

AGENDA ITEM: 5.4

To: Development Assessment Panel (DAP) on 7 March 2016

From: Susan Giles, Development Officer, Planning

Proposal: Variation to Condition 3 (Dwell Time) of Development application 050/464/2012 – Conversion of existing illuminated static sign to a digital led sign, mesh screen and solar panels (DA 050/268/2015)

Address: 49 Main North Road, Medindie Gardens
(CT 5976/563 and CT5976/564)

SUMMARY:

Applicant: APN Outdoor Pty Ltd

Owner: Mr BJ Milburn

Planning Authority: Council

Mandatory Referrals: Department of Planning, Transport and Infrastructure

Independent Advice: Purkinje Pty Ltd

Public Notification: Category 1

Representations/Submissions: Not applicable

Respondent: Not applicable

Development Plan Version: Consolidated 12 February 2015

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

Key Considerations: Conflict with traffic signals, safety of motorists

Recommendation: Approval

ATTACHMENTS:

Attachment 1 Development Application Form
Attachments 2-4 Covering Letter prepared by Masterplan SA Pty Ltd
Attachments 5-14 Planning Report prepared by Masterplan SA Pty Ltd
Attachments 15-16 Site Plan and Elevations
Attachments 17-28 Traffic Impact Assessment Report prepared by GTA Consultants
Attachments 29-34 Light and Vision Report prepared by Purkinje Pty Ltd
Attachment 35 Photos of existing sign

1. EXECUTIVE SUMMARY

- 1.1** The Development Assessment Panel at its meeting of 12 May 2014 considered an application for the conversion of an illuminated static sign to a digital LED (light-emitting diode) sign, mesh screening and solar panels. The Panel resolved to approve the proposal subject to conditions, with one condition restricting the dwell time of advertisements displayed on the sign. The applicant has subsequently lodged a development application to vary this condition (condition 3) of the planning consent. No other amendments are proposed.
- 1.2** The proposed variations were referred to the Department of Planning, Transport and Infrastructure given the proposal would vary elements of the proposal that related to the comments previously received. Council's planning staff also sought independent advice from a lighting consultant. The application is a Category 1 form of development and no public notification was required.
- 1.3** The key consideration is the potential impact on road safety for motorists.

2. BACKGROUND

- 2.1** The Development Assessment Panel (DAP) previously considered a proposal for an LED (light-emitting diode) sign and ancillary structures at its meetings of 14 October 2013 and 12 May 2014. The DAP resolved to approve the proposal subject to 9 conditions, which are as follows:
- (1) *The development shall take place in accordance with plans and details stamped by Council relating to Development Application Number 050/462/2012.*
 - (2) *The digital LED sign shall not operate between the hours of 12:00am and 5:00am on any day.*
 - (3) *The sign shall only display a single self-contained message or advertisement per 24 hour period. Each message or advertisement can only be changed daily at 5:00am.*
 - (4) *The sign shall not be permitted to operate in such a manner that could result in impairing the ability or comfort of a road user by means of high levels of illumination or glare. In any case, the LED component of the sign shall be limited to the following stepped luminance levels:*

Ambient Conditions: Sign Illuminance Vertical Component (Lux)	Permitted Sign Luminance: Maximum Average (Cd/m²)
Sunny Day (greater than 40,000 Lux)	6300
Cloudy Day (between 4000 and 40,000 Lux)	1100
Twilight (between 400 and 4000 Lux)	300
Dusk (between 40 and 400 Lux)	200
Night (less than 4 Lux)	41.2

- (5) *Images displayed on the sign shall not scroll, move, flash, rotate or be animated in any manner.*
- (6) *The LED sign shall not be used to display advertisements or other images/material that:*
 - *Contain images of traffic control devices or imitate a traffic control device in any way; or*
 - *Contain content that could be construed as an instruction to road users; or*

- *Contain predominant colours of red, green or amber or use these colours as a block within the advertisement.*
- (7) *No advertisement displayed must be any shape, colour or pattern, so as to result in it being readily mistaken for a rail, traffic or road sign or signal.*
- (8) *The operational system for the sign shall incorporate an automatic error detection system that will turn the display off (or to a blank black screen) should the sign or system malfunction. The sign may only be reactivated in the next available off-peak period.*
- (9) *All mesh screens must be maintained, kept tidy, free of graffiti and in good repair and condition at all times.*
- 2.2** The reports and attachments from the previous DAP meetings are available for viewing on the City of Prospect website (www.prospect.sa.gov.au).
- 2.3** The LED sign has subsequently been constructed and is operational.

3. PROPOSAL

- 3.1** The proposal is to vary condition 3 of the existing authorisation. The applicant seeks to change the dwell time that the advertisements are displayed on the sign. Condition 3 states:
- (3) *The sign shall only display a single self-contained message or advertisement per 24 hour period. Each message or advertisement can only be changed daily at 5:00am.*
- 3.2** The proposal is for the sign to display images for 45 seconds, and then change to the next image instantaneously, with a 0.01 second changeover.
- 3.3** No other works are proposed. A covering letter (refer **Attachments 2-4**) and Planning Report prepared by Masterplan SA Pty Ltd (refer **Attachments 5-14**), along with a Traffic Impact Assessment Report prepared by GTA Consultants (refer **Attachments 17-28**) are attached. The site plan and elevations of the advertising sign granted approval is attached (refer **Attachments 15-16**), along with photographs of the existing sign (refer **Attachment 35**).
- 3.4** It is further noted that the applicant has lodged a separate development application to vary condition 4 of the same planning consent. This variation application will be discussed in more detail within Report 5.3 within this agenda.

4. REFERRALS

4.1 Internal (Advisory) Referrals

- 4.1.1 The application was referred by Council to an independent lighting consultant, Mr Phil Keane of Purkinje Pty Ltd, for review and further advice on the proposed variation.
- 4.1.2 Previously, Mr Keane had expressed concern that the scene changeover times were short, and advised that the dwell time between scenes should be relatively long. His advice also suggested that the signs should fade out and fade in over a reasonable time to prevent distractions to all road users. Mr Keane acknowledges that at the time of providing the previous response, there were no official guidelines in South Australia, and Purkinje's recommendation was based on his experience (refer **Attachment 28**).

- 4.1.3 Upon review of the guide for “Advertising Signs Assessment Guidelines for Road Safety” published by the Department of Planning, Transport and Infrastructure in August 2014, Mr Keane’s opinion remains unchanged in that the short dwell times could be a potential distraction to road users and advises that it is paramount that the scene changeover times remain large for these types of screens.
- 4.1.4 Accordingly, Mr Keane does not support the proposal being in an area of large traffic use and being so close to the traffic lights. His report is attached (refer **Attachment 29-34**).

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. Council must have regard to the comments from the Department of Planning, Transport and Infrastructure (DPTI).
- 4.2.2 Pursuant to Section 37(1)(b) of the Development Act 1993, if a response is not received from DPTI within the prescribed timeframe, it will be presumed, unless DPTI has notified Council and sought a further extension, that DPTI does not desire to make a response.
- 4.2.1 The application was referred to DPTI on 7 July 2015. DPTI made two requests in September 2015 for an extension of time in which to respond. Despite several subsequent requests to DPTI, Council has not received a response.
- 4.2.2 Accordingly, it is presumed that DPTI have no comment to make in relation to the proposal.

5. PUBLIC NOTIFICATION

- 5.1 The application does not require public notification pursuant to Section 39(7) of the Development Act 1993, as it involves a variation to a previous approval that was subject to Category 1.

6. PLANNING COMMENTARY

- 6.1 The proposal currently before the DAP is an application for the variation of a development authorisation, pursuant to Section 39(6) of the Development Act, in that it seeks to vary a condition of approval. Section 39(7)(b) of the Act describes that such an application is to be treated as a new application for development authorisation to the extent of the proposed variation.
- 6.2 The proposal is not for a type of development that would be categorised by Schedule 9 of the Development Regulations 2008 or the Development Plan. The only trigger for public notification to occur in respect of a variation application is when the original application was subject to Category 3 notification, and the variation application concerns aspects of the original approval that were the subject of representations received during the notification period.
- 6.3 It should also be noted that the assessment of a variation application is limited solely to those matters forming part of the proposed variation (Section 39(7) of the Act) and therefore cannot reconsider the previously approved development.

7. **PLANNING ASSESSMENT**

7.1 Frequency of Signage Changing

- 7.1.1 It is anticipated that advertising signs do not distract drivers from their primary driving task, especially at locations where the demands on the driver's concentration are high (Council-wide PDC 315(c)).
- 7.1.2 The proposal is for the sign to change every 45 seconds, with the transition between advertisements being no be greater than 0.01 second. This frequency would substantially change from the current condition of one advertisement being displayed within a 24 hour period and where the advertisement can only change daily at 5:00am.
- 7.1.3 In the application previously considered by the DAP at its 14 October 2013 meeting, the advertisement was proposed to change every 45 seconds. This had been amended from originally being every 8 seconds. Further amendments were made whereby the sign would turn on at 5:00am each day, displaying a static advertisement that would remain in place until 12:00am (midnight) on the same day. The sign would then remain off until 5:00am the next day, at which time a new advertisement could be displayed.
- 7.1.4 It is acknowledged that originally DPTI had concern that the proposed operation of the sign would distract motorists by showing multiple images while the driver would be within the field of vision of a northbound vehicle travelling at less than the posted speed limit.
- 7.1.5 Since the previous approval was granted, DPTI have published *Advertising Signs Assessment Guidelines for Road Safety*. This Guide replaces DPTI's previous advertising sign assessment practices, with an updated guide so that appropriate advice can be provided on behalf of the Commissioner of Highways.
- 7.1.6 The applicant has sought advice from Mr Paul Morris from GTA Consultants in relation to the proposed change. Mr Morris has undertaken an assessment having regard to DPTI's *Advertising Signs Assessment Guidelines for Road Safety* as the guide outlines the tools to be adopted in the assessment of advertising signs. Within his report Mr Morris has identified that the proposal complies with the requirements (refer **Attachments 15-16**).
- 7.1.7 The DPTI Guidelines are based on preventing advertisements located on main roads being an unsafe distraction to drivers. Moving, rotating, flashing, scrolling or changing advertisements are considered to be a potentially unsafe distraction to drivers. Accordingly, an advertisement should not contain flashing, blinking, revolving, pulsating or intermittent lights. This is reiterated in Council's Development Plan (Council-wide PDC 314).

- 7.1.8 The DPTI Guideline further outlines that the following principles should be applied:
- Advertisements should not comprise videos or animations;
 - Where permitted, each change of message should be completed instantaneously (i.e., within 0.1 of a second). Animated effects such as 'fade', 'zoom' or 'fly-in' must not be used;
 - Where message change is permitted, each display should have a self-contained message that is simple, effective and easily understood at a glance. Sequential messages should be avoided;
 - Advertising signs should generally be static with a minimal number of changes per day. Where changing messages are appropriate a minimum dwell time of 45 seconds should be applied with no blank screen between messages. Longer dwell times may be necessary in more complex locations, or in higher speed environments.
- 7.1.9 The assessment criteria for advertising signs outlined within DPTI Guidelines is based on the crash rate of the intersection; the advertisement not being in a location that would confuse, dominate or reduce the effectiveness of traffic control devices; not being located to obstruct a drivers line of sight to a traffic control device or intersection; meet the relevant clearance distances; not be located within a 'Device Restriction Area'; not interfere with other infrastructure; not be mistaken for a traffic control device and be designed so as to not move, be reflective or of a size, colour, illumination or animated, or create the illusion of movement; the lighting does not increase the road safety risk and the sign contains an error detection system.
- 7.1.10 Mr Morris advises that 27 crashes were recorded over a 5 year period (2010-2014) on the southwest approach to the intersection, from where the sign is visible. Overall, the intersection has an average crash rate of 5.4 crashes per year, which suggests this location has a low crash rate (refer [Attachment 19](#)).
- 7.1.11 The location of the sign is setback from the corner of the intersection, and located above the roof of the building. Within his assessment, Mr Morris advises that the location and setback are such that the sign does not dominate the streetscape or the view of the intersection for approaching drivers (refer [Attachment 19](#)).
- 7.1.12 Mr Morris notes that within 100m of the intersection, the traffic signals would begin to appear within the sign for approaching drivers, however the observed location varies with the position of the approaching vehicle observation point. Site observations in both day and night conditions found that there was clear definition between the traffic signals and the sign given the luminance of the traffic signals being greater than the sign and the housing around the signals (refer [Attachment 20](#)).
- 7.1.13 Mr Keane suggests that a longer dwell time between advertisements would be more appropriate to prevent distractions to the road users. Mr Morris notes however, that a dwell time of 45 seconds is considered appropriate for the sign and consistent with other digital LED signs within Adelaide and Melbourne.
- 7.1.14 The DPTI Guidelines suggests that a longer dwell time may be necessary in more complex locations, or in higher speed environments. The Guide also suggests that the dwell time should be a minimum of 45 seconds, and the message should change instantaneously, within 0.1 of a second. Animated effects such as 'fade', 'zoom' or 'fly-in' must not be used.

7.1.15 The applicant has advised that all other conditions of the approval would still apply and be maintained, with the exception of condition 4. Therefore, the sign would display a single self-contained message or advertisement and would not move, flash or be animated in any manner. The sign would not operate between 12:00am and 5:00am, the illumination of the sign would be controlled, the sign shall not be used to display images or material that could be mistaken for the traffic control devices, and that the sign would incorporate an automatic error detection system that will turn off or be a blank black screen if the system malfunctions.

While the frequency of the advertisements would change every 45 seconds, it is noted that the changeover would take 0.01 of a second. Accordingly, the dwell time and changeover is considered to unlikely cause a significant distraction for motorists.

8. CONCLUSION AND RECOMMENDATION

- 8.1** The location of the sign remains unchanged, located above the traffic signals facing northbound traffic on Main North Road. The remainder of the conditions would still apply which limit and restrict the hours of operation, luminance levels, the types of advertisements displayed and in the requirements for the sign in the event of a system error. There is no change to the existing sign which is not likely to be interpreted as an official traffic sign.
- 8.2** The proposal dwell time is consistent with the DPTI Advertising Signs Assessment Guidelines for Road Safety and the Traffic Impact Assessment Report provided by the applicant concludes that the proposed dwell time would not negatively impact on the operation of Main North Road or Nottage Terrace in the vicinity of the sign.
- 8.3** The variation would not unreasonably increase the impacts associated with the advertising signage and the north-bound traffic.
- 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.

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 050/268/2015 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 approve to DA 050/268/2015 from Masterplan SA Pty Ltd on behalf of APN Outdoor for the Variation to Condition 3 of Development Approval 050/464/2012 (Conversion of an illuminated static sign to a digital LED sign, mesh screening and solar panels at 49 Main North Road, Medindie Gardens (CT 5976/563 and CT5976/564)), subject to the following conditions and notes:

Conditions:

1. The sign shall only display a single self-contained message or advertisement for a minimum 45 second period. Each change of message shall be completed instantaneously, within 0.1 of a second. Animated effects such as 'fade', 'zoom' or 'fly-in' must not be used.
2. The conditions, where pertinent, of the original development plan consent numbered 050/464/2012 (Conversion of an illuminated static sign to a digital LED sign, mesh screening and solar panels) shall be complied with to the reasonable satisfaction of Council at all times, particularly conditions numbered 1, 2, 4 (unless otherwise varied), 5, 6, 7, 8 and 9.

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).

DEVELOPMENT APPLICATION FORM

COUNCIL:	CITY OF PROSPECT		
APPLICANT:	APN OUTDOOR PTY LTD		
Postal Address:	LEVEL 4, 33 SAUNDERS STREET PYREMONT NSW 2009		
OWNER:	MR B J MILBURN		
Postal Address:	80 MAIN NORTH ROAD PROSPECT SA 5082		
BUILDER:	TBA		
Postal Address:			
Licence No:	CITY OF PROSPECT		
CONTACT PERSON FOR FURTHER INFORMATION:			
Name:	WAYNE GLADIGAU - MASTERPLAN SA PTY LTD		
Telephone:	8221 6000		
Faxsimile:	8221 6001		
Mobile:	0413 832 604		
EXISTING USE:			
APPROVED OUTDOOR ADVERTISING SIGN			

FOR OFFICE USE				
Development No: <u>050/268/2015</u>				
Previous Development No:				
Assessment No:				
<input type="checkbox"/>	Complying	Application forwarded to DA		
<input type="checkbox"/>	Non-complying	Commission/Council on:		
<input type="checkbox"/>	Notification Cat 2	/ /		
<input type="checkbox"/>	Notification Cat 3	Decision:		
<input type="checkbox"/>	Referrals/Concurrence	Type:		
<input type="checkbox"/>	DA Commission	Date: / /		
	Decision	Fees	Receipt No	Date
Planning:				
Building:				
Land Division:				
Additional:				
Dev Approval:				

DESCRIPTION OF PROPOSED DEVELOPMENT: VARIATION TO CONDITION 3 (DWELL TIME) OF PLANNING CONSENT FOR DEVELOPMENT APPLICATION 050/464/2012 - CONVERSION OF EXISTING ILLUMINATED STATIC SIGN TO A DIGITAL LED SIGN, MESH SCREENING AND SOLAR PANELS

LOCATION OF PROPOSED DEVELOPMENT:

House No: 49 Lot No: 18/2 Street: MAIN NORTH ROAD Town/Suburb: MEDINDIE GARDENS
 Section No (full/part): _____ Hundred: YATALA Volume: 5976 Folio: 563
 Section No (full/part): _____ Hundred: _____ Volume: 5976 Folio: 564

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 1993 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): NIL (VARIATION TO CONDITION)

I acknowledge that copies of this application and supporting documentation may be provided to interested persons in accordance with the Development Regulations 1993.

SIGNATURE: Damien B Rath

Dated: 26 JUNE 2015

FOR AND ON BEHALF OF APN OUTDOOR PTY LTD



26 June 2015

City of Prospect
PO Box 171
PROSPECT SA 5082

Attention: Chris Newby



Dear Chris

**Re: Variation to Condition 3 of Existing Planning Consent
and
Variation to Condition 4 of Existing Planning Consent**

DA 050/464/2012

49 Main North Road, Medindie Gardens

Conversion of existing illuminated static sign to a digital led sign, mesh screening and solar panels

Please find enclosed herewith two development applications prepared on behalf of APN Outdoor Pty Ltd, each for a variation to a condition of the original planning consent granted in respect of development application 050/464/2012 for the conversion of the existing illuminated static sign to a digital LED sign, mesh screening and solar panels at 49 Main North Road, Medindie Gardens.

The operative period of planning consent for the original application was granted an extension by letter on 22 April 2015 until 15 May 2016.

The two development applications relate to Condition 3 and Condition 4 of the planning consent as discussed further below.

Everything else in relation to the application details and all of the rest of the conditions remain the same, including Condition 2 which requires that the sign shall not operate between the hours of 12:00 am and 5:00 am on any day.



Variation to Condition 3

The variation is to amend Condition 3 in relation to the dwell time of advertisements displayed on the sign. It is requested that Condition 3 be amended to the following:

- 3 *The proposed sign shall not display images at intervals shorter than 45 seconds duration.*

The proposal for a 45 second dwell time is consistent with the DPTI Advertising Signs Assessment Guidelines for Road Safety – August 2014. A dwell time of this duration is in a similar range to all of the APN digital signs in Australia which have dwell times in the order of 8 to 45 seconds.

The report prepared by GTA Consultants provides additional support for the amendment. The report concludes that the proposed variation to the dwell time of the approved sign does not create a significant road safety issue, and complies with the requirements of the DPTI Guidelines.

Variation to Condition 4

APN Outdoor seeks a variation to Condition 4 to include a maximum average Permitted Night Time Luminance of 150 Cd/m² in lieu of 41.2.

A report by Gordon Watson and Associates provides justification for the proposed amendment. In particular, the report concludes that a night time luminance of 150 Cd/m² is more appropriate for the purposes of ensuring driver safety, is consistent with the night time luminance of similar LED signs in Adelaide and around Australia, and complies with the minimum night time luminance of 60 Cd/m² that is specified in DPTI's Advertising Signs Assessment Guidelines for Road Safety.

Further, the report prepared by GTA Consultants provides additional support for the amendment. The report concludes that the proposed variation to the night time luminance does not create significant road safety issues.

Enclosed is the following documentation:

- completed application form for variation to Condition 3
- completed application form for variation to Condition 4;
- three sets of plans (same as the approved plans);
- copy of Certificates of Title;
- copy of Lighting Report prepared by Gordon Watson and Associates;
- copy of Traffic Report prepared by GTA Consultants; and



- copy of Planning Report (which addresses both variation applications).

Can you please advise the required development application fees so that prompt payment can be arranged from our client. If you require any further information, please do not hesitate to contact the writer or Fabian Barone at this office.

Yours sincerely

Wayne Gladigau
MasterPlan SA Pty Ltd

enc: Documents as listed
cc: Damien Rath, APN Outdoor Pty Ltd

**PLANNING REPORT****Variations to Condition 3 and Condition 4 of Planning Consent for Development Application 050/464/2012, Conversion of Existing Illuminated Static Sign to a Digital LED Sign, Mesh Screening and Solar Panels**

FOR: APN Outdoor Pty Ltd

AT: 49 Main North Road, Medindie Gardens

1.0 INTRODUCTION

An application for the conversion of an existing illuminated static sign to a digital LED sign, mesh screening and solar panels (DA 050/464/2012) at 49 Main North Road, Medindie Gardens was approved by the City of Prospect on 15 May 2014. The approval was subject to nine conditions. The operative period of planning consent has been extended to 15 May 2016.

APN Outdoor Pty Ltd have reviewed the conditions and are satisfied with the greater majority of the requirements, however in order to proceed it wishes to vary two of the conditions relating to dwell time and night time luminance.

APN Outdoor is lodging two applications to vary the conditions of the approval as follows:

1. APN Outdoor seeks to vary Condition 3 of the planning consent to allow a 45 second dwell (changeover) time which is consistent with the DPTI Advertising Signs Assessment Guidelines for Road Safety – August 2014 Report.
2. APN Outdoor seeks to vary Condition 4 of the planning consent to change the maximum average permitted night time luminance to 150 Cd/m². APN Outdoor is satisfied with the luminance levels recommended for all the ambient conditions outlined in Condition 4, except for the night time figure of 41.2 Cd/m².

This planning assessment report is provided in support of both of the variation applications.

Further information regarding these variations is provided in the Traffic Impact Assessment Report prepared by GTA Consultants.



Further information regarding the proposed variation to Condition 4 is provided in the report by Gordon Watson & Associates. This challenges the basis on which the night time luminance limit used in Condition 4 was recommended, and provides suitable justification to increase the luminance to a satisfactory level in order to operate in such a manner that could result in a safer road environment.

No other features of the original application and development approval are proposed to be changed as a result of the variations. Accordingly the following sections relating to the description of the subject land and locality, the background and the description of the approved development, are the same as the planning assessment report provided to the Council in respect of the original application.

Since the lodgement of the original application, the zoning of the subject land has been amended as a result of the Inner Metropolitan Growth DPA. The subject land is now located in the Urban Corridor Zone and Business Policy Area of the City of Prospect Development Plan, consolidated version dated 31 October 2013. The following sections relating to the nature of the development and the planning assessment address the zoning provisions as amended.



Existing Sign and Locality – 49 Main North Road, Medindie Gardens

The approved development makes minimal change to the existing sign structure and the size of the existing display area. The method of changing the display from static vinyl to a digital LED process required development approval from the City of Prospect.



The following report outlines the background of the existing sign on the site, a description of the subject land and locality, a description of the development, and a planning assessment of the relevant provisions of the Development Plan.

2.0 SUBJECT LAND AND LOCALITY

The subject land is located on the north east corner of the intersection of Main North Road and Nottage Terrace, Medindie Gardens. The land is more particularly described as:

- Lot 1 in Filed Plan 110709, Hundred of Yatala and comprised in Certificate of Title Volume 5976, Folio 563; and
- Lot 2 in Filed Plan 110710, Hundred of Yatala and comprised in Certificate of Title Volume 5976, Folio 564.

The property contains an L shaped single storey set of buildings with a frontage to Nottage Terrace involving a medical imaging tenancy and a commercial frontage to Main North Road. The existing sign location sits diagonally above the fascia of the two tenancies.

The surrounding locality is dominated by Main North Road which carries approximately 22,000 vehicles per day in accordance with traffic volumes provided by the Department of Planning, Transport and Infrastructure. On the northern side of the subject land are similar single storey commercial frontages and another advertising hoarding sign at number 51. On the opposite side of Main North Road there is a range of vacant land and commercial frontages, and an advertising hoarding above the commercial premises at 80 Main North Road. On the southern side of the intersection is the Scotties Motel site. To the east along Nottage Terrace and behind the subject land are predominantly residential uses.

3.0 BACKGROUND

The following is a summary of the past sign approvals for the sign, as identified by searches of development approval records.

- In May 1993 the Council approved non-illuminated fascia signage for the site. It was not evident whether this approval represented the original approval for signage that currently exists (in its modified form) at this location.
- Subsequent to this, development approval was granted in July 2000 for a sign at 49 Main North Road based on a plan prepared by Signs Incorporated.



- In 2011 development approval was granted by the City of Prospect for "advertising display (replacement of existing billboard)". Correspondence accompanying the application refers to the existing illuminated 9.5 x 3.1 metre signage having been in-situ since 2000, which would support the conclusion that the 2000 approval relates to the signage that APN owns.
- The approval granted in April 2011 increased the illuminated display area to a national standard 12.66 x 3.35 metre size. The approved plans reflected the replacement of the previously approved existing billboard with the larger advertising display described above and the removal of an unused advertising structure. The development approval also contains conditions requiring the sign to be maintained in good repair and condition with all words and symbols being clearly visible at all times. It further provides that the sign must not move, blink, flash or rotate in any manner. It is understood that the works have been undertaken and the photo on page 2 shows the completed approved sign.
- The original development application 050/464/2012 to convert the existing illuminated static sign to a digital LED sign was approved by Council on 15 May 2014 and the operative period of planning consent has been extended to 15 May 2016.

4.0 THE DEVELOPMENT

The development involves the conversion of the existing illuminated static advertising sign to a digital LED sign. The new sign will be in the same location as the existing sign and a very similar size compared to the existing sign, but will have a full digital LED display rather than the current internally illuminated static sign. The new sign elevation will retain the structural framing, but will include a mesh screen below the sign display and solar panels on top of the sign. The development is shown on the plans prepared by Dennis Bunt Consulting Engineers, Job Number 12132, Drawings A01 and A02, Revision B.

The existing sign is shown located diagonally between the two tenancy buildings. At its closest point it is setback 20 metres from Main North Road and 30 metres from Nottage Terrace. The sign is also setback between 35 to 40 metres from the nearest sets of traffic signals.

The new sign face is 12.7 x 3.4 metres overall with a visual screen size of 12.6 x 3.3 metres (41.58 square metres). The screen face is therefore slightly less than the current approved 12.66 x 3.35 metre sign face. The bottom of the sign face is 5.65 metres above the ground level. The new LED sign replaces the existing front lit illuminated sign, which over a 10 year lifespan would have meant the replacement of 52 metal halide lamps and used approximately 7,595 square metres of PVC vinyl in changing advertisements every four weeks.



Whilst the energy consumption of the LED sign compared to the existing illuminated sign will be greater, it is important when considering other environmental impact factors (for example waste), that LED signage offers zero waste generation over the 10 year lifecycle assessment period when compared to PVC vinyl signage.

Although the LED signage also has a limited lifetime, at the end-of-life approximately 98 percent of the components can be recycled or refurbished. In this respect, LED signage is favoured over PVC vinyl signage.

In order to address the increase in energy consumption, APN Outdoor will install five solar panels to the top of the sign. Whilst it is acknowledged that these will not provide enough energy to fully power the LED sign, they will contribute to reducing the amount of power being consumed directly from the grid. APN Outdoor's development also contemplates, where possible, purchase of green energy and carbon credits to ensure the replacement proposal is one that has a carbon neutral outcome.

The new digital sign will therefore have the following features:

- it will be in the same location and a reduced visual display;
- rather than manually changing the sign face, the display images are changed by electronic means;
- the sign will not display moving images or video;
- the sign will not operate between the hours of 12:00 am and 5:00 am on any day; and
- **the brightness of the screen will automatically moderate and adjust to ambient lighting conditions using highly sensitive light sensor technology, i.e. automatically reducing brightness at dawn, dust, overcast conditions and at night.**

The proposed variations to the approved sign will provide for the following features:

- **the sign will display images for 45 seconds and then change to the next one instantaneously (0.01 second changeover commensurate with most nations operating standards);**
- **maximum average permitted sign illuminance for night time of 150 Cd/m².**

As a result of the development:

- there is no change to the existing structure and location of the sign, and the visual screen size is almost exactly the same size as the existing sign display;
- the appearance of the structure will be improved with a mesh screen below the display;



- there is a different method of displaying the sign and an ability to more regularly change the images of the sign;
- there are occupational health and safety benefits by eliminating the need to manually change the sign display;
- there are environmental sustainability benefits involved in less waste being produced and the use of solar energy;
- the light emissions from the digital signs will be contained within the sign structure to avoid any unnecessary light spillage;
- the sign can be used for community benefit, to advertise community events or advise the community of emergency services;
- the conditions attached to existing sign approvals can be maintained and reinforced, ie words and symbols clearly visible at all times, no moving, flashing or rotating messages, etc;
- there will be no change to the position of the existing sign with no impact on the visibility or operation of the traffic signals or road layout adjacent to the site; and
- the proposed development will not negatively impact on the operation of the roads in the vicinity of the sign.

5.0 NATURE OF DEVELOPMENT

The approved development involves changing the nature of the display from a static vinyl display to a digital LED screen. The change of the method of display required development approval in this instance. Within the Urban Corridor Zone of the Prospect (CC) Development Plan, the conversion of the sign is not specified as either 'complying' or 'non-complying', and therefore the variation application needs to be considered on its merits. Within the Urban Corridor Zone an advertisement is a Category 1 form of development.

6.0 DEVELOPMENT PLAN ASSESSMENT

The subject land is now located in the Urban Corridor Zone and Business Policy Area of the Prospect (City) Development Plan (consolidated version dated 31 October 2013). The subject land was previously located within the Commercial Zone and the Main North Road Showroom Policy Area. Within the Urban Corridor Zone, the conversion of the sign is neither listed as complying or non-complying, and is therefore to be considered on its merits.



The relevant provisions relating to outdoor advertising are nominated and assessed as follows.

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.**

The approved sign will exhibit a high standard of signage on the subject land which will be appropriate to the role of Main North Road as a principal gateway to the City of Adelaide and a high frequency public transport corridor. The sign will assist in creating active and vibrant streets envisaged in Objective 2. The proposed variations to conditions do not change this position.

The approved development does not conflict with the objectives relevant to outdoor advertising in the zone and neither will the proposed variations. There are no relevant principles of development control in the zone except for the following:

3 Development should be consistent with the desired character for the zone.

Although there is no specific reference to outdoor advertising in the desired character, it is considered that the approved development, as proposed to be varied, will contribute to the desired character and assist in creating a vibrant urban environment.

Within the Urban Corridor Zone and Business Policy Area, there are no specific objectives or principles of development control relating to outdoor advertising, unlike the previous Commercial Zone which had a number of provisions and reference within the Desired Future Character Statement. Notwithstanding this, it is considered that as an existing use, the sign does not conflict with the attainment of the key objectives of the policy area:

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: **Development that minimises any adverse impacts upon the amenity of the locality within the zone.**

The existing signage and in particular the subject sign is appropriate to the role of Main North Road as the principal northern gateway to the City of Adelaide and a high frequency public transport corridor. Without any specific zone requirements, the assessment needs to rely on the Council-wide provisions which are the same as before, but renumbered in the latest Development Plan.

**Council-wide**

Objective 26: **Urban landscapes that are not disfigured by advertisements.**

Objective 27: **Advertisements that do not create a hazard.**

Objective 28: **Advertisements designed to enhance the appearance of the building and locality.**

The proposed variations are in accordance with all the objectives relating to outdoor advertisements. As an existing sign structure, the urban landscape and in particular the immediate locality will not be further disfigured by advertisements. The proposed variations will not create a hazard and the proposed variations will create no change to the appearance of the building and the locality relevant to the site.

307 Advertisements or advertising displays should:

- (a) be completely contained within the boundaries of the subject property;
- (b) be located to avoid damage to, or pruning or lopping of, on-site landscaping or street trees;
- (c) not obscure views of attractive landscapes or particular trees or groups of trees;
- (d) be set-back in such a way that is not isolated from the building envelope or property boundary.

308 Advertisements or advertising displays should not be erected on:

- (a) a public footway or veranda post;
- (b) a road, dividing strip or traffic island;
- (c) a vehicle adapted and exhibited primarily as an advertisement;
- (d) residential land, unless erected to fulfil a statutory requirement or as a complying type of advertisement or advertising display associated with the residential use of the land.

310 Advertisements or advertising displays should be designed and constructed:

- (a) to conceal the supporting structure from view wherever possible;
- (b) in a high quality and professional manner; and
- (c) be of durable materials.

311 The location, siting, design, materials, size, and shape of advertisements or advertising displays should be:

- (a) consistent with the desired character of the area or zones as described by the objectives;
- (b) consistent with the predominant character of the urban landscape;
- (c) in harmony with any building or site of historic significance or heritage value in the area;
- (d) minimised in number to avoid creating, or adding to, clutter, visual disorder or the untidiness of buildings and spaces;
- (e) coordinated and complementary with the architectural form and design of the building that the advertisement or advertising display is located on.

314 Advertisements should not move, rotate, flash or incorporate an animated display, running lights or flags, bunting, streamers or suspended objects.



Given that the variations relate to the replacement of an existing sign, the variations meet the requirements of the above principles of development control. The variations are also in accordance with PDC 314 which is controlled by existing conditions in relation to the requirements for no moving, rotating or flashing signs.

Safety

315 Advertisements should not create a hazard by:

- (a) being so highly illuminated as to cause discomfort to an approaching driver, or to create difficulty in the driver's perception of the road or persons or objects on the road;
- (b) being liable to interpretation by drivers as an official traffic sign, or convey to drivers information that might be confused with instructions given by traffic signals or other control devices, or impair the conspicuous nature of traffic signs or signals;
- (c) distracting drivers from the primary driving task at a location where the demands on driver concentration are high;
- (d) obscuring a driver's view of other road or rail vehicles at/or approaching level crossings, or of pedestrians or of features of the road that are potentially hazardous (eg junctions, bends, changes in width and traffic control devices); and
- (e) being erected in positions close to electricity mains.

As discussed in the Traffic Impact Assessment Report prepared by GTA Consultants, the approved sign as proposed to be varied complies with Principle 315. In particular:

- it is not highly illuminated to cause discomfort to an approaching driver or to create difficulty in the driver's perception;
- there is no change to the existing sign which is not likely to be interpreted as an official traffic sign;
- unlikely to distract drivers from the primary driving task in that location; and
- does not obscure the driver's view of other road features.

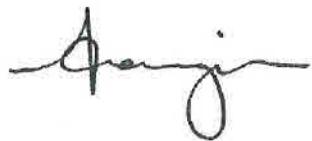


7.0 CONCLUSION

The development as outlined in the original approval and variation application to convert the method of display of the existing sign at 49 Main North Road is part of the next generation of outdoor advertising which provides environmental sustainability benefits, and which will improve the character and amenity of the immediate locality.

Information provided by the applicant's traffic consultant in the Traffic Impact Assessment Report concludes that the proposed amendment to Condition 3 will not negatively impact on the operation of Main North Road or Nottage Terrace in the vicinity of the sign. The Luminance Report concludes that the proposed night time luminance can comply with recognised standards relating to the illumination of outdoor advertising and that the proposed amendment to Condition 4 is justified.

The variations to the approved development are appropriate forms of development which are in accord with the relevant provisions of the Development Plan and each variation warrants the consent of the Development Assessment Panel.

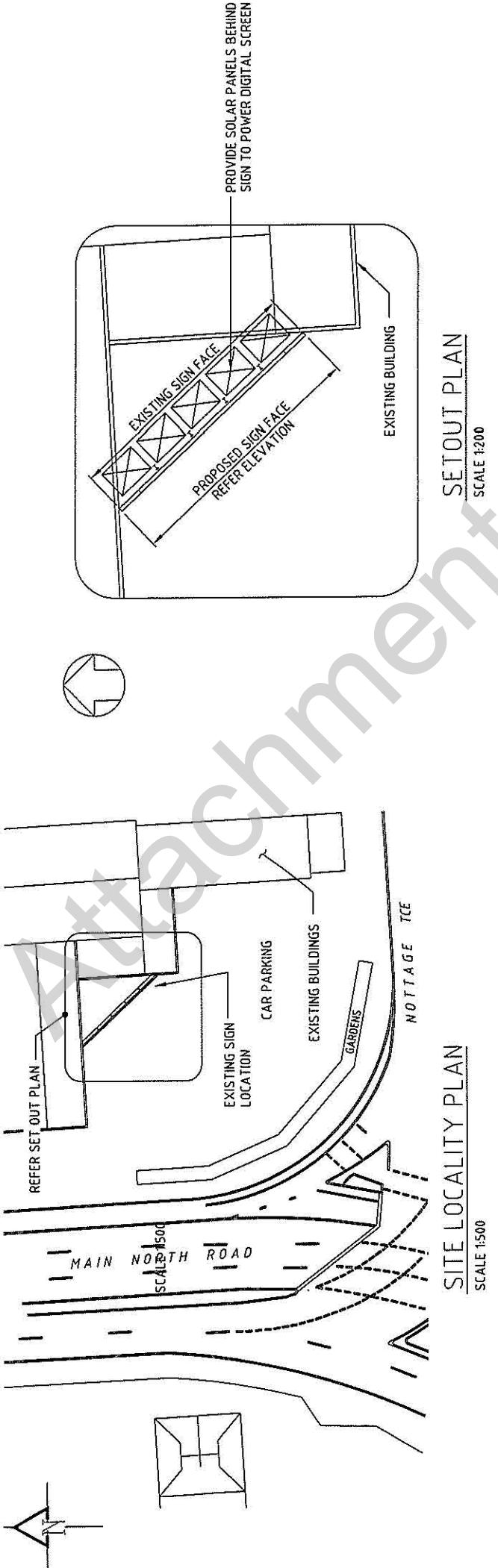
A handwritten signature in black ink, appearing to read "Wayne Gladigau".

Wayne Gladigau
B/A in Planning

MPIA, CPP

26 June 2015

Attachment 15



ISSUED FOR APPROVAL

NOT FOR CONSTRUCTION

ISS	DATE	COMMENT	DRAWN PDH	DESIGN DB	DATE:
A	25/07/12	ISSUED FOR APPROVAL			NOV 2012
B	14/11/12	RE-ISSUED FOR APPROVAL			9/12

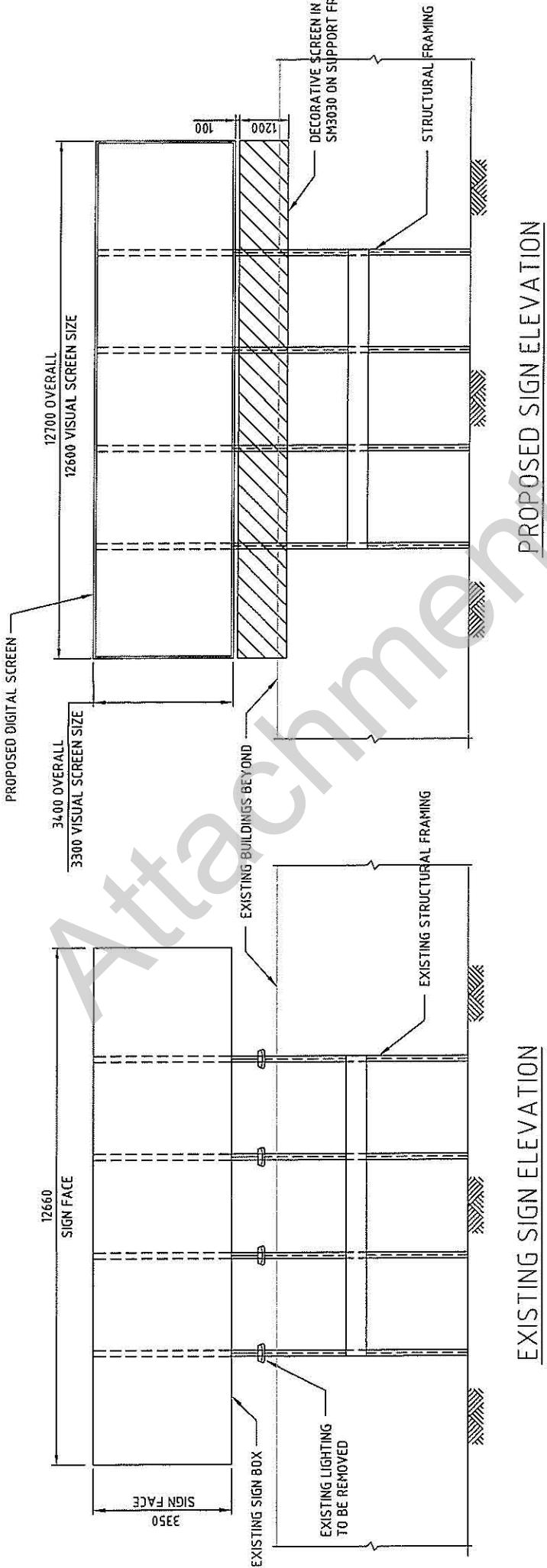
PROPOSED DIGITAL SIGN LOCALITY
AND GENERAL ARRANGEMENT
FOR COUNCIL APPROVAL

CLIENT: APN OUTDOOR PTY LTD	TITLE: PROPOSED DIGITAL SIGN LOCALITY AND GENERAL ARRANGEMENT FOR COUNCIL APPROVAL
PROJECT: 49 MAIN NORTH ROAD MEDINDIE GARDENS SA, 5082	

ISS	DATE	COMMENT	DRAWN PDH	DESIGN DB	DATE:
A	25/07/12	ISSUED FOR APPROVAL			NOV 2012
B	14/11/12	RE-ISSUED FOR APPROVAL			9/12

DB	Dennis Bunt	Suite 4, 61A The Centre, Forestville, NSW 2087 P.O. Box 652, Forestville NSW 2087 Ph: 02 9451 3455 Fax: 02 9451 3466 Email: info@dbce.com.au ABN 23 039 013 724
CE		

Attachment 16



NOT FOR CONSTRUCTION

ISSUED FOR APPROVAL



Reference: #15A1260000

26 June 2015

Damien Rath
Level 4, 33 Saunders Street
PYRMONT NSW 2009

Attention: Mr. Damien Rath

Dear Damien,

RE: 49 MAIN NORTH ROAD MEDINDIE - DIGITAL ADVERTISING SIGN – VARIATION DA ROAD SAFETY REVIEW

GTA understands that a variation to a previous Development Consent for a digital sign located at 49 Main North Road in Medindie is being sought. Since the previous approval in 2014, Department of Planning Transport and Infrastructure has released 'Advertising Signs Assessment Guidelines for Road Safety' (dated August 2014).

The key change to be considered by the variation is the application of an image dwell time of 45 seconds, from 1 change per day in the previous approval. As such, this assessment has been undertaken to assess the sign based on the new guidelines from DPTI. The assessment is contained in the attachment to this letter, however a summary of the assessment and changes from the previous Development Consent is indicated in the tables below.

Table 1 DPTI Road Safety Checklist (All Advertising Signs)

DPTI Road Safety Checklist (All Advertising Signs)	Comply (Y/N)	Comment
1. Located in an area that has a low crash rate?	Y	No change from existing approval
2. Does not reduce the clarity or effectiveness of a traffic control device?	Y	No change from existing approval
3. Does not obstruct a road user's line of sight of a traffic control device?	Y	No change from existing approval
4. Does the advertisement meet relevant clearances?	Y	No change from existing approval
5. Is the advertisement located outside of a 'Device Restriction Area'?	N [1]	No change from existing approval
6. Not attached on transport-related infrastructure?	Y	No change from existing approval
7. Cannot be mistaken for a traffic control device?	Y	No change from existing approval
8. Is the advertisement designed such that it does not 'dazzle' or distract the driver?	Y	Refer to separate lighting report

[1] Note: sign does not have to be outside of 'Device Restriction Area.'

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www.gta.com.au



Table 2 DPTI Road Safety Checklist (Additional for Electronic Signs)

DPTI Road Safety Checklist (Additional for Electronic Signs)	Comply (Y/N)	Comment
9. Is the advertisement designed such that lighting effects do not increase road safety risk?	Y	Refer to separate lighting report
10. Does the advertisement contain an error detection system?	Y	No change from existing approval
11. Is the advertisement designed such that it does not contain movement or any special effects that create the illusion of movement?	Y	No change from existing approval
12. Do the messages change at frequency intervals appropriate for the location (45 seconds minimum proposed)?	Y	45 second dwell time meets DPTI minimum

Based on the above summary and the attached detailed assessment (including case studies of similar existing signs in Adelaide), the proposed variations to the existing approval for the proposed sign do not create a significant road safety issue, and will meet the requirements of the DPTI Guidelines generally.

Naturally, should you have any questions or require any further information, please do not hesitate to contact me in our Adelaide office on (08) 8334 3600.

Yours sincerely

GTA CONSULTANTS

A handwritten signature in black ink, appearing to read "P. Morris".

Paul Morris
Director

encl.



DPTI Advertising Sign Guidelines Checklist

1. Is the advertisement located in an area that has a low crash rate?

A total of 27 crashes were recorded over the last five year period (2010 to 2014) on the southwest approach to the intersection (i.e. the approach at which the sign is visible).

The crash data results indicated Rear End is the most common crash type for these approaches, with 18 of the 27 being Rear End crashes. This is typical of signalised intersections. The majority of these accidents had the cause recorded as Inattention. It is noted that Inattention is a generic term used in the records of crashes when no apparent error can be determined at the time of the crash.

A review of the 'Guide to Road Safety-Part 8: Treatment of Crash Locations' (Austroads, 2009, henceforth referred to as Austroads Guide), indicates that between 5 and 9 crashes could be expected for the approach at the intersection per year based on chance variation.

In the last five years only 2012 exceeded this chance variation range with 11 crashes recorded. 9 of these 11 were rear end crashes.

Whilst only cursory, the analysis does not indicate there is any significant factor contributing to crashes at this intersection.

An average crash rate of 5.4 crashes per year suggests this location has a low crash rate.

2. Is the advertisement located such that it does not create a confusing or dominating background, foreground or surrounding which might reduce the clarity or effectiveness of a traffic control device?

(Inspection of the site should be undertaken from a driver's perspective to assist in this assessment)

Inspection of the existing sign has identified that the sign does not dominate the streetscape, with the sign set back behind and mostly above the intersection. It does not dominate the view of the intersection for approaching drivers.

Figure 1: South approach 50m to intersection



Figure 2: South approach 80m to intersection



3. Is the advertisement located such that it does not obstruct a road user's line of sight of a traffic control device or at an intersection, curve or point of egress from an adjacent property?

(Inspection of the site should be undertaken from a driver's perspective to assist in this assessment)



Generally, the proposed sign (as per the existing sign) will be located above the traffic signal lanterns facing northbound traffic on Main North Road.

It was noted that within 100 metres of the intersection, the traffic signal lanterns would begin to appear within the sign for approaching drivers; however the observed location varies with the position of the approaching vehicle observation point. Site observations in both day and night conditions found that there was clear definition between the traffic signals and the sign given the luminance of the traffic signals being greater than the sign and the housing around the signals.

4. Does the advertisement meet relevant clearances?

GTA understands the content of the advertisements will meet relevant clearances.

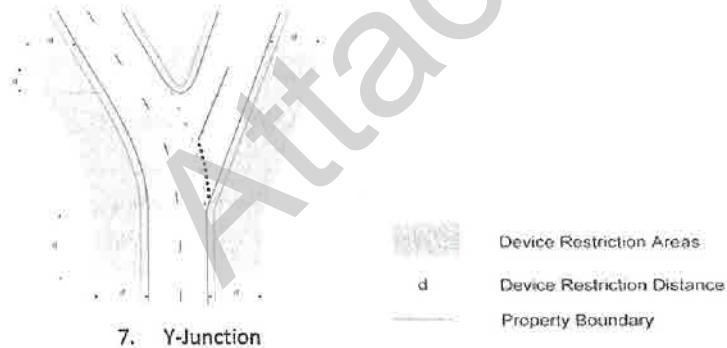
5. Is the advertisement located outside of a 'Device Restriction Area'?

"Device Restriction Areas are defined using a device restriction distance along a road corridor, which provides a 'zone' whereby the installation of advertising signs is required to abide by a 'stricter' set of rules in order to assist in alleviating potential additional safety concerns within these areas."

From Table 1 "Advertising Signs Device Restriction Distances (General)" for a speed environment of 60km/h the desirable restriction distance (d) is 80 metres.

For a Y-Junction the device restriction areas are shown on Figure 3 below.

Figure 3: Device Restriction Area for a Y-Junction



The existing sign is located inside of a 'device restriction area.'

"Advertising signs should generally be installed outside of the 5° horizontal envelope around a driver's line of sight to a Traffic Control Device, and not between signals."

The existing sign is located within this area.

"Consideration for locating a sign within the 5° horizontal envelope or between signals will only be given when the location is not deemed to be complex. Examples of a complex location include (but are not limited to) the close spacing of junctions/intersections or adjacent rail crossings."

The intersection is a T-junction, with Main North Road the continuing road through the intersection in both directions. Northbound traffic on Main North Road is only required to stop when Notting Terrace traffic is entering, based on the existing cycling of traffic signals.



Typically, northbound vehicles turning right into Nottage Terrace will stop and wait for a right turn phase to commence.

Northbound traffic either negotiates the bend to travel to the north, or generally stop to turn right into Nottage Terrace under signal control.

There are no warning signs on Main North Road on approach to the intersection, which indicates the Department of Planning, Transport and Infrastructure has not considered any need to advise drivers of any complexities at the intersection.

The existing crash data and geometrics of the northbound carriageway suggests that drivers do not find any significant difficulty in negotiating the bend safely within the existing environment, nor generally negotiating the right turn bend to Nottage Terrace.

There are a number of locations within Adelaide and Melbourne (in particular) where more geometrically complex intersections, including intersections with trams and five-way approaches, have Digital LED signs installed with no evidence of adverse impacts from crash histories. For example, an existing (approved) digital LED sign at 99 High Street in Kew in Victoria is located at a five way intersection with multiple vehicle lanes in each direction and a tramline crossing the intersection. The sign is located within the 'device restriction area' as defined by DPTI, as well as being in within the 5° horizontal envelope from at least one approach. A case study (conducted by GTA in 2013) of this site did not suggest an increase in crashes after installation.

As such GTA does not deem the intersection of Nottage Terrace and Main North Road to be complex given the relatively straightforward geometry and T-junction arrangement. On this basis, consideration may be given for locating a sign within the 5° horizontal envelope of the location.

"Signs located within the 5° horizontal envelope will need to be assessed for vertical clearances. The advertising sign must be at a minimum height of 12°, as measured from 1.1 metres above the road at a stopping sight distance in accordance with the speed zone in Table 2. The stopping sight distance should be measured from the stop line for signals, and from the traffic control device itself in other instances. No height restrictions apply for advertising signs located outside of the 5° horizontal envelope."

With a road speed limit of 60km/h the stopping sight distance specified in Table 2 is 80 metres. At 80 metres a 12° minimum height measured from 1.1 metres driver eye height gives a minimum sign height of 18.1 metres.

The sign currently has approval for its existing location at a height lower than the DPTI Guidelines advised minimum height. The sign exists at this location and height with no apparent relationship to crashes in the vicinity.

Site observations indicate that in both day and night conditions there is currently clear definition between the traffic signals and the sign given the luminance of the traffic signals being greater than the sign and the housing around the signals.

As such GTA considers the location of the sign is appropriate.

6. If the advertisement is attached on a bridge (rail, road, pedestrian) or other transport-related infrastructure, is the advertisement located and attached such that it does not interfere with the integrity and function of the bridge or other infrastructure?

The advertisement is not attached to a bridge or other transport related infrastructure.



7. Is the advertisement designed such that it cannot be mistaken for a traffic control device or it gives instructions to road users?

The existing approval provides the condition that "no advertisement displayed must be any shape, colour or pattern, so as to result in it being readily mistaken for a rail, traffic or road sign or signal." GTA understands this will be maintained.

8. Is the advertisement designed such that it does not 'dazzle' or distract the driver due to its size, design or colouring, or it being illuminated, reflective, animated, changing, moving or flashing?

(Note: Criteria outlined in 'Appendix 5 – Illumination, Reflectivity and Movement' must be met)

The illumination of the sign is discussed in a separate lighting report prepared by Gordon Watson and Associates. The lighting report does not indicate the illumination of the sign will dazzle or distract drivers.

"Advertisements should not comprise videos or animations."

The sign's advertising displays will not comprise of videos or animations.

"Where permitted, each change of message should be completed instantaneously (i.e., within 0.1 of a second). Animated effects such as 'fade', 'zoom' or 'fly-in' must not be used."

The changes of advertisements will be completed instantaneously (within 0.1 of a second) and will not use animated effects.

"Where message change is permitted, each display should have a self contained message that is simple, effective and easily understood at a glance. Sequential messages should be avoided."

The signs current approval is to display a "single self-contained message or advertisement." GTA understands this will be maintained.

"Advertising signs should generally be static with a minimal number of changes per day. Where changing messages are appropriate a minimum dwell time of 45 seconds should be applied with no blank screen between messages. Longer dwell times may be necessary in more complex locations, or in higher speed environments."

The proposed sign will have a minimum dwell time of 45 seconds. This is consistent with signs with existing approval in both Adelaide and Victoria. Two case studies of similar signs (similar function, size and location to the proposed) in Adelaide are attached.

Based on these analyses, a minimum dwell time of 45 seconds is considered appropriate for the proposed sign. Its location (a relatively simple intersection) and that it is an existing sign (with approval to be converted to a Digital LED sign) render it just as suitable to a shorter dwell time as the existing Adelaide signs discussed in the case studies in this document.

Based on the above analysis and discussion the sign will generally meet the criteria outlined in 'Appendix 5 – Illumination, Reflectivity and Movement.'

9. Is the advertisement designed such that lighting effects do not increase road safety risk?

The lighting of the sign is discussed in a separate lighting report. The lighting report does not indicate that the lighting of the sign will increase road safety risk.

**10. Does the advertisement contain an error detection system?**

The existing approval provides the condition that "the operational system for the sign shall incorporate an automatic error detection system that will turn the display off (or to a blank black screen) should the sign or system malfunction." GTA understands this condition will be maintained.

11. Is the advertisement designed such that it does not contain movement or any special effects that create the illusion of movement?

The existing approval provides the condition that "images displayed on the sign shall not scroll, move, flash, rotate or be animated in any manner." GTA understands this condition will be maintained.

12. Do the messages change at frequency intervals appropriate for the location?

As discussed above the proposed sign will have a minimum dwell time of 45 seconds. This is consistent with signs with existing approval in both Adelaide and Victoria. There are numerous LED signs located in Melbourne in much more complex intersections where concentration requirements would be higher, including intersections with trams and five-way approaches.

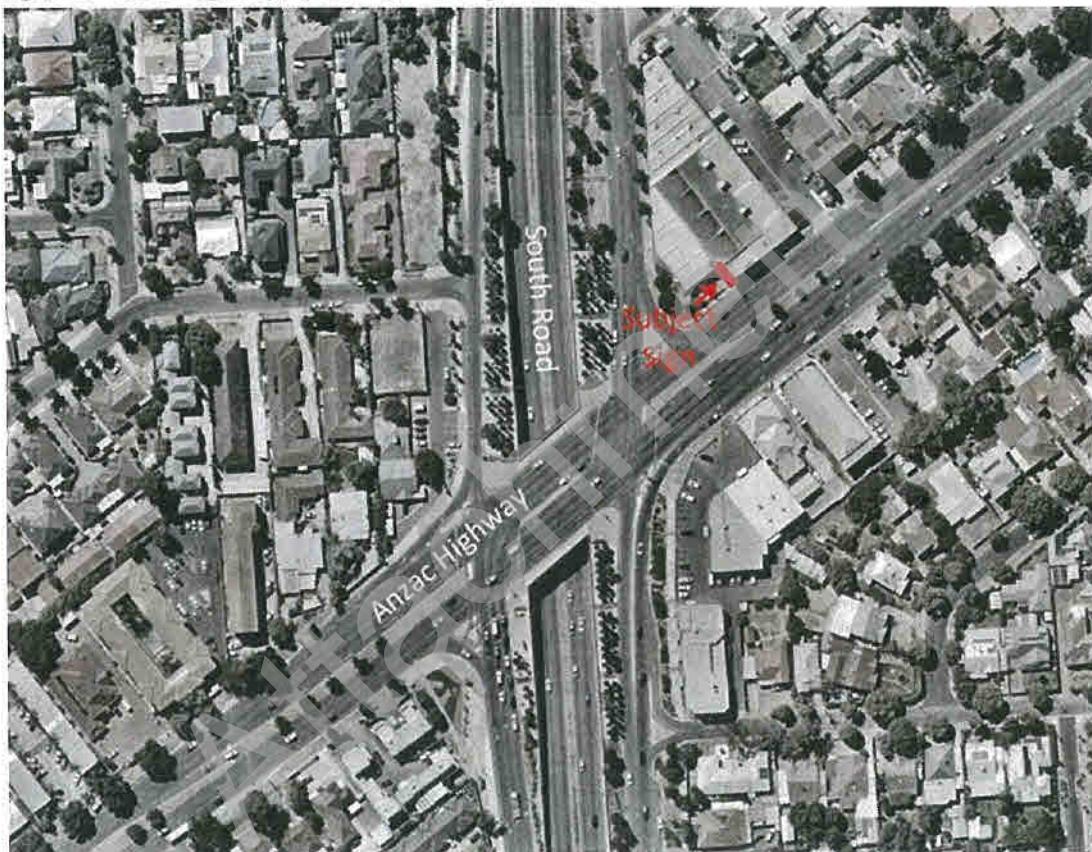
Of all the LED signs in Melbourne analysed by GTA all, bar one, have a minimum advertisement length of 15 seconds or less. These intersections have not displayed any significant identifiable change in operating safety following the implementation of the LED sign. As such a minimum advertisement dwell time of 45 seconds is considered appropriate for the proposed site.

Adelaide Case Studies

CASE STUDY 1 Anzac Highway / South Road LED Sign

Installed 3rd November 2014

Figure 4: Anzac Highway / South Road LED Sign Location



Anzac Highway

Anzac Highway is an arterial road under the care and control of the Department of Planning, Transport and Infrastructure (DPTI). It is aligned in an approximate southwest to northeast orientation. It is configured with dual, three-lane carriageways separated by a raised central median. Bicycle lanes are provided on the outside of each carriageway.

Anzac Highway is subject to a posted speed limit of 60km/h. Anzac Highway carries approximately 42,000 vehicles per day past the subject sign (two-way).

South Road

South Road is an arterial road under the care and control of DPTI. It is aligned in an approximate north to south direction. It is configured with dual, two-lane carriageways separated by a raised central median. Bicycle lanes are provided on the outside of each carriageway.

South Road is subject to a posted speed limit of 60km/h. South Road carries approximately 44,000 vehicles per day past the subject sign (two-way).

Sign Details

Sign Type	Digital LED
Sign Dimensions	10 metres wide x 3 metres high
Minimum Dwell Time	15 seconds
Illuminance (Night)	Maximum 180 cd/m ²
Illuminance (Direct Sunlight)	Maximum 5,500 cd/m ²

Figure 5: View north east of Anzac Highway approach



Figure 6: View north-west of Anzac Highway approach to sign from South Road ramp turn



Crash Data

A total of 30 crashes were recorded over the last five year period (2010 to 2014) on the south and west approaches to the intersection (i.e. the approaches at which the sign is visible). The crash data results indicated Rear End is the most common crash types for these approaches, with 20 of the 30 crashes being Rear End. This is typical of signalised intersections. 6 of the Rear End crashes indicated the cause as 'Follow Too Closely,' with the other 14 recorded as being caused by 'Inattention.' It is noted that Inattention is a generic term used in the records of crashes when no apparent error can be determined at the time of the crash.

A review of the 'Guide to Road Safety-Part 8: Treatment of Crash Locations' (Austroads, 2009, henceforth referred to as Austroads Guide), indicates that between 4 and 9 crashes could be expected for the approach at the intersection per year based on chance variation.

In the last five years no single year exceeded this chance variation range.

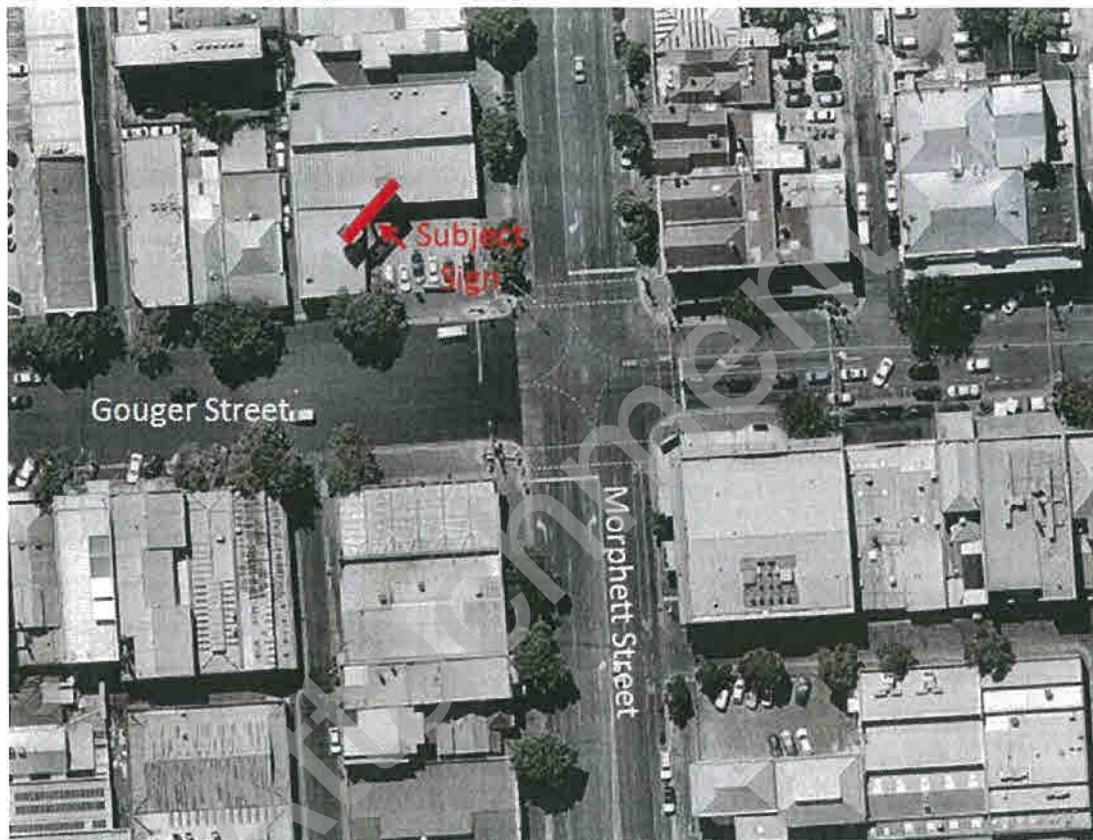
The Digital LED sign was installed on the 3rd November 2014. The crash data provided by the Department of Planning, Transport and Infrastructure shows crashes recorded up to the end of 2014. In just under two months remaining of 2014 after the sign's installation no crashes were recorded on the approaches the sign would be visible from. One crash was recorded in the two months before the sign's installation. This is insufficient to draw conclusions on, other than in the two months after installation the LED sign has not appeared to contribute to an obvious increase in, or change in type of crashes.

Whilst only cursory, the analysis does not indicate there is any significant factor contributing to crashes at this intersection.

CASE STUDY 2 Gouger Street / Morphett Street LED Sign

Installed 7th October 2013

Figure 7: Gouger Street / Morphett Street LED Sign Location



Gouger Street

Gouger Street is aligned in an east/west direction and is typically configured with 1 vehicle lane in each direction from the east of Morphett Street, although at the intersection there are two through lanes and a right turn lane.

Kerbside car parking spaces are provided on the Gouger Street east approach. Gouger Street has a speed limit of 50km/h. Gouger Street carries approximately 12,000 vehicles per day past the subject sign (two-way).

Morphett Street

Morphett Street is aligned in a north/south direction and is typically configured with 2 vehicle lanes in each direction, however at the intersection an additional right turn and left turn lane are provided on the southern approach.

Kerbside parallel parking is provided on both sides of the Morphett Street south approach. Morphett Street has a speed limit of 50km/h in the vicinity of the subject site. Morphett Street carries approximately 20,000 vehicles per day past the subject sign (two-way).

Sign Details

Sign Type	Digital LED
Sign Dimensions	12 metres wide x 3 metres high
Minimum Dwell Time	30 seconds
Illuminance (Night)	Maximum 180 cd/m ²
Illuminance (Direct Sunlight)	Maximum 4,500 cd/m ²

Figure 8: Sight Distance on Gouger Street Eastern Approach to Sign

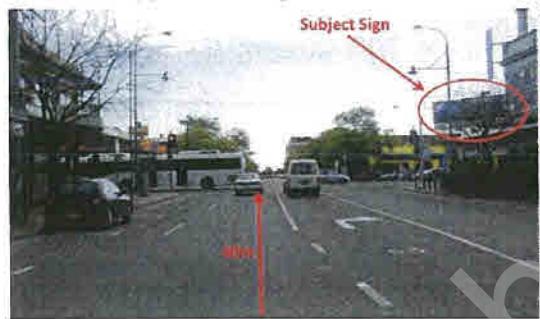


Figure 9: Sight Distance on Morphett Street Southern Approach to Sign



Crash Data

A total of 12 crashes were recorded over the last five year period (2010 to 2014) on the south and east approaches to the intersection (i.e. the approaches at which the sign is visible). The crash data results indicated Right Turn and Rear End are the most common crash types for these approaches, with 4 of the 12 being Rear End crashes and 4 being Right Turn crashes. This is typical of signalised intersections.

Half of the Rear End crashes (2 of 4) indicated the cause as 'Follow Too Closely,' with the other half recorded as being caused by 'Inattention.' It is noted that Inattention is a generic term used in the records of crashes when no apparent error can be determined at the time of the crash. All Right Turn crashes had cause recorded as 'Fail to Stand.'

A review of the 'Guide to Road Safety-Part 8: Treatment of Crash Locations' (Austroads, 2009, henceforth referred to as Austroads Guide), indicates that between 1 and 4 crashes could be expected for the approach at the intersection per year based on chance variation. In the last five years no single year exceeded this chance variation range.

The Digital LED sign was installed on the 7th October 2013. Comparing the number of crashes in the 14 months before and after installation of the LED sign indicates that recorded crashes do not indicate a significant increase in the numbers of crashes or changes in the types of crashes. In the 14 months before the installation 2 crashes were recorded and in the 14 months after 3 crashes were recorded on the approaches that the LED sign is visible from.

In both the 14 months before and after the installation the number of crashes did not exceed the chance variation range (1 to 4 crashes per year).

Whilst only cursory, the analysis does not indicate there is any significant factor contributing to crashes at this intersection.



Conclusion

Based on the two case studies of sites in Adelaide that have introduced digital LED signs, the introduction of such signs do not appear to adversely impact the road safety of intersections. Both signs analysed above have a minimum dwell time less than that specified in DPTI's guidelines, and are located within the 'device restriction area' outlined by DPTI. Analysis of available crash history at both sites does not indicate there is any significant contributing factor to crashes at either intersection or that the installation of the signs has significantly contributed to crashes or reduced road safety.

This is similar to the results of the analysis of digital LED signs in Victoria conducted by GTA. The Victorian digital LED sign case studies indicate that the introduction of digital LED signs has no significant contribution to crashes or reduced road safety, even at relatively complex intersections. This includes signs that do not meet all of DPTI's guidelines for sign location, illuminance and dwell time.

The proposed sign has existing approval for its location, dimensions and illuminance. The proposed variations to the existing approval (decrease of minimum advertising dwell time to 45 seconds) meet the relevant DPTI guidelines.

Based on the above the proposed variations to the existing approval for the proposed sign do not create a significant road safety issue, and will generally meet the requirements of DPTI's Guidelines.



Purkinje Pty Ltd
PO Box 1020,
Torrens Park SA 5062
ABN 18 008 271 118

Light and Vision Update Report for the City of Prospect with regard to a request by APN Outdoor Pty Ltd to change conditions 3 and 4 of their Development Plan Consent DA 050/464/2012. The proposed project is for an active LED sign proposed to be erected on an existing signage site at 49 Main North Road, Medindie Gardens, South Australia.

Purkinje Pty Ltd have been requested by the City of Prospect to provide brief comments with regard to the proposed changes.

APN Outdoor Pty Ltd has lodged two applications to vary the conditions of the original approval as denoted above.

These applications are as follows:

1. APN Outdoor seeks to vary Condition 3 of the planning consent to allow a 45 second dwell (changeover) time which is consistent with the DPTI Advertising Signs Assessment Guidelines for Road Safety- Published August 2014.
2. APN Outdoor seeks to vary Condition 4 of the planning consent to change the maximum average permitted night time luminance to 150cd/m² (from the night time figure of 41.2cd/m²)

History

Purkinje were originally requested by the City of Prospect to provide a report with regard to the request for approval of an LED sign situated at the above site.

At that stage, in the absence of any official guidelines in South Australia, based on our own experience and measurements, our recommendation, on page 22 of our report, was that the average night time luminance should be 250 candelas/m² (cd/m²), with any individual maximum to be limited to 1000 cd/m².

We also expressed our concern for scene changeover times that were short, and the dwell time between scenes should be relatively long. Further, we requested for the scenes to fade out and fade in over a reasonable time at any scene changeover to prevent distractions to all road users.

This report was submitted to the City of Prospect on 30th August 2013.

The City of Prospect decision on the Development Application 050/464/2012 was granted on 12th May 2014 with nine conditions of the Development Plan Consent.

Purkinje

The conditions, which are all related to the light and vision of the project, are listed as follows:

1. The development shall take place in accordance with plans and details stamped by Council relating to Development Application Number 050/462/2012.
2. The digital LED sign shall not operate between the hours of 12:00am and 5:00am on any day.
3. The sign shall only display a single self-contained message or advertisement per 24 hour period. Each message or advertisement can only be changed daily at 5:00am.
4. The sign shall not be permitted to operate in such a manner that could result in impairing the ability or comfort of a road user by means of high levels of illumination or glare. In any case, the LED component of the sign shall be limited to the following stepped luminance levels:

Ambient Conditions:Sign Illuminance Vertical Component (Lux)	Permitted Sign Luminance: Maximum Average (Cd/m ²)
Sunny Day (greater than 40,000 Lux)	6300
Cloudy Day (between 4000 and 40,000 Lux)	1100
Twilight (between 400 and 4000 Lux)	300
Dusk (between 40 and 400 Lux)	200
Night (less than 4 Lux)	41.2

5. Images displayed on the sign shall not scroll, move, flash, rotate or be animated in any manner.
6. The LED sign shall not be used to display advertisements or other images/material that:
 - a. Contain images of traffic control devices or imitate a traffic control device in any way; or
 - b. Contain content that could be construed as an instruction to road users; or
 - c. Contain predominant colours of red, green or amber or use these colours as a block within the advertisement.
7. No advertisement displayed must be any shape, colour or pattern, so as to



result in it being readily mistaken for a rail, traffic or road sign or signal.

8. The operational system for the sign shall incorporate an automatic error detection system that will turn the display off (or to a blank black screen) should the sign or system malfunction. The sign may only be reactivated in the next available off-peak period.
9. All mesh screens must be maintained, kept tidy, free of graffiti and in good repair and condition at all times.

The guide for "Advertising Signs Assessment Guidelines for Road Safety" was published by the Department of Planning, Transport and Infrastructure in August 2014.

Purkinje were alerted to the existence of this guide and it was downloaded from the web around October 2014.

Generally, the document is a very useful guide to the installation of LED advertising signs.

It appears obvious that the City of Prospect had prior knowledge of the range of values that DPTI were going to publish in their guide.

Re: DPTI Advertising Signs Assessment Guidelines for Road Safety- Published August 2014.

"Appendix 5 – Illumination, Reflectivity and Movement

Table 4 – Luminance Levels for internally (sic) illuminated signs for night time operation with an ambient sign illuminance of less than 4 lux, that the maximum sign luminance be the site specific Veiling Luminance or 200 (cd/m²), whichever is the lower, and a minimum sign luminance of 60 (cd/m²)".

Obviously, a calculation of Veiling Luminance (Lv) has been calculated as per the published equation:

" $Lv = Eg \times 22.155/02$ " (page 24 DPTI Guide)

to produce the value of 41.2 cd/m²."

Veiling Luminance is a luminance superimposed on the retinal image which reduces its contrast. It is this veiling effect produced by bright sources or areas in the visual field that results in decreased performance and visibility.

This value of Veiling Luminance is relatively much lower than the maximum



luminance recommended at the sign face.

The ratio between the LED sign luminance and the Veiling Luminance at the eye is of the order of 4:1

Purkinje has not made a calculation of the Veiling Luminance using the formula provided to confirm the value given, or otherwise.

The City of Prospect Condition 5 is for a maximum average luminance of 41.2 cd/m², whereas the DPTI guide in this instance recommends a maximum point luminance of 41.2 cd/m² (calculated) and a minimum of 60cd/m².

Our recommendation is that the values in Table 4 of the DPTI guidelines should be expressed as an average maximum luminance with a uniformity of, say, an ideal maximum to average of 1.3:1, and an ideal minimum to an average of 0.67:1.

This will provide a maximum luminance to minimum luminance value of 2:1, which would provide a range of brightness which is acceptable to the human eye with regard to contrast and seeability.

A practical application of this suggestion would be more likely to recommend values of up to 2:1 and down to 0.5:1 respectively.

Recommendations

1. "APN Outdoor seeks to vary Condition 3 of the planning consent to allow a 45 second dwell (changeover) time which is consistent with the DPTI Advertising Signs Assessment Guidelines for Road Safety- Published August."

In summary, the City of Prospect have been requested, with regard to this proposed sign, to have the scene changes to vary from once every 24 hours to 45 seconds.

Purkinje see that, with the potential distraction of road users with regard to short dwell times between scenes, it is paramount that the scene changeover times remain large for these types of screens.

Purkinje

With the newness of this technology in areas of large road traffic use, and being so close to the traffic lights below the sign, Purkinje recommend that the City of Prospect maintain their condition 3 in it's current form.

2. "APN Outdoor seeks to vary Condition 4 of the planning consent to change the maximum average permitted night time luminance to 150cd/m² (from the night time figure of 41.2cd/m²)"

Note that the report from Gordon Watson and Associates requests a maximum luminance of 150 cd/m², whereas the Masterplan document is requesting a change to a maximum average luminance of 150 cd/m².

The concept of setting the maximum brightness of the order of 40 cd/m² is, in our opinion, too small for the sign to be perceived by road users.

Prior to the release of the DPTI Guidelines, Purkinje made a judgment based on experience and physical measurements, that the average luminance of this sign should be no greater than 250 cd/m² with no specific point luminance to exceed the value of 1000 cd/m².

Within the guidelines provided by DPTI, we now agree to lowering our previously recommended maximum average luminance value to 150 cd/m², which implies a maximum luminance of 200 cd/m² and a minimum luminance of 100 cd/m², using the ratios offered earlier in this report.

It should be pointed out that low brightness can also distract the mechanisms of the eye.

Purkinje are prepared to recommend to the City of Prospect that they accept a minimum of 60 cd/m² in this instance, for this project only.

Please note that the City of Prospect has specified 41.2 cd/m² in their Part 4 condition to be a maximum average luminance, and they have defined the maximum average luminance at dusk to be 200cd/m².

If this value of 41.2 cd/m² is recommended to be altered by the City of Prospect, Purkinje recommend a maximum average luminance of 150cd/m².

Purkinje's recommendation is that both the City of Prospect and DPTI accept a maximum average value of 150cd/m², a maximum point luminance value of 200cd/m², and a minimum point luminance of 60 cd/m².

The Purkinje logo, featuring the word "Purkinje" in a stylized, cursive, black font.

With the additional conditions already applied by the City of Prospect on this proposal, such as the restrictions of colour types, image types, etc., it is Purkinje's advice that these conditions should assist in providing additional safe and adequate conditions for all road users.

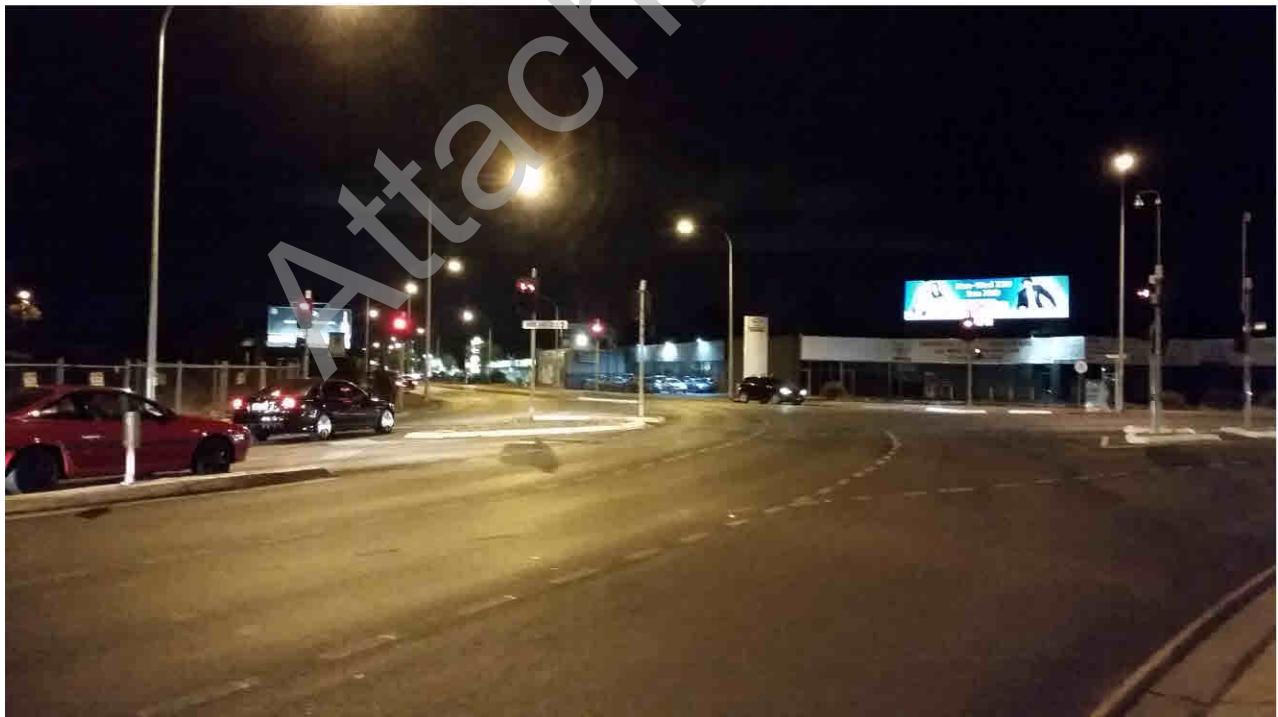
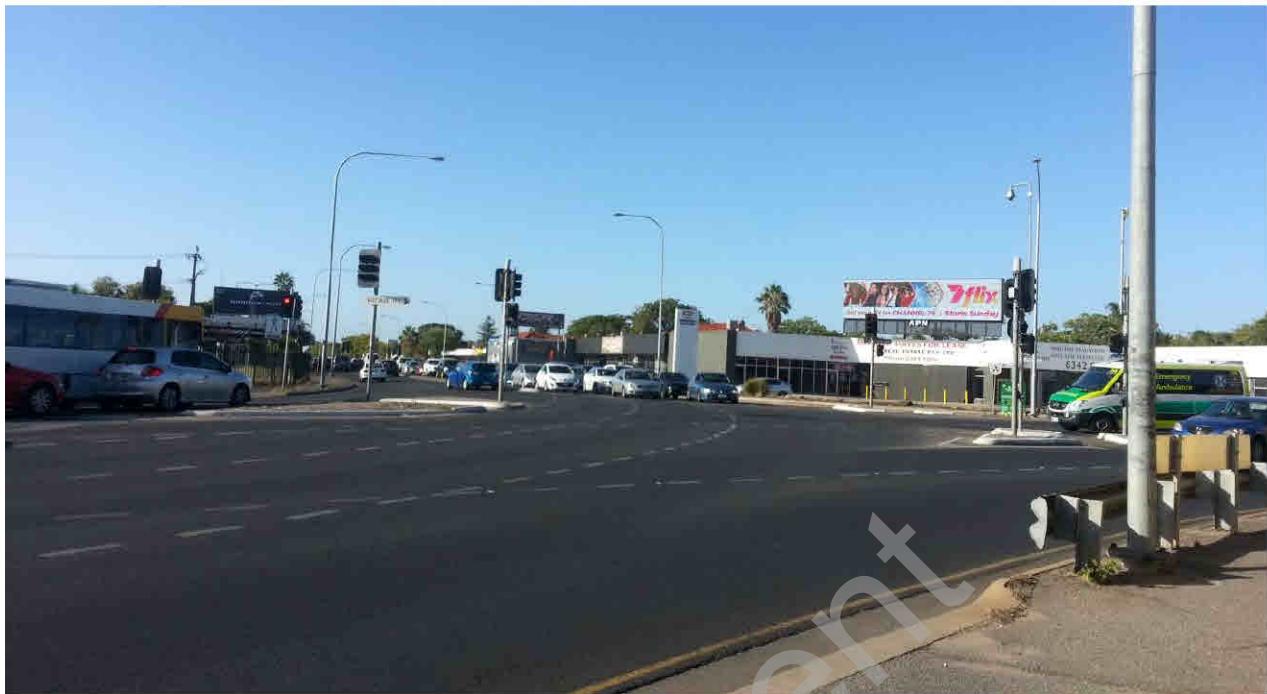
The values recommended for the sign luminance by Purkinje should not adversely affect road users comprehension of the traffic lights at this intersection.

Philip Keane BE(Hons) LFIES

Purkinje Pty Ltd
16 September 2015

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E: p.keane@purkinje.com.au
PO Box 1020 Torrens Park SA 5062

The Purkinje logo, featuring the word "Purkinje" in a stylized, cursive, black font.

Photos of Existing LED Sign

AGENDA ITEM:**5.5****To:** Development Assessment Panel (DAP) on 7 March 2016**From:** Scott McLuskey, Senior Development Officer, Planning**Proposal:** Variation to Development Application 050/190/2015 – Two, Three Storey Residential Flat Buildings Comprising 22 dwellings with associated Driveway and Landscaping (DA 050/62/2016)**Address:** 3-7 Allan Street, Prospect (CT 5077/419, 5512/362 & 5788/250)

SUMMARY:

Applicant: Advanced Development Group Solutions Pty Ltd

Planning Authority: Council

Referrals (Schedule 8): Nil

Public Notification: Category 1

Representations: Not applicable

Respondent: Not applicable

Development Plan Version: Consolidated 18th February 2016

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

Key Considerations: Appearance, Private Open Space, Visual Privacy

Recommendation: **Approval, subject to conditions**

ATTACHMENTS:Attachment 1 Development Application FormAttachments 2-8 Revised Proposal PlansAttachments 9-13 Correspondence from ApplicantAttachments 16-22 Previously Approved Proposal Plans

1. EXECUTIVE SUMMARY

- 1.1** The proposal is for the variation to two previously approved three storey residential flat buildings, comprising a total of 22 dwellings. Changes are proposed to the internal layout and external façade of the dwellings. No changes are proposed to the driveway or overall site configuration, vehicular access, density, or the location of the private open space or waste collection areas. The applicant has also provided a staging plan for endorsement.
- 1.2** The variation application is a Category 1 form of development and therefore no public notification was undertaken. Key considerations relating to the revised building appearance and use of materials and finishes, the provision of adequate private open space and resultant possible impacts to previously approved visual privacy and landscaping outcomes are discussed in further detail in this report.
- 1.3** The variations proposed would improve both the amenity for occupants within each building and the appearance of the building from Allan Street by better breaking down the mass of the façade. It is therefore recommended that the variation be supported.

2. BACKGROUND

- 2.1** The Development Assessment Panel (DAP) considered a proposal for the construction of Two, Three Storey Residential Flat Buildings comprising 22 dwellings (DA 050/190/2015) at its meeting of 14 September 2015. The application was refused consent, following which an appeal was lodged against that decision by the applicant to the Environment, Resources and Development Court.
- 2.2** At its meeting on 12 October 2015, the DAP considered a compromise proposal, involving several variations to the original development application. The variations involved changes to the appearance of the building, reconfiguration of living areas and balcony space, increased landscaping provision, and additional information regarding site and dwelling floor levels and related retaining walls. The DAP supported the making of orders by the ERD Court granting consent to the compromise proposal.
- 2.3** All reports from the previous DAP meetings are available for viewing on the City of Prospect website (www.prospect.sa.gov.au). The compromise proposal plans supported by DAP at its 12 October 2015 meeting are also attached for the DAP's reference (refer **Attachments 16-22**).

3. PROPOSAL

- 3.1** The applicant, who has entered into a contract to purchase the site, has lodged a development application to vary the development plan consent previously granted for two, three storey residential flat buildings. The proposed variation seeks to reconfigure the internal dwelling layout, resolve visual privacy concerns between the proposed dwellings and modify the external finishes and appearance of the buildings. No other amendments are proposed.
- 3.2** The internal variations to each dwelling would involve the reconfiguration of stairs, the provision of living areas within each level of the dwelling, increased minimum dimensions to each bedroom, the provision of a clothes line within each garage and increased private open space areas above ground level.

- 3.3 The previously approved copper coloured cladding protruding forward of the building would be removed, with greater articulation and a higher glazed surface area presented to Allan Street. Building setbacks at ground level would remain the same but would increase to a minimum 2m setback at upper levels.
- 3.4 The proposed plans are attached (refer **Attachments 1-4**), along with a 3D perspective of the proposed building (refer **Attachment 8**), and correspondence from the applicant in support of the amendments (refer **Attachments 9-13**).

4. REFERRALS

4.1 Internal (Advisory) Referrals

- 4.1.1 The original proposal was referred to Julian Rutt of Lumen Studio for design review in accordance with Council's Design Review Process for Higher Density Development. A review of the variation application was not considered necessary as the changes made generally improved on elements of the previously approved development.

5. PLANNING COMMENTARY

- 5.1 The proposal is for the variation of a development authorisation, pursuant to Section 39(6) of the Development Act, that seeks to vary some elements of an already approved proposal. Section 39(7)(b) of the Act describes that such a proposal is to be treated as a new application for development authorisation, but only to the extent of the proposed variation.
- 5.2 As such, many elements of the proposal are common to the original approval and are not to be assessed again in consideration of this application. It is also important to note that while the DAP may reflect upon the manner in which the variations do or do not improve upon the original approval, the ultimate determination must be made with respect to the Development Plan only.
- 5.3 It is noted that an approval carries with the land, and as such a new applicant is able to propose a variation to a previously approved development.
- 5.4 This does not necessarily mean however, that the proposal constitutes "development" as defined under the Development Act. In this particular case, the variations do involve building work and thus the proposal does constitute development. For this reason, the DAP must determine both the nature of the development and the categorisation of the development afresh, but only to the extent of the variations proposed.
- 5.5 The proposal is neither a complying nor a non-complying development with reference to Principle of Development Control 21 and 22 of the Urban Corridor Zone and is therefore to be considered on its merits against the relevant provisions of Council's Development Plan.
- 5.6 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. PUBLIC NOTIFICATION

- 6.1** Following the above commentary, it is also confirmed that the variation 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.

7. PLANNING ASSESSMENT

7.1 Design and Appearance

- 7.1.1** The north-south orientation of the apartments remains unchanged, however the internal floor layout, including the size of balconies, have been modified. Courtyards would now be accessed directly from a ground level living area, while a second balcony would be accessed from the first floor living area by way of fully open-able stacker doors.
- 7.1.2** Each dwelling would maintain a two bedroom layout, with the second bedroom relocated to the first floor. While the relocation of the second bedroom would decrease the separation between the two buildings to a minimum of 3.1m, external louvred screening is proposed to ameliorate potential visual privacy issues while maintaining opportunities for cross breezes consistent with that previously approved.
- 7.1.3** Additional detail has been provided with respect to fixed clotheslines and rainwater tanks associated with each dwelling. For dwellings within the northern building, fixed clotheslines would be provided within the garage to ensure that they are not visible from the public realm. Fencing and landscaping would suitably minimise views from the public realm of clotheslines for dwellings within the southern building, and the rainwater tanks for each dwelling.
- 7.1.4** Materials would be varied, with the copper cassette cladding no longer proposed to public realm facades. The Allan Street and George Whittle Reserve frontages would be comprised of a mixture of Structural Insulated Panels (SIPs) with render finish, timber, glass, aluminium and a recessed colourbond custom orb skillion infill. Colours and finishes to these materials are described in detail by the applicant's supporting statement and in the 3d perspective elevations.
- 7.1.5** While the use of the copper cassette cladding in the previous scheme was desirable, the use of SIPs in warmer colour finishes is also supported as an appropriate material and finish selection.
- 7.1.6** Eastern and western building facades would be comprised of a mixture of SIPs, painted concrete, colourbond custom orb and timber. Facing internally to the common driveway, building facades would be comprised of weatherboard and SIPs above ground floor.
- 7.1.7** The varied Allan St facade would place emphasis on vertical building elements and modulate balustrade finishes to break down the horizontal mass of the building. Further, the vertical blade style elements would be 500mm lower and setback 2m further from property boundaries than the previously approved copper cladding. Additionally, the balcony balustrades would now wrap around the north-eastern and north-western corners of the building, softening its appearance when viewed from Churchill Road or Devonport Terrace.

- 7.1.8 It is the view of Council staff that variations to building massing, forms and proportions would be an improvement upon the existing approved proposal and would respond well to relevant provisions of the Development Plan.

7.2 Private open space provision

- 7.2.1 The dwellings would now be provided with two areas of private open space, accessible by first and second floor living areas. The balconies for the dwellings would have an area of 4.5m² at first floor level, and 14m² at second floor level, to a total of 18.5m².
- 7.2.2 It should be noted that the minimum dimension of each first floor balcony would be 1.5m only, rather than the desired minimum dimension of 2m, though it is also noted that each doorway would be fitted with stacker doors to maximise the functionality of the space.
- 7.2.3 While the previously approved proposal achieved a 4m minimum dimension to its area of private open space, this area was accessed through the second floor living/study area only. The variations would increase the overall quantity of private open space available and would also desirably provide private open space accessible from the main living area within the dwelling.
- 7.2.4 It is the view of Council staff that the variations to private open space would be an improvement upon the existing approved proposal, and would satisfactorily achieve the relevant provisions of the Development Plan.

7.3 Setbacks

- 7.3.1 The amendments would alter the front and rear setbacks of the building above ground level, though the side boundary setbacks would remain as previously proposed. Setbacks at first and second floor level would now be a minimum of 2 metres to both the front and rear of the site.
- 7.3.2 Balconies would still protrude beyond the desirable 3 metre setback from front and rear boundaries. Importantly however, the minimum building setback to the front boundary of the site would increase from 900mm as previously approved to 2 metres. In combination with the varied materials and forms described earlier, this increased setback will further reduce the mass of the building when viewed from Allan Street.
- 7.3.3 Setbacks between the two buildings would be reduced, although the extent of overshadowing of north-facing bedroom windows is considered to be reasonable in the context of the Urban Corridor Zone.
- 7.3.4 It is the view of Council staff that the variations to setbacks would be an improvement upon the existing approved proposal, and would be relatively consistent with the relevant provisions of the Development Plan.

7.4 Landscaping

- 7.4.1 For clarity, it is confirmed that the variations would maintain each of the critical landscaping components of the previously approved scheme, including the landscaped arbours to driveway areas, medium height tree plantings in front courtyards and additional street tree plantings. As such, this element is one of many that have not been further assessed in relation to the variations.

8. CONCLUSION

- 8.1** The proposed variations would not change the overall site configuration, dwelling density, landscaping and site build up previously approved. While forms and materials are varied, the proposed buildings would still be three storeys, or approximately 10m, in height.
- 8.2** The internal layout of each dwelling would be altered, with second bedrooms of a greater minimum dimension and three areas of private open space each accessible from an internal living area. While the changes have resulted in the buildings being closer to each other, the use of louvred screening devices would ameliorate potential visual privacy issued while maintaining desirable natural ventilation opportunities.
- 8.3** The building forms, materials and finishes to the external built form are considered to provide a high level of visual interest. Increases to front and rear building setbacks, along with greater articulation to these facades, will effectively break down the scale and massing of the buildings when viewed from the public realm.
- 8.4** The application is therefore considered to be consistent with the relevant provisions of the Prospect (City) Development Plan and warrants the granting of development plan consent, subject to appropriate conditions as per the original consent.

9. 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 050/62/2016 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 050/62/2016 from Advanced Development Group Solutions Pty Ltd for a Variation to Development Application 050/190/2015 – Two, Three Storey Residential Flat Building Comprising 22 dwellings with associated Driveway and Landscaping (DA 050/62/2016) at 3-7 Allan Street, Prospect (CT 5077/419, 5512/362 & 5788/250), subject to the following conditions and notes:

1. The development shall take place in accordance with plans and details stamped by Council relating to Development Application Number 050/62/2016, 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. The conditions, where pertinent, of the original development plan consent numbered 050/190/2015 (for a *Two, Three Storey Residential Flat Building Comprising 22 dwellings with associated Driveway and Landscaping*) shall be complied with to the reasonable satisfaction of Council at all times particularly conditions 2.1, 2.2, 2.3, 2.4, 2.5, 2.6, 2.7, 2.8, 2.9, 2.10 and 2.11.

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.



City of Prospect

22 FEB 2016

Received

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 / 190 / 2015 (Office Use Only)

Application Type: Residential

Development Plan Consent only Building Rules Consent only Full Development Approval

Unit #:	House #: 3-7	Street: ALLAN ST. S788/250
Suburb:	PROSPECT	Postcode: 5082 CT Volume & Folio: S077/419, S512/362

Applicant

Name: ADVANCED DEVELOPMENT GROUP SOLUTIONS PLC	Address: 50 RAPID AVE, NORTHSIDE SA 5085
Contact No.: 0402 126 602	Email: PHUONG.PHAM@GMAIL.COM

Owner as applicant

Name:	Address:
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Contact No.:	Email:
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Builder owner builder as applicant to be advised other

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

VARIATION TO ID 050 / 190 / 2015 BEING FOR:

Description of proposal: TWO X THREE STOREY RESIDENTIAL FLAT BUILDINGS - 22 DWELLINGS comprising

Existing use of property: RESIDENTIAL

Estimated cost of development: \$ 3,500,000

- | | |
|---|---|
| • 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 <i>Development Regulations 2008</i> apply (activities of environmental or major environmental significance)? | <input type="checkbox"/> yes <input checked="" type="checkbox"/> no |
| • Has the Construction Industry Training Board (CITB) levy been paid? | <input type="checkbox"/> yes <input checked="" type="checkbox"/> 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.

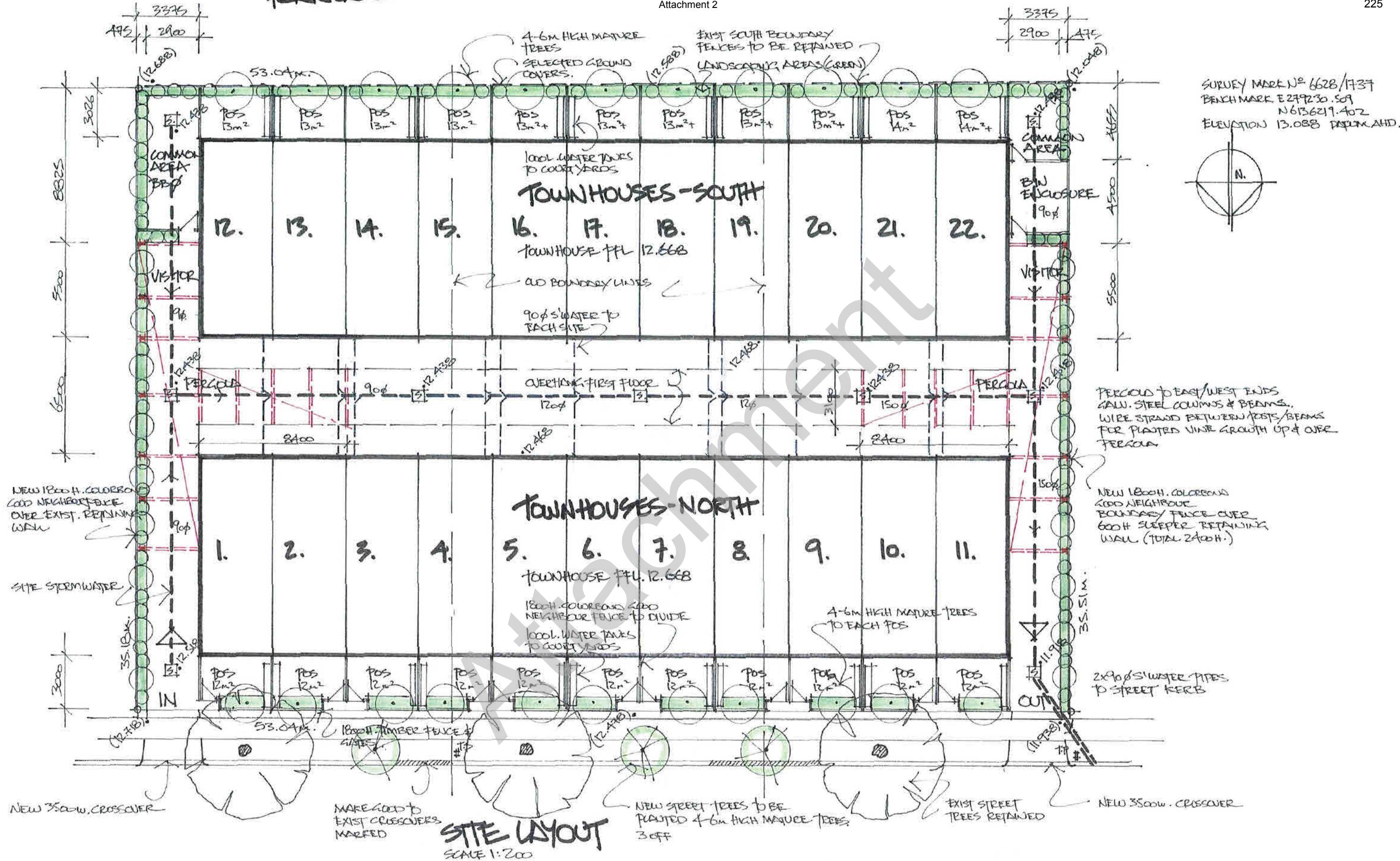
If published, I request that Council obscures my telephone number and email address. yes no

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

Name: PHUONG PHAM Signature: [Signature] Date: 22/02/16

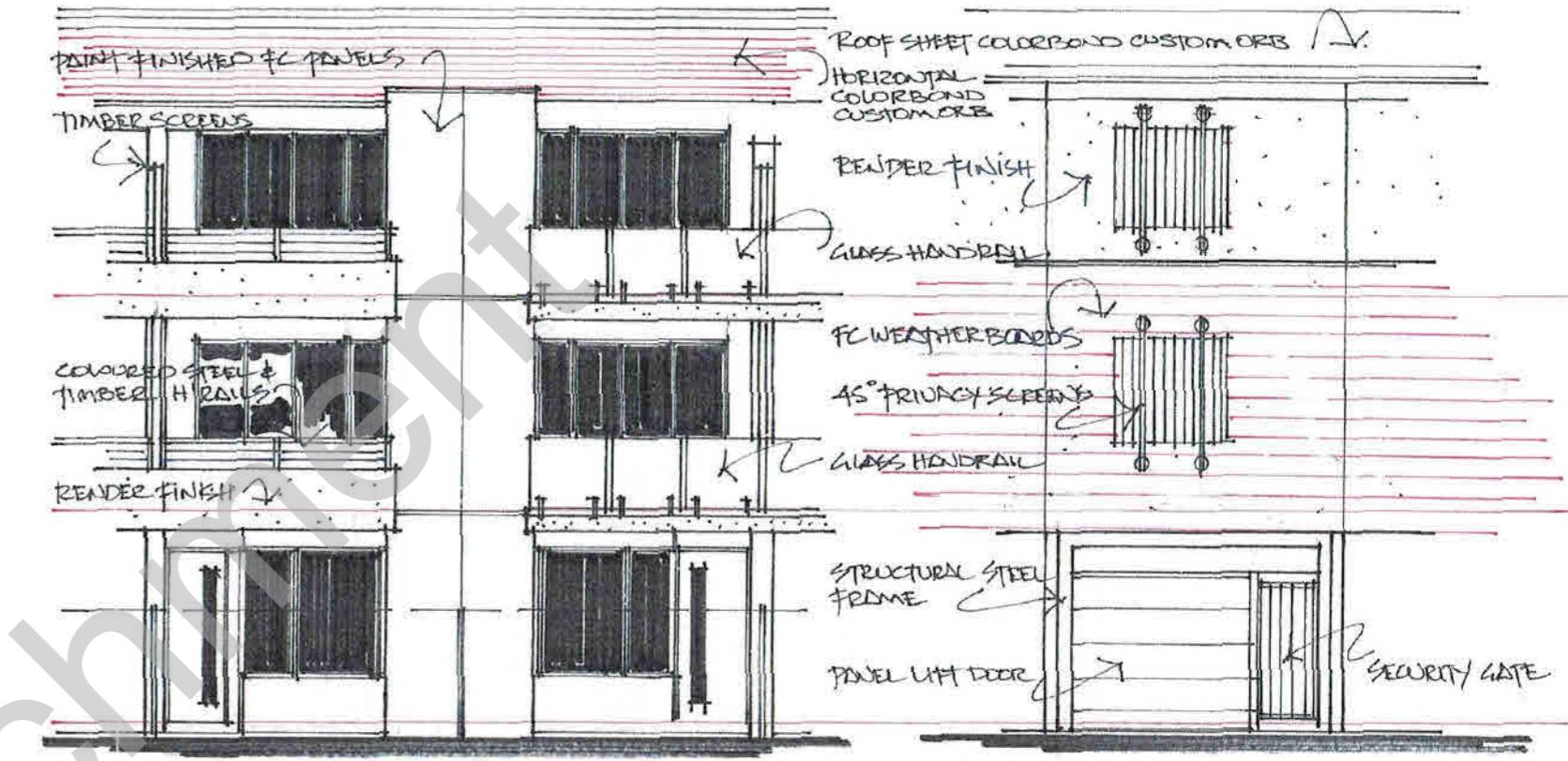
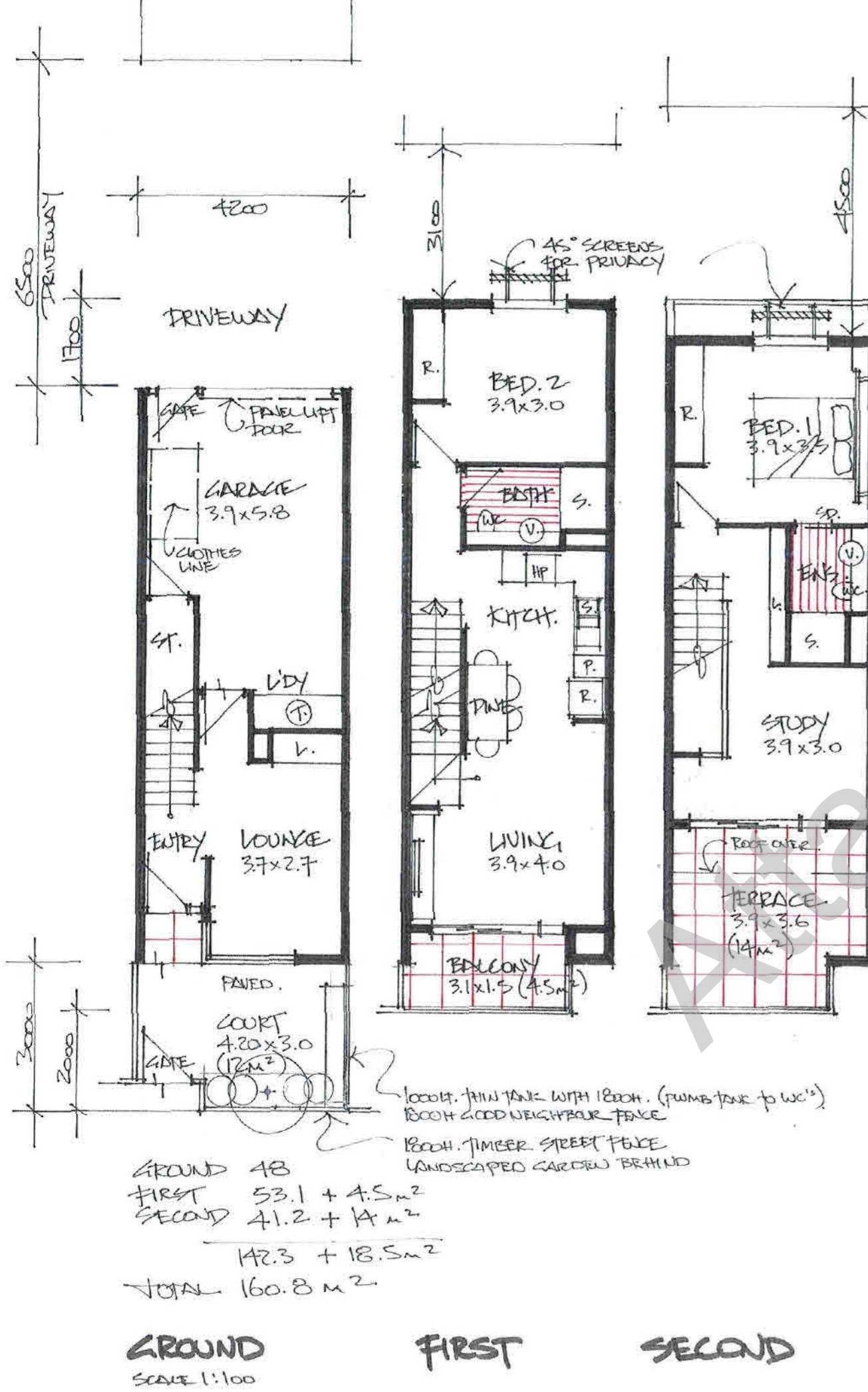
Applicant Owner Builder

~~PARK LANE~~



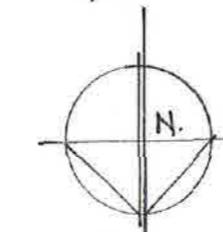
3-7 ALLAN ST. PROSPECT - 22 TOWNHOUSES

SUNROC CONCEPTS P/L - BUILDING DESIGNERS @ FEB '1
17 NORTHGATE RD. NORTHGATE SA 5085 MOB. 0451 081 958
(PLANNING DRAWS ONLY - NOT FOR CONSTRUCTION)



NORT+

TYPE 'A'



~~SOUTH~~

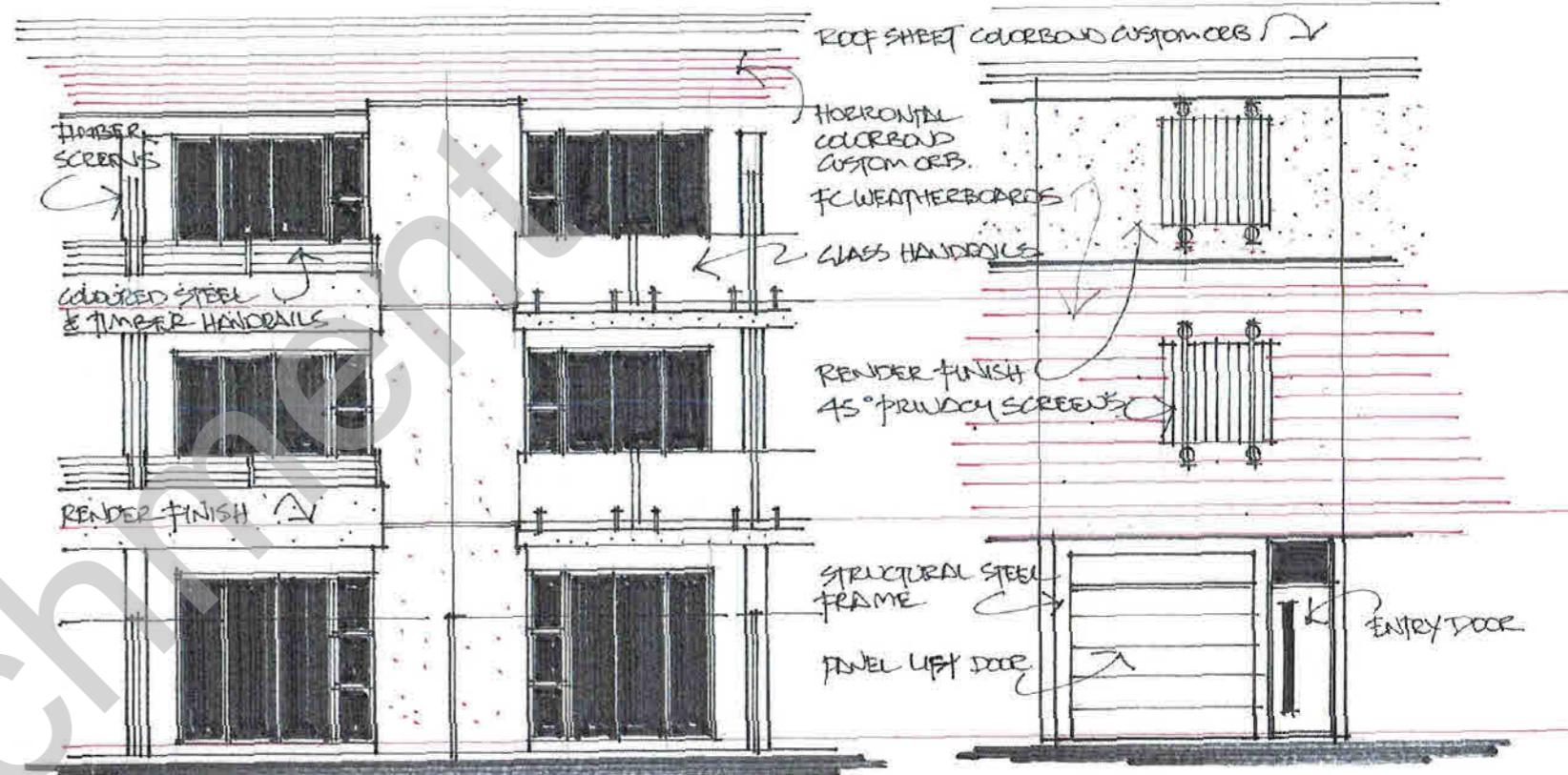
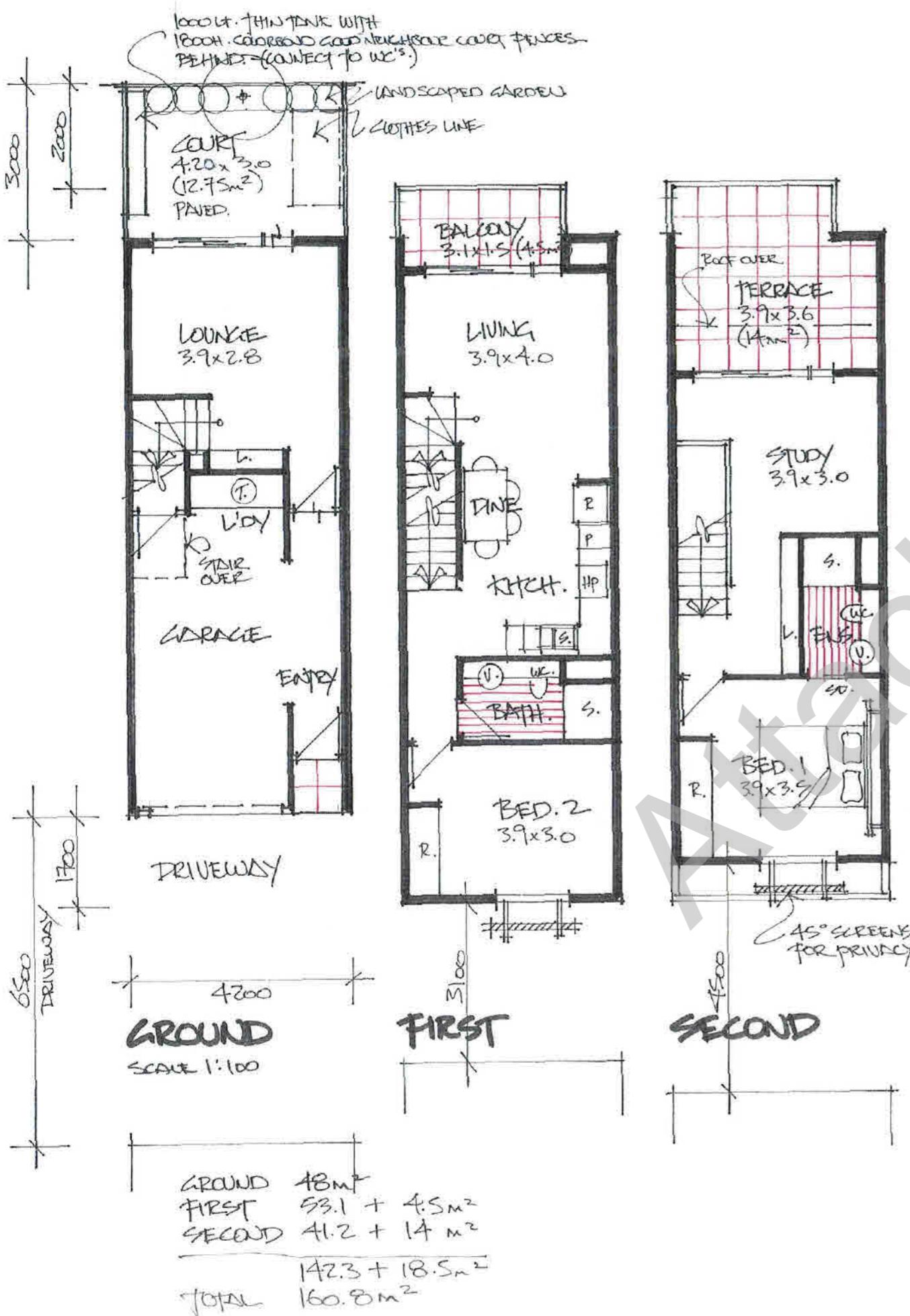
TYPE 'B'

ALLAN STREET TOWNHOUSES - TYPICAL

SUNROC CONCEPTS P/L - BUILDING DESIGNERS © FEB '16
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(PLANNING DRAWINGS ONLY - NOT FOR CONSTRUCTION)

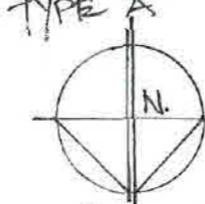
3-7 ALLAN ST. PROSPECT - TOWNHOUSE DEVELOPMENT

2.



~~soup~~

TYPE 'A'



NORTH

TYPE 'B'

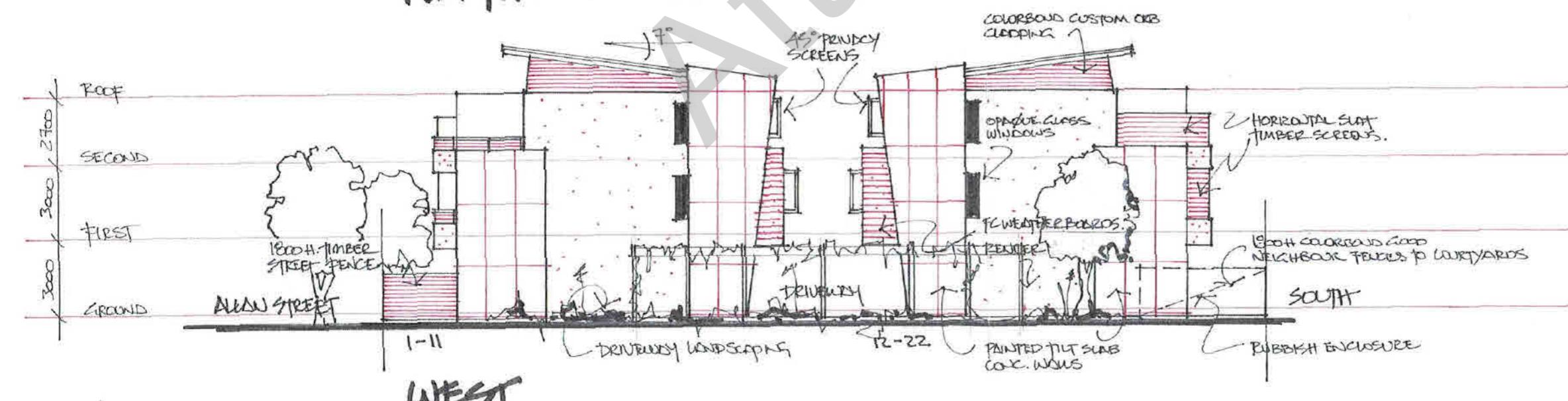
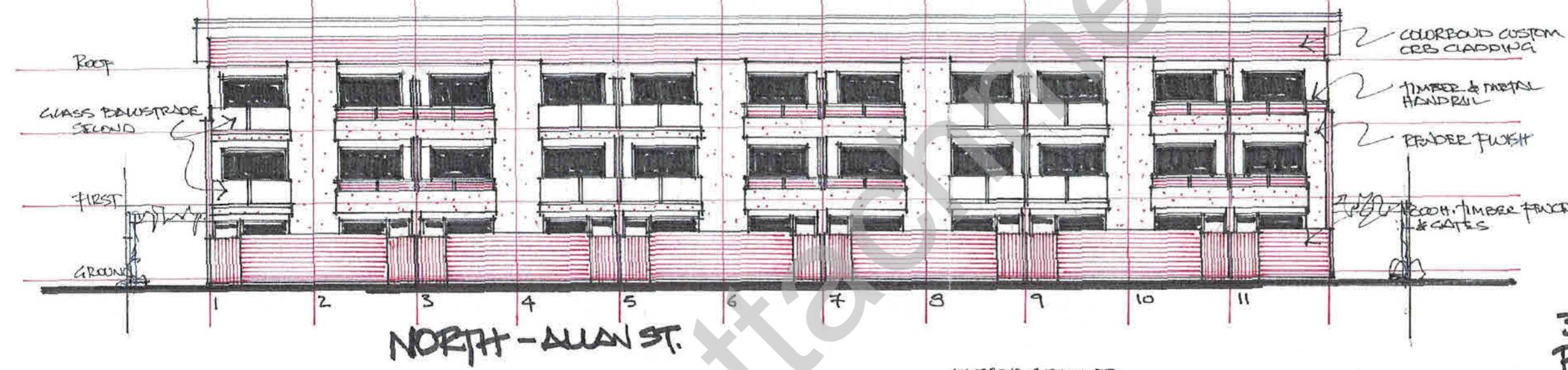
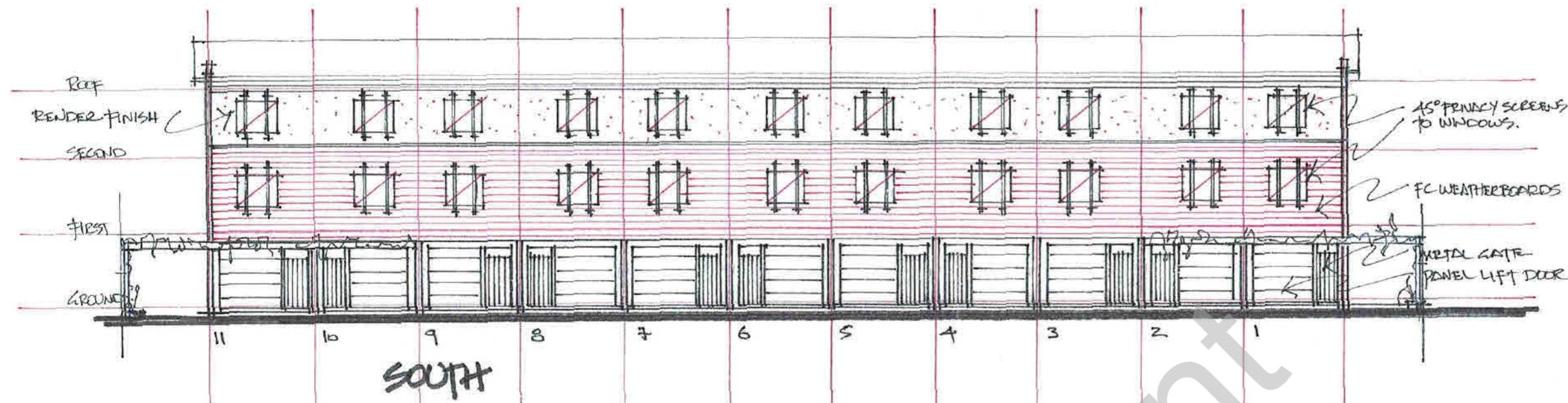
SOUTH / PARK TOWNHOUSES - TYPICAL

SUNROC CONCEPTS P/L - BUILDING DESIGNERS © FEB.16
17 NOTTING RD. NORTHGATE SA 5035 MOB. 0451 081958
(PLANNING Dwg. ONLY - NOT FOR CONSTRUCTION)

3-7 ALLEN ST. PROSPECT - TOWNHOUSE DEVELOPMENT

3-7 ALLEN ST. PROSPECT - TOWNHOUSE DEVELOPMENT

3.

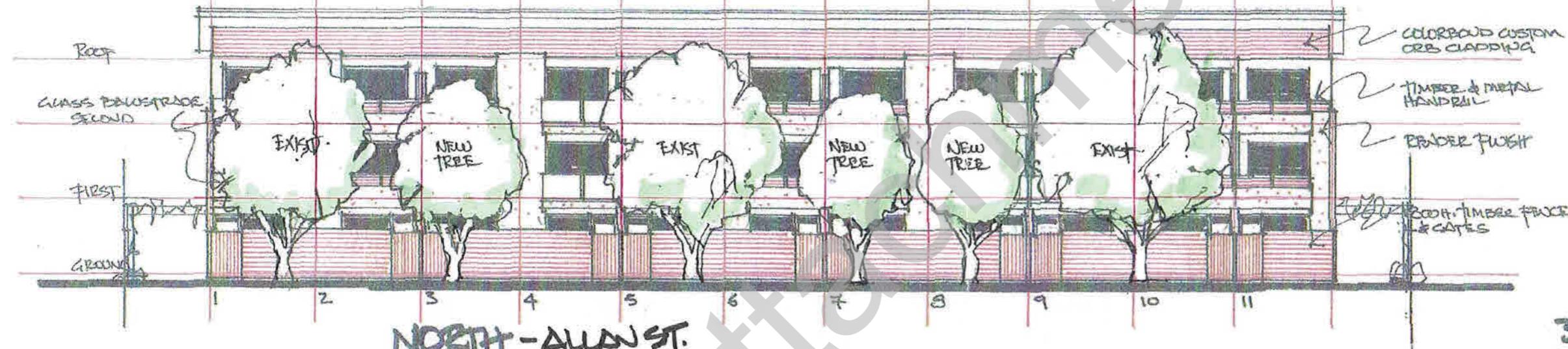
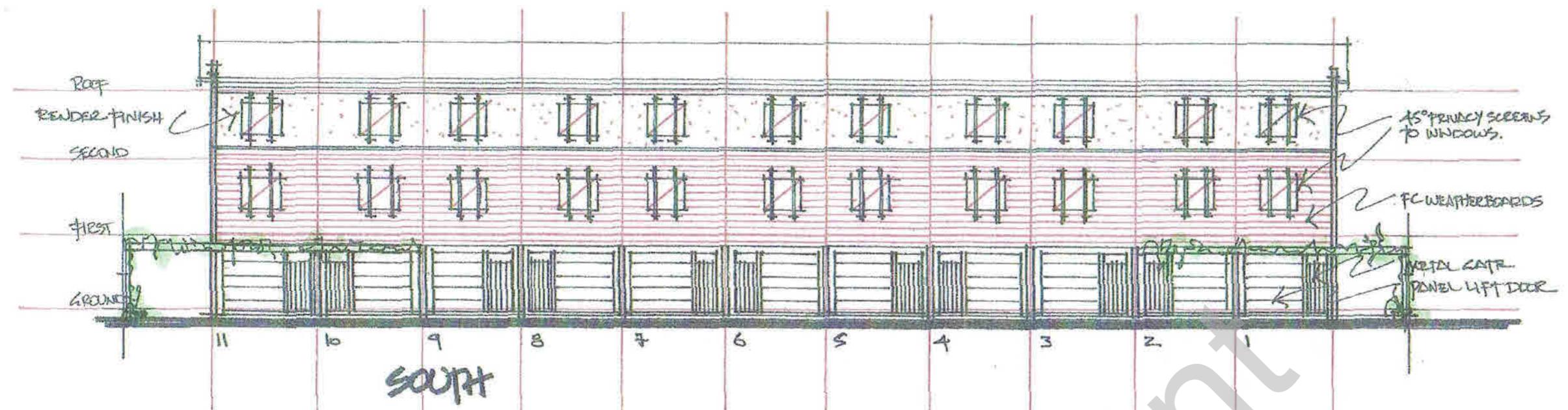


ALLAN ST. TOWNHOUSES - NORTH

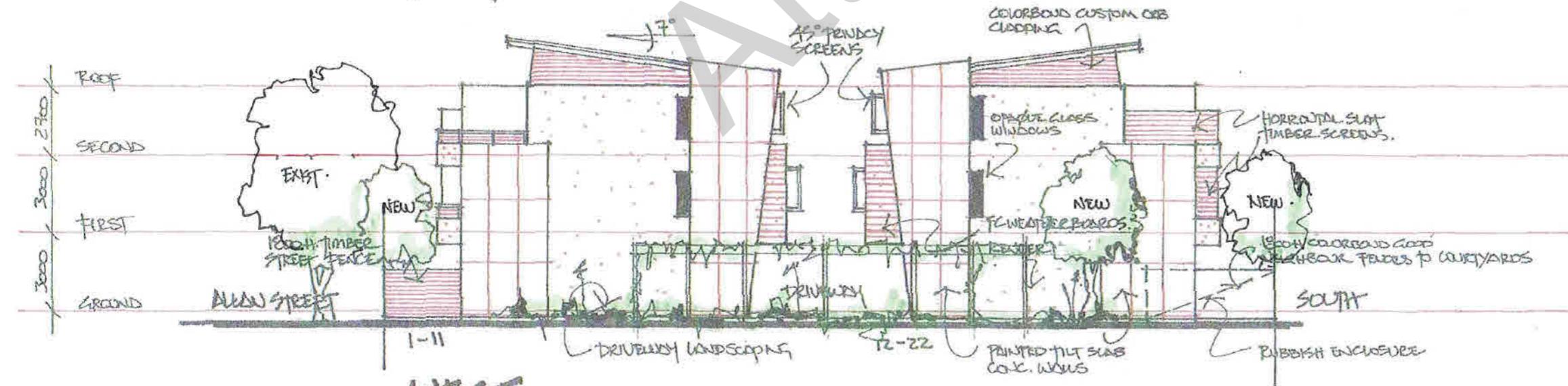
37 ALLAN ST.
PROSPECT
22 TOWNHOUSES

SUNROC CONCEPTS PTY LTD
BUILDING DESIGNERS © FEB '16
17 NOTTING RD, NORTHgate SA 5085
MOB. 0431 081958

PLANNING DWG. ONLY
NOT FOR CONSTRUCTION

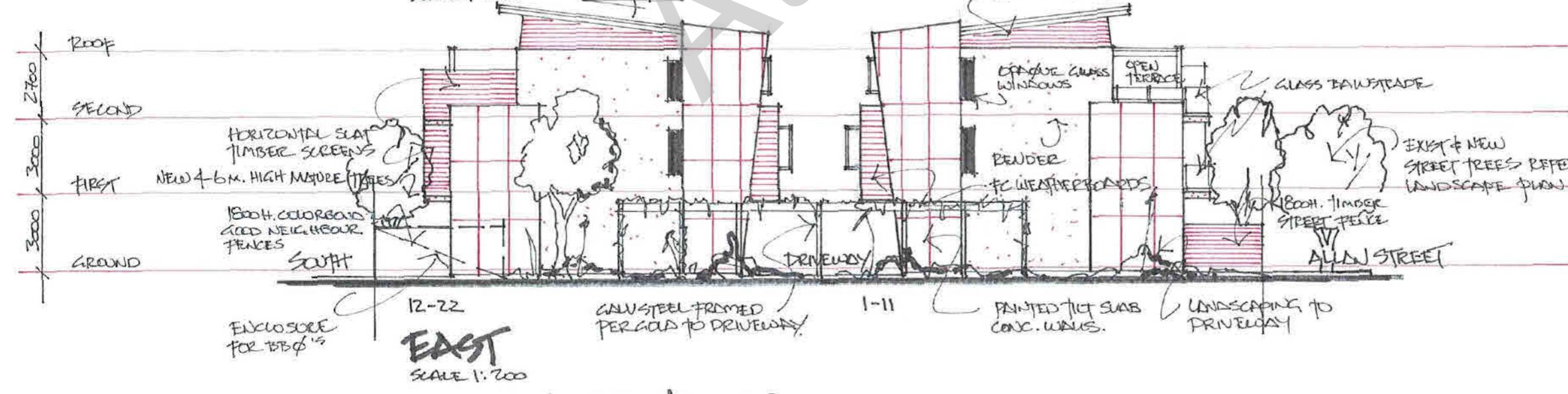
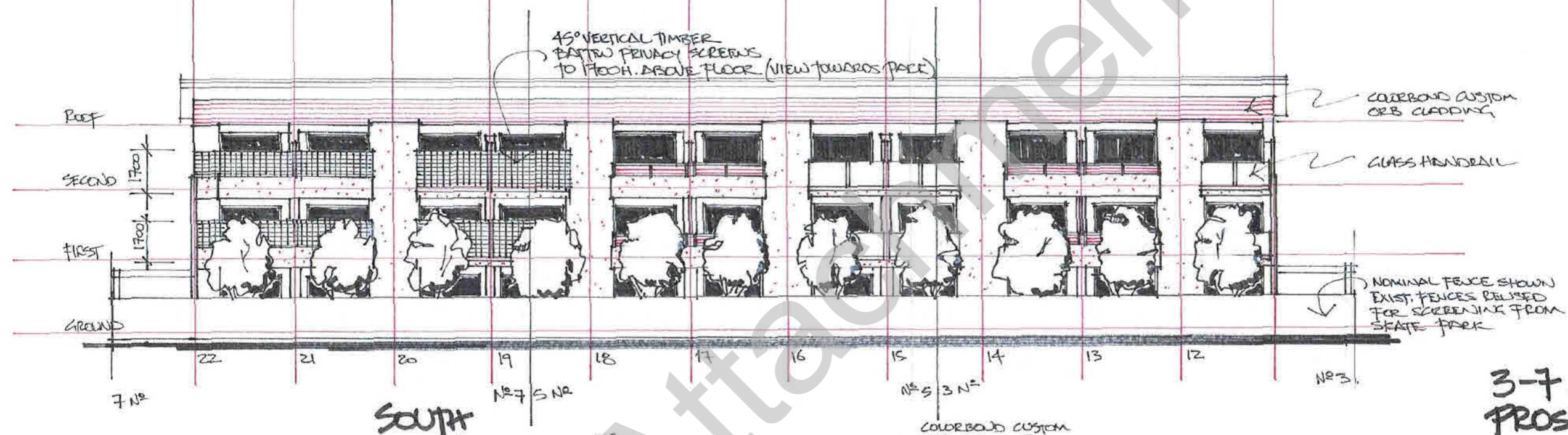


37 ALLAN ST.
PROSPECT
22 TOWNHOUSES



ALLAN ST. TOWNHOUSES - NORTH

PLANNING PWS. ONLY
NOT FOR CONSTRUCTION



3-7 ALLAN ST
PROSPECT
22 TOWNHOUSES

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MOB. 0451 081958



3–7 allan st. prospect

proposed two x three storey residential flat buildings
comprising 22 dwellings

variation to DA No. 050/190/2015 & amendments:

Zoning: Urban Corridor Zone – Boulevard Policy Area

Site Description: 3 to 7 Allan Street, Prospect
CT 5077/419, 5512/362 & 5788/250

Site Dimensions: 53.04 x 35.18 (35.51)m – 1,880m²

PROJECT DESCRIPTION

In late October 2013, the new Council Development Plan was consolidated and it included the Urban Corridor Zone and specifically to this site, the Boulevard Policy Area.

This enabled properties within this zone to be viewed with fresh eyes for developments of greater scale than previously contemplated. The Prospect City Council has actively engaged with developers, architects and planners to assist in the creation of developments that fulfil their vision.

The implementation of this vision will see substantial change to the streetscape of Prospect over time.

There is a current development approval with amendments in place and this variation to the approval is principally for changes to the building appearance and internal layout changes. The overall site positioning, density of development and heights are unchanged.

We also submit as part of the variation that the development be considered as a staged development. Each residential dwelling is taken as being an independent stage (therefore 22 stages). The purpose of this enables the developer to obtain separate Building Rules consents for each dwelling in the development.

We further clarify this variation is sought to circumvent increasing prevalent serious issues arising in valuations and bank financing approvals insofar as the valuer's/lender's will not issue formal finance approval for construction of the dwellings, unless each and every dwelling has a separate building rules consent prior to issuing formal finance approvals. We do however confirm the dwellings will be built in two sections, Dwellings 1 to 5 and 12 to 17 inclusive to completion and then the balance of the dwellings as the second section.

We reiterate this is purely a bank funding issue arising from complications arising from APRA regulations. It does not change the fact that the dwelling will be built in sections and be completed simultaneously within those sections.

The proposal is to continue to develop a medium density contemporary 22 dwelling complex in two residential flat buildings of 3 floors. All dwellings will still comprise three floors each and be walk up within. Living areas are on the first and second floors.

The site is located on the southern side of Allan Street and within easy walking distance of the local railway station and Churchill Road bus route. It is also handy to the vibrant Prospect Rd. shop and café scene. All is ideally located for this medium density residential complex.

The building design is unquestionably residential with the open space balconies and roof terraces for all of the dwellings. The positioning of these balconies encompasses all the great aspects of this site, north positioning for all year round use or view over the adjoining parklands. All roof terraces will receive year round sunshine making them ideal entertaining private areas.

All balconies or terraces that potentially can overlook adjoining properties have timber screens to direct the outlook and maintain private open space privacy.

The balconies throughout the complex are directly accessible from the main living spaces thru fully opening stacking glass doors giving a seamless environment for living at its best.

The previously approved landscaping amendment will be integrated into this proposal as submitted. The areas have been indicated on the revised submission plans. (note: the design cladding systems – cassette panel copper is deleted in its entirety)

The complex's entry and exit are both on the Allan St. frontage. The flow of traffic will be in a singular direction entering at the eastern end and exiting at the western end on Allan St. All efforts have been made in the design to maintain and take advantage of the existing established street trees in Allan St. that provide a street canopy. New established trees will be added to the footpath to enhance this canopy and diminish the street impact of the north building mass.

The proposal overall has been developed in accordance with all the parameters for this Boulevard Policy Area.

URBAN CORRIDOR ZONE

Objectives

- the proposed development is medium density residential as per the objective
- the proposed development is a medium rise building of 3 floors
- this medium density development application is for a variation to an existing approval (with amendments)
- the proposed residential style of accommodation is a further example of the style of accommodation to be offered in the area
- this site is not on or near the zone boundary

- the proposed development has high street visual appeal and being private residences does not provide public spaces other than a resident shared bbq area to the east of the site and an ancillary area to the west.
- noise and air quality issues are mitigated thru the built form design
- we believe the development maintains the desired contemporary character of the zone requirements

This proposed development fulfils the desired character of the Boulevard Zone and we believe sets the benchmark for future area developments.

It encompasses all of the planning objectives and provides a high standard of architectural design incorporating building articulation, fenestration and detailing contributing positively to the streetscape. The buildings residential function is accentuated by the positioning of the open space balconies and upper level terraces. These are integral to the design and are indeed residential hallmarks.

The proposed varied development has been designed in accordance with the existing approval and re addressing all issues about massing that impact on the streetscape and privacy to adjoining neighbours.

RESPONSES TO PRINCIPALS OF DEVELOPMENT CONTROL:

- multi level dwelling type residence within a residential flat building as envisaged in the zone
- the development is a complying approved use only a variation is sought
- the proposed development is in accordance with the desired character
- the Net Residential Density for the proposal is 118 dwellings/hectare
- vehicle parking is in garages not visible from the street and accessed via private one directional driveway. Two visitors car parks are also provided as per original approval
- the proposed development has a maximum height to roof point of 11m. The main street façade varies from 8m at the line of balcony/terrace to 11m at the roof line 5m back from the street.
- the site has a frontage to the secondary road, Allan St., of 53.04m
- the development has been designed to maximize sunlight usage to all apartment living environments
- the apartments within the building overlook both Allan St and the rear parkland hence providing passive surveillance
- the proposed development does not have a side street
- the vehicle access points are on Allan St – ingress and egress. There are currently three crossover that will be closed and replaced by the two new ones therefore enabling greater street parking
- in accordance, the building height for Boulevard Zone is 4 storey up to 15m. The proposed development is 3 storeys and has a roof peak height of 11m above the current ground level to the north east corner.
- the proposed development site is not on the border of another zone
- the proposed development is set back 3m to Allan St. with balconies and terrace intruding at upper levels into this setback but are still setback 2m.
- the proposed development is set back 3.375m to each side boundary
- the proposed development is set back 3m from the rear alignment with balconies and terrace intruding at upper levels into this setback but are still setback 2m.
- the proposed development is a complying approved development and continues the existing land use of Residential – this is a variation application to this approval

DESCRIPTION OF BUILDING DESIGN VARIATIONS:

Internally the layouts of the dwellings have been altered to provide living areas with direct access to private open spaces – lounge to ground floor courtyard, living area to balcony and sitting room to upper floor terrace where most outdoor living will be undertaken.

As a result of this change the 2 bedrooms are on the upper two floors and have either an ensuite or direct bathroom access (together with the living areas)

Laundries are also on the ground floor with close lines within the garage area to the northern dwellings and to the courtyard in the southern dwellings.

1000 litre thin line water tanks (as required) will be provided within the courtyards at ground level. These tanks are 2400l x 1800h x 260d and will be mounted parallel with the fence between courtyards and therefore having minimal spatial/visual impact.

Air conditioning condenser units will be mounted on the terraces so to avoid any exterior visual impact.

The changes in layouts have enabled the street/parkland facades to be articulated and therefore the building overall bulk appearance reduced. Further we have introduced 2 different balustrade details to further vary the effect. Glass balustrades will be to those balconies indicated and the other will be half height solid with epoxy coated metal framed and timber top rail. This will also add to the articulation of the façade.

Variation of colour has also been introduced to help break up the façade density (refer below for details). Contemporary colours are to be used to enhance the buildings appearance and strengthen the architectural individuality of the east and west facades in particular.

Landscaping will continue to be that which has previously been approved. The use of the galvanised steel pergola to the east/west facades and continuing into the driveway for the growing of creeper vines has been encompassed into the facades and is important into the scaling as well as greening of the buildings.

Finishes in principal will be coloured render building bulk and handrails, painted tilt slab concrete feature walls to east/west facades, paint finished weatherboards to express the project first floor over the driveway and timber fences, screens and other features.

We believe a very architectural, articulated and proportioned contemporary building mass that enhances the variation proposed.

Colour Scheme:

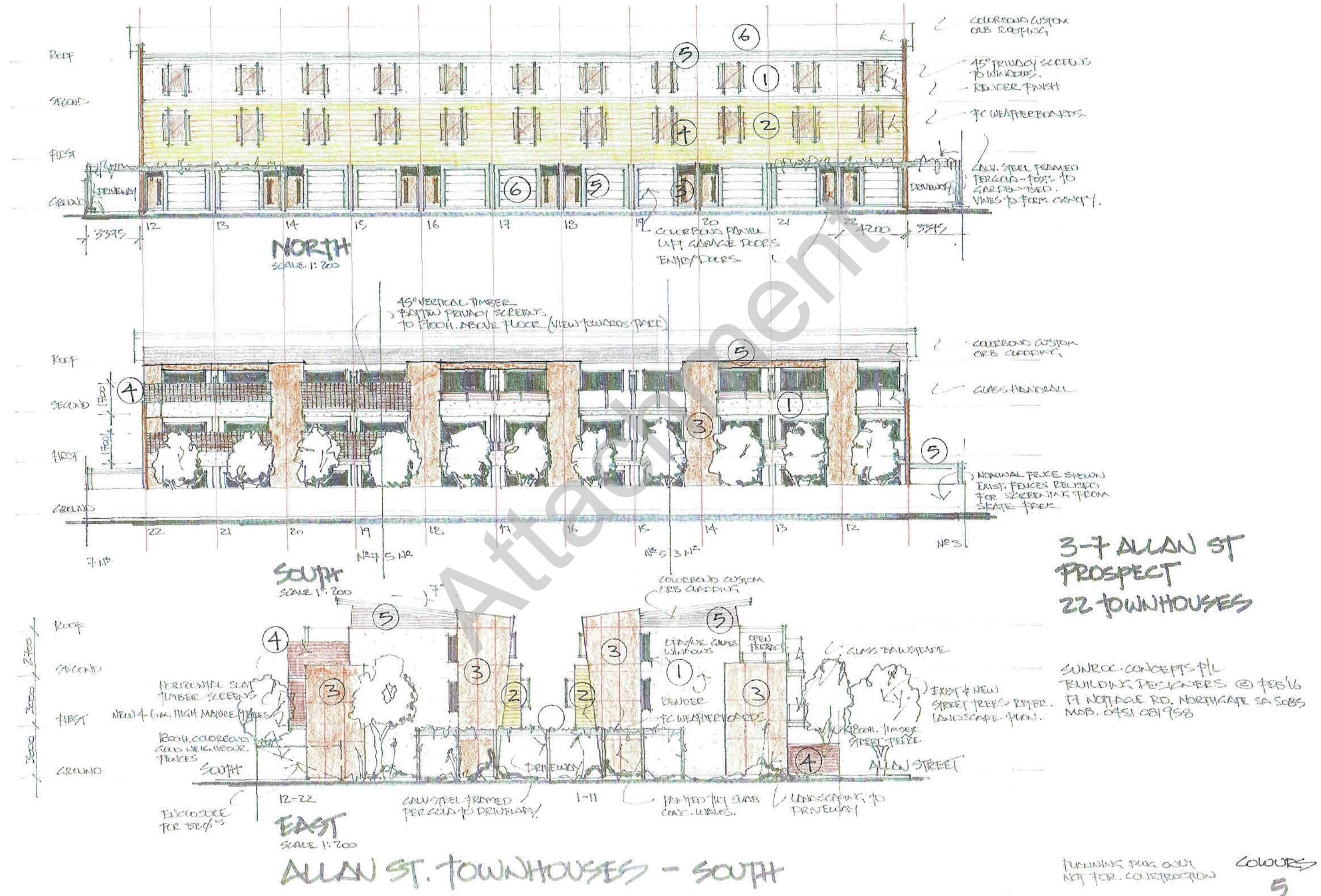
Perspective to be provided independently showing colours – refer elevations below for locations and colour references.

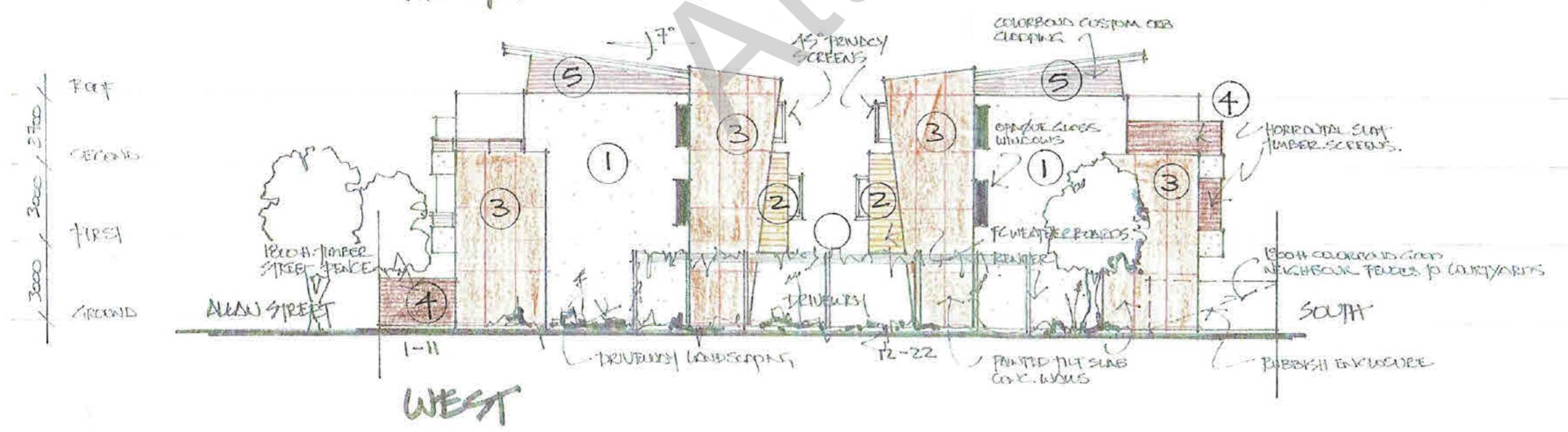
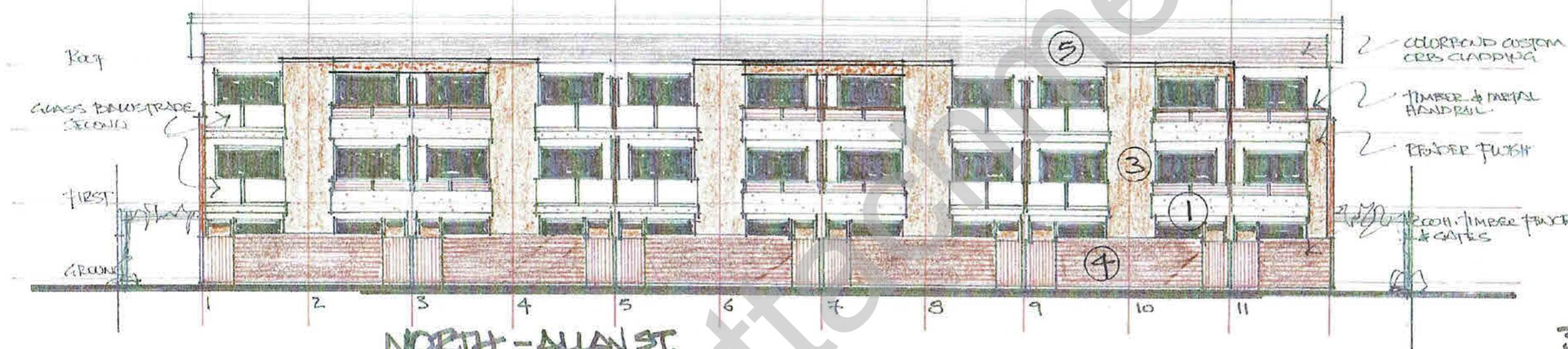
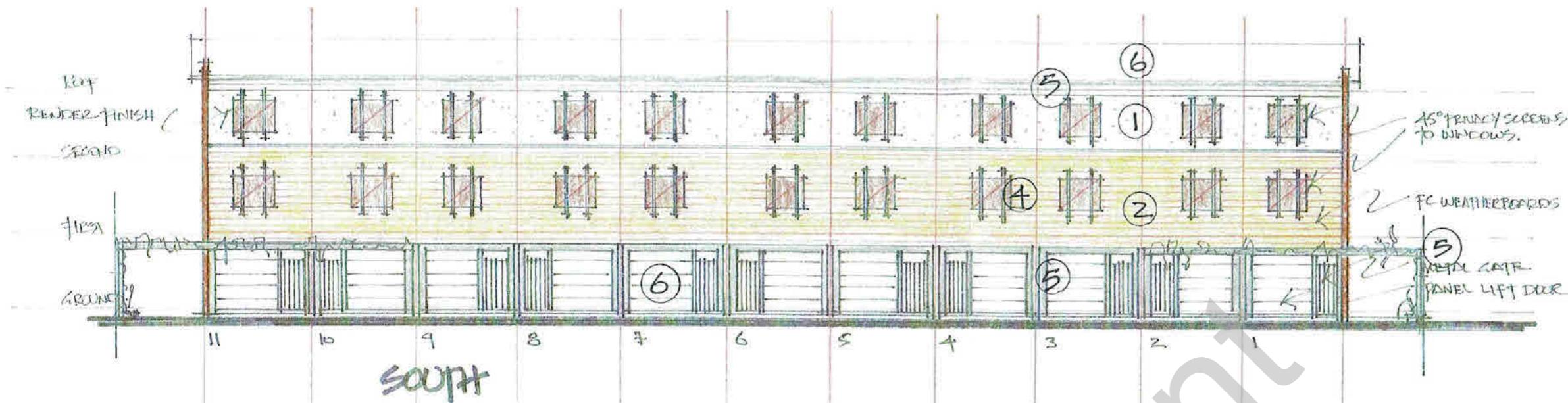
BUILDING COLOURS:

LEGEND: REFER DUXS COLOUR & COLOURS FOR LOCATIONS

- ① SOLVER 'BROKEN WHITE'
MAIN BUILDING COLOUR & BALCONIES
- ② SOLVER 'MANILLA'
WEATHERBOARDS TO FIRST FLOOR PRIMEWAY VENIS
- ③ SOLVER 'MANGO'
FEATURE TILT SLAB PANELS & DIVIDING WALL PANELS
- ④ SOLVER 'NEW JARRAH' TIMBER STAIN
AN SCREENS/STREET FENCE/PRIVACY PANELS/TOP HANDRAIL
- ⑤ GALVANISED STEEL FINISH OR ZICCALUME
PERGOLA'S/GARAGE SUPPORT FRAMES/CLOTERS/TRUSS GABLES
- ⑥ COLORBOND 'SURF MIST'
ROOF & GARAGE DOORS







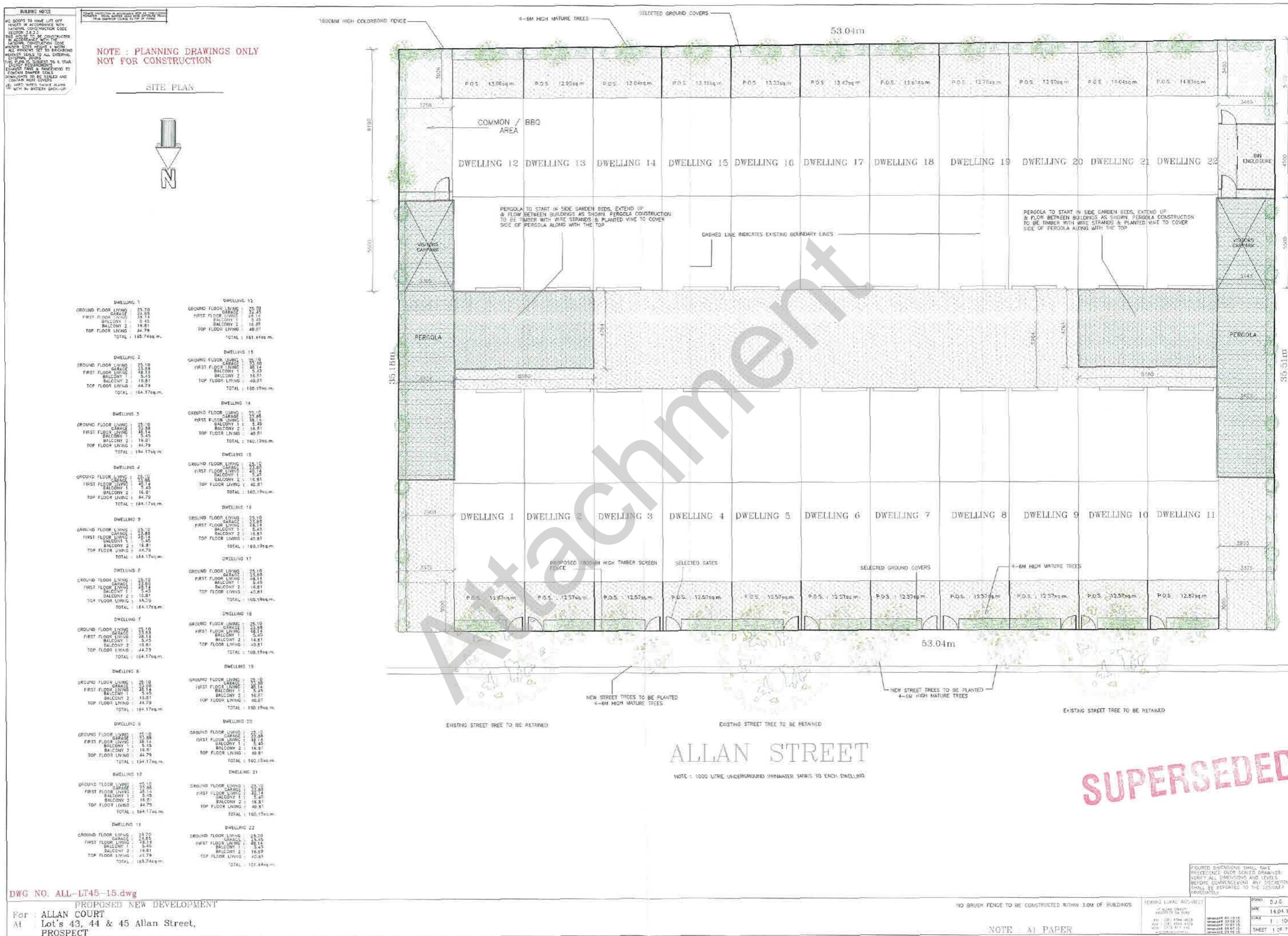
ALLAN ST. TOWNHOUSES - NORTH

PLANNING DRAFT ONLY
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Colours
4

SUNROC CONCEPTS PTY LTD
BUILDING DESIGNERS © FEB '16
17 NOTTAGE RD, NOTTAGE SA 5085
MBS. 081 081 958

Attachment 16



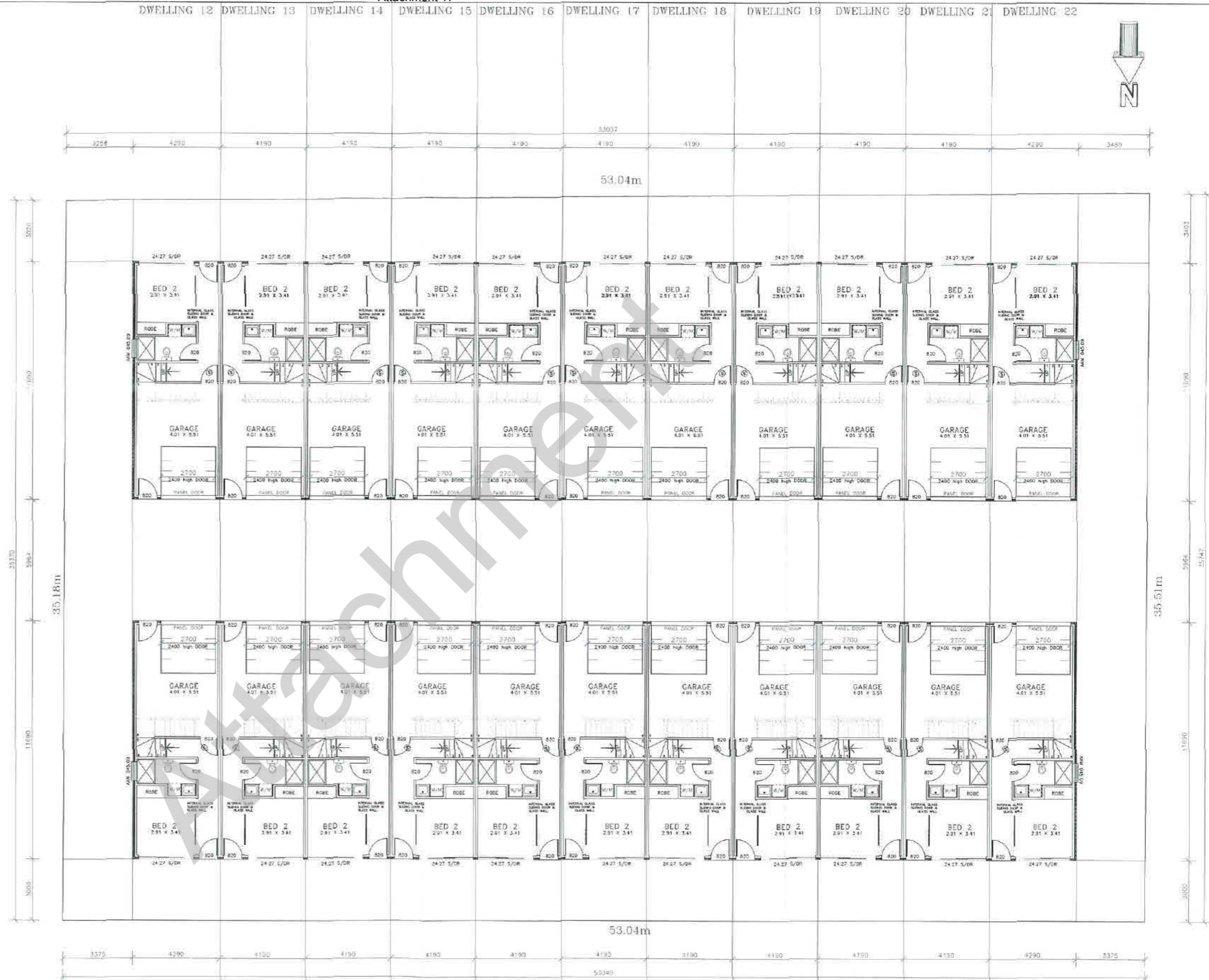
Attachment 17

BUILDING NOTES

NO DOORS TO HAVE LEFT OPEN
Hinges in accordance with
National Construction Code
LEVEL 1

THE HOUSE TO BE CONSTRUCTED
IN ACCORDANCE WITH THE
NATIONAL CONSTRUCTION CODE
MINIMUM REQUIREMENTS FOR
ALL WINDOWS SET TO BREATHING
MECHANISMS SUBJECT TO E STAR
TESTS AND REQUIREMENT TO
COMPLY WITH THE
DOORLIGHTS TO BE SEALED AND
COMPLY WITH THE
HARD WIRED SMOKE ALARM
WITH BATTERY BACKUP.

**NOTE : PLANNING DRAWINGS ONLY
NOT FOR CONSTRUCTION**



GROUND FLOOR PLAN

SUPERSEDED

DWG NO. ALL-LT45-15.dwg

PROPOSED NEW DEVELOPMENT
FOR ALLAN COURT
At Lot's 43, 44 & 45 Allan Street,
PROSPECT

DWELLING 1 DWELLING 2 DWELLING 3 DWELLING 4 DWELLING 5 DWELLING 6 DWELLING 7 DWELLING 8 DWELLING 9 DWELLING 10 DWELLING 11

NO BRUSH FENCE TO BE CONSTRUCTED WITHIN 3.0M OF BUILDINGS

NOTE A1 PAPER

FIGURED DIMENSIONS SHALL TAKE PRECEDENCE OVER SCALED DRAWINGS LEVEL 1	DRAWN D.J.G. DATE 14.04.15
PROPOSED 30.03.15 PERMIT 30.03.15 ISSUED 30.03.15 EXPIRED 26.07.15	RECEIVED 30.03.15 ISSUED 30.03.15 EXPIRED 26.07.15
EDWARD LUNA ARCHITECT 3100 ST KILDA ROAD MELBOURNE VIC 3182	EDWARD LUNA ARCHITECT 3100 ST KILDA ROAD MELBOURNE VIC 3182
100	100
SHEET 2 OF 7	SHEET 2 OF 7

BUILDING NOTES

INC DOORS TO HAVE LIFT OFF
Hinges IN ACCORDANCE WITH
AMERICAN STANDARDS FOR BUILDING CODE
SECTION 3-6-3

DOORS TO BE SWINGING IN
ACCORDANCE WITH STANDARDS
FOR DOORS AND SWINGS

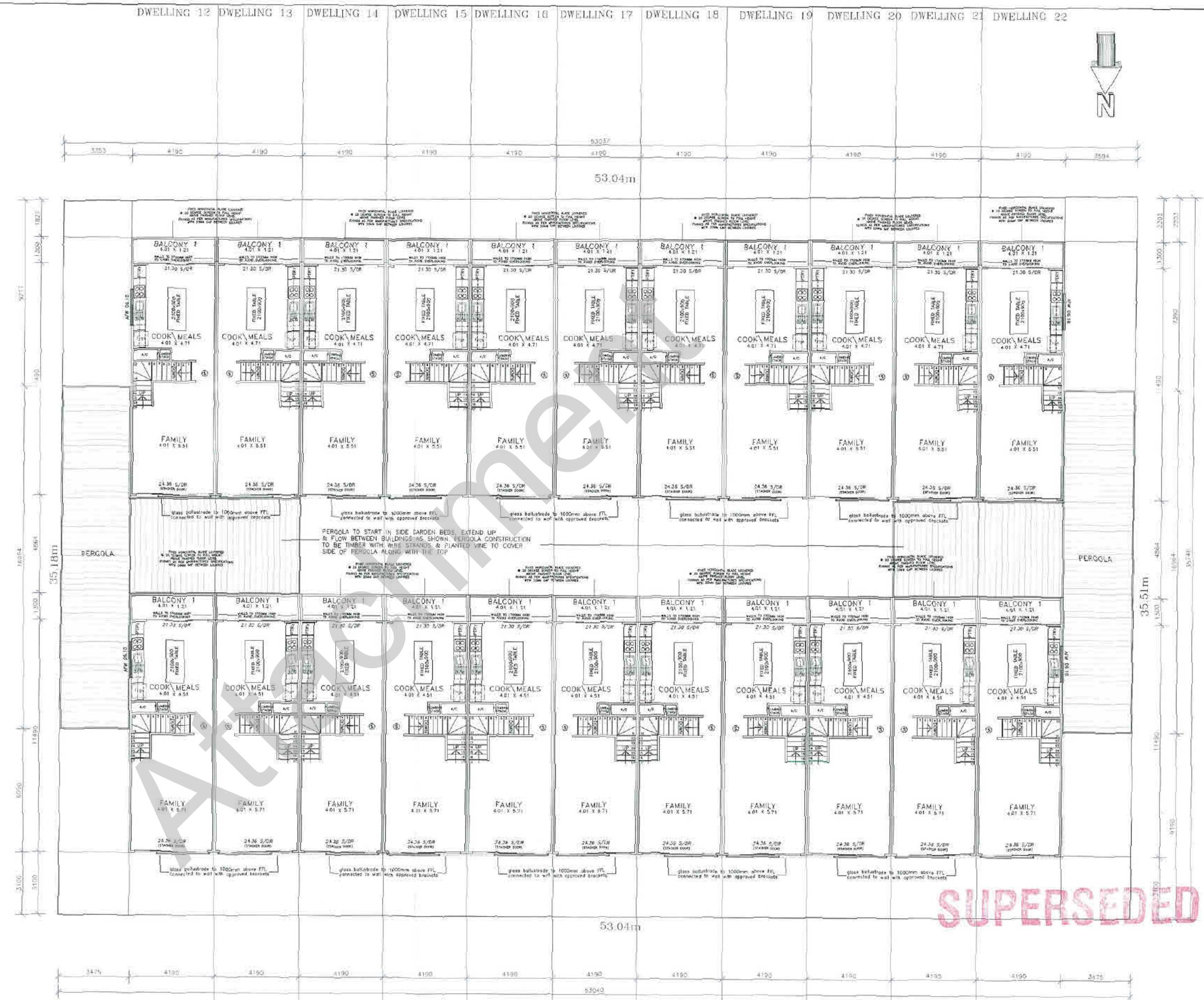
WINDOW SILLS TO BE 6" WORTH
ALL WINDOWS TO BE BRICKLID
ALSO TO SET IN 6" DEEP
EXTERNAL DOORS TO BE
PAINTED IN ACCORDANCE TO 6 STAR
COLORS RECOMMENDED
DOORS TO BE 1 1/2" THICKNESS
TO CONTAIN DAMPER SPRINGS
DOWNLIGHTS TO BE TEELED AND
TIGHTLY SCREWED ON

⑤ HARD WIRED SMOKE ALARM
WITH 12V BATTERY BACK-UP

**NOTE : PLANS
NOT FOR CONSTRUCTION**

PRINTED IN ACCORDANCE WITH AN INDEX OF
PRINTERS APPROVED BY THE STATE OF CALIFORNIA
FROM SOURCEBOOK COURSE TO THE STATE OF CALIFORNIA

NOTE : PLANNING DRAWINGS ONLY
NOT FOR CONSTRUCTION



DWG NO. ALL-LT45-15.dwg

PROPOSED NEW DEVELOPMENT

DWELLING 1 DWELLING 2 DWELLING 3 DWELLING 4 DWELLING 5 DWELLING 6 DWELLING 7 DWELLING 8 DWELLING 9 DWELLING 10 DWELLING 11

NO BRUSH FENCE TO BE CONSTRUCTED WITHIN 30M OF BUILDINGS

FIGURED DIMENSIONS SHALL TAKE
PRECEDENCE OVER SCALED DRAWINGS.
VERIFY ALL DIMENSIONS AND LEVELS
BEFORE COMMENCEMENT AND DISCREPANCY
SHALL BE REPORTED TO THE DESIGNER
IMMEDIATELY.

ARTICLE	BRAND	D.G.
11-0000	DATE	14.04.13
11-0000	CODE	1-100
11-0000	PERIOD	3 OF 3
11-0000	PERIOD	01.07.15
11-0000	PERIOD	04.05.15

BUILDING NOTES

DOORS TO HAVE LIFT OFF
DOORS AS PER THE
STRUCTURAL CONSTRUCTION CODE
SECTION 3-8.2
DOORS MUST BE CONSTRUCTED
IN ACCORDANCE WITH THE
CODES AND STANDARDS OF THE
NATIONAL FIRE PROTECTION ASSOCIATION
FOR EXTERIOR DOORS.
DOORS MUST NOT BE HUNG
FROM ATTACHED COOKIES OR FROM
ATTACHED REAR TO ALL EXTERNAL
EXTERIOR DOORS.

DOORS MUST BE RATED TO 6 STAR
FIRE RESISTANT REQUIREMENTS
AND MUST NOT HAVE A HOLE TO
CONTAIN DAMPER SEALS
WALKLIGHTS TO BE SEALED AND
PROTECTED FROM THE ELEMENTS.

DOORS MUST BE HARD WIRED
WITH IN BATTERY BACK-UP

PERMIT APPROVED IN ACCORDANCE WITH THE 2010
INTERNATIONAL BUILDING CODE AND THE 2010
INTERNATIONAL FIRE CODE BY THE
TOWN OF FAIRFIELD

**NOTE : PLAN
NOT FOR CONSTRUCTION**

NOTE : PLANNING DRAWINGS ONLY
NOT FOR CONSTRUCTION

SUPERSEDED

DWG NO. ALL-LT45-15.dwg

PROPOSED NEW DEVELOPMENT
FOR ALLAN COURT
AT Lot's 43, 44 & 45 Allan Street,
PROSPECT

DWELLING 1 DWELLING 2 DWELLING 3 DWELLING 4 DWELLING 5 DWELLING 6 DWELLING 7 DWELLING 8 DWELLING 9 DWELLING 10 DWELLING 11

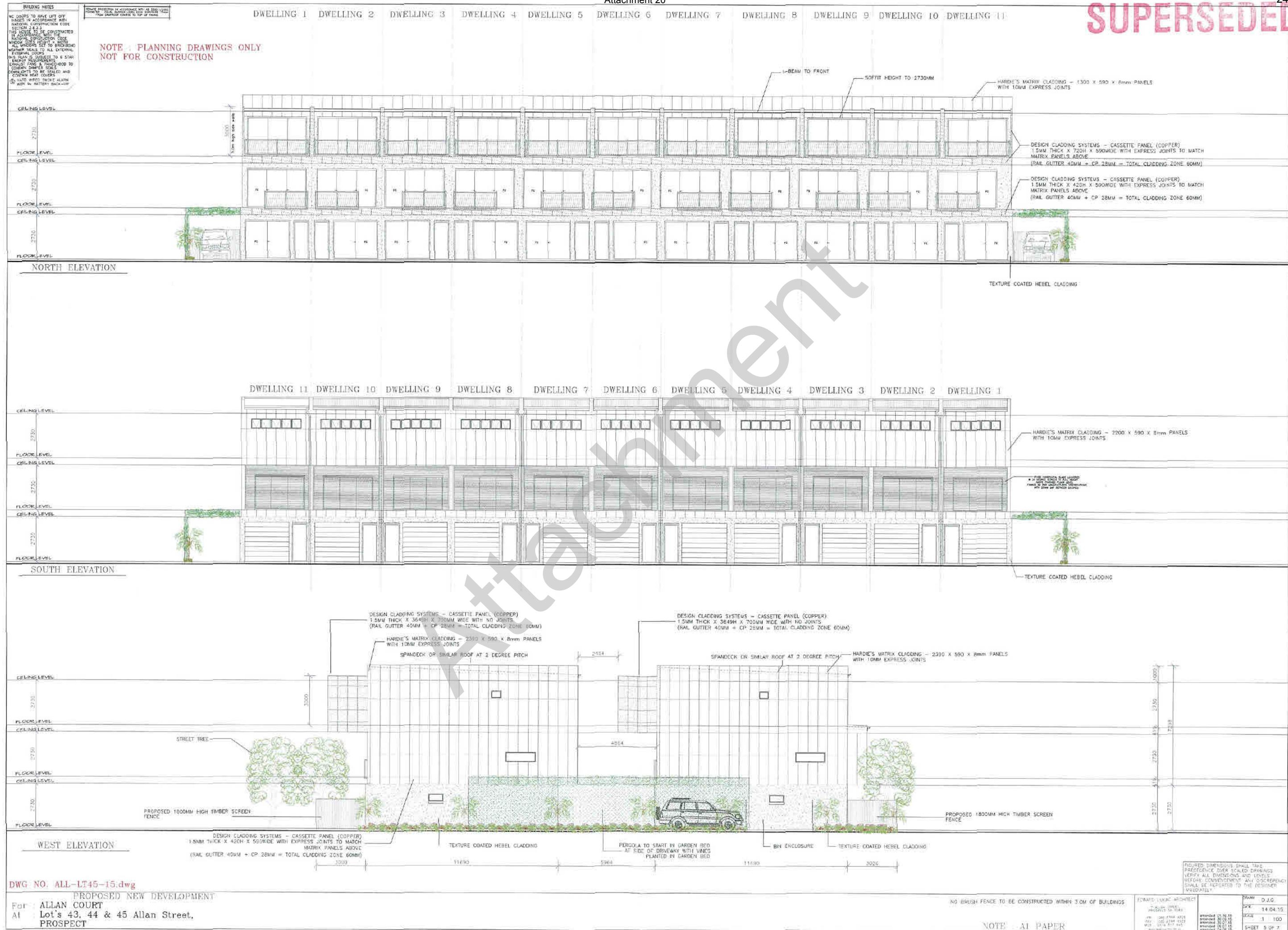
NO BRUSH FENCE TO BE CONSTRUCTED WITHIN 30M OF BUILDINGS

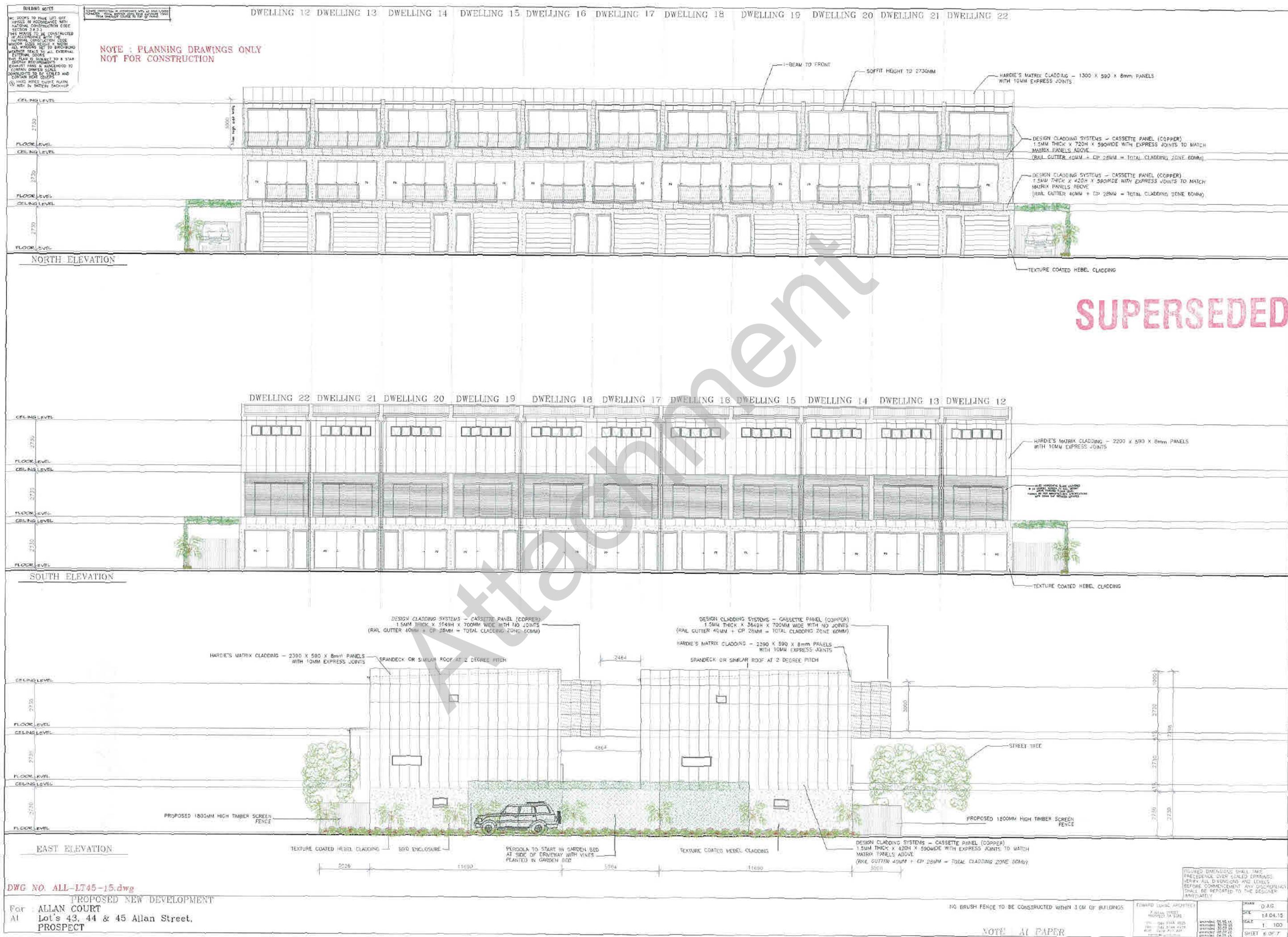
FIGURED DIMENSIONS SHALL TAKE
PREFERENCE OVER SCALED DRAWINGS.
VERIFY ALL DIMENSIONS AND LEVELS
BEFORE COMMENCEMENT. ANY DISCREPANCY
SHALL BE REPORTED TO THE ENGINEER
IMMEDIATELY.

DATE 14.04.15
SCALE 1 : 100
SHEET 4 OF 3

SUPERSEDED

Attachment 20







ITEM NO.: 6.1

TO: Development Assessment Panel (DAP) on 7 March 2016

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

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 050/263/2015 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 .	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 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 is currently being considered by DAC.
76-80 Hampstead Road, Broadview	Demolition of Existing Buildings and Construction of Petrol Filling Station and Shop with associated Canopy, Underground Tanks, Advertising Displays and Landscaping (Non-Complying)	The application is currently being considered by DAC.
189 Devonport Terrace, Prospect	Five Storey Residential Flat Building	It is understood that the application will be considered by IMDAC at its meeting of 10 March 2016. The agenda for this meeting will be published on 7 March 2016 at which time this will be confirmed.

2. RELEVANT DECISIONS BY DAC

Development Application / Address	Nature of development	Process update
DA 050/237/2015 188 Churchill Road, Prospect	<p>Land Division (Community Strata Title)</p> <p>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.</p>	Development Approval has been granted 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. **6.2**

TO: Development Assessment Panel on 7 March 2016

FROM: Manager Development Services and Communications

SUBJECT: Notable Developments within City of Prospect

1. PURPOSE OF REPORT

- 1.1 To provide the DAP with information on the nature and form of development undertaken within City of Prospect, focusing on development that has occurred following the introduction of the Urban Corridor Zone.

2. RELEVANCE TO STRATEGIC DIRECTIONS / POLICY

2.1 Core Strategy 4 – Our Character.

4.2 Encourage development on arterial roads to improve housing options and to complement the character, heritage and amenity of our City.

- 4.2.1 Support quality medium to higher density, mixed-use development on main arterial road corridors to achieve the desired character for each area.
- 4.2.2 Support the development of diverse housing options including quality medium and higher density housing on our arterial road corridors.
- 4.2.3 Complete Inner Metropolitan Growth Development Plan Amendment.
- 4.2.4 Implement a design review process to ensure quality public realm outcomes.

3. COMMUNITY INVOLVEMENT

- 3.1 No consultation is required to report on this matter.

4. DISCUSSION

- 4.1 The Inner Metropolitan Growth Development Plan Amendment was consolidated into Council's Development Plan on 31 October 2013. It introduced the Urban Corridor Zone to properties fronting Churchill Road, Devonport Terrace, Prospect Road and Main North Road, as well as properties located on Regency Road and some residential side streets. Since its consolidation, there has been significant interest in the development potential of these areas, leading to a substantial increase in the number and value of developments assessed by Council or the Development Assessment Commission. A brief description of each of these proposals is provided at Attachments 1-42.
- 4.2 The developments proposed have varied from townhouse and in-fill style development to medium rise apartments and hotel development. Given the number of applications being considered by the DAP and the interest in how this type of development is shaping the future character of the area, it is considered appropriate that a periodic

update be provided to DAP members on developments that are progressing (or have progressed) through the planning system. For completeness, substantial developments outside of the Urban Corridor Zone are also included for reference purposes.

- 4.3 The information is provided to assist DAP members in their assessment of applications by giving a comprehensive picture of the transformational nature of development that is occurring in the area. These developments assist in defining the current and future character of localities, while the snapshot of development that has completed its progression through the system may inform the DAP's feedback to Council on pertinent planning matters.

5. PREFERRED OPTION & JUSTIFICATION

- 5.1 The report has been provided for information purposes only. Any discussion or comments on individual proposals must be limited to those that have already been approved, so as not to potentially prejudice the assessment process underway on those currently under assessment.

6. RECOMMENDATION

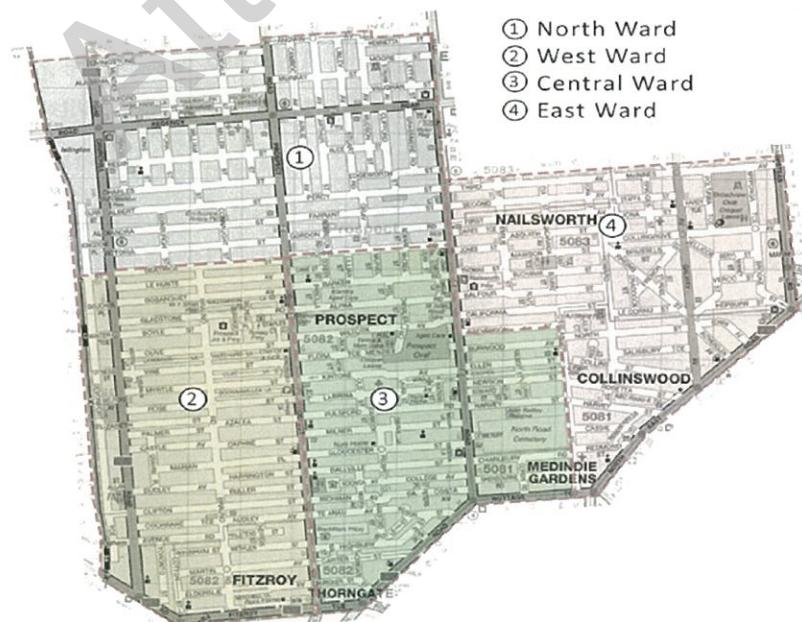
- (1) The report is received and noted.



Chris Newby
Manager Development Services and Communications



URBAN CORRIDOR ZONE DEVELOPMENTS



Disclaimer – This document has been prepared in good faith for Council's information purposes only. No independent verification has been sought. Use of the information and plans contained within this documentation is at your sole risk.

Index - Planning Consent Granted

Page No.	Address	DPC date	Stage
1	<u>2 Allan Street PROSPECT SA 5082</u>	8/12/2014	Under construction
2	<u>3-7 Allan Street PROSPECT SA 5082</u>	21/10/2015	Approved
3	<u>8 Allan Street PROSPECT SA 5082</u>	11/5/2015	Approved
4	<u>44 Churchill Road OVINGHAM SA 5082</u>	11/8/2014	Under construction
5	<u>100 Churchill Road PROSPECT SA 5082</u>	15/6/2015	Site cleared
6	<u>105 Churchill Road PROSPECT SA 5082</u>	13/1/2016	Under assessment
7	<u>111-113 Churchill Road PROSPECT SA 5082</u>	22/7/2014	Under construction
8	<u>130 Churchill Road PROSPECT SA 5082</u>	14/12/2015	Approved
9	<u>155 Churchill Road PROSPECT SA 5082</u>	15/6/2015	Under assessment
10	<u>162 Churchill Road PROSPECT SA 5082</u>	5/1/2016	Under assessment
11	<u>172 Churchill Road PROSPECT SA 5082</u>	8/9/2014	Under construction
12	<u>175-179 Churchill Road PROSPECT SA 5082</u>	16/4/2015	Under construction
13	<u>188 Churchill Road PROSPECT SA 5082</u>	13/11/2014	Under construction
14	<u>198-202 Churchill Road PROSPECT SA 5082</u>	11/11/2013	Constructed
15	<u>210 Churchill Road PROSPECT SA 5082</u>	10/11/2014	Under construction
16	<u>217 Churchill Road PROSPECT SA 5082</u>	26/3/2015	Approved
17	<u>239 Churchill Road PROSPECT SA 5082</u>	19/6/2014	Under assessment
18	<u>253 Churchill Road PROSPECT SA 5082</u>	8/2/2016	Approved
19	<u>81 Devonport Terrace PROSPECT SA 5082</u>	13/10/2014	Site cleared
20	<u>87 Devonport Terrace PROSPECT SA 5082</u>	8/10/2015	Approved
21	<u>153 Devonport Terrace PROSPECT SA 5082</u>	24/7/2015	Site cleared
22	<u>157 Devonport Terrace PROSPECT SA 5082</u>	11/5/2015	Site cleared
23	<u>189 Devonport Terrace PROSPECT SA 5082</u>	14/12/2015	With DAC
24	<u>235 Devonport Terrace PROSPECT SA 5082</u>	14/8/2015	Site cleared
25	<u>12, 13, 14 Fitzroy Terrace FITZROY SA 5082</u>	6/8/2015	Under assessment
26	<u>13-14 Fitzroy Terrace FITZROY SA 5082</u>	10/4/2014	On hold
27	<u>5 Guilford Avenue PROSPECT SA 5082</u>	13/8/2015	Site cleared
28	<u>60-76 Main North Road PROSPECT SA 5082</u>	19/10/2015	With DAC
29	<u>75 North East Road COLLINSWOOD SA 5081</u>	11/11/2013	Approved

Page No.	Address	DPC date	Stage
30	<u>94-98 Prospect Road PROSPECT SA 5082</u>	2/10/2014	Approved
31	<u>143 Prospect Road PROSPECT SA 5082</u>	10/12/2014	Under construction
32	<u>149 Prospect Road PROSPECT SA 5082</u>	2/7/2015	Deferred by DAP
33	<u>151 Prospect Road PROSPECT SA 5082</u>	15/10/2015	Site cleared
34	<u>165 Prospect Road PROSPECT SA 5082</u>	13/8/2015	Deferred by DAP
35	<u>171-173 Prospect Road PROSPECT SA 5082</u>	13/7/2015	Site cleared
36	<u>227-229 Prospect Road PROSPECT SA 5082</u>	16/6/2015	Approved
37	<u>225 Prospect Road PROSPECT SA 5082</u>	27/11/2015	With DAC
38	<u>2A Richman Avenue PROSPECT SA 5082</u>	13/7/2015	Site cleared
39	<u>3 Winter Terrace PROSPECT SA 5082</u>	6/11/2014	Under construction



2 Allan Street

Prospect SA

1



UNDER CONSTRUCTION

Site Area	654m ²
Height	4 storeys
Dwellings	17 (2 x 1 bed) (15 x 2 bed)
Non-resi	Nil m ²
Carparks	17



Policy Area	Boulevard
DA No.	383/2014
Land Value (CV)	\$370,000
Construction cost	\$2.5 million
Apartments sold	
Rates (prior)	\$1525.15
Rates (expected) (Res)	\$
(Non-res)	\$
Rates (forecast 2022) (Res)	\$
(Non-res)	\$
Assessment No.	192708



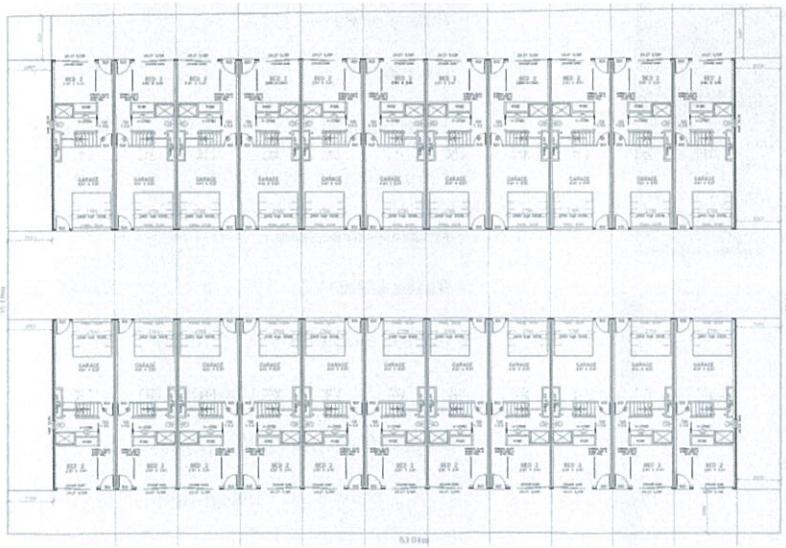
3-7 Allan Street

Prospect SA

2

APPROVED

Site Area	1883m ²
Height	3 storeys
Dwellings	22 (2 bed)
Non-resi	Nil m ²
Carparks	24



Policy Area	Boulevard
DA No.	190/2015
Land Value (CV)	\$1,225,000
Construction cost	\$4.4 million
Apartments sold	
Rates (prior)	\$4062.76
Rates (expected) (Res)	\$
(Non-res)	\$
Rates (forecast 2022) (Res)	\$
(Non-res)	\$
Assessment No.	192716 192724 192732



8 Allan Street

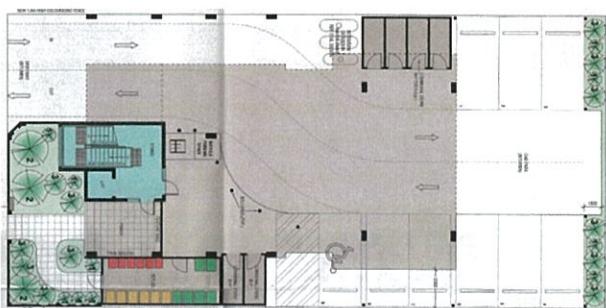
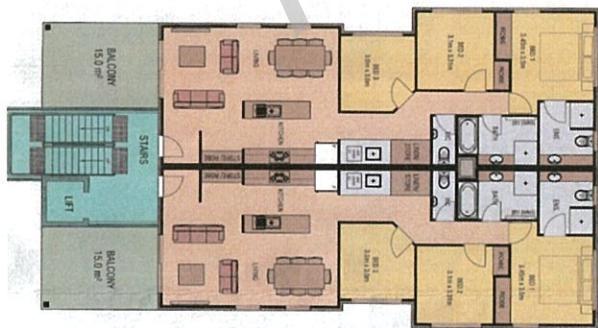
Prospect SA

3



APPROVED

Site Area	610m ²
Height	4 storeys
Dwellings	6 (3 bed)
Non-resi	Nil m ²
Carparks	9



Policy Area	Boulevard
DA No.	404/2014
Land Value (CV)	\$425,000
Construction cost	\$1.1 million
Apartments sold	
Rates (prior)	\$1409.37
Rates (expected) (Res)	\$
(Non-res)	\$
Rates (forecast 2022) (Res)	\$
(Non-res)	\$
Assessment No.	192674



44 Churchill Road

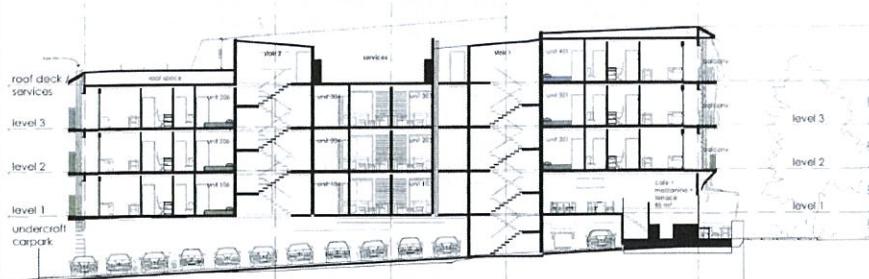
Prospect SA

4



SITE CLEARED

Site Area	734m ²
Height	5 storeys
Dwellings	18 (9 x 2 bed) (9 x 1 bed)
Non-resi	34m ²
Carparks	17



Policy Area	Boulevard
DA No.	284/2014
Land Value (CV)	\$365,000
Construction cost	\$1.65 million
Apartments sold	
Rates (prior)	\$1210.40
Rates (expected) (Res)	\$
(Non-res)	\$
Rates (forecast 2022) (Res)	\$
(Non-res)	\$
Assessment No.	193326



100 Churchill Road

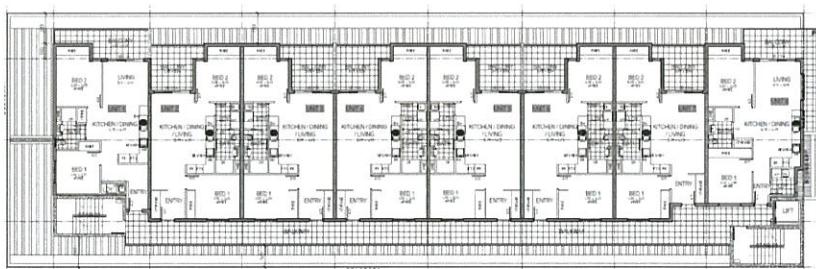
Prospect SA

5



SITE CLEARED

Site Area	883m ²
Height	4 storeys
Dwellings	24 (2 bed)
Non-resi	Nil m ²
Carparks	25



Policy Area	Boulevard
DA No.	116/2015
Land Value (CV)	\$295,000
Construction cost	\$3 million
Apartments sold	
Rates (prior)	\$2546.98
Rates (expected) (Res)	\$
(Non-res)	\$
Rates (forecast 2022) (Res)	\$
(Non-res)	\$
Assessment No.	193722





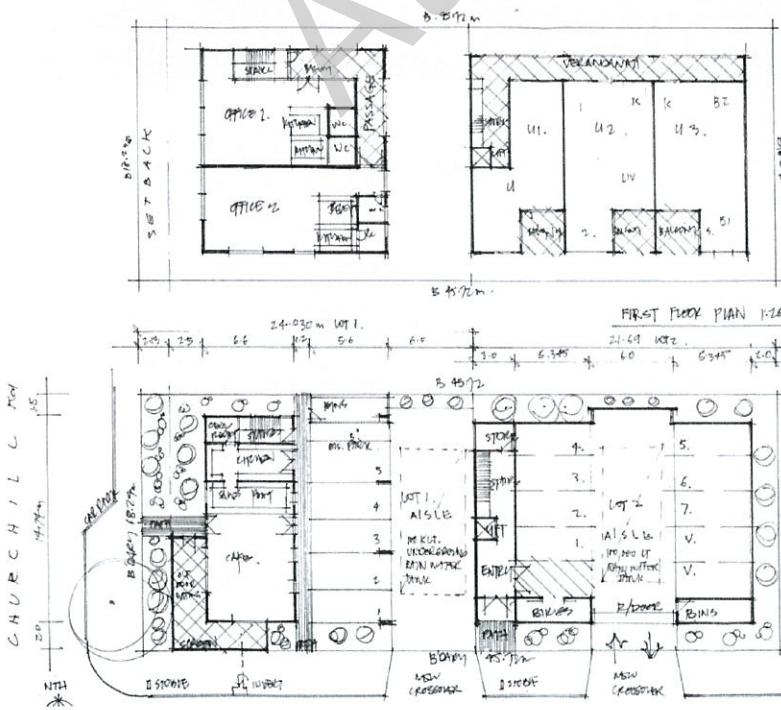
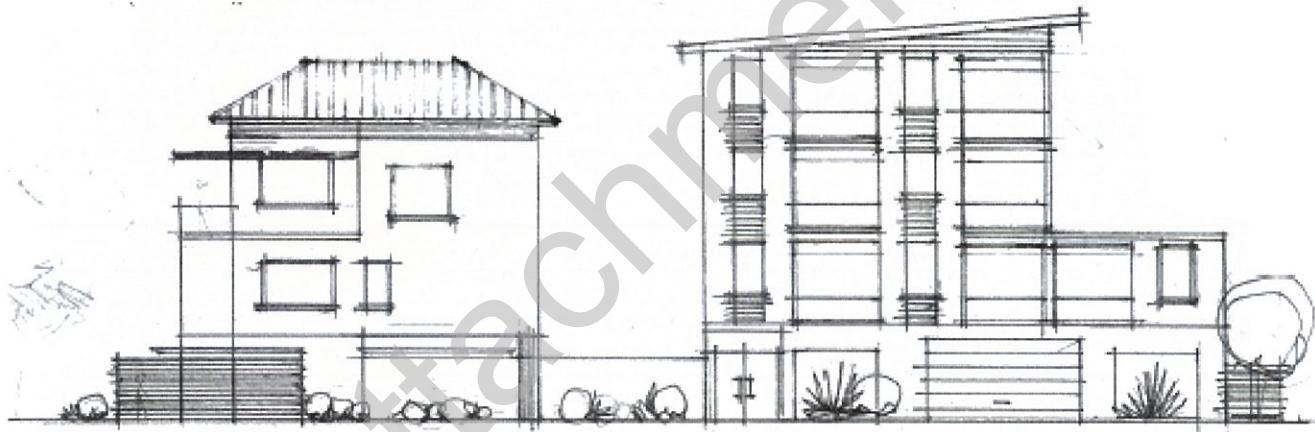
105 Churchill Road

Prospect SA

6



UNDER ASSESSMENT	
Site Area	834m ²
Height	3 and 4 storeys
Dwellings	8 (7 bed) 1 (3 bed)
Non-resi	Retail 90m ² Offices 135m ²
Carparks	14



Policy Area	Boulevard	
DA No.	11/2016	
Land Value (CV)	\$450,000	
Construction cost	\$1 million	
Apartments sold		
Rates (prior)	\$1492.28	
Rates (expected) (Res)	\$	
	(Non-res)	\$
Rates (forecast 2022) (Res)	\$	
	(Non-res)	\$
Assessment No.	194167	



111-113 Churchill Road

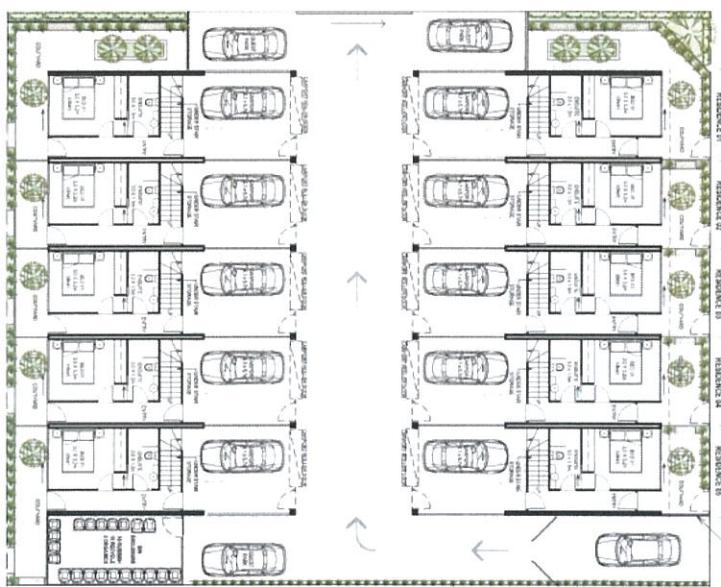
Prospect SA

7



UNDER CONSTRUCTION

Site Area	1006m ²
Height	3 storeys
Dwellings	10 (2 bed)
Non-resi	Nil m ²
Carparks	13



Policy Area	Boulevard
DA No.	112/2014
Land Value (CV)	\$715,000
Construction cost	\$2.5 million
Apartments sold	
Rates (prior)	\$2371.06
Rates (expected) (Res)	\$
(Non-res)	\$
Rates (forecast 2022) (Res)	\$
(Non-res)	\$
Assessment No.	176172 176164



130 Churchill Road

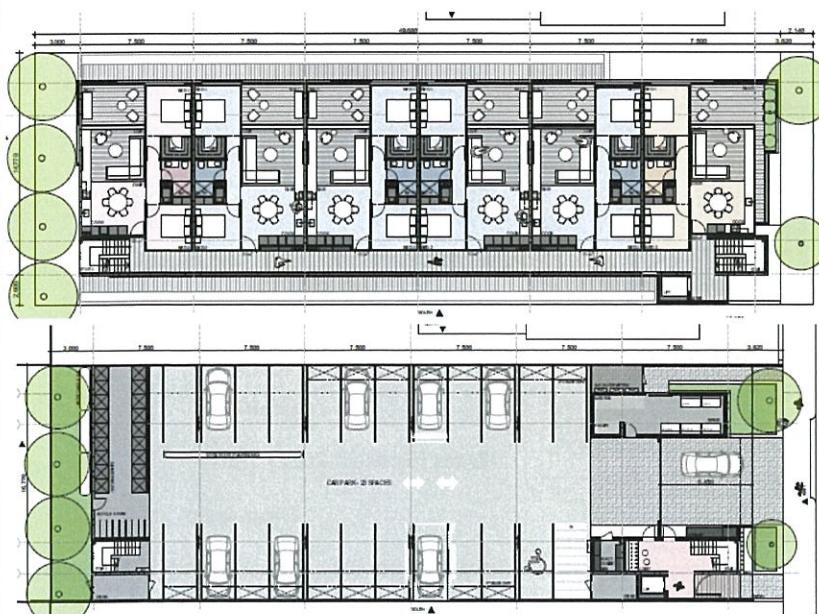
Prospect SA

8



APPROVED

Site Area	833m ²
Height	4 storeys
Dwellings	18 (2 bed)
Non-resi	Nil m ²
Carparks	23



Policy Area	Boulevard
DA No.	248/2015
Land Value (CV)	\$425,000
Construction cost	\$2.5 million
Apartments sold	
Rates (prior)	\$1409.37
Rates (expected) (Res)	\$
(Non-res)	\$
Rates (forecast 2022) (Res)	\$
(Non-res)	\$
Assessment No.	193813



155 Churchill Road

Prospect SA

9



UNDER ASSESSMENT

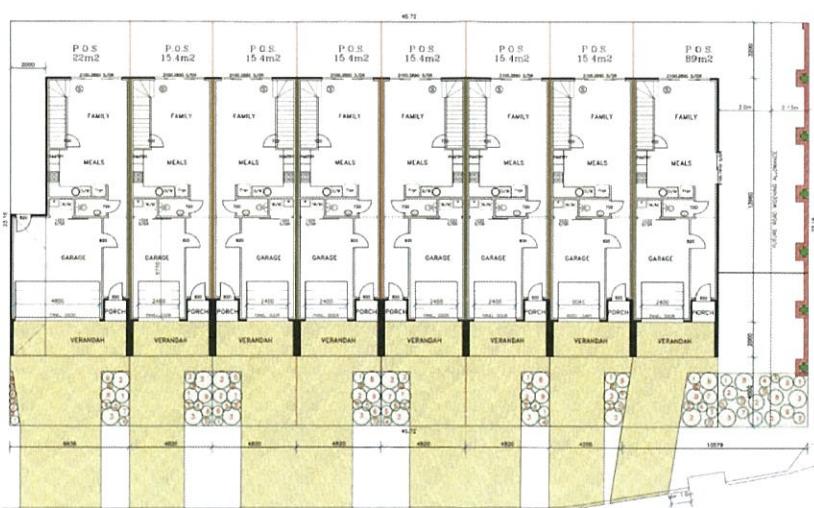
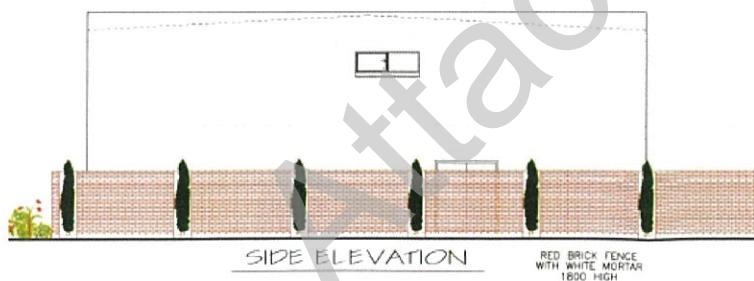
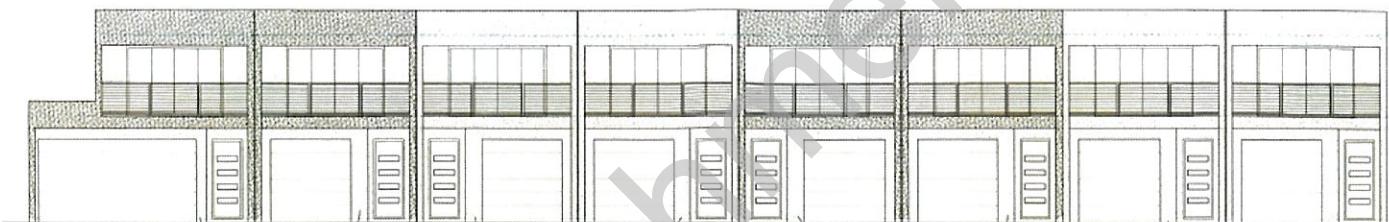
Site Area	158m ²
Height	2 storeys
Dwellings	8 (3 bed)
Non-resi	Nil m ²
Carparks	17

RENDER - CLAY DUST

RENDER - RUSSIAN TOFFEE

RENDER - CLAY DUST

RENDER - RUSSIAN TOFFEE



Policy Area	Boulevard
DA No.	247/2015
Land Value (CV)	\$510,000
Construction cost	\$1.5 million
Apartments sold	
Rates (prior)	\$1691.24
Rates (expected) (Res)	\$
(Non-res)	\$
Rates (forecast 2022) (Res)	\$
(Non-res)	\$
Assessment No.	172825



162 Churchill Road

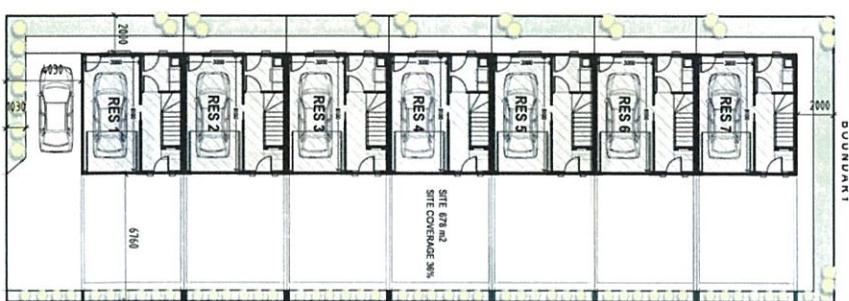
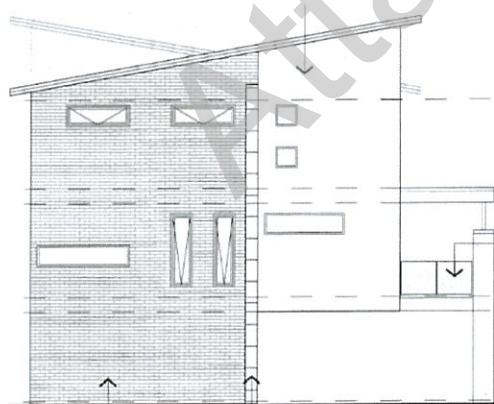
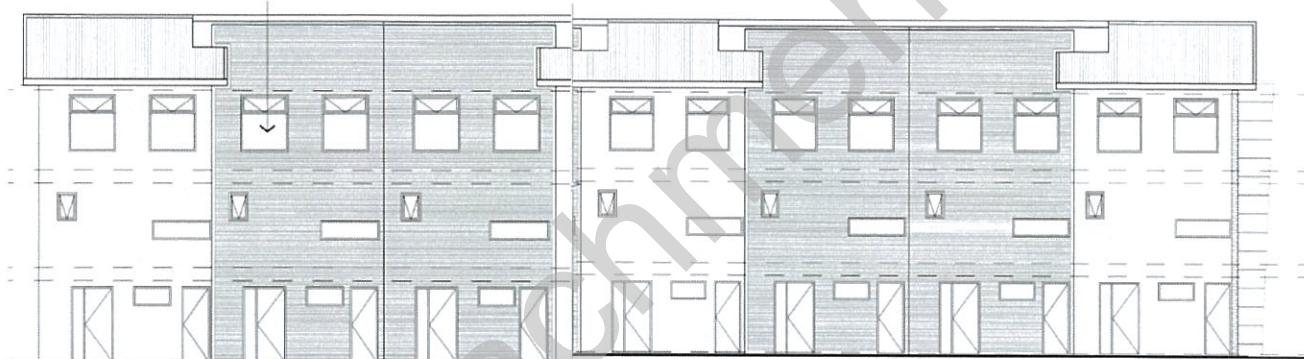
Prospect SA

10



UNDER ASSESSMENT

Site Area	m ²
Height	2 storeys
Dwellings	7 (bed)
Non-resi	Nil m ²
Carparks	



Policy Area	Boulevard
DA No.	5/2016
Land Value (CV)	\$450,000
Construction cost	\$1.3 million
Apartments sold	
Rates (prior)	\$1492.28
Rates (expected) (Res)	\$
(Non-res)	\$
Rates (forecast 2022) (Res)	\$
(Non-res)	\$
Assessment No.	194167



172 Churchill Road

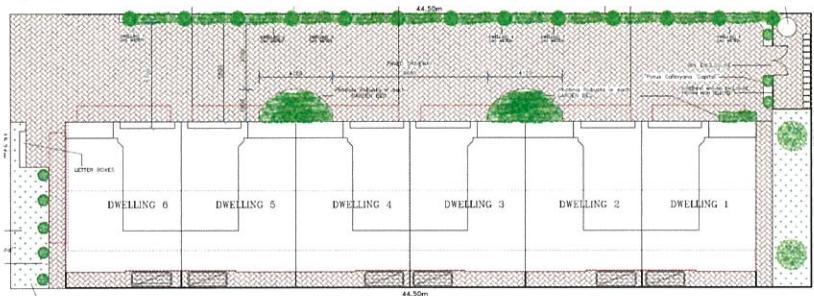
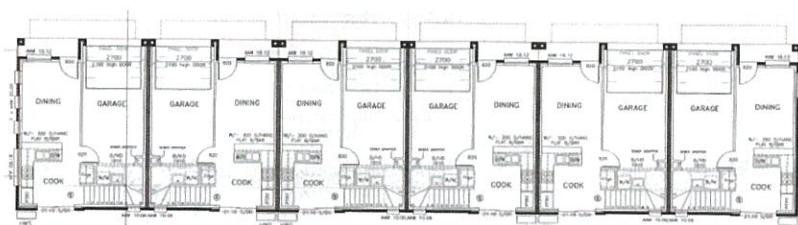
Prospect SA

11



UNDER CONSTRUCTION

Site Area	678m ²
Height	3 storeys
Dwellings	6 (2 bed)
Non-resi	Nil m ²
Carparks	6



Policy Area	Boulevard
DA No.	466/2014
Land Value (CV)	\$415,000
Construction cost	\$1.3 million
Apartments sold	
Rates (prior)	\$1376.21
Rates (expected) (Res)	\$
(Non-res)	\$
Rates (forecast 2022) (Res)	\$
(Non-res)	\$
Assessment No.	194233



175-179 Churchill Road

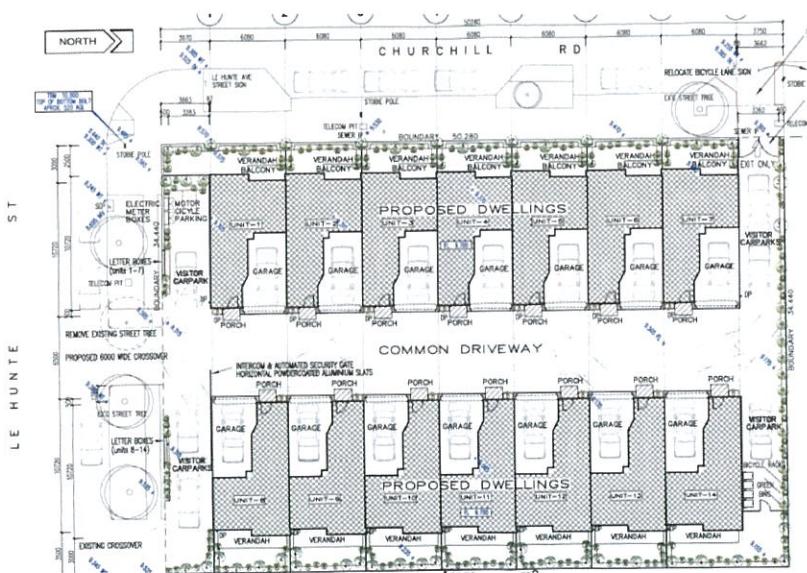
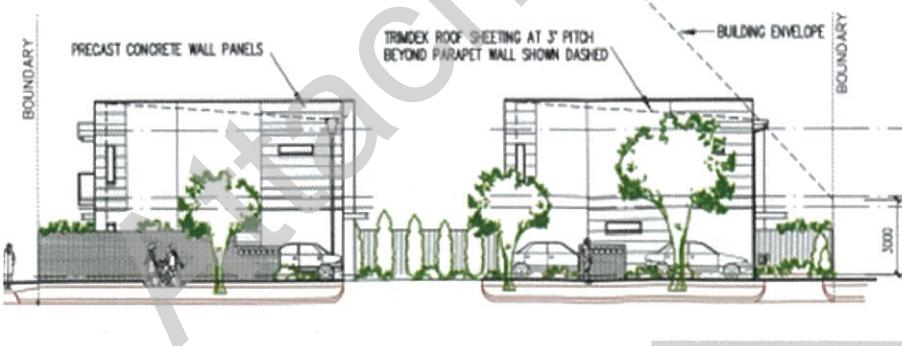
Prospect SA

12



UNDER CONSTRUCTION

Site Area	1740m ²
Height	2 storeys
Dwellings	14 (3 bed)
Non-resi	Nil m ²
Carparks	18



Policy Area	Boulevard	
DA No.	208/2014	
Land Value (CV)	\$1,145,000	
Construction cost	\$1.4 million	
Apartments sold		
Rates (prior)	\$3797.01	
Rates (expected) (Res)	\$	
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Rates (forecast 2022) (Res)	\$	
	(Non-res)	\$
Assessment No.	169961 169953 169946	



188 Churchill Road

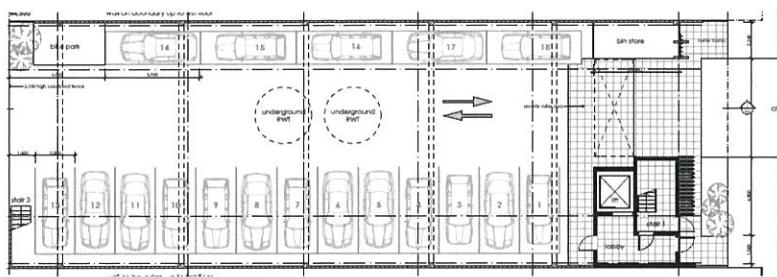
Prospect SA

13



UNDER CONSTRUCTION

Site Area	676m ²
Height	5 storeys
Dwellings	15 (2 bed)
Non-resi	Nil m ²
Carparks	18



Policy Area	Boulevard
DA No.	237/2014
Land Value (CV)	\$
Construction cost	\$1.6 million
Apartments sold	
Rates (prior)	\$
Rates (expected) (Res)	\$
(Non-res)	\$
Rates (forecast 2022) (Res)	\$
(Non-res)	\$
Assessment No.	194340



198-202 Churchill Road

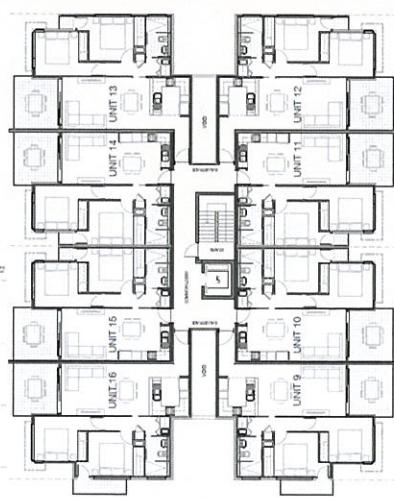
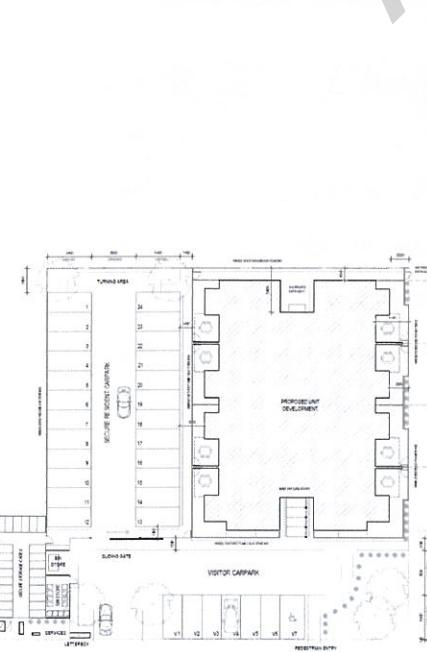
Prospect SA

14



CONSTRUCTED

Site Area	2124m ²
Height	4 storeys
Dwellings	24 (2 bed)
Non-resi	Nil m ²
Carparks	31



Policy Area	Boulevard
DA No.	334/2013
Land Value (CV)	\$
Construction cost	\$2.5 million
Apartments sold	
Rates (prior)	\$
Rates (expected) (Res)	\$
(Non-res)	\$
Rates (forecast 2022) (Res)	\$
(Non-res)	\$
Assessment No.	191726 194399 194407



210 Churchill Road

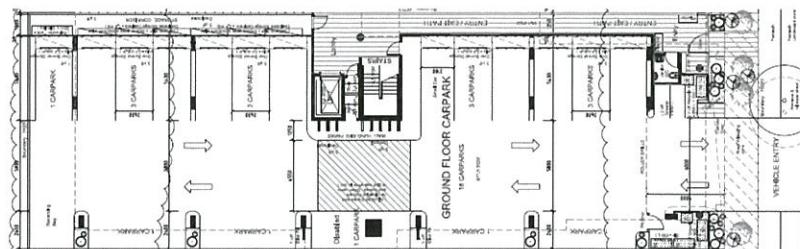
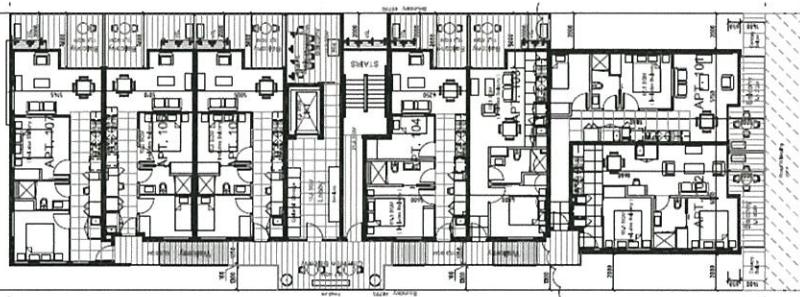
Prospect SA

15



UNDER CONSTRUCTION

Site Area	710m ²
Height	4 storeys
Dwellings	18 (2 bed)
Non-resi	Nil m ²
Carparks	18



Policy Area	Boulevard
DA No.	368/2014
Land Value (CV)	\$420,000
Construction cost	\$3.2 million
Apartments sold	
Rates (prior)	\$1392.80
Rates (expected) (Res)	\$
(Non-res)	\$
Rates (forecast 2022) (Res)	\$
(Non-res)	\$
Assessment No.	194449



217 Churchill Road

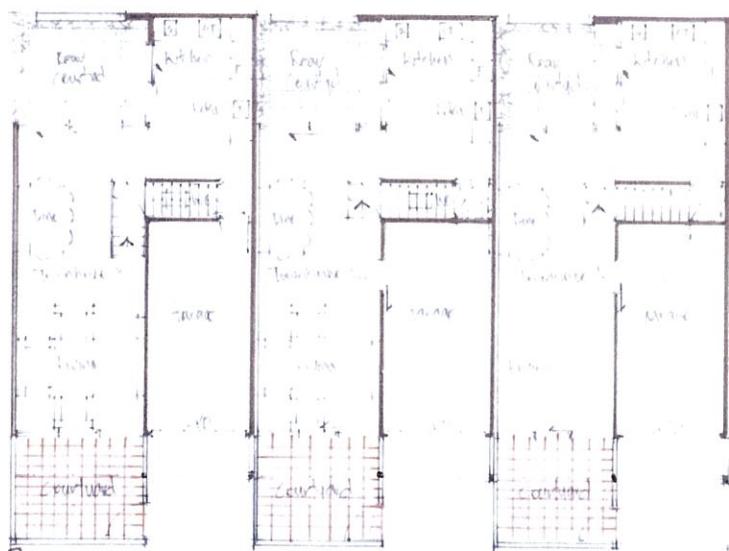
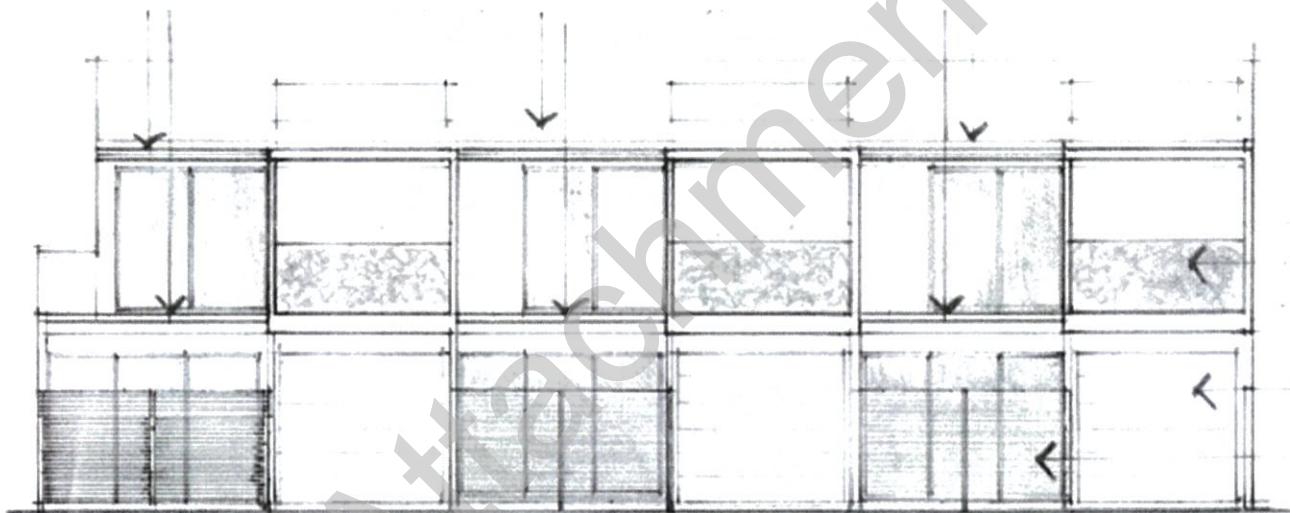
Prospect SA

16



SITE CLEARED

Site Area	282m ²
Height	2 storeys
Dwellings	3 (2 bed)
Non-resi	Nil m ²
Carparks	3



Policy Area	Boulevard
DA No.	272/2014
Land Value (CV)	\$375,000
Construction cost	\$370,000
Apartments sold	
Rates (prior)	\$1243.56
Rates (expected) (Res)	\$
(Non-res)	\$
Rates (forecast 2022) (Res)	\$
(Non-res)	\$
Assessment No.	166561



239 Churchill Road

Prospect SA

17



UNDER ASSESSMENT

Site Area	664m ²
Height	4 storeys
Dwellings	11 (2 bed)
Non-resi	Nil m ²
Carparks	12



Policy Area	Boulevard
DA No.	225/2014
Land Value (CV)	\$405,000
Construction cost	\$1.2 million
Apartments sold	
Rates (prior)	\$1343.05
Rates (expected) (Res)	\$
(Non-res)	\$
Rates (forecast 2022) (Res)	\$
(Non-res)	\$
Assessment No.	164608



253 Churchill Road

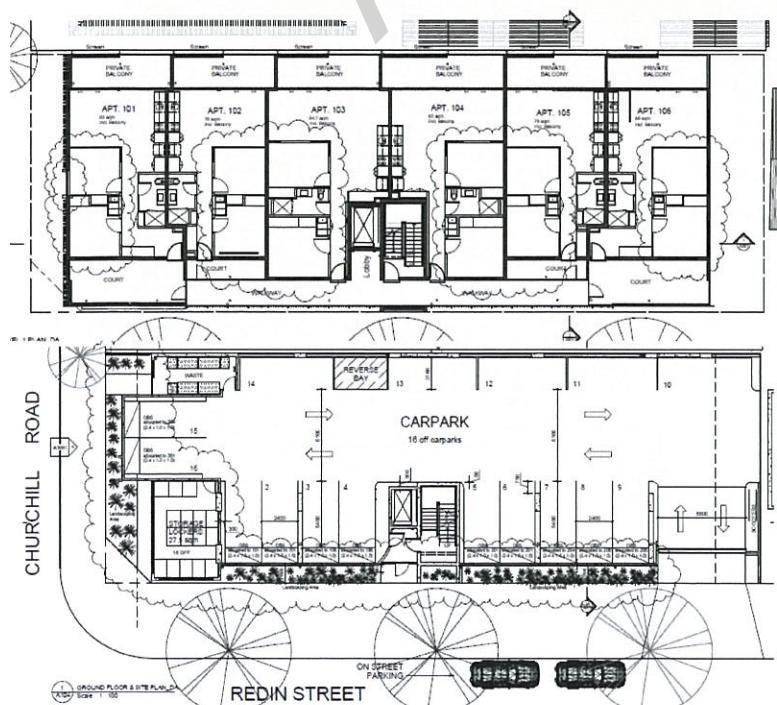
Prospect SA

18



APPROVED

Site Area	670 ²
Height	4 storeys
Dwellings	16 (2 bed)
Non-resi	Nil m ²
Carparks	16



Policy Area	Boulevard
DA No.	344/2015
Land Value (CV)	\$375,000
Construction cost	\$3.2 million
Apartments sold	
Rates (prior)	\$1243.56
Rates (expected) (Res)	\$
(Non-res)	\$
Rates (forecast 2022) (Res)	\$
(Non-res)	\$
Assessment No.	162040



81 Devonport Terrace

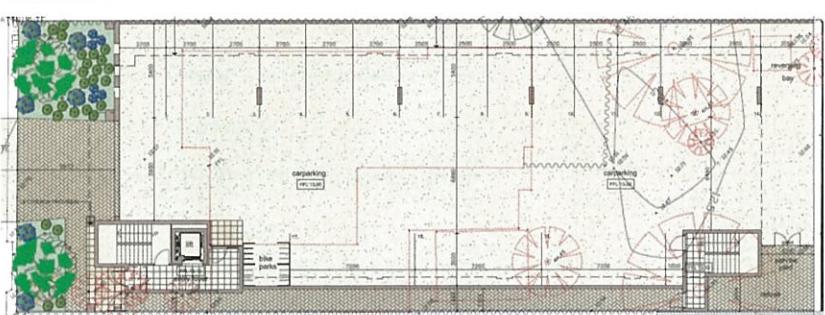
Prospect SA

19



SITE CLEARED

Site Area	770m ²
Height	4 storeys
Dwellings	15 (2 bed)
Non-resi	Nil m ²
Carparks	17



Policy Area	Boulevard
DA No.	68/2014
Land Value (CV)	\$430,000
Construction cost	\$2.3 million
Apartments sold	
Rates (prior)	\$1425.95
Rates (expected) (Res)	\$
(Non-res)	\$
Rates (forecast 2022) (Res)	\$
(Non-res)	\$
Assessment No.	192534



87 Devonport Terrace

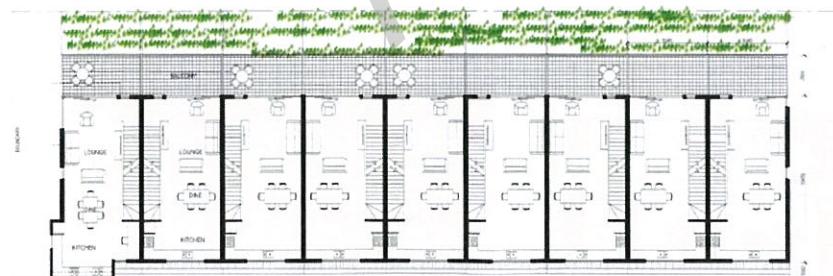
Prospect SA

20

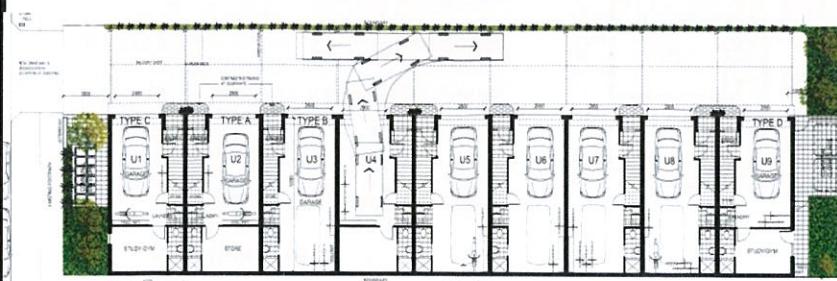


APPROVED

Site Area	865m ²
Height	3 storeys
Dwellings	9 (2 bed)
Non-resi	Nil m ²
Carparks	14



Policy Area	Boulevard
DA No.	122/2015
Land Value (CV)	\$405,000
Construction cost	\$2 million
Apartments sold	
Rates (prior)	\$1343.05
Rates (expected) (Res)	\$
(Non-res)	\$
Rates (forecast 2022) (Res)	\$
(Non-res)	\$
Assessment No.	192500





153 Devonport Terrace

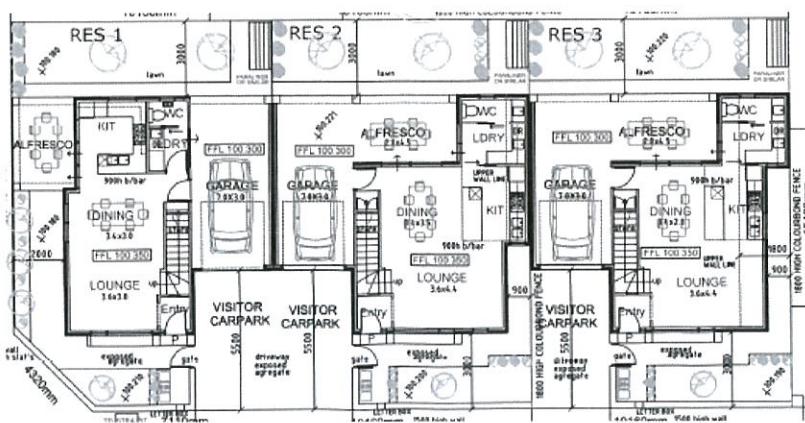
Prospect SA

21

APPROVED



Site Area	468m ²
Height	2 storeys
Dwellings	3 (2 bed)
Non-resi	Nil m ²
Carparks	6



Policy Area	Boulevard
DA No.	98/2015
Land Value (CV)	\$370,000
Construction cost	\$360,000
Apartments sold	
Rates (prior)	\$1226.99
Rates (expected) (Res)	\$
(Non-res)	\$
Rates (forecast 2022) (Res)	\$
(Non-res)	\$
Assessment No.	191973



157 Devonport Terrace

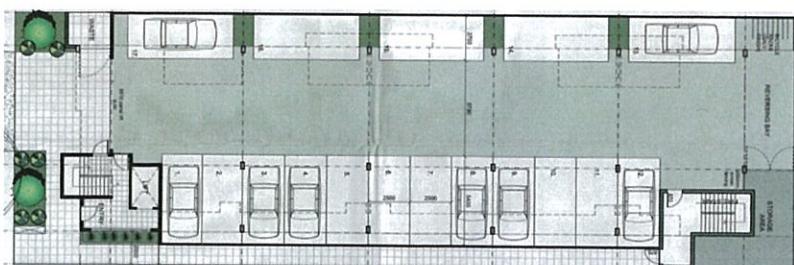
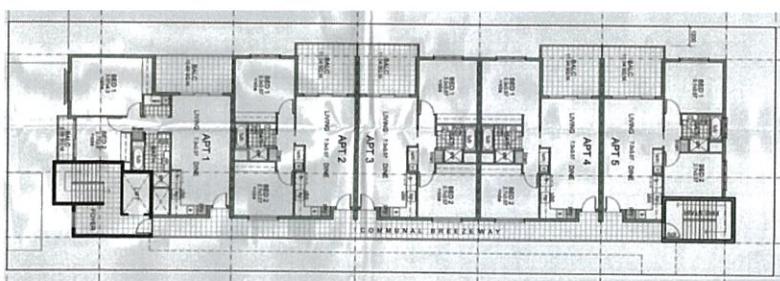
Prospect SA

22



APPROVED

Site Area	710m ²
Height	4 storeys
Dwellings	15 (2 bed)
Non-resi	Nil m ²
Carparks	17



Policy Area	Boulevard
DA No.	46/2015
Land Value (CV)	\$430,000
Construction cost	\$2 million
Apartments sold	
Rates (prior)	\$1425.95
Rates (expected) (Res)	\$
(Non-res)	\$
Rates (forecast 2022) (Res)	\$
(Non-res)	\$
Assessment No.	191957



189 Devonport Terrace

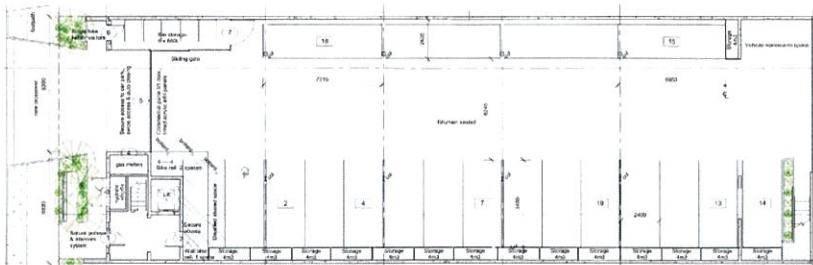
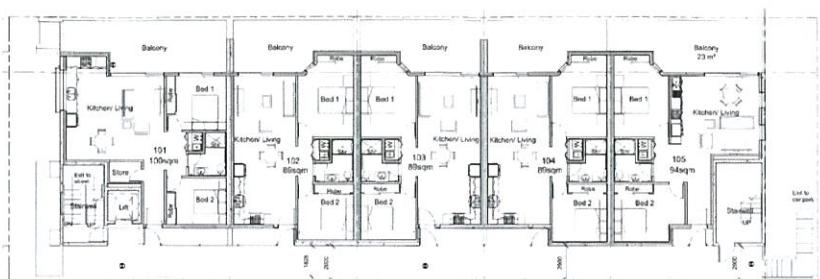
Prospect SA

23



UNDER ASSESSMENT

Site Area	711m ²
Height	5 storeys
Dwellings	15 (2 bed)
Non-resi	Nil m ²
Carparks	18



Policy Area	Boulevard
DA No.	525/2015
Land Value (CV)	\$430,000
Construction cost	\$3.15 million
Apartments sold	
Rates (prior)	\$1425.95
Rates (expected) (Res)	\$
(Non-res)	\$
Rates (forecast 2022) (Res)	\$
(Non-res)	\$
Assessment No.	191759



235 Devonport Terrace

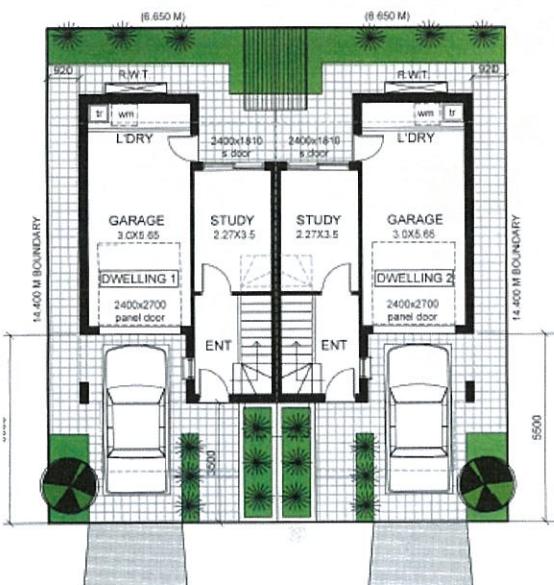
Prospect SA

24



SITE CLEARED

Site Area	191m ²
Height	3 storeys
Dwellings	2 (2 bed)
Non-resi	Nil m ²
Carparks	4



Policy Area	Boulevard
DA No.	235/2015
Land Value (CV)	\$340,000
Construction cost	\$320,000
Apartments sold	
Rates (prior)	\$1127.50
Rates (expected) (Res)	\$
(Non-res)	\$
Rates (forecast 2022) (Res)	\$
(Non-res)	\$
Assessment No.	191502



12, 13, 14 Fitzroy Terrace

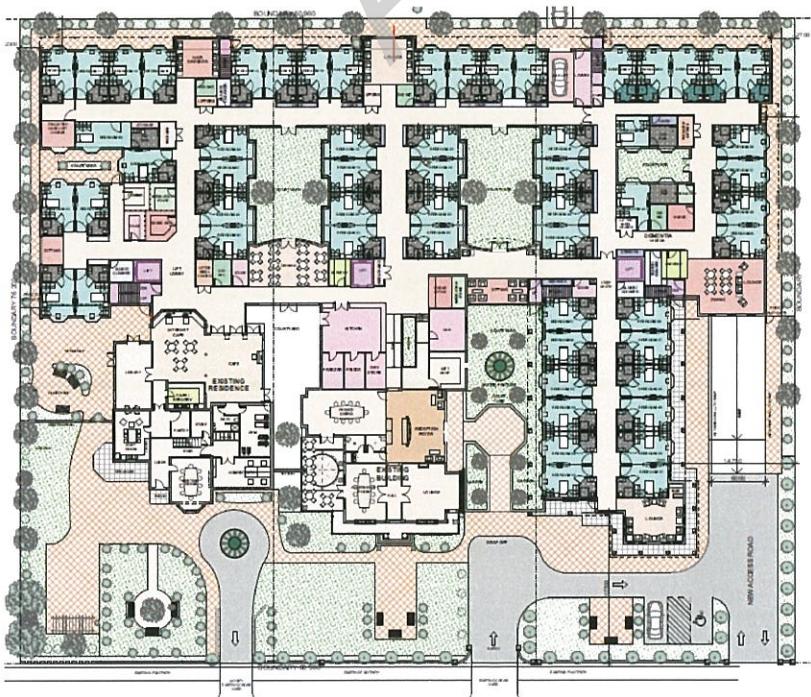
Fitzroy SA

25



UNDER ASSESSMENT

Site Area	6969m ²
Height	2 storeys
Rooms	100 beds
Non-resi	
Carparks	39



Zone	Historic Conservation
DA No.	329/2015
Land Value (CV)	\$6,525,000
Construction cost	\$15 million
Apartments sold	
Rates (prior)	\$28,947.16
Rates (expected) (Res)	\$
(Non-res)	\$
Rates (forecast 2022) (Res)	\$
(Non-res)	\$
Assessment No.	187856 187849 187831



13, 14 Fitzroy Terrace

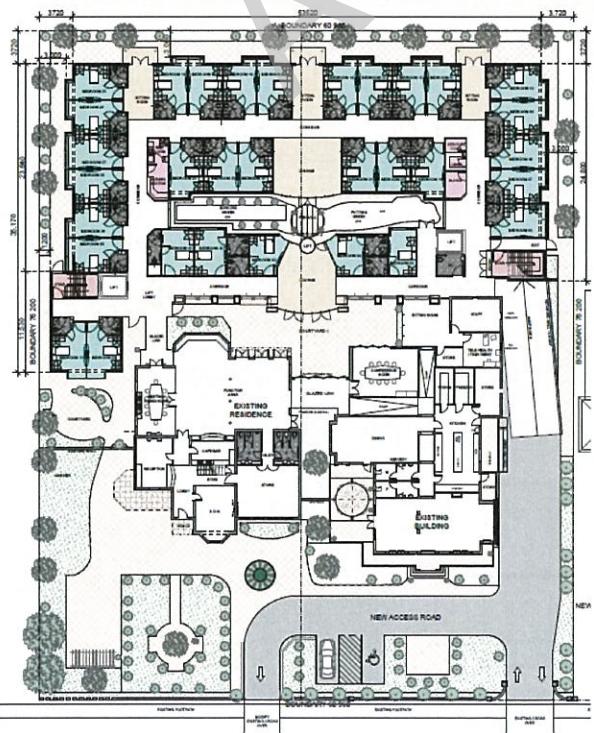
Fitzroy SA

26



UNDER ASSESSMENT

Site Area	4645m ²
Height	3 storeys
Rooms	63 beds
Non-resi	
Carparks	39



Zone	Historic Conservation
DA No.	120/2014
Land Value (CV)	\$2,025,000 \$2,175,000
Construction cost	\$12 million
Apartments sold	
Rates (prior)	\$14024.40 \$7212.67
Rates (expected) (Res)	\$
(Non-res)	\$
Rates (forecast 2022) (Res)	\$
(Non-res)	\$
Assessment No.	187849 187831



5 Guilford Avenue

Prospect SA

27



SITE CLEARED

Site Area	848m ²
Height	2 storeys
Dwellings	5 (2 bed)
Non-resi	Nil m ²
Carparks	7



Policy Area	Transit Living
DA No.	141/2015
Land Value (CV)	\$450,000
Construction cost	\$1 million
Apartments sold	
Rates (prior)	\$1492.28
Rates (expected) (Res)	\$
(Non-res)	\$
Rates (forecast 2022) (Res)	\$
(Non-res)	\$
Assessment No.	160002



60-76 Main North Road

Prospect SA

28



UNDER ASSESSMENT

Site Area	3595m ²
Height	7 storeys
Dwellings	37 (36 x 2 bed) (1 x 1 bed)
Non-resi	50 motels Café m ² Com m ²
Carparks	91



Policy Area	Business
DA No.	438/2015
Land Value (CV)	\$
Construction cost	\$
Apartments sold	
Rates (prior)	\$
Rates (expected) (Res)	\$
(Non-res)	\$
Rates (forecast 2022) (Res)	\$
(Non-res)	\$
Assessment No.	



75 North East Road

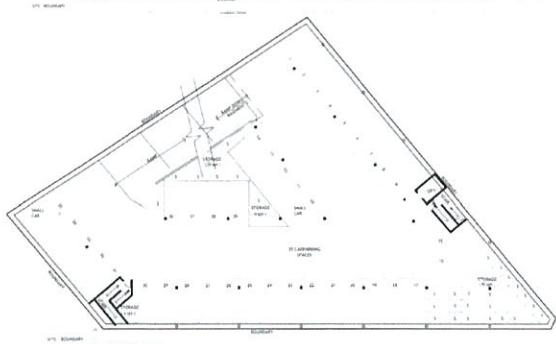
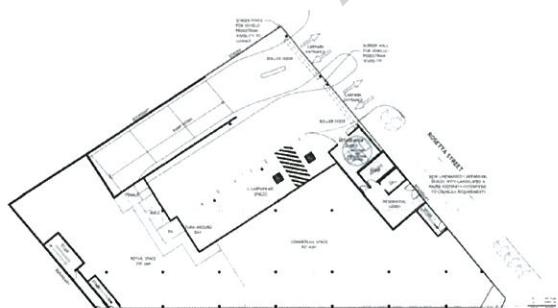
Prospect SA

29



APPROVED

Site Area	1630m ²
Height	6 storeys
Dwellings	38 (2-3 bed)
Non-resi	Retail 250m ² Comm 421m ²
Carparks	86



Zone	Neighbourhood Centre
DA No.	99/2013
Land Value (CV)	\$350,000
Construction cost	\$7 million
Apartments sold	
Rates (prior)	\$2423.97
Rates (expected) (Res)	\$
(Non-res)	\$
Rates (forecast 2022) (Res)	\$
(Non-res)	\$
Assessment No.	114892



94-98 Prospect Road

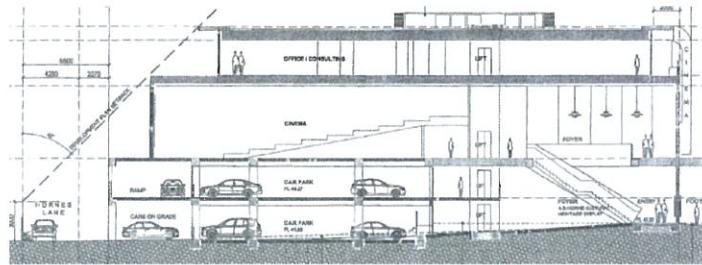
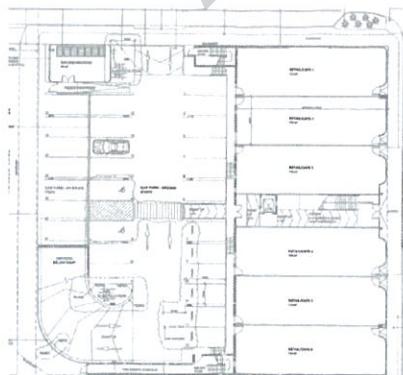
Prospect SA

30

APPROVED



Site Area	1869m ²
Height	4 storeys
Dwellings	Nil
Non-resi	Retail 660 m ² Office 1100m ² Cinemas 1600m ²
Carparks	17



Policy Area	High Street
DA No.	84/2014
Land Value (CV)	\$
Construction cost	\$10 million
Apartments sold	
Rates (prior)	\$
Rates (expected) (Res)	\$
(Non-res)	\$
Rates (forecast 2022) (Res)	\$
(Non-res)	\$
Assessment No.	



143 Prospect Road

Prospect SA

31

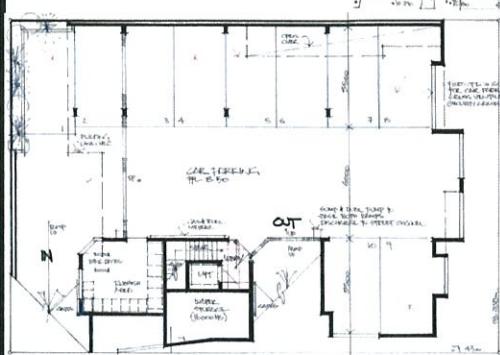


UNDER CONSTRUCTION

Site Area	501m ²
Height	3 storeys
Dwellings	8 (3 bed)
Non-resi	Nil m ²
Carparks	10



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Policy Area	Transit Living
DA No.	464/2014
Land Value (CV)	\$500,000
Construction cost	\$1.4 million
Apartments sold	
Rates (prior)	\$1658.09
Rates (expected) (Res)	\$
(Non-res)	\$
Rates (forecast 2022) (Res)	\$
(Non-res)	\$
Assessment No.	141952



149 Prospect Road

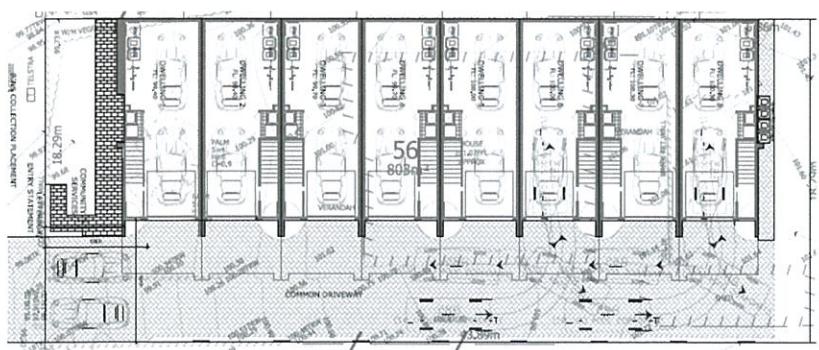
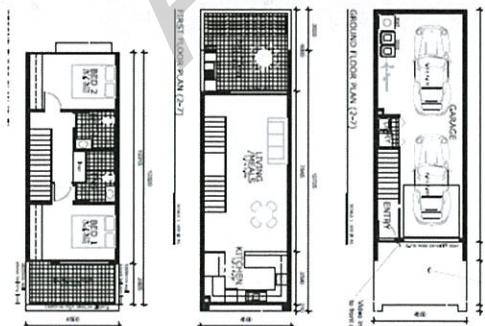
Prospect SA

32



UNDER ASSESSMENT

Site Area	802m ²
Height	3 storeys
Dwellings	8 (2 bed)
Non-resi	Nil m ²
Carparks	16



Policy Area	Transit Living
DA No.	274/2015
Land Value (CV)	\$500,000
Construction cost	\$960,000
Apartments sold	
Rates (prior)	\$1658.09
Rates (expected) (Res)	\$
(Non-res)	\$
Rates (forecast 2022) (Res)	\$
(Non-res)	\$
Assessment No.	140616



151 Prospect Road

Prospect SA

33



SITE CLEARED

Site Area	937m ²
Height	2-3 storeys
Dwellings	8 (2 bed)
Non-resi	Nil m ²
Carparks	16



Policy Area	Transit Living
DA No.	108/2015
Land Value (CV)	\$670,000
Construction cost	\$2 million
Apartments sold	
Rates (prior)	\$2221.83
Rates (expected) (Res)	\$
	(Non-res) \$
Rates (forecast 2022) (Res)	\$
	(Non-res) \$
Assessment No.	140608



165 Prospect Road

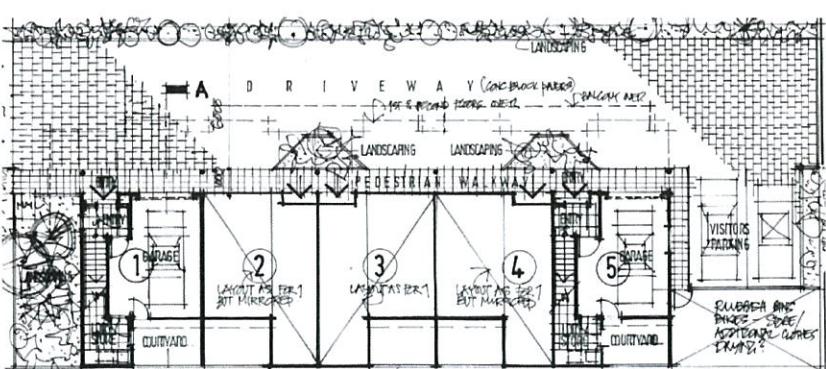
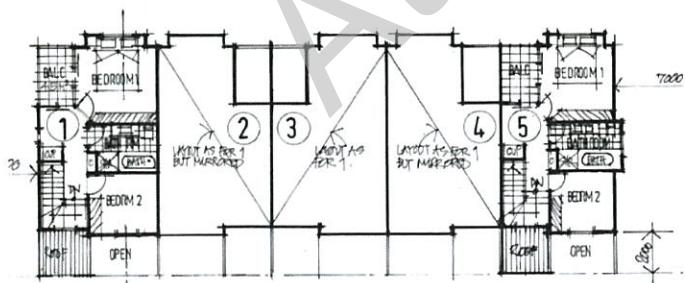
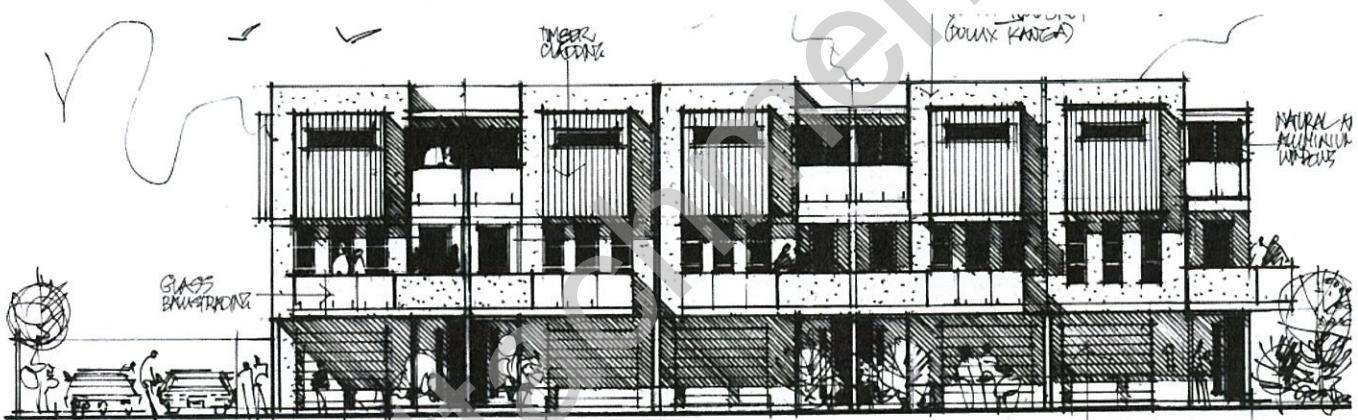
Prospect SA

34



UNDER ASSESSMENT

Site Area	566m ²
Height	3 storeys
Dwellings	5 (2 bed)
Non-resi	Nil m ²
Carparks	7



Policy Area	Transit Living
DA No.	342/2015
Land Value (CV)	\$485,000
Construction cost	\$875,000
Apartments sold	
Rates (prior)	\$1608.34
Rates (expected) (Res)	\$
(Non-res)	\$
Rates (forecast 2022) (Res)	\$
(Non-res)	\$
Assessment No.	139428



171-173 Prospect Road

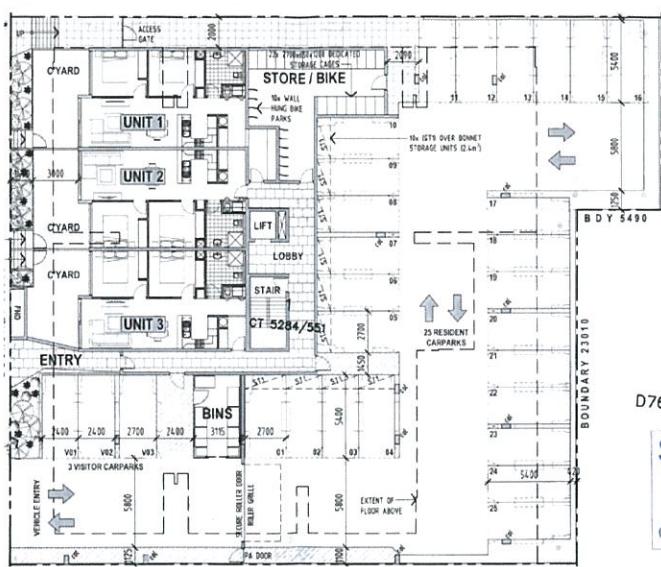
Prospect SA

35



SITE CLEARED

Site Area	1396m ²
Height	4 storeys
Dwellings	25 (2 bed)
Non-resi	Nil m ²
Carparks	28



Policy Area	Transit Living
DA No.	77/2015
Land Value (CV)	\$1,035,000
Construction cost	\$5 million
Apartments sold	
Rates (prior)	\$7168.03
Rates (expected) (Res)	\$
(Non-res)	\$
Rates (forecast 2022) (Res)	\$
(Non-res)	\$
Assessment No.	138438 138420



255 Prospect Road

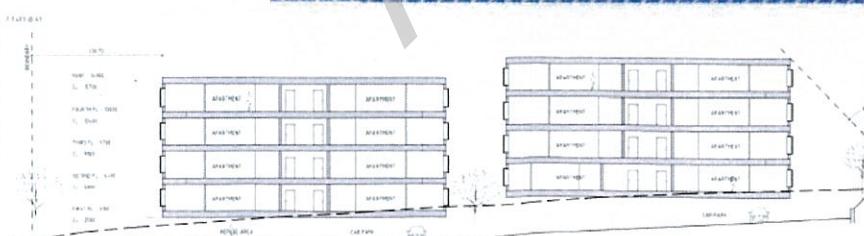
Prospect SA

36

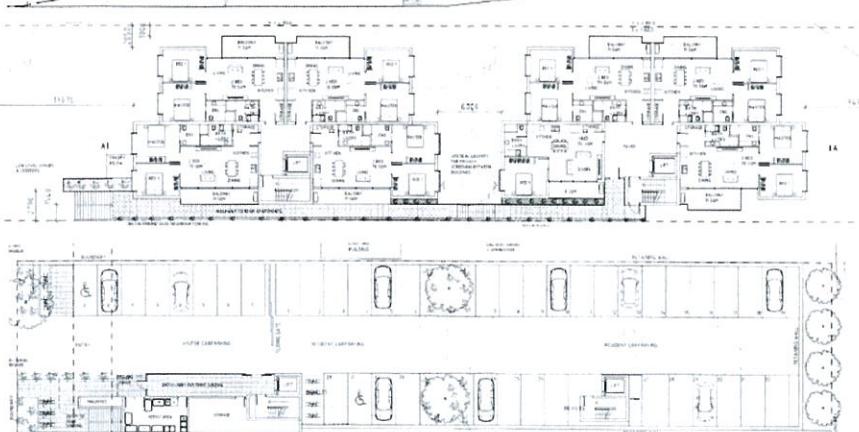


UNDER ASSESSMENT

Site Area	1561m ²
Height	4 storeys
Dwellings	32 (31 x 2 bed) (1 x 1 bed)
Non-resi	Nil m ²
Carparks	40



Policy Area	Transit Living
DA No.	500/2015
Land Value (CV)	\$
Construction cost	\$
Apartments sold	
Rates (prior)	\$
Rates (expected) (Res)	\$
(Non-res)	\$
Rates (forecast 2022) (Res)	\$
(Non-res)	\$
Assessment No.	





227-229 Prospect Road

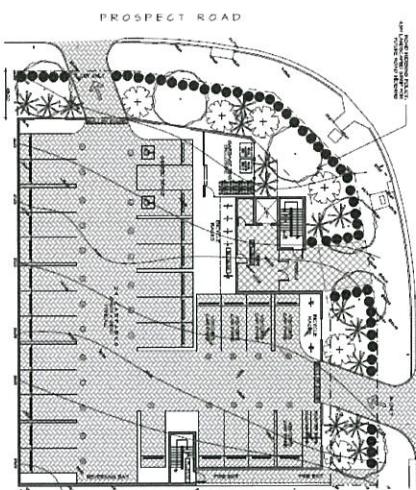
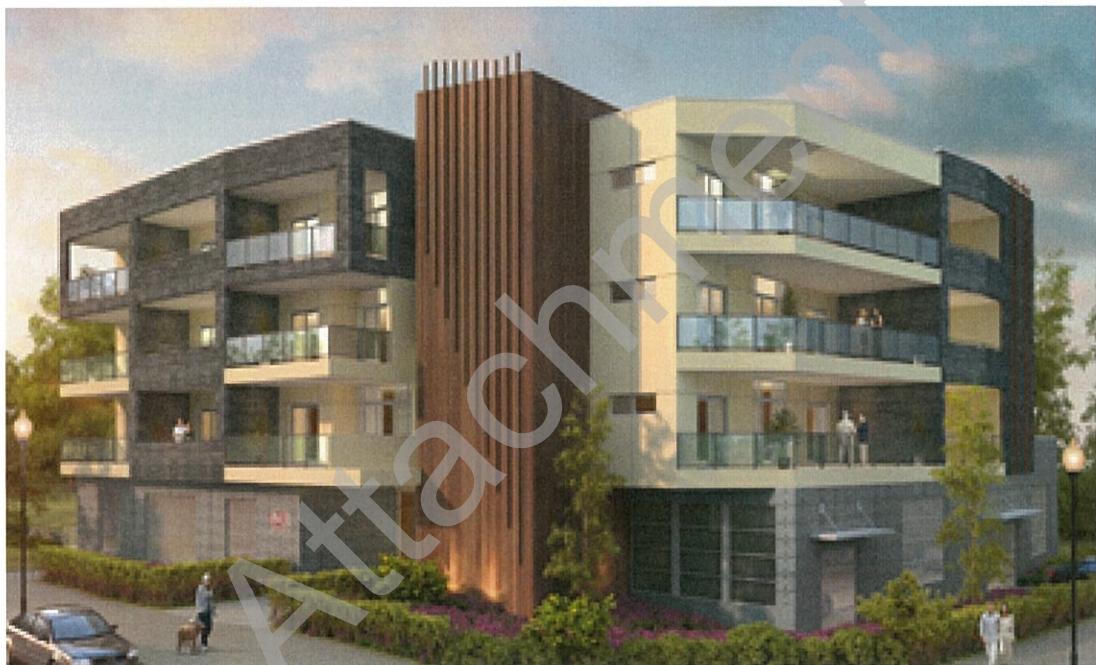
Prospect SA

37



APPROVED

Site Area	1270m ²
Height	4 storeys
Dwellings	24 (2 bed)
Non-resi	Nil m ²
Carparks	29



Policy Area	Transit Living
DA No.	345/2014
Land Value (CV)	\$590,000
Construction cost	\$4.5 million
Apartments sold	
Rates (prior)	\$4086.12
Rates (expected) (Res)	\$
(Non-res)	\$
Rates (forecast 2022) (Res)	\$
(Non-res)	\$
Assessment No.	134874



2A Richman Avenue

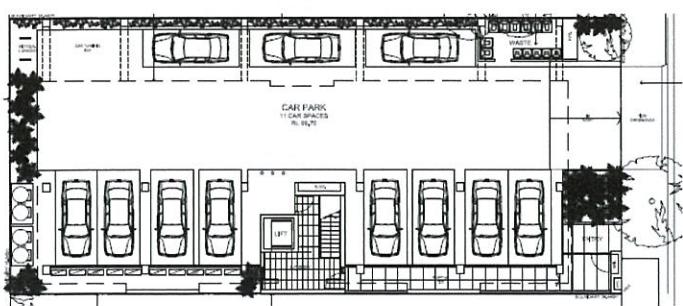
Prospect SA

38



SITE CLEARED

Site Area	535m ²
Height	4 storeys
Dwellings	10 (6 x2 bed) (4 x 1 bed)
Non-resi	Nil m ²
Carparks	11



Policy Area	Transit Living
DA No.	77/2015
Land Value (CV)	\$600,000
Construction cost	\$5 million
Apartments sold	
Rates (prior)	\$1989.70
Rates (expected) (Res)	\$
(Non-res)	\$
Rates (forecast 2022) (Res)	\$
(Non-res)	\$
Assessment No.	148742



3 Winter Terrace

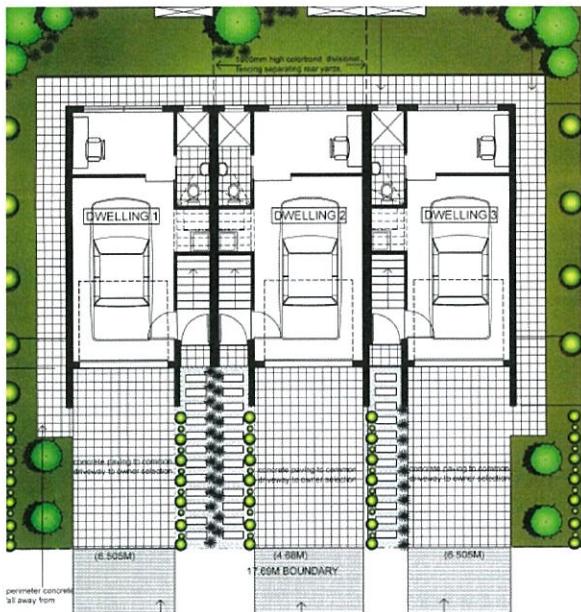
Prospect SA

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UNDER CONSTRUCTION

Site Area	291m ²
Height	3 storeys
Dwellings	3 (2 bed)
Non-resi	Nil m ²
Carparks	6



Policy Area	Boulevard
DA No.	252/2014
Land Value (CV)	\$375,000
Construction cost	\$450,000
Apartments sold	
Rates (prior)	\$1243.56
Rates (expected) (Res)	\$
(Non-res)	\$
Rates (forecast 2022) (Res)	\$
(Non-res)	\$
Assessment No.	191981

ITEM NO.: 7.1

TO: Development Assessment Panel (DAP) on 7 March 2016

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

There are currently no appeals against development application decisions before the Environment, Resources and Development Court.

ITEM NO.: 8.1

TO: Development Assessment Panel

FROM: Manager Development Services and Communications

SUBJECT: Prospect (City) Development Plan Policy Feedback

The Panel may provide feedback to Council regarding the interpretation and functionality of the Prospect (City) Development Plan policy.

It is anticipated that the Council Workshop to be held on 15 March 2016 will provide an initial opportunity for DAP Members to provide commentary to Council regarding policy matters arising from consideration of applications.

It is also anticipated that the Workshop will provide guidance on the form and process of this agenda item, and the method by which feedback is reported to Council from future DAP meetings.

Nonetheless, DAP Members may provide feedback for noting as part of this item if they would like to provide comments during the DAP meeting rather than the Council workshop.



Chris Newby

Manager Development Services and Communications