southern boundary to provide some separation from the adjoining property. Accordingly, the design and location of the building should enable some level of winter sunlight into the adjacent dwelling and private open space at 170 Churchill Road and the overshadowing impact would not be unreasonable.

6.12 Visual Privacy

- 6.12.1 Direct overlooking of the main internal living areas and private open spaces of dwellings should be minimised through measures such as:
- a) off-setting the location of balconies and windows of habitable rooms with those of other buildings so that views are oblique rather than direct;
 - b) building setbacks from boundaries that interrupt views or that provide a spatial separation between balconies or windows of habitable rooms; and/or
 - c) screening devices (including fencing, screens, external ventilation blinds, window hoods and shutters) that are integrated into the building design and have minimal negative effect on residents' or neighbours' amenity (Council-wide PDC 139).
- 6.12.2 Except for buildings of 3 or more storeys in the Urban Corridor Zone, the location of any windows, balconies or decks shall be such as to prevent overlooking to adjacent useable private open spaces or adjoining windows. Any window that directly overlooks the private open space or adjoining windows of any adjoining property is to be screened to a height of 1.7m above the floor level (Council-wide PDC 90).
- 6.12.3 The design proposes that the north facing windows would have obscured glass and window sills at 1.7m above the finished floor level. The balconies and alfresco area would have screening to provide privacy between each adjoining dwelling. However, no privacy measures are proposed for the southern elevation of the bedrooms and balconies on level 1. Notwithstanding this, the proposed building would be 3 storeys and therefore does not require privacy screening as outlined by Council-wide PDC 90.

6.13 Landscaping

- 6.13.1 It is anticipated that landscaping would be provided in the form of low-lying shrubs and grass plantings, together with trees that have relatively clean trunks and high canopies to provide visual softening of the built form and reflect the scale of landscaping in the public realm (BA PA Desired Character Statement).
- 6.13.2 The location of the building on site would enable landscaping to be provided to the front and rear of the site. A 300mm wide strip is proposed along the southern boundary, adjacent the driveway and 300mm wide garden beds are proposed to the front of each dwelling entrance. The applicant has advised that the types of plants proposed have not yet been determined, and a landscaping plan will be provided with the construction plans at the Building Rules consent stage. To this end it is recommended that consideration of a detailed landscaping plan be reserved for further assessment and approval by Council staff.

6.14 Stormwater Management

- 6.14.1 The provisions of Council's Development Plan suggest that site drainage should be designed to safely direct surplus flows to a public street without causing harm to adjoining properties (Council-wide PDC 97) and that all proposed developments should be designed to retain as much stormwater as possible, minimising the overflow to the kerb and water table (Council-wide PDC 98).
- 6.14.2 A 6,000 litre rainwater storage tank is proposed to be located in the south-west corner of the site. It is proposed that the water would be plumbed into each dwelling and reuse in the toilets. The overflow and remainder of stormwater would be discharged to the street water table via a separate sealed system. The rate of

discharge would be limited to ensure no localised flooding would occur. The applicant has advised that the stormwater engineering plans will be submitted with Building Rules consent documentation. This could be adequately dealt with as a reserved matter for further assessment or through the imposition of conditions.

6.15 Waste Management

- 6.15.1 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 18 bins would require storage and the potential for 12 bins would be kerbside for collection each week.
- 6.15.2 A dedicated communal bin enclosure would be located in the south-west corner of the site. The area would be sufficiently screened from public view by way of 1.8m high fencing (Council-wide PDC 147).
- 6.15.3 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).
- 6.15.4 The bins could be located to the front of the site, north of the proposed crossover. It is anticipated that the placement and collection of bins could be accommodated without impacting upon traffic movement.

7. CONCLUSION

- 7.1 The proposal seeks to construct a medium density residential land use on the subject land. The building would be three storeys in height and would stand at 9.5m above natural ground level which is less than the maximum height anticipated within the Boulevard Policy Area.
- 7.2 The proposal would achieve the required setbacks, provide adequate private open space, storage facilities, waste collection, passive surveillance in accordance with the development plan provisions. The floor plans proposed would provide usable living spaces for occupants.
- 7.3 Thermal comfort and noise attenuation would be ensured through compliance with the relevant Minister's Specification when considered in the Building Rules assessment process. Reasonable landscaping could also be achieved and would be subject by way of condition, as a reserved matter.
- 7.4 Quality building and landscape design is a fundamental component of development within the Urban Corridor Zone. The building would comprise a variety of building materials to provide visual interest.
- 7.5 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. The shortfall in visitor car parking is not considered unreasonable given the proximity of the site to public transport and the availability of nearby on-street parking.
- 7.6 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.

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 050/466/2014 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 050/466/2014 from Tara Xanthopoulos for a Three Storey Residential Flat Building comprising 6 dwellings at 172 Churchill Road Prospect (CT5200/971), subject to reserved matters. The conditions and notes that follow thereafter may be added to or altered as necessary.

Reserved Matters:

1. A landscaping plan shall be submitted to Council detailing the type, location and maturity of proposed species.
2. A detailed design of the stormwater management system by a suitably qualified civil engineer, including appropriate provisions for rainwater capture and reuse.

Conditions:

1. The development shall take place in accordance with plans and details stamped by Council relating to Development Application Number 050/466/2014, 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 be properly drained. The surfacing of the driveway and drainage shall be maintained to the reasonable satisfaction of Council thereafter.
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. 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.
5. Air-conditioning units and solar hot water heaters shall be provided with screening devices designed to complement the colours, materials and finishes of the building approved herein, and shall be sited to adequately screen the units from view from neighbouring properties and public land (roadways) to the reasonable satisfaction of Council.
6. 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.
7. The Finished Floor Level (FFL) of the building approved herein shall be not more than 300mm above the existing ground level at any point.

8. 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.
9. If retaining walls are required due to fill on the subject site, then the height of any retaining wall shall be no higher than 400mm measured from the existing ground level. The existing boundary fences adjacent the retaining walls shall be replaced or increased in height to provide for fences with a minimum height of 1700mm above the top of the retaining wall. Materials and colours used for extensions to existing fences shall match or complement the existing fences.
10. 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.
11. 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:

12. The common access shall be appropriately flared to the road to facilitate unimpeded ingress/egress and minimise disruption to the free flow of traffic on Churchill Road. All work shall be completed to Council's satisfaction and at the applicant's cost.
13. All vehicles shall enter and exit the site in a forward direction with no temporary or permanent obstructions which inhibits this.
14. The redundant crossover shall be closed and reinstated to Council's satisfaction at the applicant's cost.

15. Stormwater run-off shall be collected on-site and discharged without jeopardising the integrity and safety of the arterial 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*).

Susan Giles
Development Officer, Planning



MAP Pr/9 ADJOINS

MAP Pr/11 ADJOINS

- 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

- Policy Area Boundary
- Development Plan Boundary
- Area not covered by Policy

Subject Site

Scale 1:8000



PROSPECT COUNCIL POLICY AREAS MAP Pr/8



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

Locality



Notes

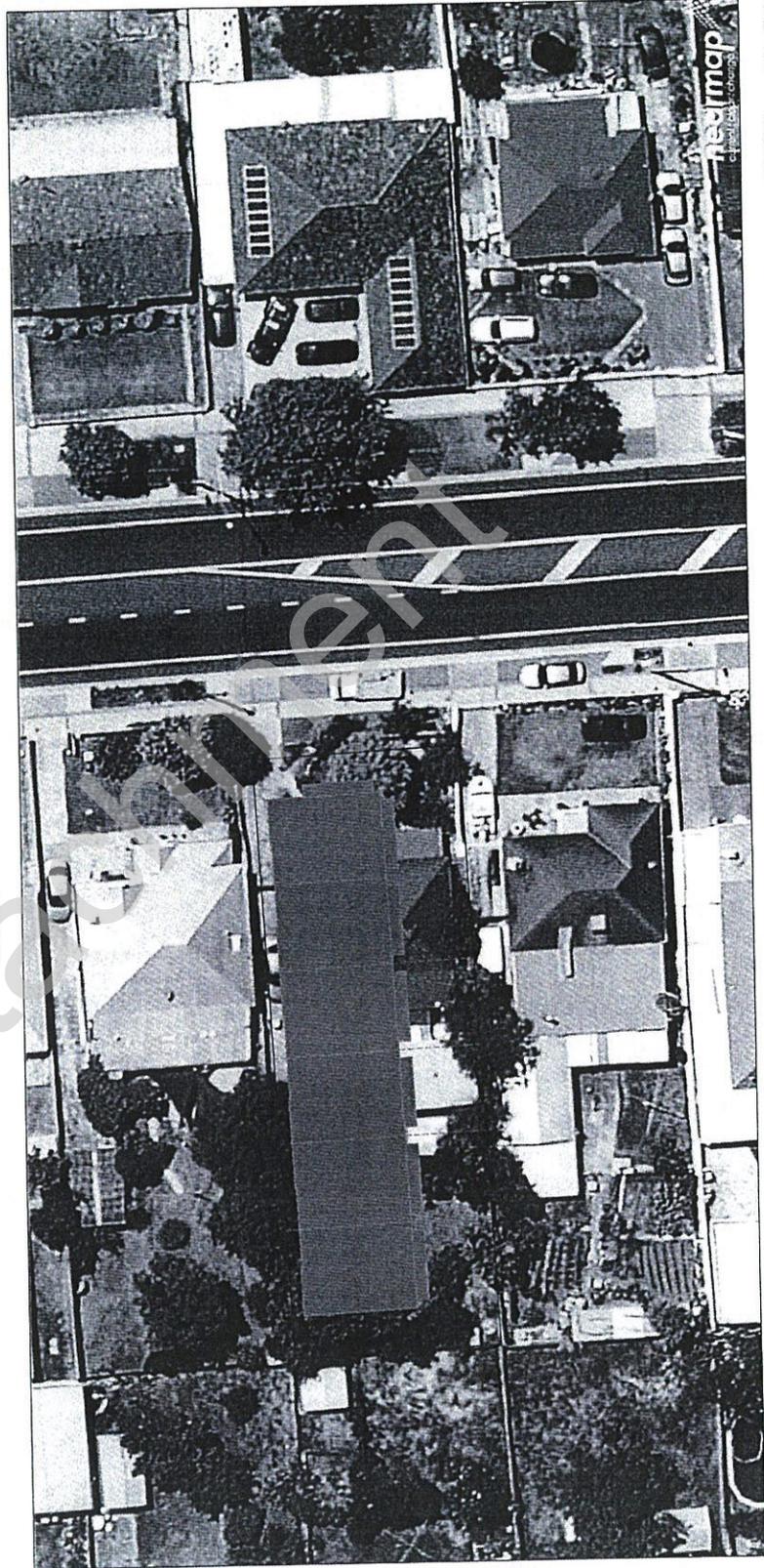
Disclaimer

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.





DWG NO. CHU-LT77-14.dwg
PROPOSED NEW DEVELOPMENT
For : XTRAORDINARY CONSTRUCTIONS
At : Lot 77 (No. 172) Churchill Road,
PROSPECT



NOTE : A3 PAPER

AMENDED PLAN



DWELLING 1
DWELLING 2
DWELLING 3
DWELLING 4
DWELLING 5
DWELLING 6

DWELLING 1
GROUND FLOOR LIVING : 30.98
FIRST FLOOR LIVING : 21.21
THIRD FLOOR LIVING : 21.21
BALCONY : 4.84
ATTACHED : 24.15
TOTAL : 152.89sq.m.

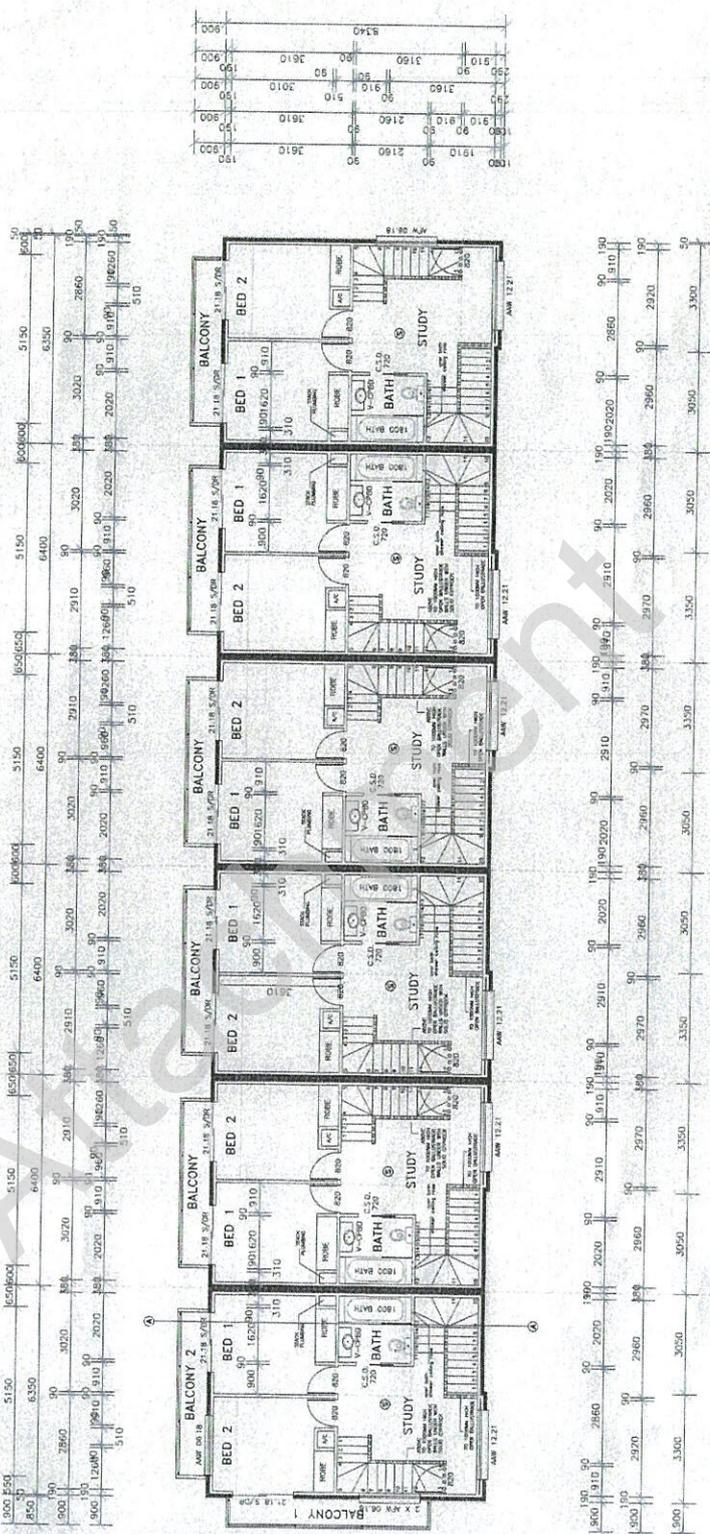
DWELLING 2
GROUND FLOOR LIVING : 33.87
FIRST FLOOR LIVING : 21.58
THIRD FLOOR LIVING : 21.58
BALCONY : 4.84
ATTACHED : 24.32
TOTAL : 156.63sq.m.

DWELLING 3
GROUND FLOOR LIVING : 33.87
FIRST FLOOR LIVING : 21.58
THIRD FLOOR LIVING : 21.58
BALCONY : 4.84
ATTACHED : 24.32
TOTAL : 156.63sq.m.

DWELLING 4
GROUND FLOOR LIVING : 30.98
FIRST FLOOR LIVING : 21.21
THIRD FLOOR LIVING : 21.21
BALCONY : 4.84
ATTACHED : 24.15
TOTAL : 152.89sq.m.

DWELLING 5
GROUND FLOOR LIVING : 30.98
FIRST FLOOR LIVING : 21.21
THIRD FLOOR LIVING : 21.21
BALCONY : 4.84
ATTACHED : 24.15
TOTAL : 152.89sq.m.

DWELLING 6
GROUND FLOOR LIVING : 30.98
FIRST FLOOR LIVING : 21.21
THIRD FLOOR LIVING : 21.21
BALCONY : 4.84
ATTACHED : 24.15
TOTAL : 152.89sq.m.



FIRST LEVEL FLOOR PLAN
SCALE 1 : 100

NOTE: ALL BALCONIES TO HAVE NATURAL VENT - NO DRAINAGE

AMENDED PLAN

DWG NO. CHU-LT77-14.dwg
PROPOSED NEW DEVELOPMENT
For Lot 77 (No. 172) Churchill Road,
AI PROSPECT



NOTE: A2 PAPER

DATE	31.10.14
SCALE	1 : 100
SHEET	3 OF 3
DRAWN	D.J.C.
CHECKED	
APPROVED	
DATE	31.10.14
SCALE	1 : 100
SHEET	3 OF 3

BUILDING NOTES

1. ALL WORK TO BE DONE IN ACCORDANCE WITH THE NATIONAL BUILDING REGULATIONS 2011 AND THE NATIONAL BUILDING CODE 2011.

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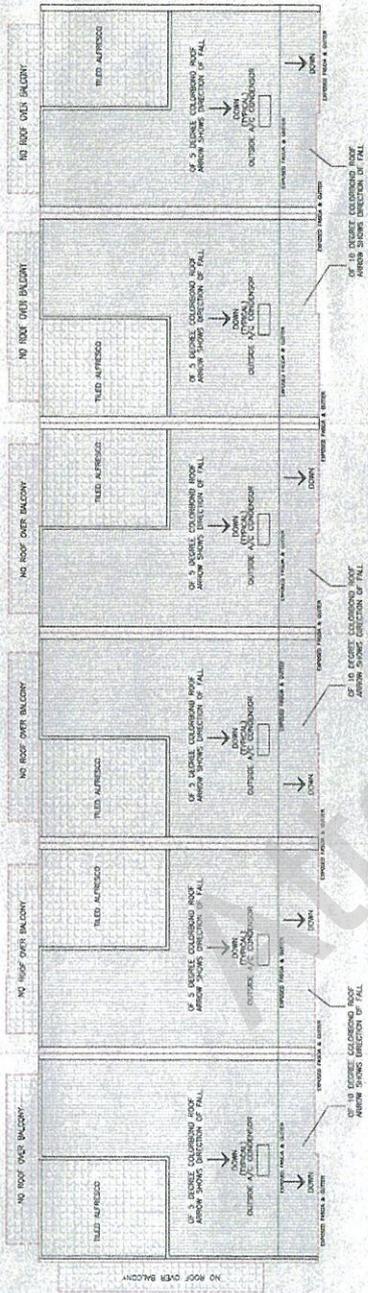
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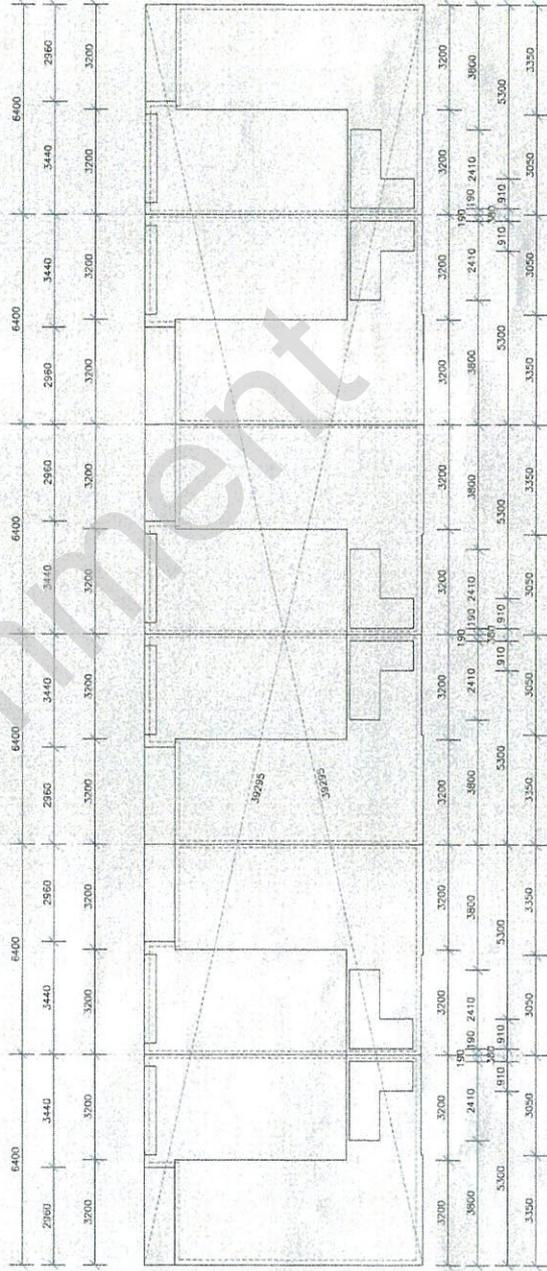
ALL WORK TO BE DONE IN ACCORDANCE WITH THE NATIONAL BUILDING REGULATIONS 2011 AND THE NATIONAL BUILDING CODE 2011.

ROOF LAYOUT PLAN
SCALE 1 : 100

DWELLING 1 DWELLING 2 DWELLING 3 DWELLING 4 DWELLING 5 DWELLING 6



DWELLING	GROUND FLOOR LIVING	SECOND FLOOR LIVING	THIRD FLOOR LIVING	BALCONY	ALFRESCO	TOTAL
DWELLING 1	30.88	30.88	21.21	4.64	24.13	155.85sq.m.
DWELLING 2	30.88	30.88	21.21	4.64	24.13	156.63sq.m.
DWELLING 3	30.88	30.88	21.21	4.64	24.13	156.63sq.m.
DWELLING 4	30.88	30.88	21.21	4.64	24.13	156.63sq.m.
DWELLING 5	30.88	30.88	21.21	4.64	24.13	156.63sq.m.
DWELLING 6	30.88	30.88	21.21	4.64	24.13	156.63sq.m.



CONCRETE SET OUT
SCALE 1 : 100

BUILDING NOTES

NO LOADS TO BE APPLIED TO THE ROOF STRUCTURE UNLESS SPECIFICALLY NOTED OTHERWISE.

ALL ROOFING SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE RELEVANT STANDARDS AND SPECIFICATIONS.

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REMARKS

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PROPOSED NEW DEVELOPMENT
DWG NO. CHU-L177-14.dwg
For XTRAORDINARY CONSTRUCTIONS
At Lot 77 (No. 172) Churchhill Road,
PROSPECT

DATE: 14/01/2024
DRAWN BY: J. CHEN
CHECKED BY: M. CHEN
SCALE: 1:100
SHEET 8 OF 9

XTRAORDINARY CONSTRUCTIONS

NOTE: A2 PAPER

CONCRETE SET OUT
SCALE 1 : 100

ROOF LAYOUT PLAN
SCALE 1 : 100

REMARKS

BUILDING NOTES

DWELLING 1

DWELLING 2

DWELLING 3

DWELLING 4

DWELLING 5

DWELLING 6

CONCRETE SET OUT

REMARKS

BUILDING NOTES

DWELLING 1

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CONCRETE SET OUT

REMARKS

BUILDING NOTES

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REMARKS

BUILDING NOTES

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CONCRETE SET OUT

REMARKS

BUILDING NOTES

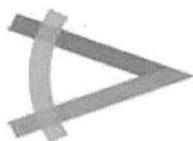
DWELLING 1

DWELLING 2

DWELLING 3

DWELLING 4

DWELLING 5



Archicentre

Building design and inspection experts

28 January 2015

Susan Giles
Development Officer, Planning
City Of Prospect
128 Prospect Road
Prospect SA 5082

susan.giles@prospect.sa.gov.au



Australian
Institute of
Architects

Dear Ms. Giles

Design Review - Three Storey Residential Flat Building - 172 Churchill Road Prospect

Thank you for your request received Tuesday, 9 December 2014 to provide assistance in undertaking a design review process to ensure that the development application at the above address achieves the qualities of good design, as described in Council's endorsed design review process. Following a review of the documentation provided for assessment by the three of the Architects on the Archicentre design review panel I offer the following comments for your consideration

Context

Proposal is at odds with existing context however the site and local area has newly been scheduled to allow a desired future character with a higher level of density and the proposal satisfies this

Scale

3 storeys proposed represents a significant increase in building height and density, however is marginally below the maximum / desired 4 storey limit.

Built Form

The location of the three storey structure, with an unbroken wall in excess of 5.5m high, and 38.4m long, only 900mm from the southern side boundary would offer a massive negative visual impact on the adjacent neighbour. The scale is such as is required to increase density. The horizontal elements (driveway) and vertical walls are barren of any visual relief. Horizontal and vertical articulation required

Density

Although less than the desired 4 storey maximum, six dwellings are proposed for a site currently with one. Reduced height and boundary set backs for this proposal may reduce some of the negative effects of over shadowing of a maximised site density.

Resource, Energy and Water Efficiency

Although main living areas have good access to northern light, there is no treatment of glazing/shading between facades to suit desirable solar shading/access

Cross ventilation appears possible.

Demolition of existing structures, recycling of materials – no information provided

Appropriate and sustainable materials – External walls – clay brick. This has high thermal mass and requires extensive cavity insulation to provide the required thermal barrier.

Location of the three storey structure, 900mm from the southern boundary will deny southern property significant solar access. The winter shadow would cover the entire adjacent ground level footprint. Relocating the driveway to the southern side of the site would go some way to overcoming the denial of solar access to the southern neighbouring site.

Landscape

Minimal-to-no design consideration given to landscaping beyond allocating buffer zones to the east, west and along the northern boundary, no detail provided.

No landscaping shown for the Private Open Space. The Driveway is barren. Definition of hard and soft, sunlit and shaded areas is recommended

Amenity

Balconies unlikely to be used/useful as designed or comply with privacy requirements for the adjoining property, if the balconies were to be screened to approx. 1700mm high, as would be expected, they would offer little in the way of visual or physical relief for the occupants. It would be preferable for the balconies to be re-entrant from the main façade, thus offering both privacy for occupants and neighbours, and visual relief to the façade.

The visual impact on the neighbouring properties would be abysmal. The massing requires articulation to soften the visual impact.

Internally the layout and circulation patterns are severely flawed.

Kitchen poorly designed and non-functional. Inefficient layout with stairs located across spaces the Study is essentially a corridor between the two stairs. Not stacking the upper flight above the lower flight is a waste of space, divides the room, and takes up external wall which could otherwise contain a window in a room which appears to have minimal access to daylight.

The Kitchen/Dining area is separated from the Living Room and "Alfresco" area by two floors.

Internal rooms and circulation patterns require significant modification

Safety and Security

Good amount of passive surveillance potential to site and street from balconies, terraces and windows. Slight set back from street is useful for vehicle sight lines to street.

No safe buffer between dwelling front door and driveway vehicle movement

No detail on lighting to driveway.

Occupant security appears sufficient.

Conflict between personal/visitor access to the front door, and vehicular access along the driveway

Some separation of front door access from the vehicular driveway is required

Social dimensions

All unit types the same so limited housing type mix available, however the proposed semi-detached dwellings are a closer 'step up' in density from surrounding existing detached residential.

Contextually falls within the aims of raising the residential density, but is flawed visually and in terms of amenity with major negative impacts on the neighbouring properties

Aesthetic

Although lacking in detail the proposal is generally sound if a little simple/plain, modern with clean lines and suitable for residential design however the massing requires articulation to soften the visual impact particularly to the southern wall



EDWARD LUKAC
ARCHICENTRE SA STATE MANAGER



E: XCONSTRUCTION@BIGPOND.COM

P: 0417 062 828

HTTP://WWW.XTRAORDINARYCONSTRUCTIONS.COM.AU

13th February 2015

City of Prospect
Att: Susan Giles
PO Box 171
Prospect SA 5082

Dear Susan,

Re: 172 Churchill Rd Prospect (DA 050/466/2014)

Thank you for your letter dated 13th February 2015. Please find below responses to you concerns and feedback:

Built Form:

- To assist with the rear articulation of the building, the plans have been amended to show a section of Scyon Matrix cladding to each dwelling at the 1st floor level. This will introduce interest and increase articulation in this elevation.
- Plans have been amended to include 1700mm high privacy screens to sides of all balconies. No screens have been added to the front of the balconies so as to enable passive overlooking of the common driveway for security and amenity.
- Bicycle parking is able to be accommodated within the bin storage area for the development, in the rear yards of each dwelling, or in the under stair storage at the rear of the garage on the internals of each dwelling.
- Solar shading and glazing treatments will be addressed upon production of the Energy Efficiency report for this development. We will work with our energy efficiency specialists to provide the appropriate shading/treatments to any glazing that requires it.

- It is proposed to have open air balconies on the first floor, however the balcony on the top floor will have an undercover section (marked Alfresco on the plans)
- In regards to the internal layout, the kitchen is attached to a ground floor living area. There will be a sink and BBQ provision to the alfresco on the top floor to provide water and washing facilities on this level. The layout with ground floor kitchen separated from 2nd floor living has been successfully implemented in St Clair, with our Chestnut Crescent development which consisted of 40 dwellings constructed in this nature. In this development, the City of Charles Sturt Development Assessment panel commended the design due to the innovative use of space and layouts on a minimal footprint.
- The staircases are stacked separately due to the step in of the 2nd floor external wall. Initial design layouts deemed it necessary to place the stairwell at the rear of the 2nd floor, otherwise the alfresco area on the top floor would not have passive overlooking of the common roadway, and would instead look into the rear yard of neighbouring properties. The area labelled Study allows for either a desk or a couch to be placed, or also provides storage under the staircase.

Landscape:

- Landscaping design and detail will be provided with the construction plans (Building Rules Consent). We are happy for any Planning Approval to provide conditions to be met in this area.
- Permanent planter boxes have been included on the site plan to the frontages of each building. This will enable additional shading/planting to be featured in the driveway.
- The newly added planter boxes will create a buffer area at the front of the dwellings between the front doors and the driveway.
- Lighting to the driveways is provided by individual lights which will be on Sunset switches on the buildings (one to each residence) to minimize community power requirements and costs. This is shown on the electrical plan.
- Separation from front door and driveway will be provided by the newly added planter boxes.

Regarding the DPTI recommendations:

- The plans have been amended making the front garage door opening widths 3m, thus allowing an apron width to minimum of 5.6m in accordance with AS2890.
- Turning profile recommendations:
 - a) Visitor parking has been removed from the common driveway, enabling two way movement with ease
 - b) The amended garage door width openings (3m) now comply with AS2890
 - c) And d) Visitor parking has been removed
- A sign will be installed to the front of the property stating 'tenants only' so that no visitor or deliveries are made in the driveway. In the chance event that a visitor or

delivery enters site, it would be no different to a standard residential driveway where the vehicle would need to reverse back out onto the road.

If you have any further query in relation to this matter please feel free to contact me.

Kind Regards,

Tony Xanthopoulos
Xtraordinary Constructions Pty Ltd.

Attachment



In reply please quote 2014/01922/01, Process ID: 317406
 Enquiries to Reece Loughron
 Telephone (08) 8343 2569
 Facsimile (08) 8343 2725
 E-mail dpti.luc@sa.gov.au

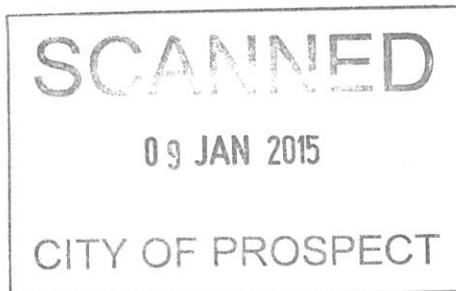


Government of South Australia

Department of Planning,
 Transport and Infrastructure

06/01/2015

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



**SAFETY AND SERVICE
 DIVISION**

77 Grenfell Street
 Adelaide SA 5001

GPO Box 1533
 Adelaide SA 5001

Telephone: 61 8 8343 2222
 Facsimile: 61 8 8343 2585

Dear Susan,

SCHEDULE 8 - REFERRAL RESPONSE

Development No.	050/466/14
Applicant	Tara Xanthopoulos
Location	Lot 77 in DP 3487, 172 Churchill Road, Prospect
Proposal	6 Triple Storey Community title 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 development involves the demolition and construction of a three storey group dwelling comprising six dwellings with shared access to Churchill Road.

CONSIDERATION

DPTI has recently provided comment to land division 050/C020/14, (EDALA Id 49135) dated 15 December 2014. The subject site is located on Churchill Road, an arterial road under the care and control of DPTI. Churchill Road is identified as a Freight Route, a Peak Hour Route and a High Frequency public transport corridor in the document "A Functional Hierarchy for South Australia's Land Transport Network" thus highlighting the strategic nature of this road and the need to ensure that development does not undermine the safe and efficient operation of this road.

Road Safety

The application proposes to accommodate all access via a single shared access located adjacent the northern boundary of the site. The access is located in proximity to the start of the right turn storage lane for movements into Bosanquet Avenue. In order to minimise conflict with vehicles storing within the through lane on Churchill Road to turn right into the proposed access and vehicles entering the right turn storage lane (heading north), it is strongly recommended that the access be relocated to adjacent the southern boundary. This will provide a short area of painted median for vehicles to store clear of the through lane and not disrupt the free flow of traffic.

In regards to the shared access, whilst it is acknowledged a 6.0 metres wide access is provided this quickly narrows to 5.7 metres wide 3.0 metres inside the property. This access design is not considered sufficient to enable two vehicles to pass simultaneously and as such may increase vehicular conflict on Churchill Road which is not supported. The proposed 6.0 metres width must extend a full 6.0 metres into the site prior to tapering down to the shared driveway.

DPTI is concerned that vehicles will not be able to conveniently reverse from the proposed garages of dwellings 3 and 5 without conflicting with visitor parks located within the main driveway, particularly given the narrow garage door widths (2.7 metres) and 5.7 metres apron width. It is pointed out that AS/NZS 2890.1:2004, Figure 5.4 Apron Widths for Right Angle Access to Single Vehicle Garages recommends that where a 2.7 metres wide garage door is proposed the apron width needs to be 6.3 metres (or 6.0 metres with 150 mm kerb in height). DPTI considers the proposed design to be insufficient to allow convenient reversing movements and as such may encourage reversing movements onto Churchill Road which is considered highly undesirable. Furthermore, DPTI does not support the location of the visitor parks as there is no shared manoeuvring area whereby these vehicles can achieve on-site reversing movements and thus will result in reversing movements onto Churchill road. Subsequently, DPTI does not support the proposed design.

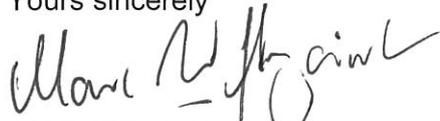
CONCLUSION

DPTI does not support the proposed development in its current form. Amended plans are requested that address the following issues:

1. The common property access being located adjacent to the southern property boundary.
2. The common access being 6.0 metres wide and providing a clear 6.0 metres storage area inbound from the Churchill Road property boundary prior to tapering back into the shared driveway. Any car parking (and shared manoeuvring area/landscaping) must be located clear of this 6.0 x 6.0 metres shared access area.
3. Sufficient on-site manoeuvring area being provided to enable all vehicles (including visitor parks) to enter and exit Churchill Road in a forward direction.
4. Turning profiles must be provided illustrating that a B85 vehicle can achieve the following:
 - a) two-way movements via Churchill Road;
 - b) enter each garage in a forward direction;
 - c) reverse from each garage without conflicting with any visitor parking;
 - d) all visitor parking can enter and exit in a forward direction using shared on-site manoeuvring area.

Amended plans addressing the above should be provided for review prior to any approval. Should amended plans not be forthcoming, refusal of this application is recommended.

Yours sincerely



A/GENERAL MANAGER, OPERATIONAL SERVICES
For **COMMISSIONER OF HIGHWAYS**

In reply please quote 2015/00161/01, Process ID: 327768
 Enquiries to Reece Loughron
 Telephone (08) 8343 2569
 Facsimile (08) 8343 2725
 E-mail dpti.luc@sa.gov.au



Government of South Australia

Department of Planning,
 Transport and Infrastructure

19/02/2015

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

**SAFETY AND SERVICE
 DIVISION**

77 Grenfell Street
 Adelaide SA 5001

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Dear Susan,

SCHEDULE 8 - REFERRAL RESPONSE

Development No.	050/466/14 – Amended Plan (13/2/15)
Applicant	Tara Xanthopoulos
Location	Lot 77 in DP 3487, 172 Churchill Road, Prospect
Proposal	6 Triple Storey Community Title 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 development involves the demolition and construction of a three storey group dwelling comprising six dwellings with shared access to Churchill Road.

CONSIDERATION

The subject site is located on Churchill Road, an arterial road under the care and control of DPTI. Churchill Road is identified as a Freight Route, a Peak Hour Route and a High Frequency public transport corridor in the document "A Functional Hierarchy for South Australia's Land Transport Network" thus highlighting the strategic nature of this road and the need to ensure that development does not undermine the safe and efficient operation of this road.

DPTI has recently provided comment to land division 050/C020/14, (EDALA Id 49135) dated 15 December 2014. It is understood further refinements are being made to the proposed land division in order to reflect the amendments made to the current land use plan.

Road Safety

The applicant has provided an amended plan (refer Damien J Griffen Designs, Site Plan, Drawing No. CHU-T77-14, Sheet 6 of 9, amended 13/2/15) which incorporates the design issues raised in DPTI previous correspondence (dated 6/1/15); in particular, providing a shared access adjacent the southern boundary to reduce

2

disruption to the free flow of traffic on Churchill Road, providing a clear 6.0 x 6.0 metre area to allow simultaneous two-way vehicle movements and providing sufficient area for vehicles to achieve forward entry and exit. In-principle, DPTI is satisfied with the amended plan dated 13/2/15.

However, it is noted that all visitor parking has been removed from the amended design. DPTI has reviewed Table Pr/5 that indicates that such a development should provide 1 park per 1 or 2 bedroom dwelling plus 0.25 per dwelling for visitor/s. It appears the proposed development will be under parked in regards to visitor parking which may result in vehicles parking within the common driveway preventing convenient access for residents. Furthermore, it is pointed out that the Urban Corridor Zone, Boulevard Policy Area, Objective 3 seeks "*Development that does no compromise the transport functions of the road corridor.*" and the Desired Character identifies "*...medium to high densities...while maintaining the important transport function (of) the road as a strategic transport route.*". Subsequently, Council should be fully satisfied that the design will not result in visitor parking that restricts convenient access for all residents or potentially encourage reversing movements onto Churchill Road.

Council is further advised that the department cannot guarantee the provision of on-street parking in the future given the strategic function Churchill Road plays in the arterial road network and this is reinforced with Strategic Transport Routes Map Pr/1 (Overlay 4).

CONCLUSION

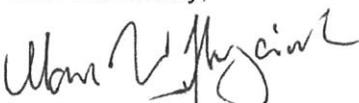
In-principle, no objection is raised to the development subject to the following conditions.

ADVICE

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

1. The access to Churchill Road shall be constructed in accordance with the Damien J Griffen Designs, Site Plan, Drawing No. CHU-T77-14, Sheet 6 of 9, amended 13/2/15.
2. The common access shall be appropriately flared to the road to facilitate unimpeded ingress/egress and minimise disruption to the free flow of traffic on Churchill Road.
3. All vehicles shall enter and exit the site in a forward direction.
4. The redundant crossover shall be closed and reinstated to Council's satisfaction at the applicant's cost.
5. Stormwater run-off shall be collected on-site and discharged without jeopardising the integrity and safety of the arterial road. Any alterations to the road drainage infrastructure required to facilitate this shall be at the applicant's cost.

Yours sincerely,



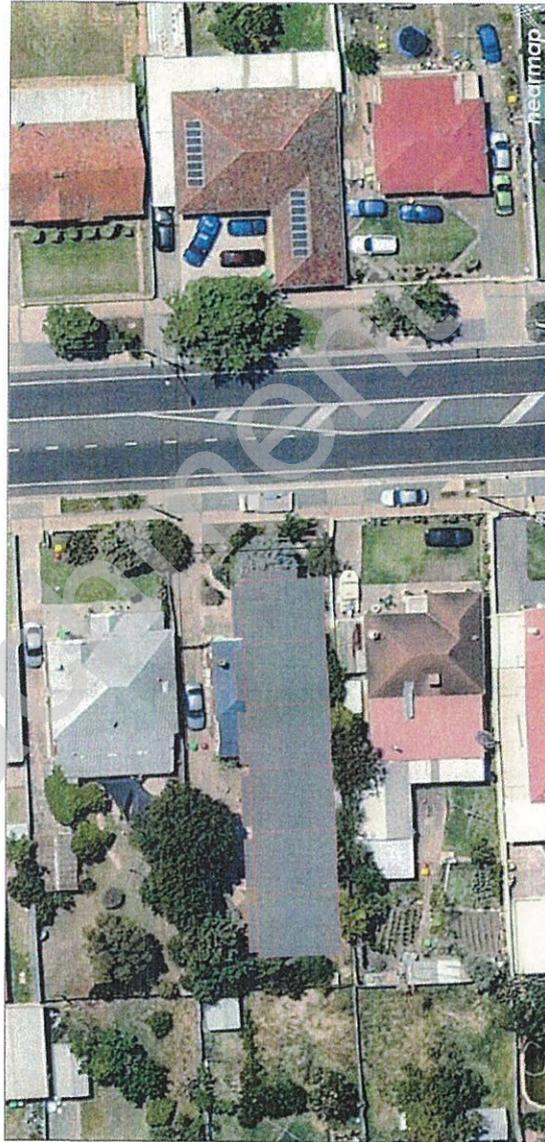
A/GENERAL MANAGER, OPERATIONAL SERVICES
For **COMMISSIONER OF HIGHWAYS**



NOTE : PLANNING DRAWINGS ONLY -- NOT FOR CONSTRUCTION

DWG NO. CHU-LT77-14.dwg

PROPOSED NEW DEVELOPMENT
FOR XTRAORDINARY CONSTRUCTIONS
AT Lot 77 (No. 172) Churchill Road,
PROSPECT

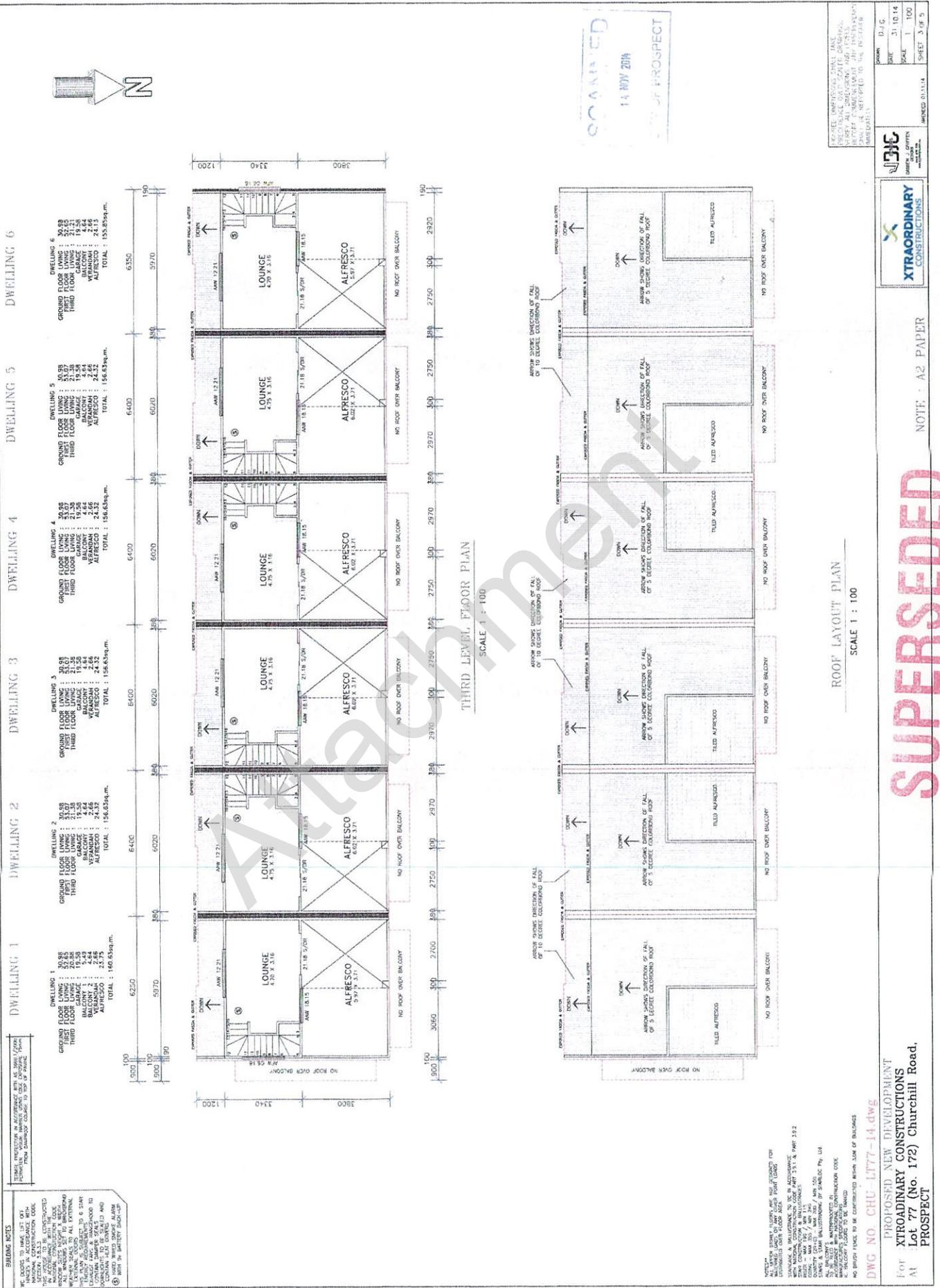


NOTE : A3 PAPER

SCANNED
14 NOV 2016
CHURCHILL PROSPECT

SUPERSEDED





SUPERSEDED

PROPOSED NEW DEVELOPMENT
 For XTRAOINARY CONSTRUCTIONS
 At Lot 77 (No. 172) Churchill Road,
 PROSPECT

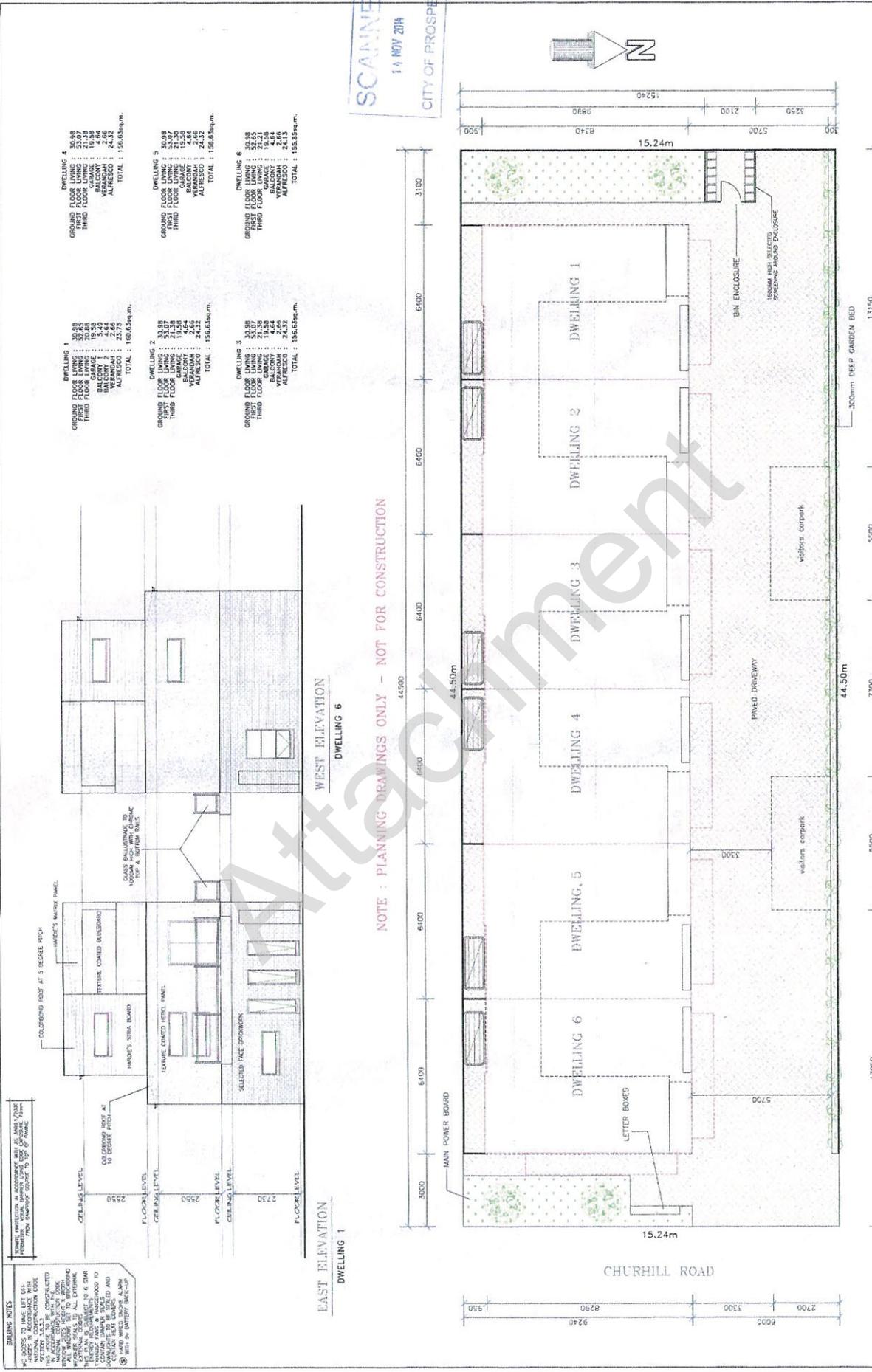
DWG NO. CHU-LT77-14.dwg

DATE: 31.10.14
 SCALE: 1:100
 SHEET 3 OF 5

NOTE: A2 PAPER

XTRAOINARY CONSTRUCTIONS

SCANNED
14 NOV 2014
CITY OF PROSPECT



DWELLING 1	DWELLING 2	DWELLING 3	DWELLING 4	DWELLING 5	DWELLING 6
GROUND FLOOR: 32.85	GROUND FLOOR: 33.28	GROUND FLOOR: 33.08	GROUND FLOOR: 34.58	GROUND FLOOR: 30.98	GROUND FLOOR: 30.98
FIRST FLOOR: 32.85	FIRST FLOOR: 33.28	FIRST FLOOR: 33.07	FIRST FLOOR: 31.07	FIRST FLOOR: 31.07	FIRST FLOOR: 31.07
SECOND FLOOR: 32.85	SECOND FLOOR: 33.28	SECOND FLOOR: 33.07	SECOND FLOOR: 19.35	SECOND FLOOR: 19.35	SECOND FLOOR: 19.35
THIRD FLOOR: 32.85	THIRD FLOOR: 33.28	THIRD FLOOR: 33.07	THIRD FLOOR: 19.35	THIRD FLOOR: 19.35	THIRD FLOOR: 19.35
BALCONY 1: 3.49	BALCONY 1: 4.84	BALCONY 1: 4.84	BALCONY 1: 2.66	BALCONY 1: 2.66	BALCONY 1: 2.66
BALCONY 2: 2.66					
VERANDAH: 2.66					
ATTACHED: 24.32					
TOTAL: 156.63sq.m.					

NOTE : PLANNING DRAWINGS ONLY - NOT FOR CONSTRUCTION

SUPERSEDED

DWG NO. CHU-LT77-14.dwg
PROPOSED NEW DEVELOPMENT
For XTRAORDINARY CONSTRUCTIONS
AL Lot 77 (No. 172) Churchill Road,
PROSPECT

PROJECT: PROSPECT CHURCHILL ROAD
DESIGN: ALL DIMENSIONS AND LEVELS
SHOWN UNLESS OTHERWISE STATED
SHALL BE SHOWN TO BE CONSIDERED
AS SHOWN TO BE CONSIDERED
DATE: 31/10/14
DRAWN: D.J.C.
SCALE: 1:100
SHEET: 5 OF 5



NOTE : A2 PAPER

ITEM NO.: 6.1

TO: Development Assessment Panel (DAP) on 2 March 2015

FROM: Director Community, Planning and Communications

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

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 tables below also include 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 050/0284/14 44 Churchill Road, Ovingham	Demolition of existing dwelling and construction of a mixed use development comprising ground level cafe and 18 residential apartments above, together with roof top terrace, car parking, green walls and landscaping	DAC considered the proposal at their meeting of 29 January 2015, where it was resolved to defer the matter for further consideration. No further update has been provided.

2. RELEVANT DECISIONS BY DAC

No determinations made since last DAP meeting.

3. MATTERS CALLED IN BY THE CO-ORDINATOR GENERAL

Address	Nature of development	Process update
20A Main North Road and 45 Carter Street, Thorngate	Integrated Service Station Complex	The application was lodged with the DAC on or about the 4 February 2015. Council received a copy of the application on 6 February 2015. The matter is presented to this meeting of the DAP on 2 March 2015 with comments to then be provided to the DAC.



Nathan Cunningham
Director Community, Planning and Communications

ITEM NO.: 7.1
TO: Development Assessment Panel (DAP) on 2 March 2015
FROM: Director Community, Planning and Communications
SUBJECT: Summary of Court Appeals

The status of appeals is provided to the DAP for information purposes. Questions or 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 050/205/2014 19 North East Road, Collinswood	Decking and Privacy Screens	12 January 2015 By the DAP	Appeal lodged by neighbour against the approval of the application. An initial conciliatory conference was held on 25 February 2015. A further conciliatory conference has been scheduled for 10 March 2015.
DA 050/323/2014 32 Hampstead Road, Broadview	Two, Two Storey Residential Flat Buildings comprising Seven Dwellings with associated Carports, Driveway and Landscaping	12 January 2015 By the DAP	Appeal lodged by land owner (on behalf of applicant). Appealing against refusal of development plan consent. A preliminary conference was held on 16 February 2015, with a conciliatory conference (if required) scheduled for 12 March 2015. A compromise proposal has been submitted by the appellant and appears in the March DAP agenda.
DA 050/290/2014 125 Devonport Terrace, Prospect	Single Storey Detached Dwelling	22 October 2014 By Staff Under Delegation	Appeal lodged by land owner (on behalf of applicant). Appealing against a condition of approval relating to a requirement to construct in accordance with approved plans. The conciliatory conference process has been adjourned until 15 April 2015 to allow the appellant sufficient time to consider amendments to the proposal.



Nathan Cunningham
 Director Community, Planning and Communications