

AGENDA ITEM: 5.1

To: Development Assessment Panel (DAP) on 11 May 2015

From: Scott McLuskey, Senior Development Officer Planning

Proposal: Four Storey Residential Flat Building comprising 10 Dwellings with Associated Car and Bicycle Parking and Landscaping (DA 050/82/2015)

Address: 2A Richman Avenue, Prospect (CT 5878/806)

SUMMARY:

Applicant: Trice c/o URPS

Planning Authority: Council

Referrals (Schedule 8): Not applicable

Public Notification: Category 2

Representations: Tony Syrianos (35 Prospect Road)
Jose Gutierrez (2 Richman Avenue)
Lorraine Kernick (1 Richman Avenue)
Sharyn Ingram (3 Richman Avenue)
Glenn and Gaynor Heylen (5 Richman Avenue)

Submissions: 17

Respondent: Not applicable

Development Plan Version: Consolidated 12 February 2015

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

Issues: Building Height, Car Parking, Residential Zone Interface

Recommendation: **Approval, subject to conditions and reserved matters**

1. EXECUTIVE SUMMARY

- 1.1.1 A four storey apartment building, featuring an undercroft car park set 500mm below natural ground level is proposed at 2A Richman Avenue Prospect. The building would comprise 6 two bedroom and 4 one bedroom dwellings, with 11 associated car parking spaces and 4 bicycle parking spaces.
- 1.1.2 The proposal was Category 2 and therefore publicly notified, with 5 representations and a further 17 submissions received. 21 of these 22 overall submissions highlighted concerns with the proposal. No mandatory referral was required. The design review concluded that the building creates significant visual interest, using a simple and modern design theme, and was an exemplar in

design quality for future developments. Internal layouts are well planned, with a commendable approach taken to ideal solar orientation.

- 1.1.3 The proposal provides suitable occupant amenity and private open space, provides a high level of visual interest and responds well to concerns relating to its scale. Car and bicycle parking would be appropriately catered for on-site, while overlooking and overshadowing impacts would be addressed suitably in the context of the zone. The proposal therefore warrants development plan consent.

2. LOCALITY AND SUBJECT LAND

2.1 Locality

2.1.1 The locality comprises a mix of commercial and residential uses, with the Prospect Road portion of the locality being largely commercial in nature and the Richman Avenue portion of the locality being residential in nature. The site is directly adjacent a substantial public reserve (St Helen's Park). Businesses within the immediate locality include offices, personal services establishments, educational facilities, meeting halls and shops, amongst others. Dwellings within the locality are principally older, character homes of single storey scale and set on reasonably generous allotments.

2.1.2 The broader locality, indicating the location of the subject land within the relevant Zone and Policy Area as described in Council's Development Plan is described in **Attachment 1**. Photographs of nearby properties are included at **Attachments 2-3**.

2.2 Subject Land

2.2.1 The subject land is located 30m east of the intersection of Richman Avenue and Prospect Road. The land comprises one allotment with a total area of 535m², with a frontage of 15.54m to Richman Avenue and a depth of 34.44m. The land is relatively regular in shape, with its rear boundary abutting St Helens Park.

2.2.2 Existing site improvements include a detached, tudor style dwelling, a freestanding carport forward of the dwelling and a freestanding outbuilding to the north-west corner of the property. Existing vegetation is limited to ground covers, with no significant trees on the subject land or within close proximity on adjoining allotments. The subject land is illustrated on **Attachment 4**. Photographs of the subject land are also include for the DAP's reference (refer **Attachment 5**).

3. PROPOSAL

3.1 The proposal comprises the construction of a four storey residential flat building incorporating 6 two-bedroom and 4 one-bedroom dwellings. 11 car parking spaces and 4 bicycle parking spaces would be provided at ground level, along with a communal refuse area, a centrally located entry lobby and modest landscaping areas forward of the building.

3.2 The existing dwelling would be demolished and the site cleared to make way for the construction. The proposal plans are attached (refer **Attachments 6-24**), as is supporting documentation from Matthew King of URPS, a planning consultant (refer **Attachments 25-101**), comprising a traffic and parking report prepared by Frank Siow (refer **Attachments 46-50**) and a design statement from the proposal's architect (refer **Attachment 101**).

4. REFERRALS

4.1 Internal (Advisory) Referrals

4.1.1 An emphasis on high quality building and landscape design, with consideration of urban design principles is a fundamental component of any new development within the Urban Corridor. Accordingly, the proposal was referred to Mr Julian Rutt of Lumen Studio for informal design review in accordance with Councils Design Review Process for Higher Density Development (refer **Attachments 102-104**).

4.1.2 Briefly, the review identified the following:

- The overall appearance of the building reads as a coherent, carefully designed building with significant visual interest. Areas of wall with limited fenestration are broken down by changes in material, relief and colour along their length. Materials and their usage are highly appropriate, with the simple modern form providing a high standard of design.
- Further, the building makes reasonable use of ideal solar orientation, with the proposal commended for its efforts to achieve northern light penetration to south-facing apartments. Suitable opportunities are available for cross-ventilation. The avoidance of west-facing windows is desirable.
- Passive surveillance of the street and reserve would be enhanced by the orientation of balconies, while the partly open car park is less likely to provide places to loiter or hide. Overlooking issues have been well avoided, while internal layouts are well planned. The mixture of one and two bedroom dwellings within the building is also desirable.

4.1.3 It is noted that while a detailed landscaping plan had not been prepared prior to Mr Rutt's consideration of the proposal, the indicative approach to location and variation of plantings described by the ground floor plan was supported.

4.1.4 Council's Infrastructure and Assets Department have considered the proposed removal of the street tree and do not object, providing that the removal and replacement costs (based also on the amenity value of the tree) are borne by the applicant (as per Council policy).

4.2 External (Legislated) Referrals

4.2.1 No consultation with agencies was required.

5. PUBLIC NOTIFICATION

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

5.2 The subject land is located adjacent the Residential Zone and is 3 or more storeys in height. As the building would also exceed the interface height provisions, the proposal is a Category 2 form of development and as such public notification was undertaken.

- 5.3 The public notification period ended with a significant number of valid representations and other submissions received (refer **Attachments 105-158**). It is noted that the DAP is not required to give equal weight to each of the other submissions received.
- 5.4 A significant proportion of the valid representations and other submissions received were opposed to the proposal, identifying that the scale and design of the building would be at odds with the prevailing residential character of Richman Avenue. Concerns included:
- The appropriateness of Urban Corridor Zone policies applying to an allotment facing a narrow, residential street,
 - The number of dwellings proposed within the building,
 - The height and scale of the building,
 - The siting of the building of the land, particularly in respect of the departures from the interface height provisions,
 - The design aesthetics of the building with respect to its appearance from Richman Avenue and St Helen's Park,
 - The provision of car parking spaces on-site and associated on-street parking impacts,
 - Impacts to amenity and safety of the street due to increased traffic flows,
 - Loss of privacy within adjoining private properties and within St Helen's Park,
 - Impact of shadows cast over adjacent residential properties,
 - Environmental pollution in the form of noise and light spill from the site into neighbouring properties,
 - The approach to waste management and resultant amenity impacts of under- or over-provision of bins to the building,
 - The likely extent and quality of the landscaping outcome on-site, particularly with reflection upon the removal of a notable Council street tree,
 - Possible damage to nearby trees within St Helen's Park,
 - The extent of public notification undertaken in relation to the proposal.
- 5.5 The representations and submissions were forwarded to the applicant for consideration. In response, the applicant provided shadow diagrams, a landscaping plan, additional expert advice and amended the building to minimise its departure from the desirable building envelope. A detailed response was also provided by the applicant (refer **Attachments 159-185**) that supports the additional information provided, including the following key comments:
- The number of dwellings proposed is an appropriate response to the high densities desired within the Urban Corridor Zone (of which this land is situated),
 - While the building is comprised of four storeys, it accords with the relevant desirable maximum building height,
 - The revised building siting would sufficiently achieve the intent of the interface height provisions and reduce impact on neighbours in an alternate zone,
 - The Urban Corridor Zone desires a varied design approach to new buildings, rather than seeking consistency of any existing character,
 - East-facing windows and balconies would be screened to protect visual privacy of the adjoining residence,

- Building is designed to provide desirable passive surveillance to the public open space St Helen's Park,
- Overshadowing, while present, would be within acceptable Development Plan requirements,
- The revised fence height and design of external lighting will ameliorate environmental pollution,
- The reaffirmed approach to waste management is in accordance with the SA Best Practice Guide: Waste Management in Residential or Mixed Use Developments,
- The landscaping plan provided details of on-site plantings as well as indicating the replacement tree anticipated within the road reserve.

5.6 The author of each representation and submission was invited to review the response prepared by the applicant. With the consent of the applicant, copies of the amended plans and response were also provided to representors upon request.

6. PLANNING COMMENTARY

6.1 The application involves building work and therefore an application to Council is required. The proposal is neither a complying nor a non-complying development with reference to Principles of Development Control 20 and 21 of the Urban Corridor Zone and is therefore to be considered on its merits against the relevant provisions of Council's Development Plan.

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

6.3 In determining the application, the Panel must assess the proposal against the relevant provisions of the Development Plan, while taking into consideration the valid representations received as well as the applicant's response. The Panel may refer to the other submissions received, but should consider carefully the weight that it places upon these submissions.

7. PLANNING ASSESSMENT

7.1 Land Use

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

7.1.2 This is reinforced by the following Objectives of the Urban Corridor Zone:

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

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

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

7.1.3 While the subject site is relatively unique within the Urban Corridor Zone, in that it does not have an arterial road frontage, the provisions and context of the Urban Corridor Zone remain those relevant to the assessment of the proposal.

7.1.4 Furthermore PDC 1 of the zone outlines the types of development, or a combination thereof, which are envisaged within the Zone. A residential flat building is one of the types of development listed, therefore the proposal is considered to be an appropriate type of land use.

7.2 Dwelling Density

7.2.1 The Transit Living Policy Area anticipates medium and high density housing. This would primarily be in the form of apartment and terrace style dwellings along with mixed-use buildings to accommodate a diversity of dwelling types within the precinct. In order to achieve this, the minimum residential site density for residential development within the Transit Living Policy Area is 45 dwellings per hectare net (UCZ PDC 5).

7.2.2 The subject site which has an area of 535m² and the minimum net residential site density would therefore be achieved through the provision of 3 dwellings. The proposal is for 10 apartments, therefore comfortably satisfying the desired minimum density for new development. The Development Plan does not set a maximum density (or minimum site area) for this zone.

7.3 Traffic and Vehicular Movements

7.3.1 It is anticipated that new developments will minimise the number of access points onto arterial roads, by providing vehicle access from side streets, rear access ways, via rights of way or common vehicle parking areas (UCZ PDC 11).

7.3.2 The number, location and design of access points on public roads should be such as to minimise traffic hazards, queuing on roads, interference with the function of intersections and traffic control devices and intrusion of through traffic into adjacent residential streets (Council Wide PDC 210).

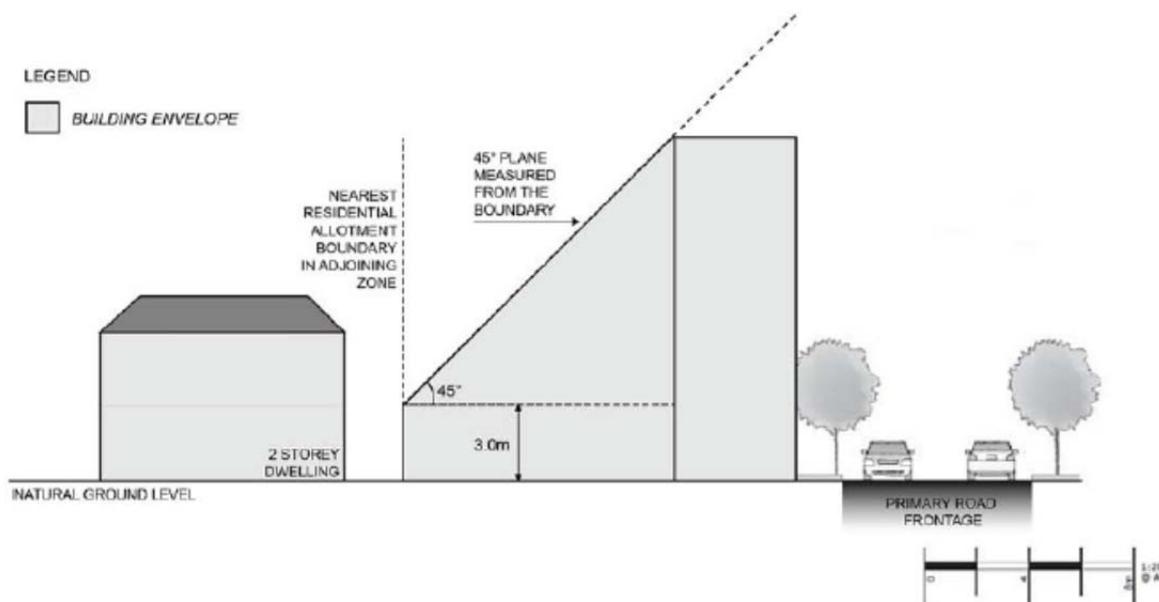
7.3.3 Access to the site would be via a 5.8m wide crossover to Richman Avenue, which would involve the reinstatement of an existing and construction of a new crossover. While this would result in the unfortunate loss of a mature (but not regulated) Council street tree, the applicant has indicated a willingness to contribute an appropriate amount towards its replacement (in line with Council's standard approach).

7.3.4 The driveway would be a minimum 5.8m in width, while a vehicle manoeuvring area would be provided to the rear of the site. With reference to the relevant Australian Standard (AS 2890.1:2004), these areas are sufficient to ensure that all vehicles are capable of entering and exiting the site in a forward motion.

- 7.3.5 It is noted that the applicant has provided expert advice from Mr Siow (refer **Attachments 46-50**), an experienced traffic and parking consultant, who concludes both with reference to the relevant Australian standard and his own professional opinion that the car parking area is designed suitably for the proposed use of the land.
- 7.3.6 In his supplementary comments, Mr Siow (refer **Attachments 182-183**) asserts that the number of vehicle movements, with reference to relevant traffic engineering standards, is anticipated to be low. While likely to be noticeably higher than from the existing single dwelling, the number of traffic movements would not exceed the capacity of the roadway or result in an unreasonable impact on the locality, particularly in reference to the Urban Corridor Zone which promotes higher density and mixed use development.
- 7.3.7 Given this, it is concluded that the proposed access arrangements provide for safe and convenient vehicle movement, and satisfactorily respond to the relevant provisions of the Development Plan.

7.4 Design and Appearance

- 7.4.1 It is anticipated that development within the Urban Corridor Zone would achieve a high standard of architectural design through careful building articulation and fenestration to all visible sides. Building facades should involve the careful use of a diversity of building materials to create a high quality building appearance (UCZ Desired Character Statement).
- 7.4.2 Within the Transit Living Policy Area, it is anticipated that buildings would be a maximum of 3 storeys, or 11.5m, in height (UCZ PDC 13). To minimise building massing at the interface of lower density residential development, dwellings should be contained within a building envelope described by principle of development control 14 of the Urban Corridor Zone as follows:



- 7.4.3 The proposed building would feature a maximum wall height of 11.5m above natural ground level, noting that the car park would be recessed to 500mm below natural ground level. Whilst the building would be greater than the three storey desired maximum, it accords with the 11.5m maximum desired height.

- 7.4.4 The building height limits described within the Urban Corridor Zone seek to limit the scale and mass of buildings. In particular, the High Street Policy Area and Transit Living Policy Area feature differing building heights (4 storeys and 15m, compared with 3 storeys and 11.5m) to ensure that a hierarchy of scale is maintained between the village heart precinct and the balance of Prospect Road to its north and south.
- 7.4.5 The fourth storey of the building would also marginally exceed the interface height provisions applicable within the zone, however the step down in height of the building towards the eastern boundary would appropriately limit the direct impact of the additional storey on properties within the adjacent Residential Zone, which is a significant factor leading to the application being supportable. In combination with the set down of the car park and entry foyer, the scale of the building would be commensurate with anticipated development within the Policy Area.
- 7.4.6 Given the above, it is concluded that the design approach would ensure that the scale of the building, its relationship to the adjacent Residential Zone and the hierarchy of scale between the High Street and Transit Living Policy Areas, are reflective of the relevant provisions of the Development Plan. Departures from building heights specified in the Development Plan should be considered carefully, and this proposal is considered to appropriately address the concerns associated with increased building heights. The minor departure from desirable building scale is therefore not considered to be fatal to the application.
- 7.4.7 Turning to the proposed massing of the building, it is noted that Council's independent architectural adviser has identified that the proposal would make use of a simple modern form that nonetheless carries significant visual interest. Mr Rutt noted that the material palette and its employment throughout building facades was highly appropriate, and that the proposal provides a reference for future developments of a high standard of design quality. Council's planning staff concur that the use of different materials as features adds significant visual interest to this development, as desired by the Development Plan.
- 7.4.8 The variation in colours, materials and finishes would effectively break up the building into individual components, reducing the potential visual impact. The effect is well illustrated in **Attachment 24**. It is therefore considered that the appearance of the building would be appropriate in the context of the desired future character of the Transit Living Policy Area.
- 7.4.9 From an internal amenity perspective, dwellings would be north-south oriented, with northern light maximised to habitable rooms and areas of private open space. A clever approach to privacy screening ensures that east-facing bedrooms would receive northern light and high levels of ventilation. Each bedroom would have access to natural light and ventilation, with no west-facing windows to dwellings. Cross-ventilation opportunities would be reasonably high to all dwellings.
- 7.4.10 Internal dwelling floor areas would vary from 53m² for one bedroom dwellings to 77m² for two bedroom dwellings, exclusive of balconies. Bedrooms all achieve a 3m minimum dimension exclusive of built in robes.
- 7.4.11 The architectural features of the proposed building would provide a high level of visual interest and quality built form in an unashamedly contemporary building. While the building would be one storey higher than the desired three storey maximum, the additional storey still fits within the maximum 11.5m height anticipated in the Policy Area, while articulation, setbacks and material choice

add interest and soften any visual impact. The form and presentation of the building is of high quality and is supported.

7.5 Setbacks

- 7.5.1 Within the Transit Living Policy Area, the minimum setback from the primary road is 3m unless varied by the Concept Plans within Council's Development Plan. For allotments with a frontage width of less than 20 metres, a minimum 2m side setback is desired above the first floor of the building, while ground and first floors might feature no side setback. The building should be setback 3m from the rear boundary of the allotment, and where adjacent the Residential Zone should meet the building envelope prescribed by the interface height provisions, which describes a 45° angle from 3m above natural ground level at the zone boundary (UCZ PDCs 14, 16, 18 and something or other).
- 7.5.2 The front wall of the building would be setback 3m from the Richman Avenue boundary of the site, with a ground level entry canopy and associated fencing projecting forward of this to meet the boundary. It is worthy of note that the adjacent western property features a substantial building constructed on the Richman Avenue property boundary.
- 7.5.3 To its western side the building would be variably abutting the boundary or setback 600mm from the boundary. Above ground floor, the stair well and lift core would be setback approximately 2.3m from the western boundary of the site. While the building would not meet desired minimum setbacks above first floor level on the western side, this is anticipated to be of negligible impact to the existing commercial property or the future development of that site.
- 7.5.4 To its eastern side the building would be setback 3.54m at first and second floor levels, and 7.84m at third floor level. Applying the interface height provisions, the desirable minimum setback at each floor of the building would involve a 2.25m setback to the first floor, a 5.2m setback to the second floor and an 8.5m setback to the third floor.
- 7.5.5 While the first floor is setback greater than desirable and the third floor is departed only to an extent that would not be recognisable in the context of the overall building, the second floor is notably departed from the desirable minimum setback distance. This departure should be carefully considered in respect of the potential impacts associated with building appearance and overshadowing.
- 7.5.6 Principally, the interface height provisions seek to limit the mass of the building and the extent of its shadow as experienced by the adjoining residential property. To this end, the shadow diagrams provided indicate that the neighbouring property would receive greater than the minimum desirable number of hours of direct sunlight on 21 June. The decreased height and open nature of the ground floor would provide an appropriate interface with the adjoining residence. Further, the approach of limiting fenestration to this façade minimises the sense of being overlooked.
- 7.5.7 The setbacks to the upper floors, combined with material and colour variation, would reduce potential visual impact despite the encroachment outside of the interface height provisions and the overall depth of the building. Given these considerations, the departure from the interface height provisions is not considered fatal to the application.

- 7.5.8 At all floors above ground level the building would be set back 2.8m from the rear boundary of the site, with balconies protruding forward of the northern building façade to a 1.5m setback. The open nature of balconies to this façade would minimise the mass of the building, with wall setbacks commensurate with the desirable minimum setback. It is noted that the applicant has provided a report from a qualified and experienced arborist confirming that trees within the adjacent reserve are anticipated to be undisturbed by the proposal, further softening the appearance of this building façade as viewed from St Helen's Park.
- 7.5.9 In its entirety, the proposed building uses a range of techniques to overcome potential impacts associated with reasonably minor departures from the quantitative provisions of the Development Plan. As such, the siting of the building is considered acceptable despite failing to achieve desired minimum side and rear setbacks.

7.6 Energy Conservation Measures

- 7.6.1 It is desired that all dwellings provide adequate thermal comfort for occupants through passive design features such as orientation of windows, living areas and private open space, and cross-ventilation (Council-wide PDC 79).
- 7.6.2 All apartments would be north-south oriented, with 5 apartments being north-facing and the remaining 5 achieving some northern daylight penetration to bedrooms. The internal layout of each building would ensure that natural daylight and ventilation is provided to each habitable room, while each bathroom would also receive some natural daylight.
- 7.6.3 The design review has identified the layout of the building makes good use of orientation and access to northern light, despite the challenges of a north-south oriented allotment (unusual in the context of the Urban Corridor Zone), while providing suitable opportunities for cross-ventilation. The design review has also noted that the setback of the building and approach to landscaping would provide natural daylight and ventilation to the car park area.
- 7.6.4 It is anticipated that heating and cooling would be via individual gas hot water systems and air-conditioning units, which would be located at ground level to the north-western corner of the site thus minimising any impact on the residential zone to the east. While this is a sound approach to minimising the impact of these services to adjoining residential properties, the amenity of future occupants of 35 Prospect Road and of visitors to the adjacent reserve needs to be considered. It is anticipated that these competing interests can be managed by way of a condition requiring appropriate visual and noise ameliorating screening to these services.
- 7.6.5 With the imposition of appropriate conditions, the building design incorporates features to provide adequate thermal comfort to occupants without undue impact upon the amenity of adjoining properties.

7.7 Noise Attenuation

- 7.7.1 It is anticipated that noise and air quality impacts should be mitigated through appropriate building design and orientation (UCZ Objective 1). Residential buildings should feature adequate separation between the habitable room windows and balconies of other buildings (Council Wide PDCs 111 and 161).

- 7.7.2 In addition to the above, the subject land is identified with Map Pr/1 (Overlay 5) for the purpose of noise and air emissions. It is outlined by PDC 1 of the Noise and Air Emissions Overlay that sensitive development located adjacent to high noise and/or air pollution sources should be additionally protected from these additional potential impacts.
- 7.7.3 It is also desirable that attached dwellings are designed to minimise the transmission of sound between dwellings, particularly between living areas and bedrooms (Council-wide PDC 93). To this end, it is noted that the layout of dwellings is such that bedrooms would achieve separation from the living or kitchen areas of adjoining dwellings.
- 7.7.4 The construction of the building would need to be undertaken in accordance with the Ministers Specification SA78B – Construction requirements for the control of external sound. Compliance with the Minister's Specification would be required as part of the Building Code of Australia (BCA). Given the layout of the dwellings, it is anticipated that compliance with the Minister's Specification would suitably achieve compliance with relevant provisions of the Development Plan.

7.8 Private open space provision

- 7.8.1 Private open space should be provided for each dwelling and should be located so that it is accessible directly from internal living areas. Private open space should be located at ground level where possible and should have sufficient area and shape to be functional (Council Wide PDC 148).
- 7.8.2 Private open space areas located above ground level should have a minimum width of 2 metres (Council-wide PDC 153). Above ground level, one bedroom dwellings should have a minimum of 8m² and two bedroom dwellings should have a minimum of 11m² (Council-wide PDC 152).
- 7.8.3 All one bedroom dwellings would feature a minimum 10m² of private open space, with balconies achieving a 2.2m minimum dimension. Two bedroom dwellings would feature 12m² of private open space, though 4m² of this area would have a minimum dimension of 1.3m. The remaining 8m² would achieve a 2.2m minimum dimension.
- 7.8.4 All primary areas of private open space are directly accessible from and well integrated with living areas. One bedroom dwellings would feature 2.7m wide sliding doors maximising the functionality of balcony areas as extensions of the internal living area. While it is noted that five of the dwellings feature less ideal south-facing private open space, it is also noted that these balconies substantially improve the aesthetic qualities of the building's front façade and provide natural daylight and ventilation to living and bedroom areas. It is also noted that in the context of this site, there is no alternative.
- 7.8.5 The proposal would provide areas of private open space with suitable levels of functionality and amenity for future occupants and as such are considered appropriate.

7.9 Car Parking and Bicycle Parking

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

consolidated, shared where possible, and screened from the main road or public spaces (UCZ Desired Character Statement).

- 7.9.2 Table Pr/6 outlines an anticipated demand of one bicycle park for every four dwellings, and one bicycle park for visitors for every ten dwellings. Therefore 4 bicycle parks should be provided.
- 7.9.3 With regard to the provision of car parking, 1 car parking space is desired for each 1 or 2 bedroom dwelling. An additional 0.25 spaces is desired per dwelling for visitor parking. Consequently, the anticipated car parking rate for the 10 dwellings would be 13 car parking spaces, comprised of 10 for occupants and 3 for visitor parking.
- 7.9.4 In total, 11 car parking spaces and 4 bicycle parking spaces would be provided. It is noted that the proximity of the site to the CBD, public transport services (weather protected public transport stop within 80m of the site) and protected bicycle routes along Prospect Road encourage the use of alternative transport methods by residents and visitors.
- 7.9.5 Mr Siow, an experienced traffic and parking consultant, concluded that the parking provision on-site is anticipated to meet peak parking demand for the proposed building. Considered in combination with opportunities for non-car transport usage and off-peak visitor parking opportunities nearby, Mr Siow concludes that the proposal would provide an adequate supply of car parking.
- 7.9.6 With respect to the shortfall in parking provision on-site, the opportunity for visitor parking on Prospect Road outside of peak commercial operating periods is noted. It is anticipated that public parking, in combination with convenient public transport and bicycle routes, will adequately address the shortfall in on-site parking provision.

7.10 Landscaping

- 7.10.1 Landscaping should be in the form of low-lying shrubs and grass plantings, together with trees that have relatively clean trunks and high canopies to contribute to a pleasant pedestrian environment and provide an attractive transition between public and private realms (TLPA Desired Character Statement).
- 7.10.2 A reasonably detailed, but nonetheless indicative only, landscaping plan has been provided by the applicant. While opportunities for plantings are limited to modest areas to the north, east and south of the building, a landscape canopy would be employed above parallel parking spaces to maximise the extent of on-site landscaping.
- 7.10.3 Landscaping would feature a mixture of ground covers, mid-level ornamental plantings (to 1.5m in height) and vines, and a feature Crepe Myrtle to the south-eastern corner of the site. The selection of species would provide a range of complementary heights, colours and foliage densities and has been well-considered.
- 7.10.4 It is anticipated that if established in accordance with the landscaping plan provided, the proposal would provide landscaping that will enhance the built form and provide an attractive transition between the public and private realms.

7.11 Stormwater Management

- 7.11.1 The provisions of Council's Development Plan suggest that site drainage should be designed to safely direct surplus flows to a public street without causing harm to adjoining properties (Council Wide PDC 97) and that all proposed developments should be designed to retain as much stormwater as possible, minimising the overflow to the kerb and water table (Council Wide PDC 98).
- 7.11.2 A coordinated stormwater management plan incorporating rainwater capture, re-use and overflow disposal is yet to be finalised. No indication is provided in the accompanying submission regarding the capture and re-use of rainwater. Given that the proposal will result in a notable increase in stormwater run-off from the subject land, it is appropriate that Council receive and assess a detailed plan.
- 7.11.3 To this end, it is recommended that the consideration of the stormwater design be reserved for further assessment and approval by Council. It is anticipated that this design would not result in changes to the layout or appearance of the building.

7.12 Waste Management

- 7.12.1 It is anticipated that new development would enable waste management options that provide adequate storage while screening these areas from public view. The design of driveway crossovers, parking areas, accessways and elements that interact with the public realm should also safely and efficiently accommodate the collection of waste and recycling materials.
- 7.12.2 Additionally, new developments should provide a dedicated area for the on-site storage, collection and sorting of recyclable materials and waste that is safe and convenient (Council Wide PDC 147, 169 and 170).
- 7.12.3 A shared waste system with a total of 13 domestic bins would be available for the provision of waste, green waste and recycling within an appropriately located area of the car park. The applicant has provided detailed calculations indicating the anticipated waste generation of the apartments with reference to accepted guidelines. While the waste system would not result in single, larger bins serving the building, it would appreciably minimise the number of bins on the site (by contrast with the provision of 3 bins for each residence, or a total of 30 domestic bins).
- 7.12.4 It is considered that the waste management solution proposed appropriately balances issues of amenity and functionality, while providing a storage capacity that would be appropriate for future occupants of the building. The footpath area adjacent the site would be of sufficient length to accommodate the bins on collection days.

7.13 Overshadowing

- 7.13.1 The design and location of buildings should ensure that north-facing windows of existing dwellings in adjacent zones receive at least 3 hours of direct sunlight between 9am and 3pm on 21 June. Ground level open space associated with such dwellings should receive direct sunlight to half, or 35m², of ground level open space (whichever is the lower) for a minimum of 2 hours between 9am and 3pm on 21 June (UCZ PDC 15).
- 7.13.2 The subject site, along with properties to the north, south and west of the subject site, is identified to be developed at a greater intensity than that of the existing

built form. It is also noted that the properties to the north and south of the subject land along Prospect Road are typically commercial in nature.

7.13.3 Properties east of the subject site, within the residential zone, would experience overshadowing in afternoon periods as a result of the proposed building. The applicant has provided shadow diagrams indicating the extent of shadows cast between the hours of 9am and 3pm on 21 June. It is noted that while the diagrams indicate that nearby dwellings at numbers 1 and 2 Richman Avenue will experience some overshadowing, the proposal would nonetheless comply with the relevant provisions of the Development Plan.

7.13.4 Given this, it is anticipated that the overshadowing impact would be appropriately limited and satisfactorily addresses the Residential Zone interface.

7.14 Visual Privacy

7.14.1 A variety of measures should be used to minimise direct overlooking into adjacent internal living and private open space areas. Such measures should be integrated into the overall building design and should have minimal negative effect on the amenity enjoyed by the occupants of neighbouring dwellings (Council Wide PDC 139).

7.14.2 It is noted that the commonly used 1.7m and 1.8m high privacy screens for windows and balconies referred to in Council Wide PDC 90 are specifically excluded for buildings that are three or more storeys in height in the Urban Corridor Zone.

7.14.3 The proposal makes clever use of louvered screening devices to the eastern façade of the building at first and second floor levels that would prevent views to adjoining residences. The screening devices would be at an approximate 15° angle relative to the wall of the building, extending approximately 600mm beyond the sides of each window. At third floor level, the sole east-facing window would use a frosted glazing treatment to prevent views to adjacent properties.

7.14.4 It is noted that PDC 9 of the Urban Corridor Zone and PDC 99 of the Council Wide provisions express a desire that buildings be designed to overlook public and communal spaces to provide passive surveillance of these areas. To this end, north- and south-facing balconies would feature open balustrades that maximise passive surveillance opportunities to Richman Avenue and the adjacent reserve.

7.14.5 As such, the proposal responds well to the provisions of the Development Plan relevant to maintaining privacy of dwellings while allowing passive surveillance of public areas.

8. CONCLUSION

8.1 The proposal seeks to establish a high density residential land use on the subject land. The building would be four storeys in height, which is one storey more than the maximum height anticipated by Council's Development Plan, however the building would still meet the maximum anticipated total height. The design of the building adequately responds to possible concerns relating to this departure, through the use of articulation and variation in setbacks. The size and internal layout of apartments, as well as the building's design aesthetics, have been commended by an independent architect via the design review process.

- 8.2 The proposal would, have adequate private open space and thermal comforts in accordance with the Development Plan provisions. The floor plans proposed would provide functional and usable living spaces, while privacy and noise impacts would be moderated through good design and noise attenuation techniques.
- 8.3 Vehicular access would be provided from Richman Avenue, with adequate car and bicycle parking areas provided. The proposal would also provide suitable security, landscaping, waste management and visual privacy outcomes.
- 8.4 A stormwater management plan should be reserved for further consideration, with the proposal allowing sufficient area to ensure that a suitable outcome can be achieved with reference to the relevant requirements of the Development Plan.
- 8.5 The application is therefore considered to be relatively consistent with the relevant provisions of the Prospect (City) Development Plan and warrants the granting of development plan consent, subject to the reserving of some matters for further assessment and appropriate conditions.

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 050/82/2015 is not seriously at variance with the Development Plan and as such a decision shall be made on the merits of the application; and

That pursuant to the *Development Act 1993*, as amended, Development Plan Consent be approved to DA 050/82/2015 from Trice for a Four Storey Residential Flat Building comprising 10 Dwellings with Associated Car and Bicycle Parking and Landscaping at 2A Richman Avenue Prospect (CT 5878/806), subject to the following reserved matters, and draft conditions and notes that may be added to or altered following satisfactory resolution of reserved matters by Council administration:

Reserved Matters:

1. A detailed design of the stormwater management system by a suitably qualified civil engineer, including appropriate provisions for rainwater capture and reuse.

Conditions:

1. The development shall take place in accordance with plans and details stamped by Council relating to Development Application Number 050/82/2015, except as modified by any conditions detailed herein. All works detailed in the approved plans and required by conditions are to be completed prior to the occupation of the approved development.
2. All driveways, parking and manoeuvring areas must be formed, surfaced with concrete, bitumen or paving, and be properly drained. The surfacing of the driveway and drainage shall be maintained to the reasonable satisfaction of Council thereafter.
3. The drainage system shall be designed, installed and maintained at all times thereafter to ensure that water from the site does not:
 - a) Flow or discharge onto adjoining properties;

- b) Flow across the surface of footpaths or public ways;
 - c) Affect the stability of any building; or
 - d) Create unhealthy or dangerous conditions on the site or within any building.
4. The features and materials set out in Drawing Numbers 'A3.01', 'A3.02', 'A3.03' and 'A3.04' Revision 'A1' approved herein are essential elements of the building and shall be established and maintained at all times to the reasonable satisfaction of Council.
 5. Air-conditioning units and solar hot water heaters shall be provided with screening devices designed to complement the colours, materials and finishes of the building approved herein, and shall be sited to adequately screen the units from view to the reasonable satisfaction of Council. The noise generated by the units will not exceed applicable Environment Protection Authority guidelines during operation.
 6. Driveways, car parking spaces, manoeuvring areas and landscaping areas shall not be used for the storage or display of materials or goods including waste products and refuse.
 7. Permanently fixed clotheslines shall not be permitted within 1.5m of the edge of each balcony.
 8. The building must be maintained, kept tidy, free of graffiti and in good repair and condition at all times.
 9. All car parking spaces must be line-marked in accordance with the approved plans, with visitor spaces clearly marked, and to comply with the Australian/New Zealand Standard for Parking Facilities (Part 1: Off-street Car Parking (AS/NZS 2890.1:2004) prior to occupation.
 10. The surfacing of the car park, line marking and directional arrows shall be maintained to the reasonable satisfaction of Council at all times.
 11. Driveways, parking and manoeuvring areas shall be lit in accordance with the Australian Standard for Lighting for Roads and Public Spaces (AS1158.1 and AS1158.3) during the hours of darkness that they are in use and accessible by the general public.
 12. During construction of the development approved herein, measures will be implemented to ensure that the construction works do not result in an unreasonable impact on occupiers of adjacent properties or pollution of existing infrastructure through drag-out or stormwater runoff. Measures shall include as necessary:
 - a) A hard surface and controlled washing zone at the entry/exit points to the site, designed to reduce the potential for mud and material dragged out by construction vehicles; and
 - b) Containment of stormwater run-off within the site, which if being discharged into the stormwater system will be filtered to the satisfaction of Council; and
 - c) Reduction of the potential for dust and other airborne particles by the use of water sprinklers and/or other means of containment; and
 - d) The establishment of an appropriate storage compound for waste materials and litter. No building waste material shall be stored outside of the storage compound or similar industrial bin; and
 - e) All mechanical equipment shall be used in a manner to minimise the potential for noise pollution and ensure compliance with the requirements of the Environment Protection (Noise) Policy.

13. Footpaths adjacent to the site are to be kept in a safe condition for pedestrians at all times during construction works. All driveways and footpaths traversed by vehicles using the site are to be maintained in a reasonable condition for the duration of the works, and are to be reinstated to the satisfaction of Council on completion of the works.

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

14. To ensure compliance with applicable standards as described in the Environment Protection (Noise) Policy established under the Environment Protection Act, construction activities shall only take place between the hours of 7:00am and 7:00pm, Monday to Saturday inclusive, and not on Sundays or public holidays.

Advisory Notes:

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

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

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

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

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

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

- (4) Footpaths adjacent to the site are to be kept in a safe condition for pedestrians at all times during construction works. All driveways and footpaths traversed by vehicles using the site are to be maintained in a reasonable condition for the duration of the works, and are to be reinstated to the satisfaction of Council on completion of the works.

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

- (5) Prior to the commencement of construction of the development herein approved, it is strongly recommended that you employ the services of a licensed Land Surveyor to carry out an identification survey of the subject land and to peg the true boundaries, to

ensure that building work will be either on the true boundaries or the specified distance from the true boundaries of the subject land, as the case may be.

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

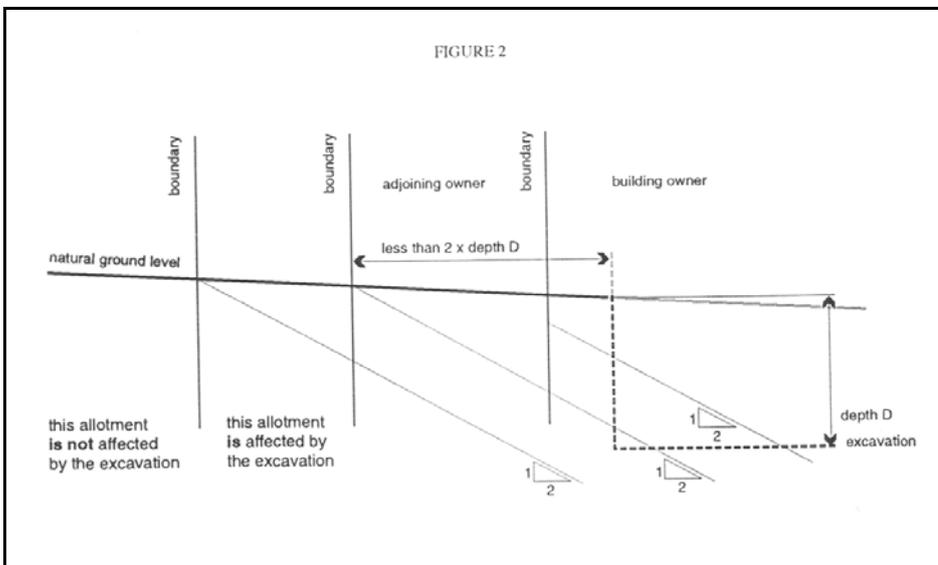
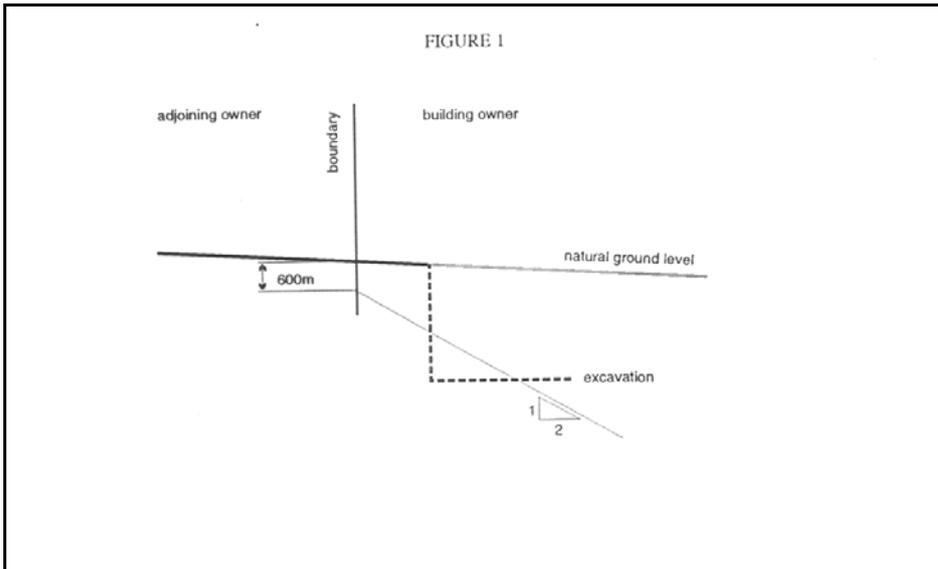
- (6) You are encouraged to consult with adjoining property owners before commencing any work, to assist in minimising nuisance or inconvenience caused during construction.
- (7) You are required to give formal notification to, and consult with, the adjoining property owner if you are removing, replacing or altering an existing fence or building a freestanding wall along the common boundary that would, for all purposes, be a dividing fence (Section 5 of the *Fences Act 1975*).
- (8) If you (the building owner) are undertaking building work that affects the stability of other land or premises, namely:
 - an excavation which intersects a notional plane extending downwards at a slope of 1 vertical to 2 horizontal from a point 600mm below natural ground level at a boundary with an adjoining site (as depicted in figure 1); or
 - an excavation which intersects any notional plane extending downwards at a slope of 1 vertical to 2 horizontal from a point at natural ground level at any boundary between 2 sites (not being a boundary with the site of the excavation), where the boundary is within a distance equal to twice the depth of the excavation (as depicted in figure 2); or
 - any fill which is within 600mm of an adjoining site, other than where the fill is not greater than 200 millimetres in depth (or height) and is for landscaping, gardening or other similar purposes;

Then you (the building owner) must, at least 28 days before the building work is commenced:

- a) serve on the owner of the affected land or premises a notice of intention to perform the building work and describing the nature of that work; and
- b) you must take such precautions as may be prescribed to protect the affected land or premises and must, at the request of the owner of the affected land or premises, carry out such other building work in relation to that land or premises as that adjoining owner is authorised by the regulations to require.

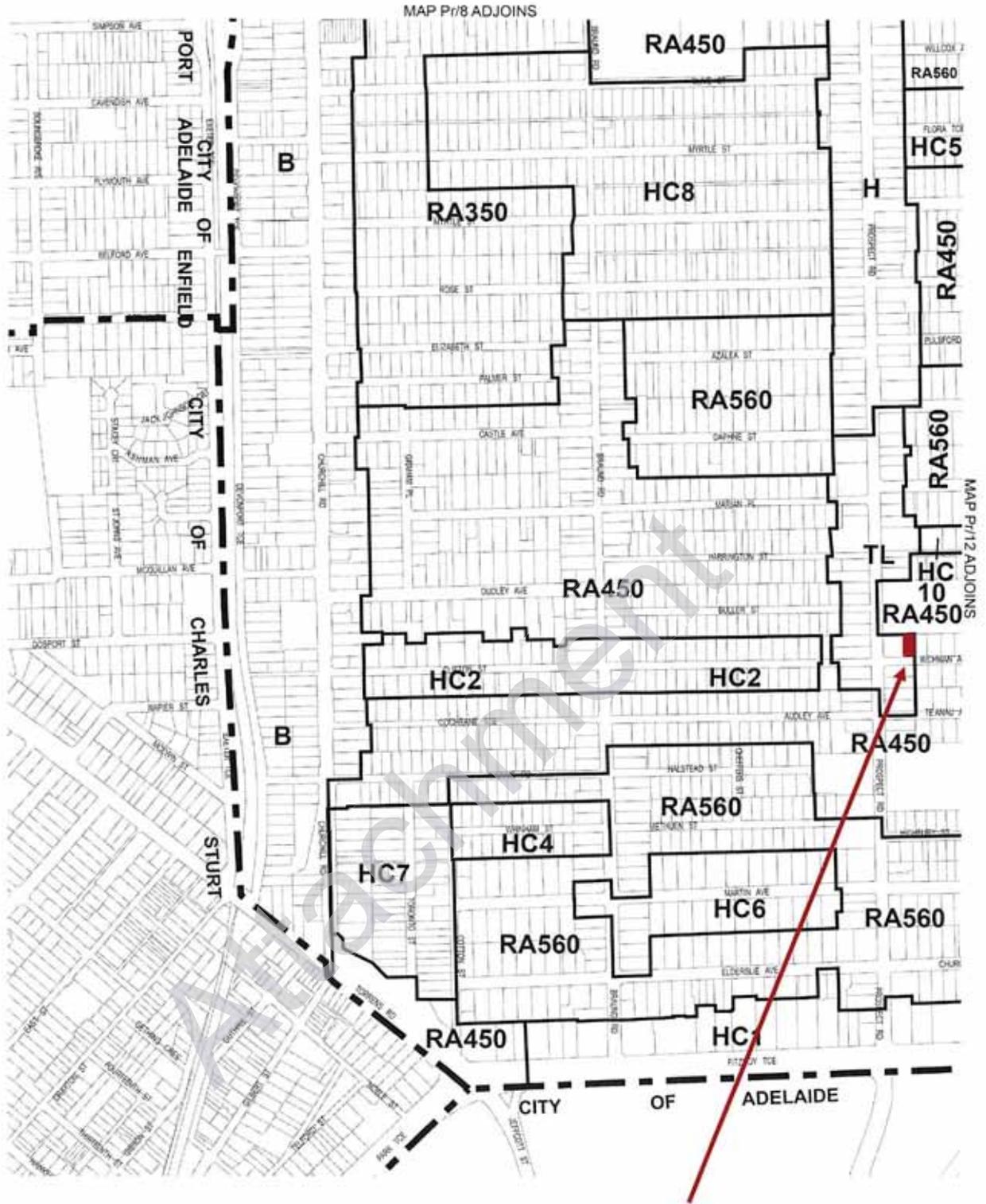
If you fail to comply with these notification requirements, then you are guilty of an offence with a maximum penalty of \$10 000.

You may apply to the Court for a determination of what proportion (if any) of the expense incurred by you in the performance of the building work requested by the owner of affected land or premises (under subsection (b) above) should be borne by the owner of that land or premises, and you may recover an amount determined by the Court from the owner of the affected land or premises as a debt.



Scott McLuskey
Senior Development Officer Planning

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- RA560 Residential Policy Area A560
- RA450 Residential Policy Area A450
- RA350 Residential Policy Area A350
- HC1 Historic Conservation Area 1 Policy Area
- HC2 Historic Conservation Area 2 Policy Area
- HC4 Historic Conservation Area 4 Policy Area
- HC5 Historic Conservation Area 5 Policy Area
- HC6 Historic Conservation Area 6 Policy Area
- HC7 Historic Conservation Area 7 Policy Area
- HC8 Historic Conservation Area 8 Policy Area
- HC10 Historic Conservation Area 10 Policy Area
- B Boulevard Policy Area
- H High Street Policy Area
- TL Transit Living Policy Area
- Policy Area Boundary
- Development Plan Boundary
- Area not covered by Policy

Subject Land

Scale 1:8000



PROSPECT COUNCIL POLICY AREAS MAP Pr/11



Consolidated - 12 February 2014



Photograph of nearby dwellings at Nos 2 and 4 Richman Avenue



Photograph of adjacent dwellings at Nos 1 and 3 Richman Avenue



Photograph showing Prospect Road streetscape south of subject land

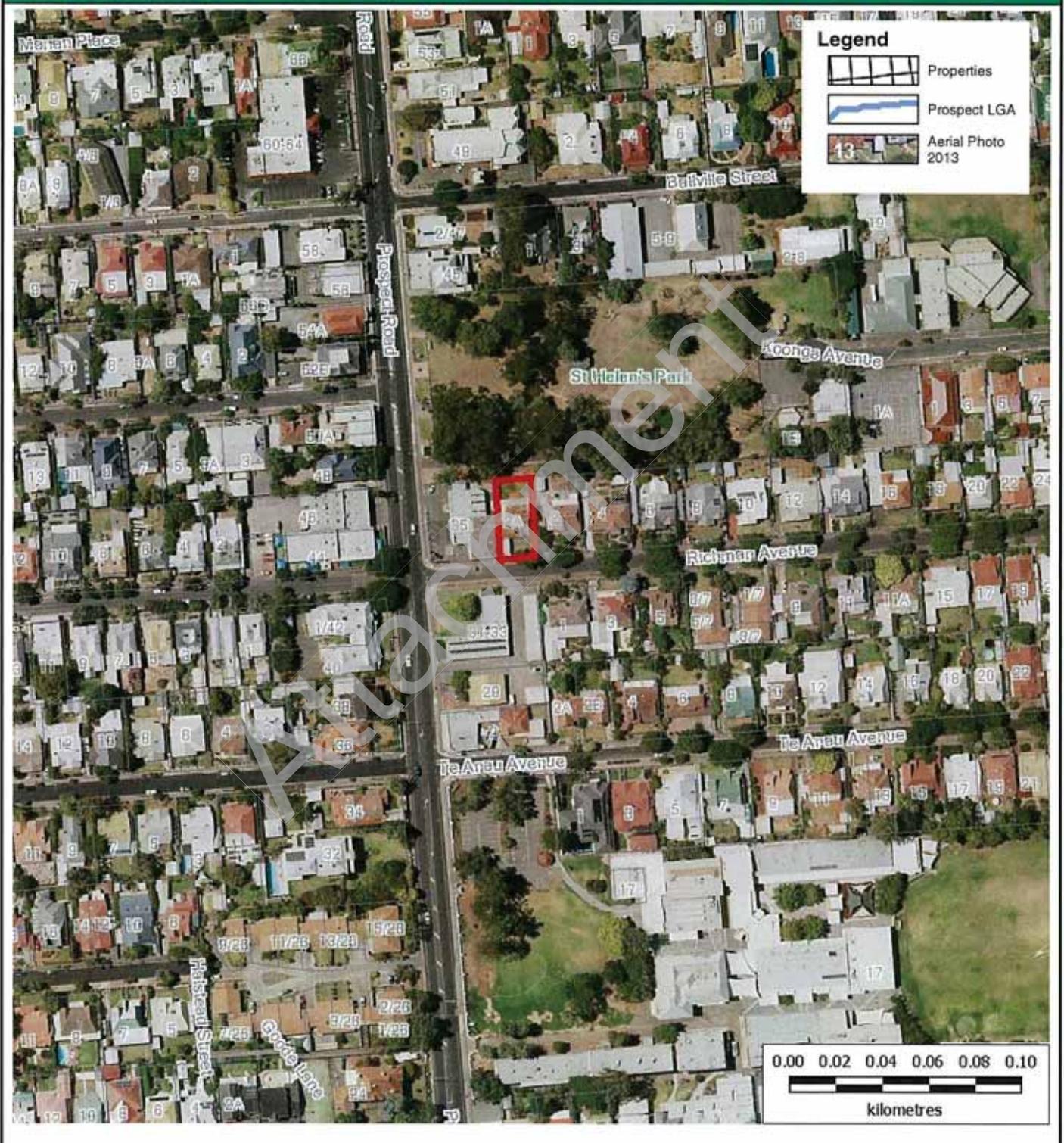


Photograph showing Prospect Road streetscape north of subject land



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

Subject Site



Notes

Disclaimer

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



Existing dwelling at 2A Richman Avenue



Photograph of interface between subject land and 2 Richman Avenue



PROJECT:

PROSPECT APARTMENTS

ADDRESS:

2A RICHMAN AVENUE
PROSPECT SA

PREPARED FOR:

TRICE

JOB NO:

15001

DATE:

14.04.2015

REVISION:

[A1]

DRAWING LIST:

A1.01 LOCATION PLAN
A1.02 SITE PLAN
A1.03 SITE PLAN - GROUND FLOOR
A1.04 SITE PLAN - LEVEL 1+2

A2.01 FLOOR PLAN - GROUND
A2.02 FLOOR PLAN - LEVEL 1
A2.03 FLOOR PLAN - LEVEL 2
A2.04 FLOOR PLAN - LEVEL 3
A2.05 ROOF PLAN

A3.01 ELEVATION - RICHMAN AVE
A3.02 ELEVATION - WEST
A3.03 ELEVATION - NORTH
A3.04 ELEVATION - EAST

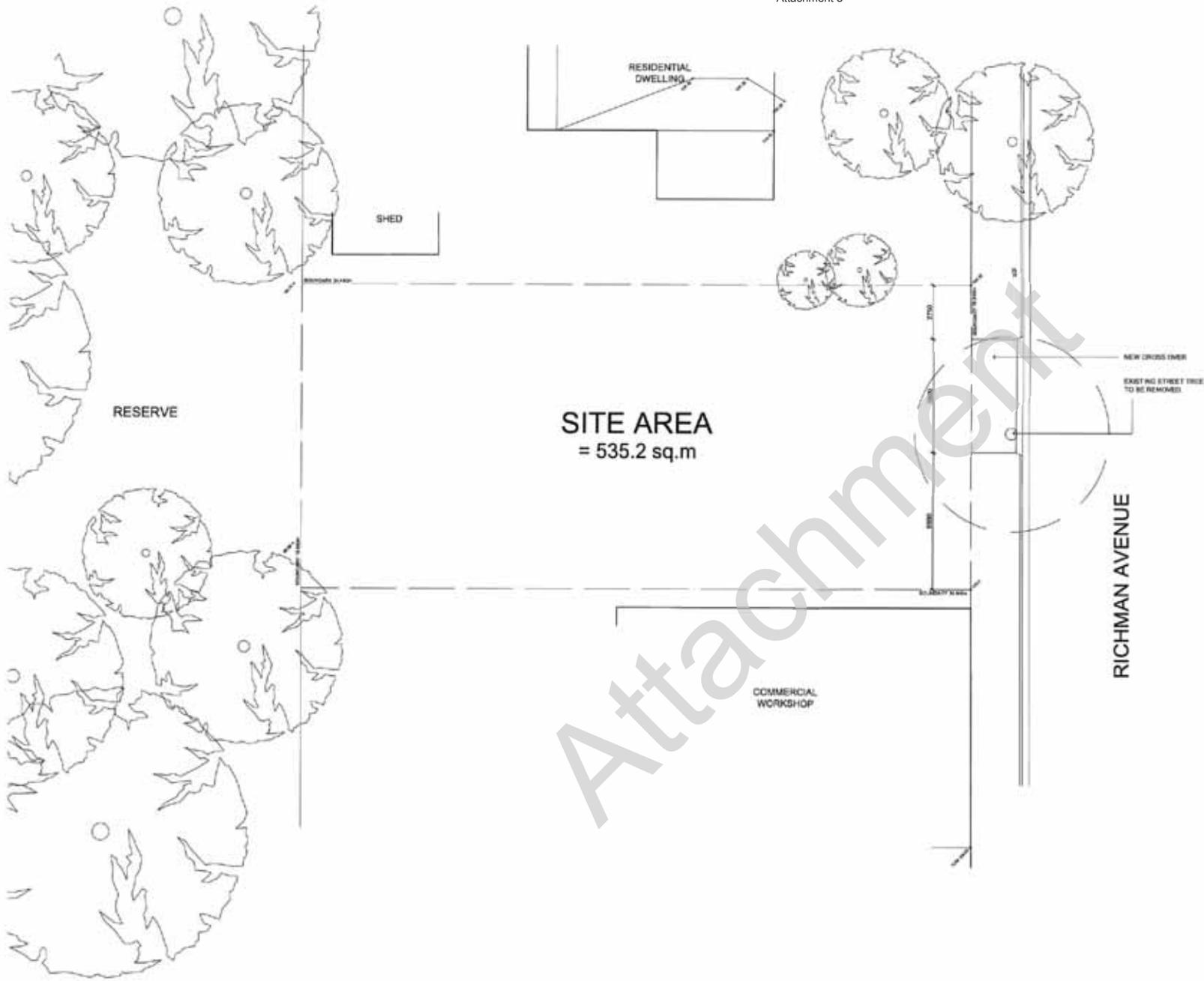
A4.01 SECTION

A8.01 SHADOW STUDIES
A8.02 SHADOW STUDIES
A8.013 SHADOW STUDIES

A9.01 PERSPECTIVE VIEWS

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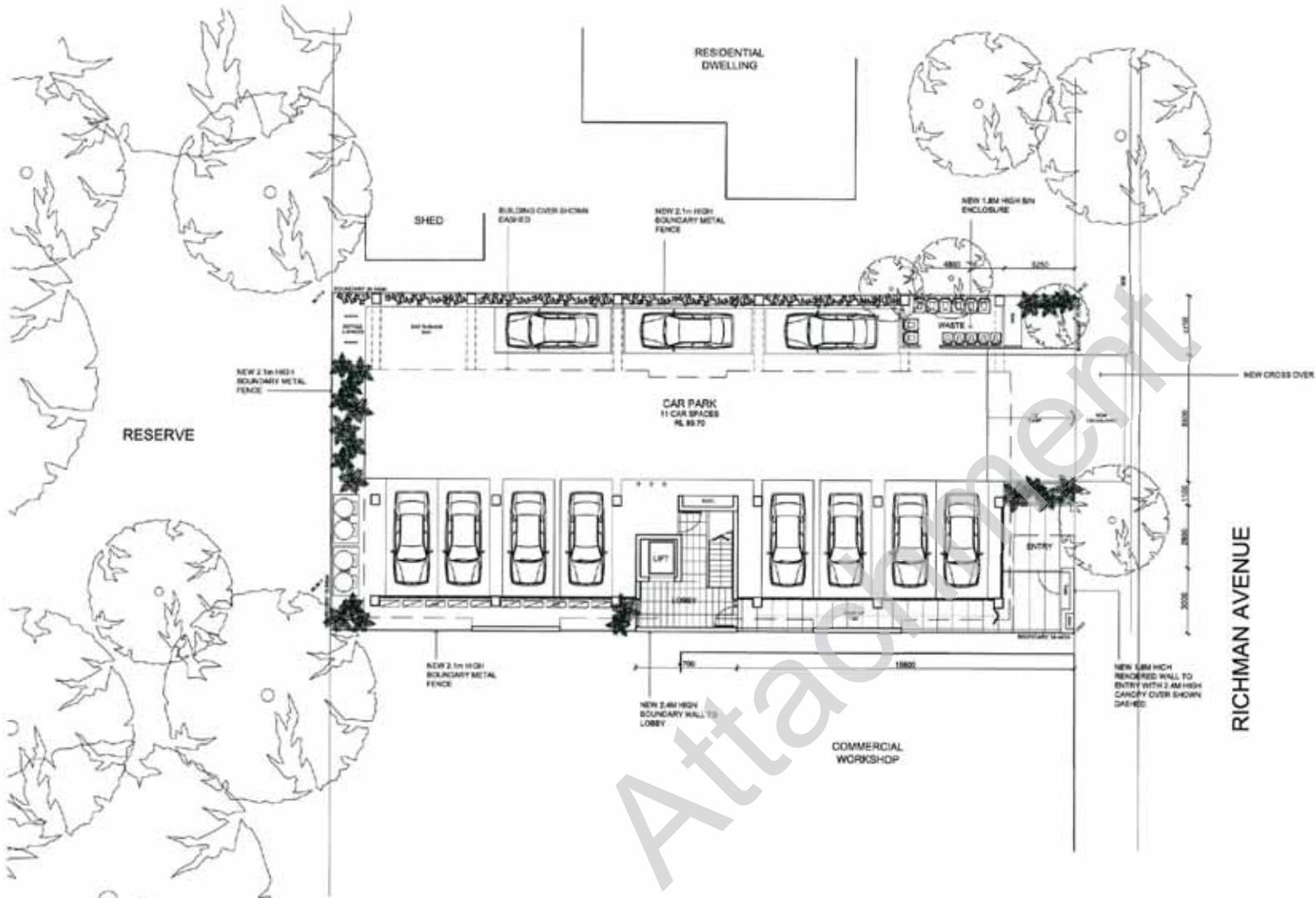


A1	PLANNING APPLICATION - REVISED	14.04.15
A	PLANNING APPLICATION	23.03.15

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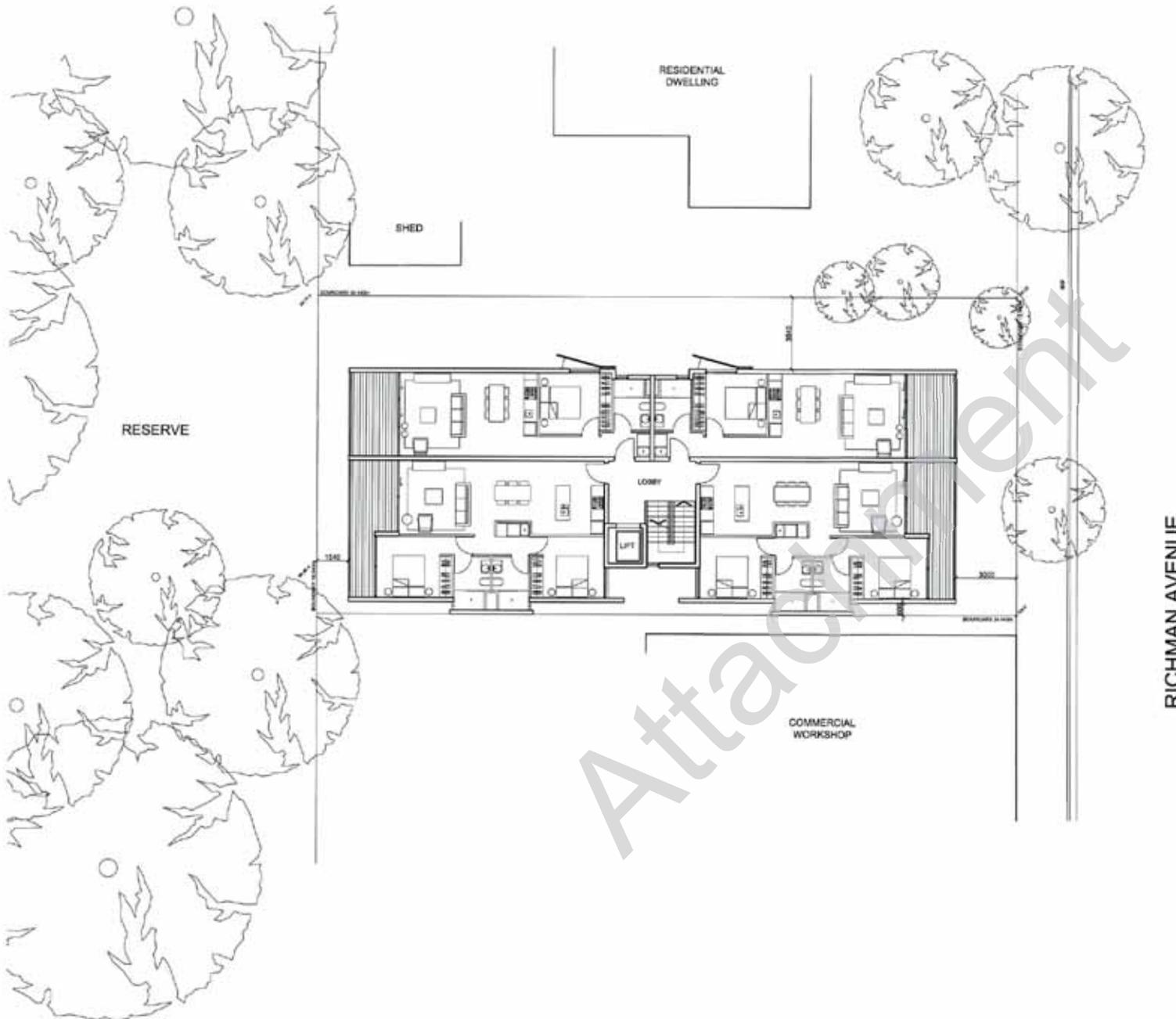
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 Drawing No: 15001
 Revision: A1.03 [A1]



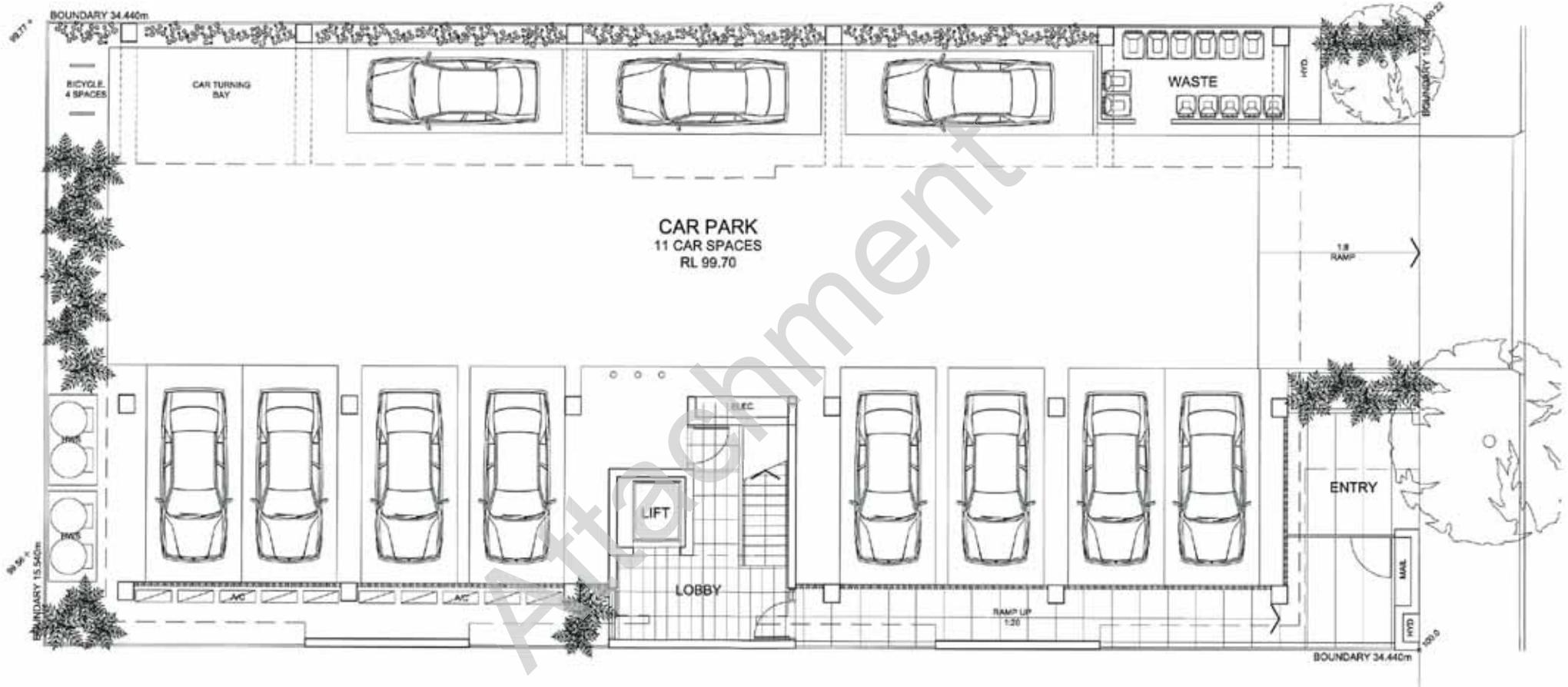
RICHMAN AVENUE

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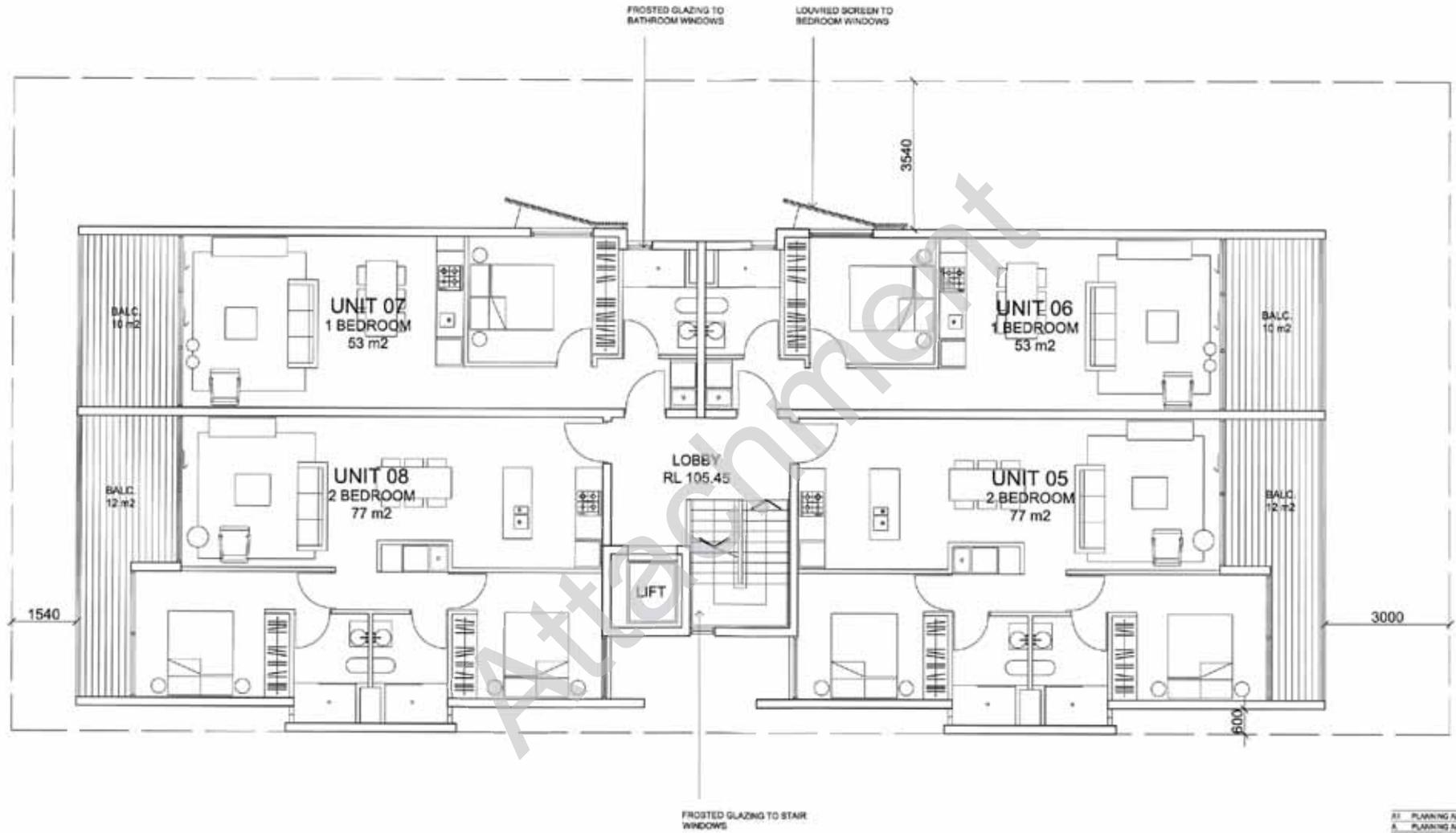
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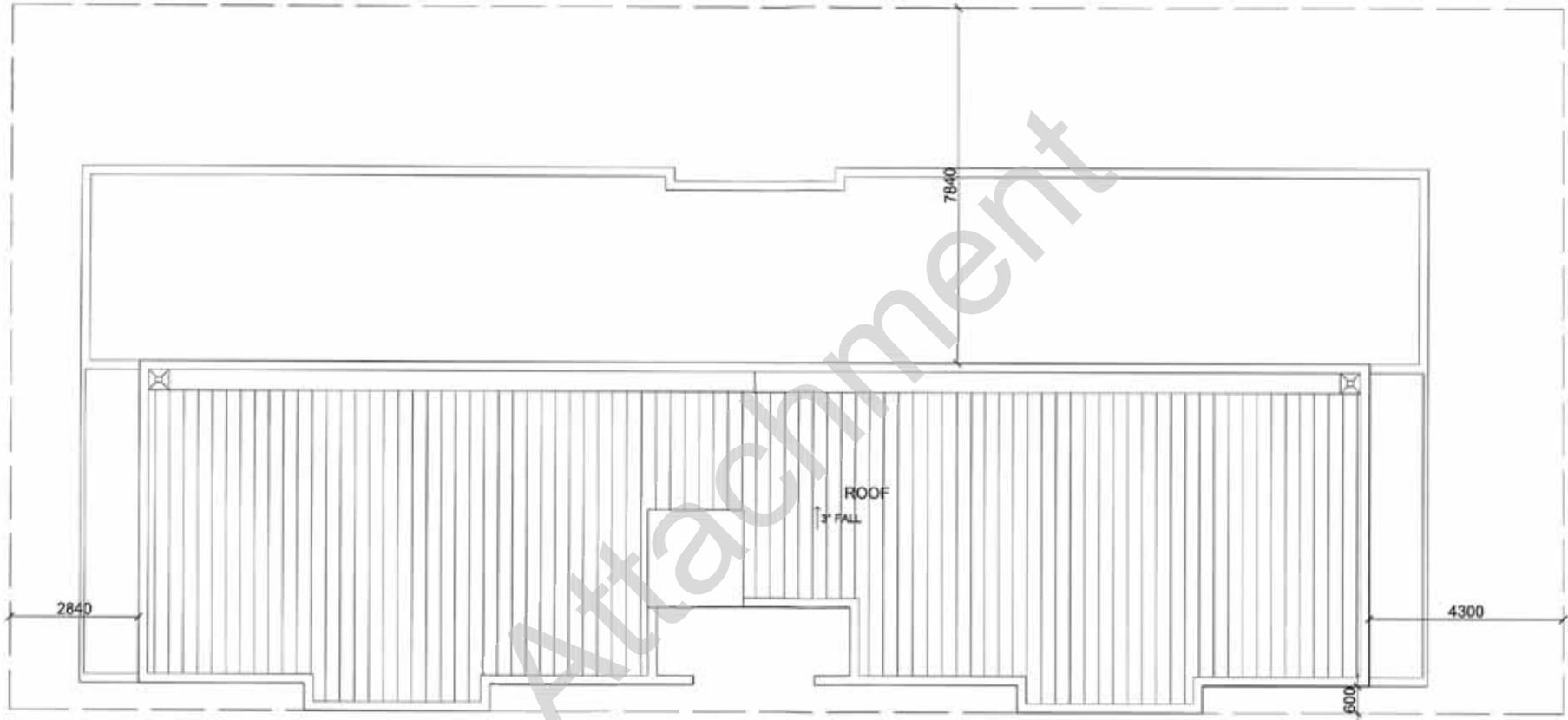
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 Date: 14.04.15
 Drawing: 15001
 Sheet: A2.03 [A1]



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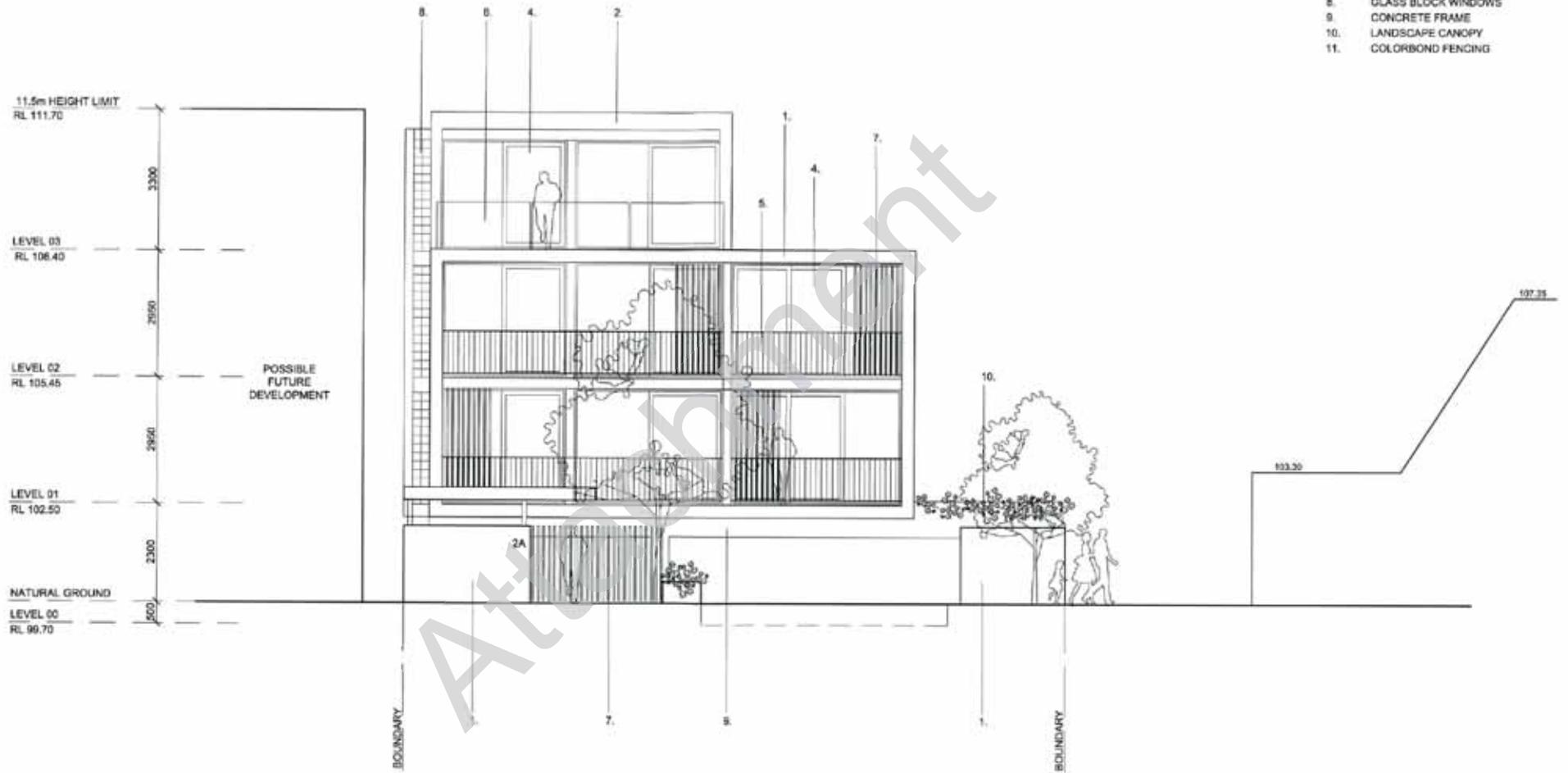
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Sheet: 15001

Project: A2.05 [A1]

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- 3. PANEL CLADDING
- 4. ALUMINIUM FRAMED GLAZING
- 5. METAL BALUSTRADE
- 6. GLASS BALUSTRADE
- 7. LOUVRED SCREEN
- 8. GLASS BLOCK WINDOWS
- 9. CONCRETE FRAME
- 10. LANDSCAPE CANOPY
- 11. COLORBOND FENCING



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 A PLANNING APPLICATION 03.03.15

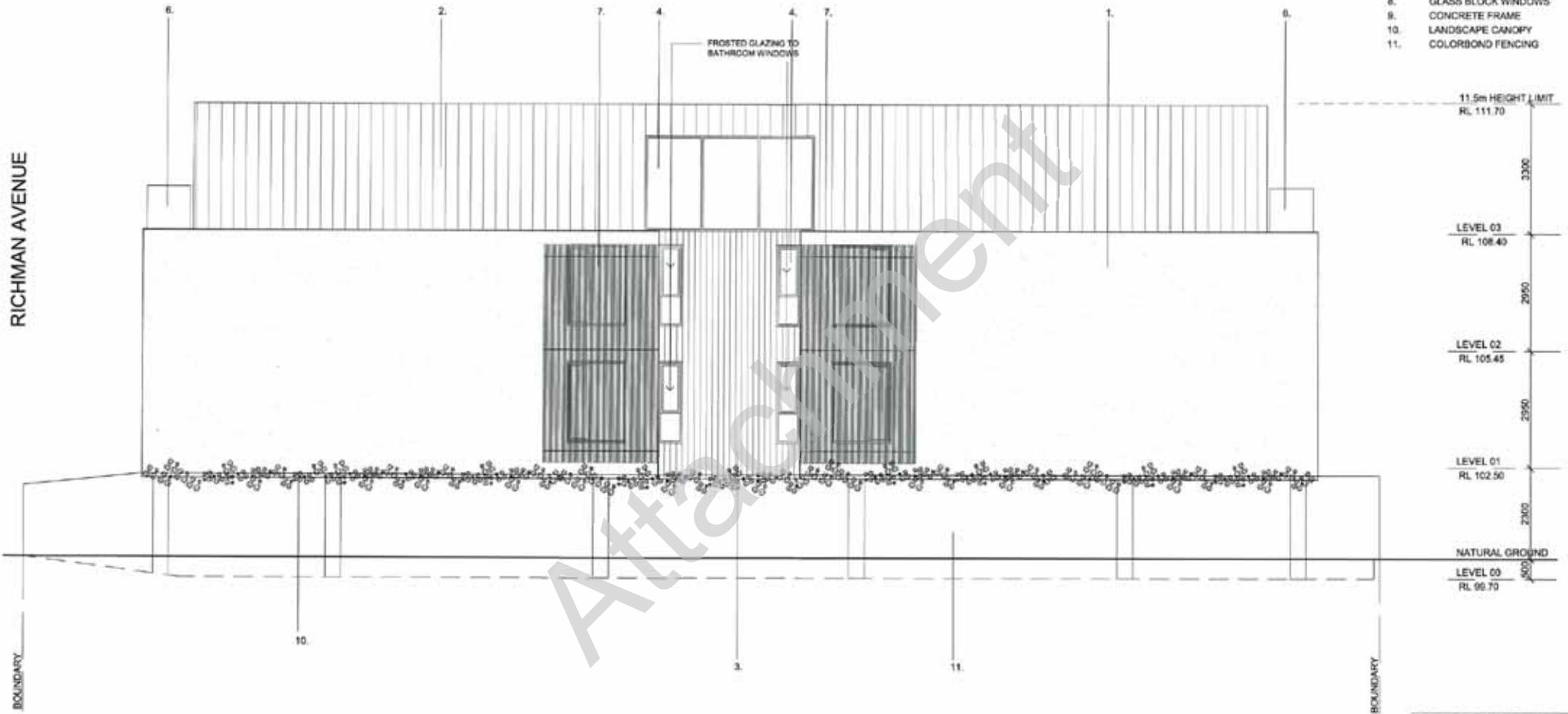
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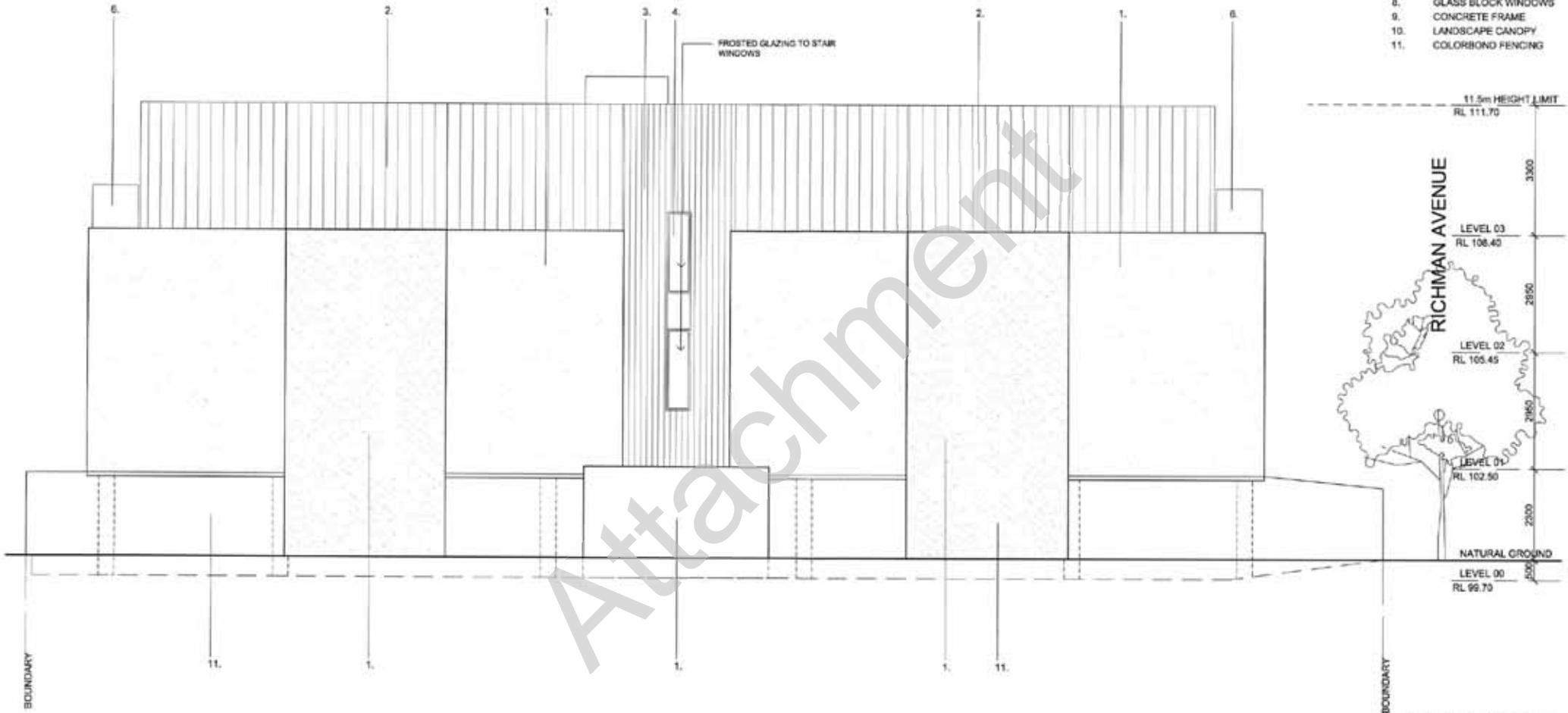
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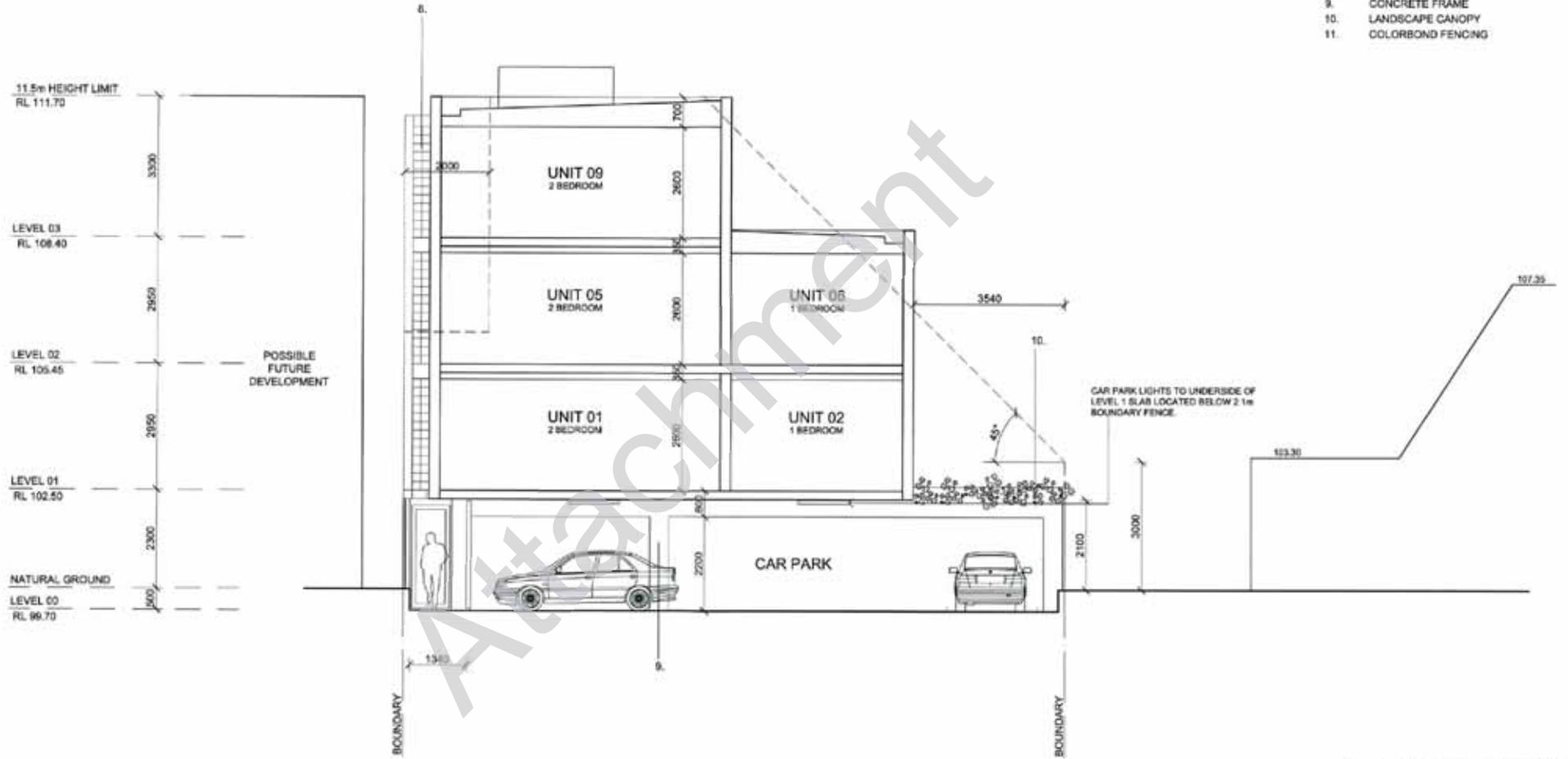
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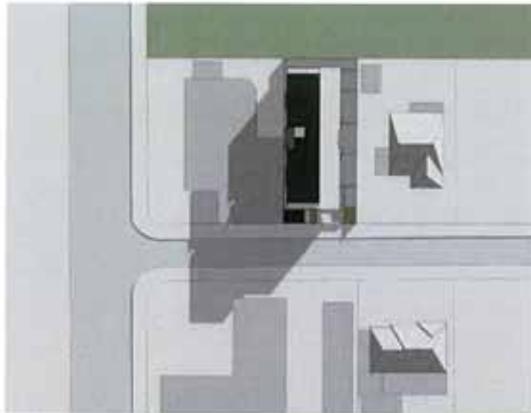
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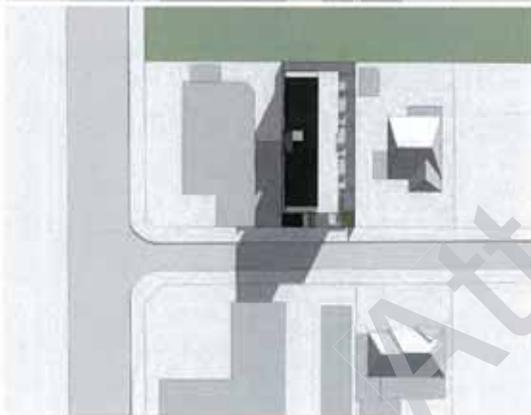
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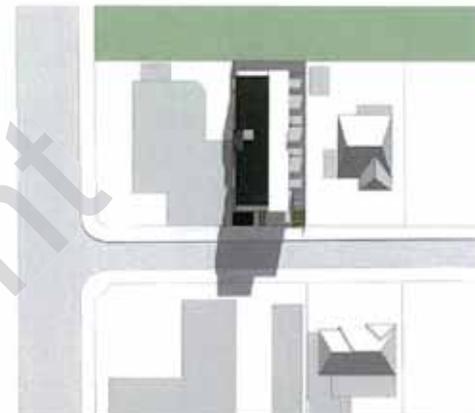
June 21 - 9am



June 21 - 10am



June 21 - 11am



June 21 - 12pm



Attachment

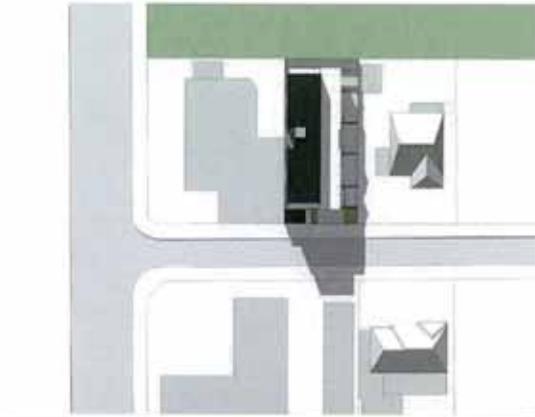
A1 - PLANNING APPLICATION - REVISED	14.04.15
A - PLANNING APPLICATION	03.03.15

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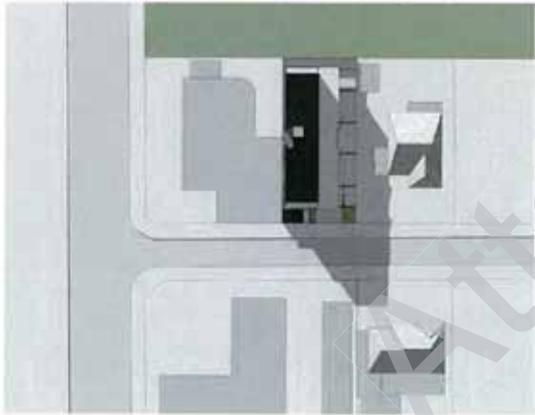
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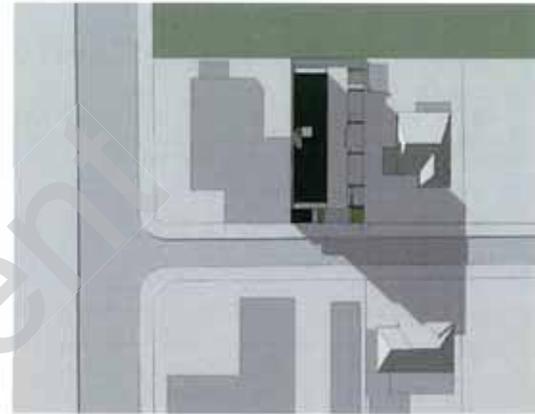
June 21 - 1pm



June 21 - 2pm



June 21 - 3pm



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A1 PLANNING APPLICATION - REVISED 14.04.15
 A PLANNING APPLICATION 03.03.15

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Dec 21 - 9am

Dec 21 - 3pm

Dec 21 - 12pm



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A1	PLANNING APPLICATION - REVISED	14.04.15
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A1 PLANNING APPLICATION - REVISED 14.04.15
 A PLANNING APPLICATION 03.03.15

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Planning Report

2A Richman Avenue Prospect



3 March 2015



Planning Report
2A Richman Avenue Prospect

Lead Consultant URPS

Prepared for Trice Pty Ltd

Date 3 March 2015

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1.0 Introduction

We make this report on behalf of the applicant, Trice Pty Ltd, who has engaged our services to assist with a development application involving construction of a four level residential flat building comprising 10 dwellings, with associated car parking and landscaping.

The application and associated material has been lodged with Council and is referred to as DA 050/82/2015.

The proposal is an "on-merit" and Category 2 form of development within the subject Urban Corridor Zone and Transit Living Policy Area.

This report has been prepared following our review of:

- the subject land and locality (refer locality plan Appendix A);
- the Certificate of Title (Volume 5878 Folio 806);
- the Prospect (City) Development Plan;
- traffic and car parking report prepared by Frank Siow (refer Appendix B);
- the proposal plans prepared by Enzo Caroscio Architecture;
- the 'SA Best Practice Guide: Waste Management in Residential or Mixed Use Developments' (Appendix C);
- architectural design statement prepared by Caroscio Architecture (Appendix D).

2.0 Subject Land and Locality

The subject land is located at 2A Richman Avenue Prospect. The land is contained within a single Certificate of Title (Volume 5878 Folio 806).

The land is approximately 15.54 metres wide by 34.44 metres deep, giving a total area of 535m². It is presently occupied by a single storey detached dwelling which is not listed as either a Local or State Heritage Place (and is of what appears Tudor styling). Aerial photography appears to indicate that presently there are no trees large enough to qualify as Significant/Regulated Trees on the site, and no tree on or near the land is listed as a Significant Tree by Table Pr/4. Photographs of the land are shown below.

Views of the subject land from Richman Avenue



View of the subject land from the rear (St Helens Park)

The locality has a mixed character reflective of its location on the edge of the subject Urban Corridor Zone adjoining the Residential Zone and Policy Area 450 (which lies to the east).

Land to the east comprises generally substantial interwar-style Tudor, Bungalow and Art Deco dwellings in a low density arrangement, with generally landscaped and fenced front yards. To the north of the land lies St Helens Park which is a large recreation and open space which extends some (approximately) 80 metres to the north. To the south lies a mix of offices, shop and educational uses, including a group of shops on the corner of Prospect Road and Te Anau Avenue and further to the south, the Blackfriars Priory School campus. To the immediate west lies a mechanical repairs workshop and situated further west, on the opposite side of Prospect Road, a child care centre and medical consulting rooms.

Prospect Road is an arterial road and carries large traffic volumes in the order of 23,500 vehicles per day (DPTI 2015).

Appendix A contains a map of the locality and zoning, while photographs of the locality are shown immediately below.

View of the land directly opposite the subject site



View of Richman Avenue, looking east of the subject site



View from the rear boundary toward Prospect Road (St Helens Park)



3.0 The Proposal

The proposal seeks to demolish existing buildings on the land and construct a four level residential flat or apartment building comprising 10 dwellings that includes:

- undercroft or ground floor car parking set below street level/natural ground level by approximately 500mm. It will have provision for 11 car parking spaces. The ground floor will feature an at-grade pedestrian access to a lobby that connects to the floors above with a lift and a staircase. The ground floor also comprises a waste/bin storage area in a shared arrangement adjacent its Richman Avenue frontage;
- first floor level comprising four apartments. Units 1 and 4 will be 77m² in floor area with two bedrooms, open plan living, meals and kitchen, bathroom and laundry, and feature 12m² of balcony space. Units 2 and 3 will be 53m² in floor area, consist of a single bedroom with open plan living, meals and kitchen, bathroom and laundry and feature an additional 10m² of balcony space;
- second floor level comprising four apartments. Units 5 and 8 will be 77m² in floor area, with two bedrooms, open plan living, meals and kitchen, bathroom and laundry and feature 12m² of balcony space. Units 6 and 7 will be 53m² in floor area, consist of a single bedroom with open plan living, meals and kitchen, bathroom and laundry and feature an additional 10m² of balcony space;
- third floor level comprising two apartments. Units 9 and 10 will be 77m² in floor area with two bedrooms, open plan living, meals and kitchen, bathroom and laundry and feature an additional 12m² of balcony space.

The building will comprise other notable design features:

- a total building floor area of 674m² (not including ground floor lobby/lift/stairwell or balcony area) with a total building height of 12.7 metres as measured from the car park floor to the top of the lift overrun. The building height to the top of roof above natural ground level is however 11.5 metres;
- it is noted that whilst the building is four levels, the ground level has been sunken by 500mm and the upper or fourth level is smaller, set in and constructed of a different material such that the building appears of 2.5 storey form;
- the car park will be set back 3 metres from street, 1.0 metre from western boundary, 1.8 metres from rear boundary and on the eastern boundary (save for the waste storage area and lobby);
- first and second level setback of 3 metres from street, 1.14 metres from western boundary, 1.54 metres from rear boundary and 3 metres from eastern boundary. Third level setbacks of 3 metres from the street, 1.14 metres from western boundary, 1.54 metres from rear boundary and 7.30 metres from eastern boundary;
- the building is one of contemporary design expressing a simplistic and modern form with extensive glazing upon its front and rear facades, which face the

street and the adjacent reserve. Building materials will include a predominant render/paint finish to the first and second habitable floors and metal cladding to the third habitable floor, and use of timber louvered screens on all levels;

- landscaping will feature with the portion of land adjacent Richman Avenue and along the eastern and northern edges of the land. Final details of plant species and heights are yet to be determined.

Attachment

4.0 Development Assessment

The site falls within the Transit Living Policy Area of the Urban Corridor Zone in the Prospect Development Plan (Consolidated 12 February 2015). The adjoining land to the south and west falls within the same policy area and zone. The adjoining land, to the east and north falls within the Residential Policy Area 450 of the Residential Zone.

Within the zone, residential flat buildings are not listed as either complying or non-complying kinds of development by Principles 20 and 21 respectively, therefore the proposal is an "on-merit" form of development. The proposal is also a Category 2 form of development as per Principle 22 of the zone.

4.1 Use of the Land/Desired Character

Principally the proposed use of the land is acceptable in the zone and more particularly the policy area, as it seeks for residential development to take place at medium to high densities to take advantage of high frequency transit corridors. Residential flat buildings are an envisaged use as per Zone Principle 1.

The Transit Living Policy Area primarily seeks to serve a residential function at medium to high densities, as noted in the following extract from the desired character statement:

Transit Living Policy Area

Desired Character

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

...

(My underline)

The replacement of existing detached dwellings with apartment and terrace-style dwellings, desirably two to three storeys in height, as proposed, is contemplated by the policy area.

While non-residential uses are acceptable in the policy area they are to play a more ancillary and supporting role in addressing the future needs of residential uses through the provision of conveniently sited services within walking distance. As the area continues to develop as a medium-high density residential precinct overtime, more services will likely be provided.

In the case of the proposal, non-residential uses are not desirable in this location because the size of the land is only 535.2m², which constrains areas for adequate car

parking. The land is located within a residential street and at the residential interface, therefore impact on residential amenity is more likely to occur. Moreover, there is no express desire to have an active 'shop-style' land use at ground floor as is envisaged within the High Street Policy Area or more typically on land fronting Prospect Road where a commercial frontage is more suited.

The desired building character of the Transit Living Policy Area will be achieved because the development is principally 2.5 stories in appearance with its upper level designed and positioned to minimize bulk. Its proposed setback is greater than the storey below and constructed with an alternate material providing some similarities with the appearance of a mansard style roof element.

The building height achieves the intent of the desired character and will enhance the streetscape through a simple and modern, yet articulated and interesting building form. In particular, the façade will comprise recessed glazing elements, a variety of building materials, a combination of horizontal and vertical elements, and balconies which address the street.

4.2. Dwelling Density

Principle of Development Control 5 in the Urban Corridor Zone states that the minimum net residential site density for the Transit Living Policy Area should be 45 dwellings per hectare. Given that the subject site has an area of 535m², 10 dwellings on this land would equate to a density of approximately 186 dwellings per hectare.

The 'Thirty Year Plan for Greater Adelaide' publication suggests that development of more than 70 dwellings per hectare qualifies as 'high density'. Therefore, as the proposal comprises a net density of 186 dwellings per hectare, it constitutes as high density development.

As noted above in the Use of the Land/Desired Character section, the Desired Character Statement of the Transit Living Policy Area specifically envisages for residential development to take place at medium to high densities. Principle 1 of the Transit Living Policy Area also seeks for development to be consistent with the desired character for the policy area. The proposal is therefore in accordance with the density standards.

The proposal is also acceptable in density terms considering the proposal has been designed to sit comfortably in regards to adjoining land and satisfies the intent of the setback and height provisions of the Development Plan (discussed further in Sections 4.5 and 4.6).

4.3. Design and Appearance

The design and appearance of the development will be acceptable because:

- the design incorporates articulation and variety in building materials. The upper most or fourth level is set back an additional 4.3m from the eastern boundary than the third level. Building materials include render/paint finish to the first and second habitable floors and metal cladding to the upper most floor, and use of

timber louvered screens on all levels which add considerable visual quality. Building materials will not be highly reflective:

- no shadow will be cast upon public open spaces. The majority of shadow is to be cast in a southerly direction toward Richman Avenue. In addition the extent of shadowing toward the dwelling to the east is mitigated by the ample setback between the building and the eastern boundary;
- 50% of the apartments will overlook public open space, which will provide a high level of amenity to occupants and passive surveillance of the public realm. Further, sight lines to the street will also be provided by the remaining 50% of the apartments that face south;
- no vehicular access is provided via an arterial road. Traffic flows through residential areas will be avoided as the land is one allotment removed from Prospect Road. There is anticipated to be little to no impact from headlight glare given the site's main vehicle entry/exit faces south upon an office use;
- the hot water services and air conditioning are shown located discretely behind the carpark at ground level in the north-western (rear) corner of the site. The waste storage area is to be enclosed by walling and not visible from the street;
- all balconies are neatly integrated into the building design, have sight lines to the street or reserve, are recessed to avoid wind impacts, and are to be plumbed to be self-draining and not cause internal flooding of apartments; and
- separate pedestrian and vehicle entryways to the street are proposed to ensure a high quality and safe pedestrian environment is provided. The building will actively engage and front the Richman Avenue streetscape, particularly given the use of ample glazing and a number of balconies, as will the primary pedestrian entry point which is visible and connected to the footpath.

4.4. Building Height/Interface

The primary building height of the proposal will be 11.5 metres (above natural ground level) and will satisfy the intent of the building height guideline per Zone Principle 13. It is noted that a portion of the building will be above natural ground at 12.2 metres, to the top of the lift overrun. The lift overrun however sits some 17.5 metres from the street boundary, some 13.6 metres from the St Helens Park boundary and some 10.2 metres from the residential boundary to the east. Therefore, the impact of this overrun will be negligible.

In respect to PDC 14 and submitted drawing A4.01 [A] titled Section A, the 45° interface to the land to the east will be breached in two locations, however the impact will not be unreasonable in my view because:

- the building follows the general siting expectations sought by the Development Plan, with its upper level set toward its western boundary adjacent a mechanical repairs workshop and away from the adjoining residential land;

- this general design approach achieves the intent of the interface guidelines without unreasonably compromising the visual appeal and architectural merit of the development;
- some of the building massing of this eastern side of the building has been managed through the use of varied colours, materials and depths including the protruding timber louvre-style privacy screens;
- although the bedroom windows of dwellings 6 and 7 are located within the breached 45° area, these are well screened, preventing overlooking;
- the nearest portion of the residential land to the east is not considered to be a highly sensitive part of that land as it comprises what appears its driveway, carport and garage (and not the important living and courtyard/private open space areas of this dwelling);

Further, the development generally satisfies the acoustic privacy requirements outlined by Council Wide PDC 95 considering:

- the proposed parking and driveway area is more than 3 metres from the adjacent dwelling to the east (in the order of 7.5m);
- the bedrooms within the flat building are separated from the private open space and living areas associated with the other apartments, and separated from the parking area;
- noise from the mechanical workshop will be managed by ensuring compliance with Minister's Specification SA 78B – Construction Requirements for the Control of External Sound. We welcome any condition you wish to impose which ensures compliance with this code.

4.5. Setbacks

The front setback guideline as per Principle 16 of the zone is achieved as the main face of the building will be 3 metres from Richman Avenue.

The rear setback will be 1.46 metres less than the rear setback guideline, however this departure is considered acceptable in the circumstances, as the rear land fronts St Helens Park and the primary purpose of the side and rear setback guidelines are to manage visual massing and bulk and shadow impacts upon private residential allotments.

The side setback to the eastern boundary is generous at 3 metres to the first, second and third levels and 7.3 metres to the third level, exceeding the 2 metre minimum sought by Zone PDC 18. Such setbacks considerably reduce impacts of visual massing and bulk upon the residential land to the east.

The western setback is considerably less at 1.14 metres generally (save for the two 4 metre wide walls associated with the bathrooms within each storey) which is considered acceptable as this land abuts a mechanical repairs workshop. It is also noted this land to the west is zoned to accommodate a building of a similar style and scale to the proposed development.

4.6. Overshadowing and Privacy

The proposal is considered to perform favourably in relation to Zone PDC 15, Council Wide PDC 89 and 90, which deal with overshadowing and privacy respectively.

The development will not shadow any north-facing windows of the dwelling to the east. It is clear from our review that 35m² of the dwelling to the east, particularly the eastern-most portion, will receive sunlight during the morning hours to its private open space area.

Given the proposal is located within the Urban Corridor Zone and is for a building of 3 or more storeys, the design need only make effort to minimise direct overlooking of habitable room windows and private open space, rather than completely prevent overlooking (some passive overlooking can occur in such contexts).

From our assessment, the balconies and windows to the front and rear of the proposed building will bear no material impact upon the privacy of the residential land to the east given their orientation and side screening. Direct views from the east facing bedroom windows on levels 2 and 3 are screened through louvers, whilst views obtained from the fourth storey lobby will not unreasonably impact the privacy of the adjoining resident as the floor plan shows the use of frosted glazing (the height has not been stipulated but we welcome a condition ensuring this be 1.7 metres above floor level).

4.7. Car Parking and Access

Our client has supplied a report prepared by Frank Siow & Associates (traffic and parking consultants).

In summary, the report suggests that the proposal provides car parking of a layout and dimension which achieves the intent of the relevant Australian Standard and the Development Plan.

The entrance ramp is steeper than that sought by the Australian Standard, however the traffic consultant remains supportive of the design given the low traffic volume anticipated by the development and also given sight lines to the footpath are maintained to ensure traffic and pedestrian safety within Richman Avenue is maintained.

As discussed within the traffic report, Table Pr/5 suggests the development should theoretically provide 12.5 vehicle parking spaces, whereas 11 spaces are proposed (meaning only a 1.5 space shortfall). Table Pr/5 also contemplates a lesser parking supply depending on local circumstances. In this case, it is suggested within the traffic report that given the proximity to Prospect Road and public transport, and the availability of on-street parking for visitors, there is some flexibility when applying the car parking rate. The level of supply in this instance will be acceptable.

Overall, the traffic and parking consultant is supportive of the proposal and we are satisfied, given his expertise in this field, that this component of the proposal is acceptable.

4.8. Outdoor Storage and Service Areas

The proposal is considered to comply with Council Wide Principles 147 and 170, which provide that outdoor storage and service areas should be screened from view, and located to be convenient for users whilst achieving adequate separation from sensitive land uses.

An area for waste storage is provided near the south eastern corner of the site. This area is to be screened from surrounding land by 1.8 metre high walling and fencing, whilst it is noted that the storage area is set into the site by 3.25 metres, allowing for landscaping between the front wall and the footpath.

We understand that the wall of the storage area facing the carpark entrance ramp will be constructed of a semi-transparent material (timber slats) to maintain a view of any vehicles entering and exiting the site.

Furthermore, the journey from any apartment door to the entrance of the storage area remains undercover and is therefore conveniently accessible and walkable in our view. A driveway on the adjoining land to the east provides a buffer between the waste storage area and the adjacent dwelling.

The location of the bicycle storage area, and the hot water and air conditioning units are located discretely to the rear and sides of the car parking area, and will be screened from surrounding land by 1.8 metre high fencing.

As per Council Wide PDC 171, the communal collection of waste is not required as the gross floor area of the building is considerably less than 2000m². As such, Council collection of waste is proposed.

Prospect Council currently use a three bin system:

- 140 litre waste bin (red lid), collected weekly;
- 240 litre recycling bin (yellow lid), collected fortnightly;
- 240 litre organics bin (green lid), collected fortnightly.

The provision of 3 bins per apartment is not considered necessary considering the size of each apartment and the minimal level of landscaping areas proposed.

As noted earlier, the proposal constitutes a high density development.

The 'SA Best Practice Guide: Waste Management in Residential or Mixed Use Developments', also published by the State Government in 2014, provides the following waste generation rate:

Table 1: Waste Resource Generation Rate

Land Use Type	Waste Resource Generation Rate			
	General Waste	Recycling	Organics	Metric
High Density Residential	30	25	10	L/bedroom/wk

As the development provides 16 bedrooms, the following levels of waste are generated per week and per fortnight according to the guide:

Table 2: Waste generated by the proposal

Type of Waste	Generation / week (L)	Generation / fortnight (L)
General	480	960
Recycling	400	800
Organic	160	320

Based on the figures presented in Table 2, the development requires a minimum of 4 general waste bins, 4 recycle bins and 2 organic bins, whereas a relative oversupply of bins will be provided with five general waste bins, and up to eight 240 litre bins to cater for recycling and organic waste.

Given the above, it is our view that the proposal provides for the adequate provision of waste storage and collection.

4.9. Private Open Space

All balcony areas exceed the standards expressed by PDC 152 and provide sufficient open space for one and two bedroom apartments with high levels of amenity and in some cases, views of public open space that comprises formal grassed areas and mature trees/landscaping.

5.0 Conclusions

The application before Council proposes a residential flat building comprising 10 dwellings and an undercroft car park over four levels. In our view, the proposal involves an "on-merit" kind of development that will be subject to category 2 public notification.

For the following reasons the proposal warrants your support:

- demolition of detached dwellings and their replacement with higher density forms of residential development are much sought after developments within the Urban Corridor Zone and Transit Living Corridor. In this sense, the proposal meets the intent of the Development Plan from a use and form of development perspective;
- the proposed density is considered acceptable because high density residential uses are contemplated in the Transit Living Policy Area. The proposal also satisfies the majority of the setback, height and car parking standards of the Development Plan;
- the building will address the street and public open space to the rear in a positive manner. In particular, the use of glazing and various colours and materials will present a visually interesting appearance to the public realm. The inclusion of numerous balconies will assist by creating an active and engaging relationship with the Richman Avenue streetscape;
- the design gives adequate regard to interface with the adjoining Residential Zone with the use of a generous setback to the eastern boundary, which in turn minimises the impacts of overshadowing, bulk and massing. Similarly, the orientation of the balconies and glazing largely prevent overlooking;
- it is contended by this report and an associated traffic report that the proposal will generate lesser amounts of car parking and waste than the amounts usually generated by residential development, and in turn, the proposal makes appropriate provision for car parking and waste storage.

The proposed development satisfies the most relevant provisions and intent of the Prospect (City) Development Plan. The identified departures from the Development Plan are considered minor in extent, and in any case, will not result in an appreciable impact upon surrounding land and the locality. For this reason, it is our view that the proposal warrants Development Plan Consent.

Please do not hesitate to call the undersigned with any questions on 8333 7999.



Matthew King MPlA, CPP
Director



Josh Skinner MPlA
Planner

6.0 Appendices

Attachment

Appendix A

URPS Locality Plan

Attachment



2A RICHMAN AVENUE PROSPECT SITE LOCALITY PLAN

CLIENT	TRICE PTY LTD	ZONES	
JOB REF.	2015-0011	HC	Historic Conservation
PREPARED BY.	ML	R	Residential
DATE.	02.03.2015	Urc	Urban Corridor
REVISION.	1		
DATA SOURCE.	Nearmaps, 02-03-2015.		

	Zone Boundary
	Subject Site
	Cadastral



Appendix B

Frank Siow Traffic and Car Parking Report

Attachment

FRANK SIOW & ASSOCIATES

Traffic and Parking Consultants

P.O. Box 253
Kensington Park SA 5068
Tel/Fax: (08) 8364 1351
Mobile: 0411 445 438
Email: frank@franksiow.com.au

2 March 2015

Mr Ben Ward
Trice Project and Development Managers
92 Halifax Street
ADELAIDE SA 5000

Dear Mr Ward,

2A RICHMAN AVENUE, PROSPECT PROPOSED RESIDENTIAL DEVELOPMENT

As requested, I have reviewed the proposal to construct 10 apartments on the subject site. The site is located on the northern side of Richman Avenue, one allotment away from Prospect Road.

Prospect Road is an arterial road under the control, care and management of DPTI. Prospect Road has one traffic line in each direction separated by a painted median. There is a bicycle lane which operates on the eastern side of the road during the morning peak period on weekdays, and on the western side during the afternoon peak period on weekdays.

There is a bus route along Prospect Road with a stop conveniently located approximately 70m from the subject site.

The subject site is located within the Urban Corridor Zone and Transit Policy Area of the City of Prospect.

The proposal comprises of 10 apartments over three levels and an undercroft car park. The undercroft car park would have 11 parking spaces and parking for at least 4 bicycles.

1.0 PARKING ASSESSMENT

The relevant parking requirements for residential apartments in the Urban Corridor Zone are as follows:

- *Resident: 1 per studio (no separate bedroom), 1 or 2 bedroom dwelling*
- *Visitor: 0.25 per dwelling*

A lesser car parking rate than prescribed may be applied where justified based on local circumstances, for example where: (c) sites are located within 200 metres walking distance of a convenient and frequent service fixed public transport stop;

- *Employee/resident (bicycle parking spaces): 1 for every 4 dwellings*
- *Visitor (bicycle parking spaces): 1 for every 10 dwellings*

Based on the Development Plan, the parking required would be:

- 12.5 parking spaces.
- 3.5 bicycle parking spaces

At locations where public transport is readily available, it is not uncommon to reduce the parking requirement. This is also referred to in the Development Plan provisions. In addition, the adjacent bicycle routes and bicycle lanes would further encourage the use of non-car modes of transport for the subject development.

Assuming a 10% discount for proximity to public transport, the parking required for the proposed development would be 11 spaces (rounded down).

The proposal would provide 11 parking spaces and parking for at least 4 bicycles, thereby satisfying the Development Plan requirements.

Furthermore, on-street parking would also be conveniently available adjacent to the subject site, which would be suitable for visitors of the development. However, it should be noted that the forecast peak parking demand of the proposed development would be met on-site, without having to rely on on-street parking.

Having regard to the location of the subject site in an Urban Corridor Zone, its proximity to bus services, the encouragement of cycling through provision of bicycle parking facilities and availability of on-street parking, I am of the opinion that the parking provision for the development would be satisfactory.

2.0 PARKING LAYOUT

The proposed car park would be defined as User Class 1 in the parking standard. For 90-degree parking, the minimum dimensions are 2.4m by 5.4m space widths and serviced by a 5.8m aisleway. For parallel parking, the minimum space dimensions are 2.1m wide by 5.4m to 6.2m long. The proposed car park dimensions would comply or exceed these requirements.

The 90-degree space widths are generally in excess of 2.4m, therefore enabling easier access to the parking spaces, as shown by the turning path diagrams below.

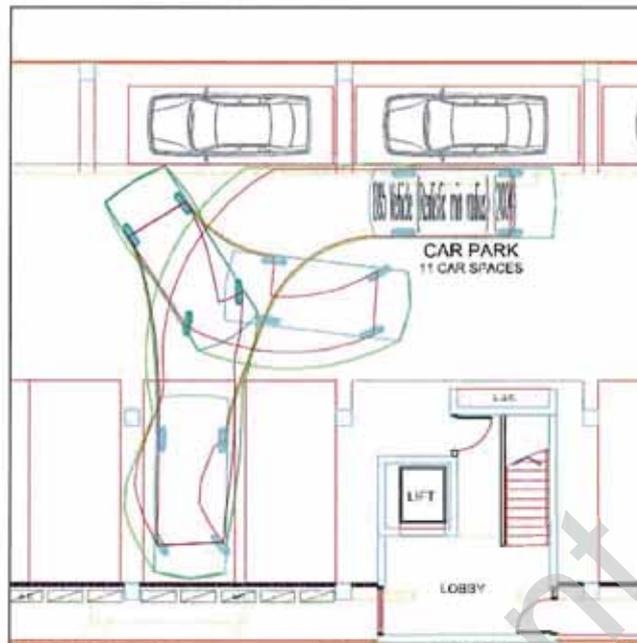


Figure : B85 Vehicle entering and exiting 90 degree parking space

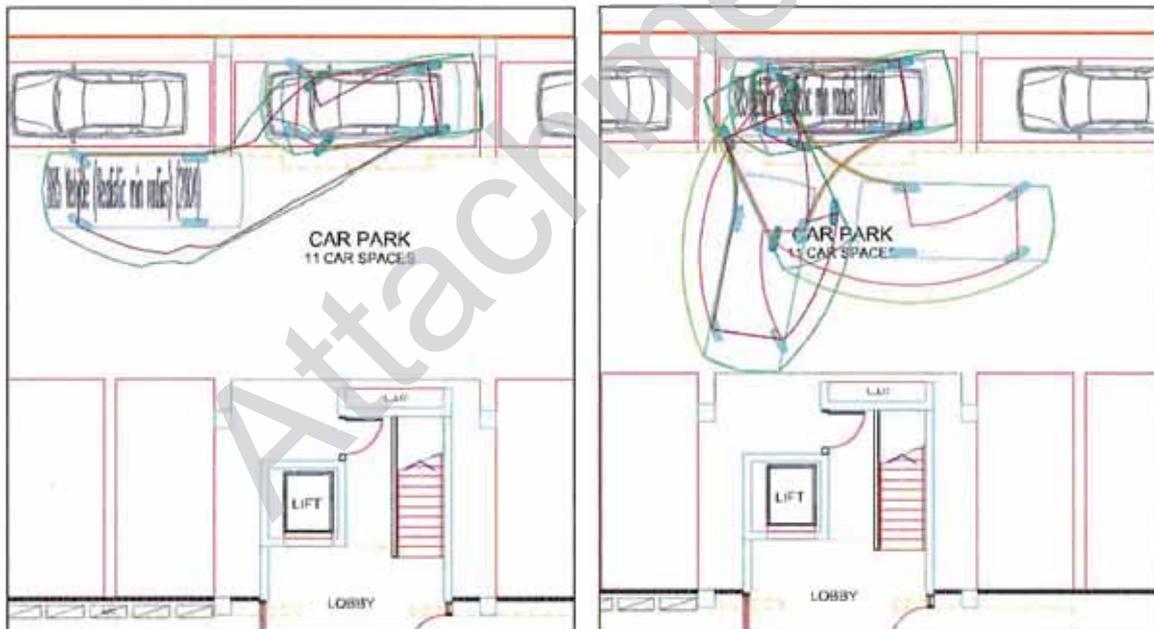


Figure : B85 Vehicle entering and exiting parallel parking space

At the end of the car park, a widened area would be provided (shown hatched) which would enable a car to turnaround and travel out to Richman Avenue in a forward direction, in the event that a driver enters the car park and find that all the spaces are occupied.

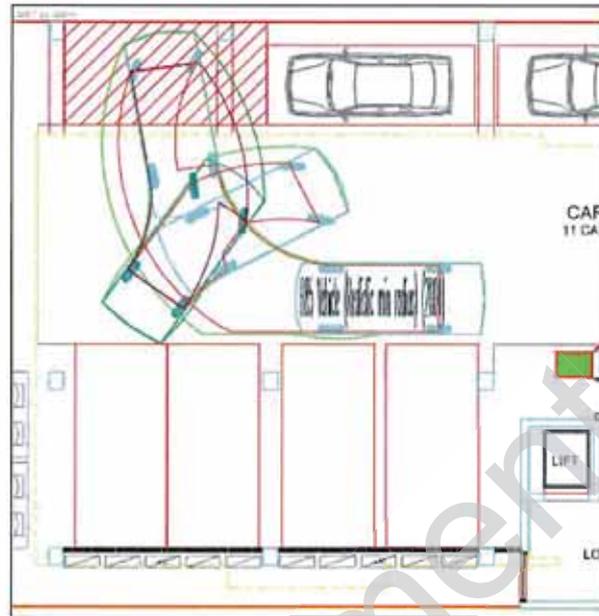


Figure : B85 Vehicle using turnaround space to exit parking area when car park is full

The minimum driveway width specified in the parking standard is 5.5m plus 0.3m additional clearance on each side if there is a wall or similar obstruction present. This dimension is complied with.

At the exit point of the driveway, a clear triangle of 2m by 2.5m dimensions would be provided to comply with the pedestrian sight line requirement in the parking standard.

A 1 in 8 ramp is proposed between the undercroft car park and the existing footpath/roadway. While the parking standard requires a "flat area" of 1 in 20 to be provided on the approach to the road, because of height constraints and other design issues, this requirement would not be achievable. However, I am satisfied that the proposed design would be acceptable having regard to:

- The height difference between the undercroft and footpath level is 0.5m. This would not have an impact on the ability of exiting drivers to view on-coming pedestrians using the footpath (the driver eye height is 1.1m above the undercroft level). The pedestrian sight line triangle has also been provided to ensure that there is no obstruction to the sight line.
- The proposed development is a very low traffic generator. It is primarily a resident car park where the access is secured (via a security gate at the entrance). Based on the *Land Use Traffic Generation Guidelines SA*, the proposed development would be expected to generate only 7 vehicles per hour during the peak. The usage of the ramp would therefore be low and, given that it is primarily a secured resident car park, users would be familiar with the ramp access.

3.0 TRAFFIC IMPACT

The proposed development would be expected to generate approximately 7 vehicles per hour during the peak. Such a low number of trips during the peak hour would have minimal impact on the adjacent roads. I am therefore satisfied that the proposed development would not have an adverse impact on the adjacent road network.

4.0 SUMMARY

In summary, based on the above assessment, I am of the opinion that adequate parking would be provided for the development and that the proposed parking layout would substantially satisfy the requirements of the parking standard. Access to the parking spaces and to the adjacent road would also be convenient. The traffic generated by the proposed development would also be expected to have minimal traffic impact on the adjacent roads.

On the basis of the above assessment, I am of the opinion that the proposed development can be supported on traffic and parking grounds.

Yours sincerely,

Frank Siow

FRANK SIOW

MIEAust MAITPM MIPWEA

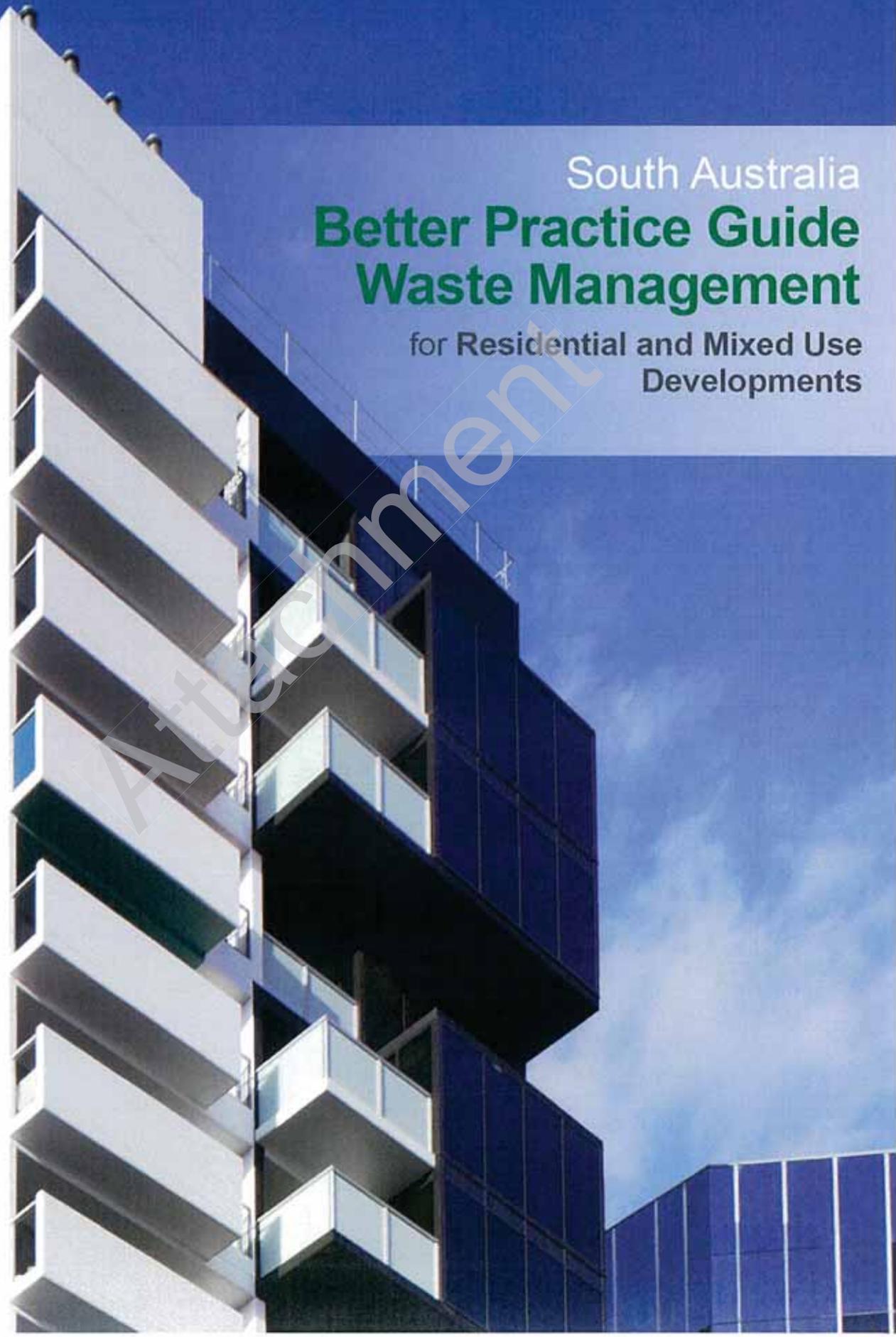
Appendix C

SA Best Practice Guide: Waste Management in Residential or Mixed
Use Developments

Attachment



South Australia
Better Practice Guide
Waste Management
for Residential and Mixed Use
Developments



Zero Waste SA

Zero Waste SA, established by the *Zero Waste SA Act 2004*, provides strategic policy advice and direction to government and stakeholders. It undertakes programs and projects that maximise waste reduction and promote recycling and sustainability. It engages with the community, business and government, building partnerships for change.

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Renewal SA

Renewal SA is charged with leading urban renewal activities on behalf of the Government of South Australia, including key priorities around affordable housing, renewal of social housing stock, and significantly contributing to achieving outcomes sought for urban development through the *30-Year Plan for Greater Adelaide*.

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Property Council of Australia

Property Council of Australia is a leading advocate for Australia's property industry fostering a more informed, connected and professional property marketplace. It serves the interests of companies across all spheres of property investment activity as well as property developers and managers.

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Foreword



We are pleased to present this guide for developers, project managers, planners, architects, facilities managers and the waste industry.

Developed in partnership with Zero Waste SA, Renewal SA and the Property Council, this guide is an important step towards encouraging good practice in managing waste in new residential and mixed use developments.

South Australia's increasing population and the way that people are choosing to live is increasing the need to plan for smarter growth, particularly in metropolitan Adelaide. Sustainable development, through a greater emphasis on infill growth, is an emerging trend in South Australia and has been presenting new challenges.

Residents and tenants expect efficient and convenient waste and recycling services as a minimum service. With space at a premium, innovative and efficient waste management systems need to be incorporated during the design of the development to ensure service needs can be met.

Well designed developments need to consider how wastes and recyclable materials flow from

within the property to a disposal point and through to where waste is collected. This guide provides valuable assistance in the design and operation of a waste management system for different types of development ranging from small townhouses to inner-city apartments and mixed use developments.

Affordable solutions to manage waste through functional and convenient systems will encourage greater recovery of resources and enhance the quality of life for the community.

By linking land use planning with best practice information for waste and recycling in new urban communities and mixed use developments we can achieve a clean, safe and attractive environment to live and work in.

We commend this publication for its practical guidance and expect it will become the authoritative resource for the property industry.



Hon John Rau MP
Deputy Premier
Minister for Planning
Minister for Housing and Urban Development



Hon Ian Hunter MLC
Minister for Sustainability, Environment and Conservation

1.1 Purpose

This Waste Management Better Practice Guide for Residential and Mixed Use Developments (the Guide) is intended to help organisations and businesses involved in planning and designing waste management systems for medium to high density and mixed use developments.

It is hoped that the Guide will be a reference for all the stakeholders in this field in South Australia, encouraging a performance based approach to design better Waste Management Systems (WMS).

The Guide presents design objectives, advice, and information to support better waste management outcomes. It is not prescriptive and it is not a design manual.

In particular, building designers/developers, property owners, business operators, local councils and State Government agencies may refer to the Guide when:

- providing advice on expected requirements for a WMS
- proposing or designing a WMS for a development
- commenting on or assessing an application for development approval.

1.2 Context

For the past decade South Australia has been a leader in waste management reform and resource recovery in Australia and is recognised as such internationally. South Australia is now more resource efficient, recovering and recycling more materials and reducing greenhouse gas emissions from landfill.

South Australia's successes have been solidly based on a source separation model. Waste is sorted into key waste streams (such as food organics, cardboard, paper and metals) by householders and businesses at their premises (at the source). This diverts useful materials away from landfill. Waste materials are then collected,

generally by councils or waste contractors, for recycling, energy recovery or disposal.

New developments in South Australia need to accommodate this source separation during design activities.

1.3 Changing urban form

More people in urban environments want to live and work near education, shops, entertainment, open space and public transport. Medium to high density and mixed use buildings are becoming a common feature in metropolitan Adelaide and in some regional centres. Conventional kerbside collection systems may be not be practical or cost-effective.

Poor or inadequate waste management can quickly reduce the appeal of a site and lead to ongoing problems. Developers can support the needs of future owners and tenants in order to increase the attractiveness of the development, contributing to positive market perceptions.

Setting agreed expectations of a well-designed and operated Waste Management System will:

- allow developers to meet requirements early in the design process and offer clarity to all parties
- promote waste minimisation, reuse and recycling
- define responsibility for waste transfer from the point of generation to centralised storage to point of removal
- contribute to the public realm as a safe and secure and attractive environment for pedestrian movement and social interaction.

1

1.4 Design objectives and outcomes

The following are a set of recommended design objectives. When setting an objective it is good to understand what outcomes will identify whether the objective has been met.

Design Objective 1: Environmental Sustainability

Design outcomes

Developments have regard to the long term sustainability of the environment when:

- (a) resource recovery is maximised and waste to landfill is minimised
- (b) occupant waste and recycling service requirements are met satisfactorily
- (c) statutory obligations of any predicted waste streams are met.

Design Objective 2: Effective Waste Resource Management

Design outcomes

Developments achieve effective waste resource management when:

- (a) occupants and building managers have functional and convenient separation and disposal of waste and recycling streams (including universal access)
- (b) trip generation and pedestrian travel distances to the point of disposal are minimised
- (c) flexibility in the system's capacity allows for changes in land use and/or generation rates
- (d) storage areas are convenient to primary pedestrian movements (main walking routes through the area)
- (e) collection zones are designed so that waste can be removed from the site safely and conveniently.

Design Objective 3: Clean and Healthy Living Environments

Design outcomes

Developments protect and enhance the quality of life for the community when:

- (a) negative impacts on amenity for residents, neighbours and the public are minimised (visual, noise, traffic, odour, litter and illegal dumping potential)
- (b) waste disposal and collection is hygienic and safe.

Design Objective 4: Affordability

Design outcomes

Developments provide affordable living and working, when:

- (a) up-front investment during construction is optimised
- (b) ongoing waste management is cost effective for residents and tenants.

2 How to plan for your WMS

2.1 When to start

The design of a new development's Waste Management System should be considered early in the planning process along with other space, infrastructure and activity requirements.

2.2 What constitutes a Waste Management System?

A waste management system includes both the physical infrastructure and operational activities that control or connect how waste and recyclable materials flow through a development. This process includes the point of waste disposal by the tenant/resident to the collection zone where waste is collected by a truck for off-site disposal or recovery (refer to Figure 2.1).

2.3 The design stages

Like other planning activities, a WMS is normally planned through a staged process until a final and satisfactory detailed design is achieved (Refer to Figure 2.2).

The design process typically involves regular review of design requirements or constraints, which may include ongoing consultation with stakeholders (Refer to Appendix A).

Outcomes from each design stage can be used to prepare a Waste Management Plan (WMP) that Planning Authorities may request (Refer to Section 7 and Appendix D).

Waste Management System		
Step	Operational Activity	Physical Infrastructure
Tenancy / Dwelling	Source separation into waste and recyclables by tenants or residents	Local storage bins or areas in dwelling or tenancies
↓		
Disposal Point	Disposal by tenants or residents into larger bins or waste chutes	Access routes, bins, chutes, disposal or storage rooms or areas, etc.
↓		
Aggregation and Storage	Storage and/or volume reduction in larger bins and/or using equipment	Bins, compactors, balers, storage rooms or areas
↓		
Bin Presentation	Relocation of storage bins or waste/recycling to collection point or area	Access routes, lifts, trolleys, presentation rooms or areas
↓		
Collection	Collection or emptying of bins for disposal at external location	Collection vehicles, access roads, turning areas, loading areas

Figure 2.1: Key steps, operational activities and associated physical infrastructure in a Waste Management System for a medium to high density residential or mixed use development

2



Figure 2.2: Staged design process for a Waste Management System

2.4 How can the Guide help?

The Guide offers advice that you can consider when you are planning, designing, analysing or approving the WMS for a particular development.

Section 3 asks you to consider how the site and the nature of the development will impact on the waste issues and therefore on the WMS design. It explains the three main system types (Simple, Intermediate and Complex) and how to choose which type you need.

Section 4 steers the design towards better practice and offers a series of clauses that can be used to improve, assess or to discuss the WMS design. It gives guidance appropriate to all developments.

Section 5 gives specific guidance on designing the selected type of system.

Section 6 focuses on how to review a design.

Section 7 gives advice on content for Waste Management Plans at different stages in a development's planning.

Sections 8 and 9 point you in the direction of more information and other advice.

Supporting information is provided in the Appendices.

In the design of a WMS, it is important to consider:

- the development's built form and site circumstance
- the service level required by the development
- expected waste and recycling streams and expected volumes.

Examples of important information typically needed for planning and designing a Waste Management System are provided in Appendix A, Table A.1)

3.1 Built form and site circumstance

Whether to choose a Simple, Intermediate or Complex WMS is based on a development's built form and the site circumstance. These types of systems are explained in Table 3.1. Further examples of how built form and site circumstance influence the design of a WMS are provided in Appendix B1.

3.2 Knowing the service level needed

Some developments need a range of waste services, so the design has to consider how many local disposal points will be needed and the size and number of storage areas, and what truck movements will be needed to manage the different predicted waste streams.

These requirements will depend on:

- expected waste and recycling streams and volumes (Section 3.4)
- requirements mandated by local councils or State Government (Appendix A, Table A.1)
- the type and scale of land use activity because
 - larger developments may support more recycling services than smaller developments
 - commercial tenants may demand additional recycling services
 - market requirements or demands from tenants/residents may want additional recycling services in premium developments
- other desired recycling services that achieve an environmental performance standard such as Green Star or NABERS.

Appendix B2 lists common service requirements and expectations according to the land use activity. The design may also need to consider which types of waste collection services are available in the area.

3.3 Selecting a Waste Management System

Table 3.1 indicates the type of system that may suit different types of development. Understanding general requirements is useful during preliminary planning and then a Waste Management Plan (Section 7) and performance based assessment is recommended to determine system compatibility more accurately.

3.4 Estimating waste and recycling streams and volumes

Knowing how much and what type of waste and recycling material is likely to be generated allows designers to estimate the type and number of bins and/or the area of hardstand needed. This will determine the space needed for waste and recycling storage areas and collection zones.

Waste Resource Generation Rates (WRGRs) for development land use activities help to identify expected volumes.

WRGRs can be found in published literature or reports and/or should be identified by consultation with local council and relevant State Government agencies.

Appendix C lists recommended WRGRs for South Australia together with a worked example.

A Waste System Calculator Tool to assist with the estimation of waste storage requirements can be downloaded from the Zero Waste SA website.

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Table 3.1: Quick reference guide to align developments with Waste Management Systems

Development Type			
	Type A: Simple	Type B: Intermediate	Type C: Complex
Built Form	Single dwellings, row houses, small townhouse development	Large townhouse development, low rise apartment complex, mixed use tenancies such as café and retail	Medium-high rise residential development, mixed use tenancies such as supermarkets, retail and restaurants
Site Circumstances	Frontage per dwelling adequate for bin presentation on kerb	Narrow access roads, limited frontage per dwelling	Narrow access roads, limited frontage per dwelling, no street parking for collection, on-property collection needed
Typical Waste Management System	<p>Use of 140, 240 and/or 360 litre bins</p> <p>Standard 3 bin system (waste, recycling and organics)</p> <p>Residents/tenants manage operation of waste system</p> <p>Bins are presented and collected on kerbside</p> <p>Side lifting collection vehicle used</p>	<p>Combination of 140, 240, 360, 660 and/or 1100 litre bins</p> <p>Manual handling systems without significant infrastructure</p> <p>Shared bin system using common bin storage areas</p> <p>Waste system may be managed by building management</p> <p>Additional and/or separate storage areas may be needed for hard waste, e-waste and difficult waste streams.</p> <p>Bin presentation for collection either:</p> <ul style="list-style-type: none"> • within a designated compound on the development site • moved to the road at the time of collection • moved to a previously designated collection zone <p>Rear lift collection vehicle used</p>	<p>Highly site-specific design which may include high volume manual and automated handling systems including:</p> <ul style="list-style-type: none"> • Waste chutes for residents to dispose of waste and recyclables • Compaction equipment to reduce waste volume and decrease storage area size and/or collection frequency • Additional and separate storage areas for hard waste, e-waste items and difficult waste streams <p>Larger capacity four wheel bins or bulk bins (660 L, 1100 L, 1.5 m³ or 3 m³)</p> <p>Specialised waste collection equipment such as bin lifters, trolleys and/or other</p> <p>Bin presentation for collection within a designated compound on the development site</p> <p>Building management required to manage waste systems</p> <p>Rear lift and/or front-lift collection vehicles used</p>

4 Design guidance for all developments

The design of waste management systems needs to be compatible with waste management practices and commercial recycling infrastructure in South Australia and must be compliant with the Building Code of Australia and all relevant Australian Standards.

How to meet objective 1: environmental sustainability

Design outcomes

Developments have regard to the long term sustainability of the environment when:

- (a) resource recovery is maximised and waste to landfill is minimised
- (b) occupant service requirements are met satisfactorily
- (c) statutory obligations of any predicted waste streams are met.

Environmental sustainability

How to meet objective 2: effective waste resource management

Design outcomes

Developments achieve effective waste resource management when:

- (a) occupants and building managers have functional and convenient separation and disposal of waste and recycling streams (including universal access)
- (b) trip generation and pedestrian travel distances to the point of disposal are minimised
- (c) flexibility in the system's capacity allows for changes in land use and/or generation rates
- (d) storage areas are convenient to primary pedestrian movements (main walking routes through the area)
- (e) collection zones are designed so that waste can be removed from the site safely and conveniently.

Effective waste resource management

4.1 System design considerations

4.1.1 Developments should have regular collection services for waste and recyclables.

4.1.2 Systems should support occupants to meet SA State targets for levels of resource recovery.

4.1.3 Design should provide adequate floor grading and drainage to sewer to prevent spillages entering stormwater systems.

4.2 System design considerations

4.2.1 How the system will be managed should form part of the initial design. Waste Management Systems should support source separation of typical recyclable materials generated by residential and mixed use developments.

4.2.2 Resource recovery systems, including storage areas, should be flexible to allow for likely future mixes of land uses and adaptation and reuse of buildings.

4.2.3 Systems and supporting infrastructure should:

- (a) be designed to store and handle the estimated waste of future building occupants safely, efficiently and conveniently
- (b) incorporate conveniently located access

4

points for waste disposal, such as a separate room or storage area

(c) need minimal maintenance and be easy to clean

(d) minimise potential for noise disturbance to occupants, and

(e) allow adequate access to install, maintain and/or repair equipment.

4.2.4 Selecting the type and size of bins should be based on:

(a) estimated waste and recycling volumes calculated on a per capita or per floor area basis

(b) both design and expected occupancy of all premises in the development

(c) the desired waste collection frequency

(d) available waste collection services and vehicles for the location

(e) clearances and floor surfaces to allow safe movement of bins along the system's transfer pathways.

4.2.5 Filed bylaws for community/strata title developments should set out management responsibilities for the waste and recycling system on a property.

4.3 Operational considerations

How parties will understand and use the system is a key consideration for a WMS.

4.3.1 Colour designations for all supporting infrastructure including bin lids, chute openings and labelling should align with Australian Standards AS4123.7-2006 mobile waste containers. Colours and markings are:

Resource Type	Body	Lid
Waste to Landfill	Dark Green or Black	Red
Dry Comingled Recyclables for Recycling	Dark Green or Black	Yellow
Green Organics for Composting (including food organics)	Dark Green or Black	Lime Green
Paper/Cardboard	Dark Green or Black	Blue

4.3.2 All parties using the system need to understand who is responsible for owning and safely managing the WMS and for delivering waste and recycling collection services. Responsibilities should be outlined in an Operations and Maintenance manual and in the resident/tenant's handbook.

4

4.4 Local storage (in dwelling tenancy)

All dwellings/tenancies should have adequate space for storage of waste and recyclables to minimise trip generation to the disposal point.

4.4.1 For commercial tenancies local storage of waste and recyclables should:

- (a) allow access by cleaners, building management and/or waste contractors
- (b) suit the type of premises, the material generated and the cleaning/collection needs and may include
 - in tenancy utility or bin stations/positions
 - in tenancy room or rooms in the building, and/or
 - on-property external (outside) areas.

4.4.2 For residential dwellings the system should:

- (a) Make adequate provision for a kitchen (waste and recycling) bin station that provides a general waste bin (at least 20 L), a co-mingled recycling receptacle (at least 30 L) and a food organics receptacle (at least 10 L).



Figure 4.1: Elements of a kitchen waste bin station



4.5 Transfer pathways design

Developments should allow the safe movement of separated materials from private areas into and through common property areas to the bin storage area and collection zone.

4.5.1 To minimise risks to persons and property, the bin storage area should be located at ground level.

4.5.2 Transfer pathways from the dwelling/tenancy to the local disposal point should ensure dignified access and use of the bins by people with a disability.

4.5.3 Common disposal points should:

- (a) be conveniently and equitably accessible for users and waste collection staff
- (b) be no more than 30 metres from front door to disposal point
- (c) minimise carting of bins to the collection point
- (d) provide appropriately paved and graded transfer routes to avoid water pooling from rain or irrigation.

4.5.4 Transfer routes from the bin storage area to the collection zone should be free of obstructions and steps, at least 1.25 m wide, have a slope of no more than 1:10 and not pass through living areas of any dwelling. This is to allow all residents/tenants, including the aged or persons with limited mobility impairment, to cart the bins easily and safely.

4.5.5 Moving bins safely and conveniently to a collection zone may need vertical lifting equipment, a power trolley or other equipment.

4

4.6 Bin storage area design

Bin storage areas need to be appropriately sized, designed and located to support consolidation of dwelling/tenancy waste into larger storage bins before collection.

4.6.1 Bin storage areas and access, including lifting waste bin lids, should be convenient for waste disposal and maintenance.

4.6.2 Designers should consider providing a secure bin storage area to prevent interference with the bins and equipment by the general public.

4.6.3 Sufficient space should be provided for any equipment needed to handle or manage estimated waste and recycling between collections.

4.6.4 The location of the bin storage area should balance the aesthetic needs of residents/tenants with the functional requirements of the waste management service provider.

4.6.5 The designated bin storage area should be external to living areas, either assigned to dwellings or tenancies and located within the property boundaries or in a designated part or areas of the Common Property.

4.6.6 Storage areas should be sized to store, in separate containers, the volume of waste and recycling likely to be generated between collections and minimise potential for waste to spread outside the designated area. (Refer to Figure 4.2)

4.7 Collection zone location

Collection zones may be on the property or on the street (kerbside or roadway). The following guidelines will facilitate the transfer of waste from the storage area to the collection zone.

4.7.1 Design for on street collection zones should consider:

- (a) local council and planning requirements
- (b) the balance of collection needs with aesthetics and public realm needs
- (c) existing and potential traffic controls
- (d) possible disruptions to local pedestrian and vehicle movements
- (e) possible impact upon noise sensitive adjacent land uses
- (f) that carting distance from bin storage area to collection zone (where a rear-lifting truck would pick up the bin) does not exceed 15m
- (g) adequate street access for the waste collection vehicle.

4.7.2 Design for on-property collection should ensure:

- (a) access for trucks to enter and exit the property in a forward gear (refer Figure 4.3)
- (b) the need for reversing is minimised
- (c) that interference with pedestrian or vehicular movements is minimised
- (d) adequate design of pavement or roadway on-property to support collection vehicles
- (e) adequate clearance and lifting heights for bin servicing
- (f) suitable positioning and collection times to minimise adverse impacts on the amenity for residents, neighbours and the public arising from noise or odour associated with bin collection.

4

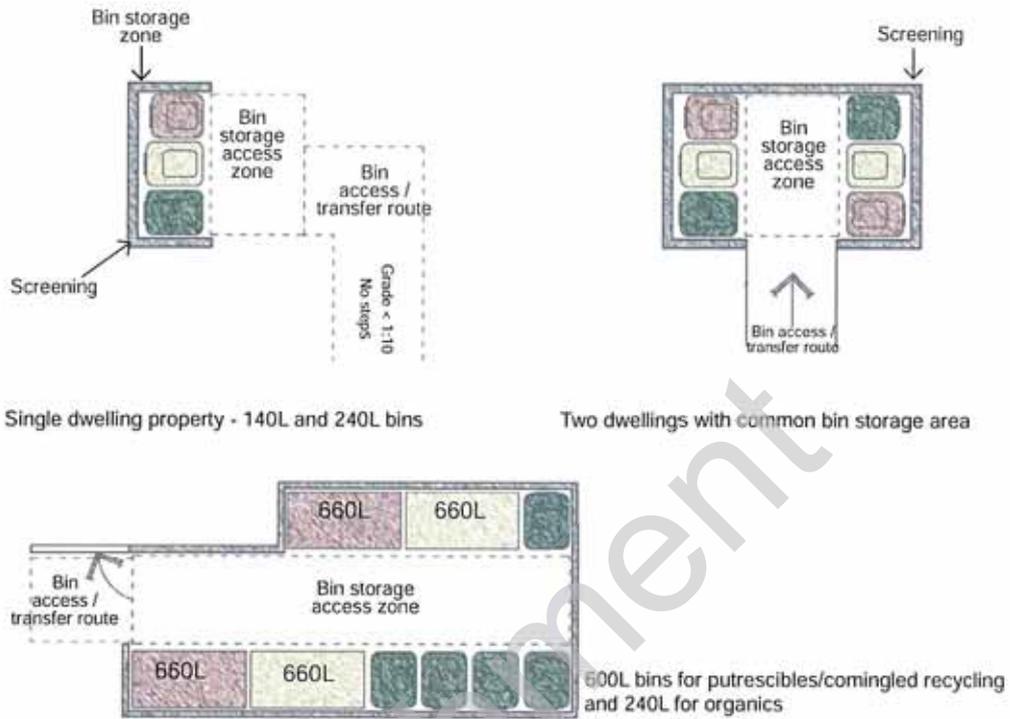


Figure 4.2: Examples of potential arrangements and dimensions for bin storage areas.

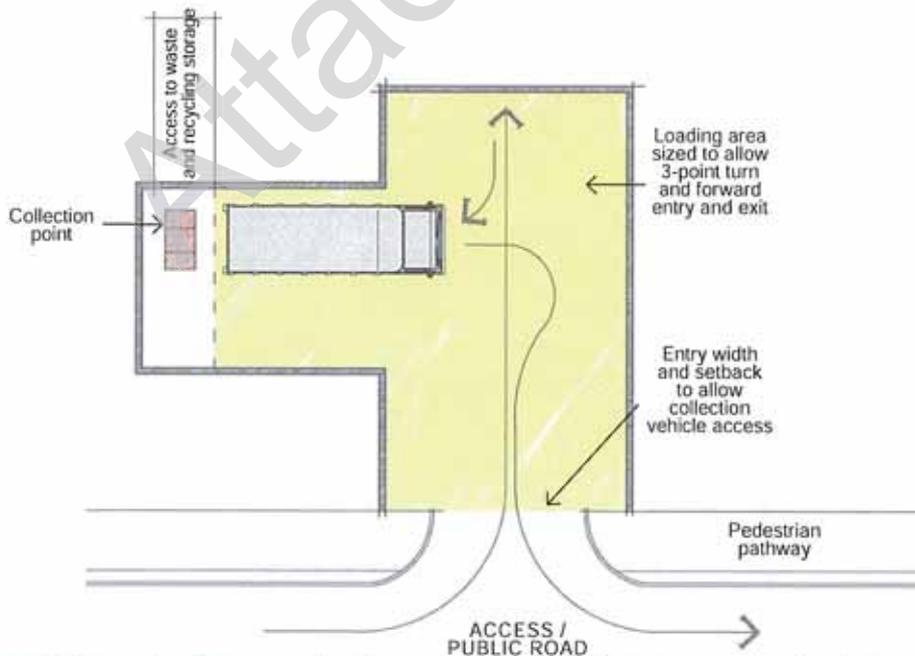


Figure 4.3: Example where reversing has been minimised for on-property collection.

This example illustrates that design of these areas need to provide adequate space to allow entry, exit and manoeuvring of the collection vehicle, and also ensure proper clearances at entry/exit point and in the loading area.

4

How to meet objective 3: clean and healthy living environment

Design outcomes

Developments protect and enhance the quality of life for the community when:

- (a) negative impacts on amenity for residents, neighbours and the public are minimised (visual, noise, traffic, odour, litter and illegal dumping potential)
- (b) waste disposal and collection is hygienic and safe.

4.8 Designing for safety and amenity

Effective waste management systems protect and enhance the quality of life for the community.

4.8.1 Storage area design should:

- (a) comply with the Building Code of Australia and all relevant Australian Standards
- (b) prevent and mitigate fire risks
- (c) prevent entrapment areas for residents/tenants, staff and visitors.

4.8.2 For health reasons, the design should:

- (a) minimise potential for and/or mitigate odour and noise nuisances
- (b) consider and preserve visual amenity for residents/tenants, neighbours and the public
- (c) prevent waste spreading beyond the defined location
- (d) specify washable surfaces and drainage systems that support periodic cleaning
- (e) provide adequate ventilation, particularly if indoors or near windows or balconies.

4.8.3 For safety and security reasons, storage area design should:

- (a) make provision for safe handling and transporting of waste
- (b) prevent interference with bins and equipment
- (c) include a separate adequately sized service lift if storage areas are on higher levels.

4.8.4 Waste collection timing and frequency should minimise traffic and noise impact on residents, neighbours and the public.

4.8.5 Storage areas should be monitored to ensure residents/tenants are storing waste safely and that no risk to safety or access is caused.

4.8.6 Storage areas should be cleaned regularly to minimise odour, pests and nuisances and preserve visual amenity.

Attachment

4

How to meet objective 4: affordability

Design outcomes

Developments provide affordable living and working, when:

- (a) up-front investment during construction is optimised
- (b) waste management is cost effective for residents and/or tenants.

4.9 Designing Waste Management Systems affordably

A good WMS can be affordably designed and operated by balancing all of the design elements with the built form and the site considerations.

4.9.1 Up-front investment should be balanced against ongoing operational and maintenance costs to optimise the infrastructure needed while minimising service costs for residents/tenants.

4.9.2 Design should aim to optimise the number of service collections needed for the expected quantities.

Attachment

5 Additional design guidelines for specific systems

The advice in this section is a supplement to the general guidelines in Section 4. It offers specific advice on designing the type of system (Simple, Intermediate and Complex). An explanation of these is provided in Table 3.1.

5.1 Simple Waste Management Systems

5.1.1 The kerbside area in front of a development must be able to accommodate the bins that are presented and allow the bins to be safely accessed and picked up by the collection vehicle.

5.1.2 The presentation zone in the frontage of a development should:

- retain a 1.5 m wide (min.) pedestrian path in front of property whilst providing a kerbside verge area that can accommodate a bin presentation zone for each dwelling
- ensure that the zone is satisfactorily offset from trees, street furniture, tree canopies, and other items
- ensure that on-street parking arrangements do not restrict access by a side loading collection vehicle.

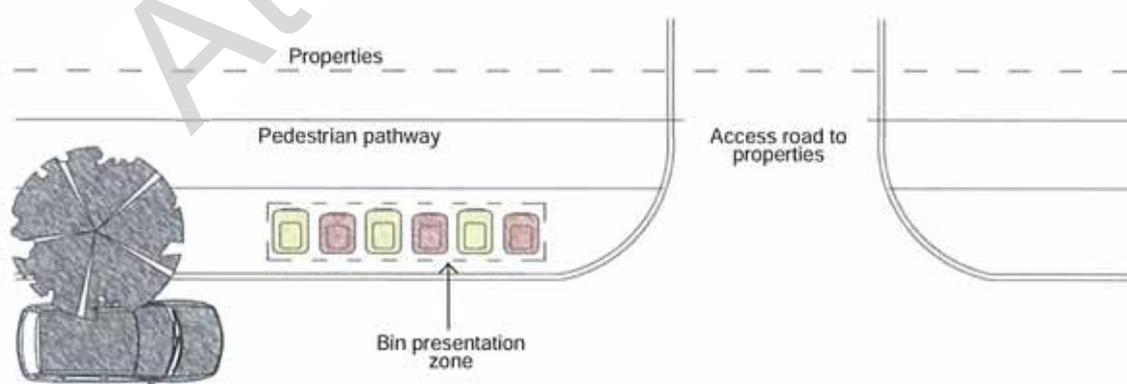


Figure 5.1: Example of an acceptable presentation zone at front of properties for collection of 140/240/360 L bins by side-loading waste collection trucks.

5

5.2 Intermediate and complex Waste Management Systems

5.2.1 Provision should be made for the storage and periodic collection of hard waste, e-waste and other difficult waste streams.

For illustrated examples of a Waste Management System for a townhouse development and office and retail premises see Figures 5.2 and 5.3.

Environmental
sustainability

5.2.2 When locating local disposal points, priority should be given to the convenient disposal of recycled materials. This may involve recycling stations and food organics bins in or adjoining entry foyers, near lifts or at pedestrian entry points to car parks.

Effective waste
resource management

5.2.3 Where a rear-lifting waste collection vehicle will collect the material, designers should liaise with the local council on vehicle specifications and access requirements.

5.2.4 Shared bin storage areas should meet requirements for larger capacity four wheel bins, including positioning, set-back, access, noise suppression, and screening.

5.2.5 Where the bin storage area and collection zone are separated by a change in floor/ground levels, the system should:

- (a) provide for manual carting or, if required, mechanical assisted carting
- (b) restrict the size and weight of bins to ensure safe operation and handling
- (c) ensure the egress route is clearly marked and free of obstructions
- (d) avoid kerbs or provide ramps of an adequate width, non-slip surface and gradient ($\leq 1:10$)
- (e) ensure service-lifts or mechanised lifting platforms are of an adequate size and load capacity.

5.2.6 Where using mechanically assisted carting due to change in floor/ground level

- (a) the lifting equipment or trolley should be appropriately sized and designed to manoeuvre within the access areas and lift the bins, and
- (b) a secure storage area for lifting equipment or trolley should be provided to prevent theft or damage by third parties.

5

5.2.7 Storage areas should be secure, well illuminated, visually permeable and enable passive surveillance.

5.2.8 Common bin storage areas should be monitored to ensure residents are meeting building fire safety requirements.

5.2.9 Storage areas should be kept tidy and must not obstruct passages and fire exits.

5.2.10 Periodic risk assessments should be undertaken by the Property Manager to ensure safe storage and handling of waste resources.

Clean and healthy
living environment

5.2.11 Effective building management systems should aim to optimise administration and maintenance activities and costs

Affordability

Attachment

5

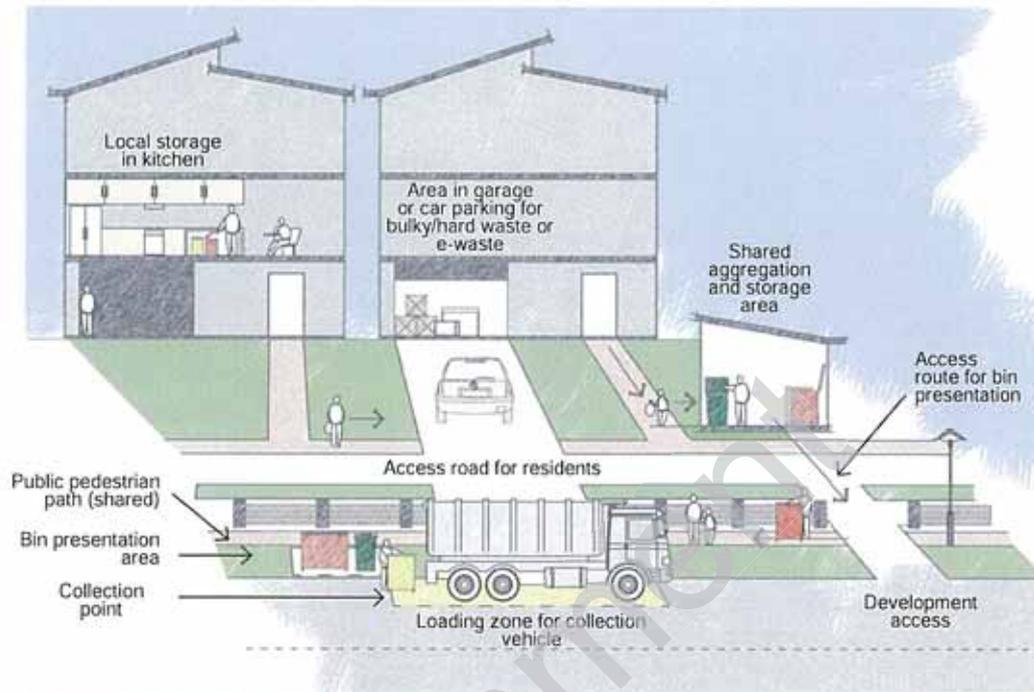


Figure 5.2: Example of on street collection zone for townhouse development. This Waste Management System includes local waste storage (in dwelling), an external shared storage area containing bulk bins and mobile garbage bins and presentation of bins on kerb for collection using a dedicated loading zone. This Waste Management System also includes separate storage area for hard waste.

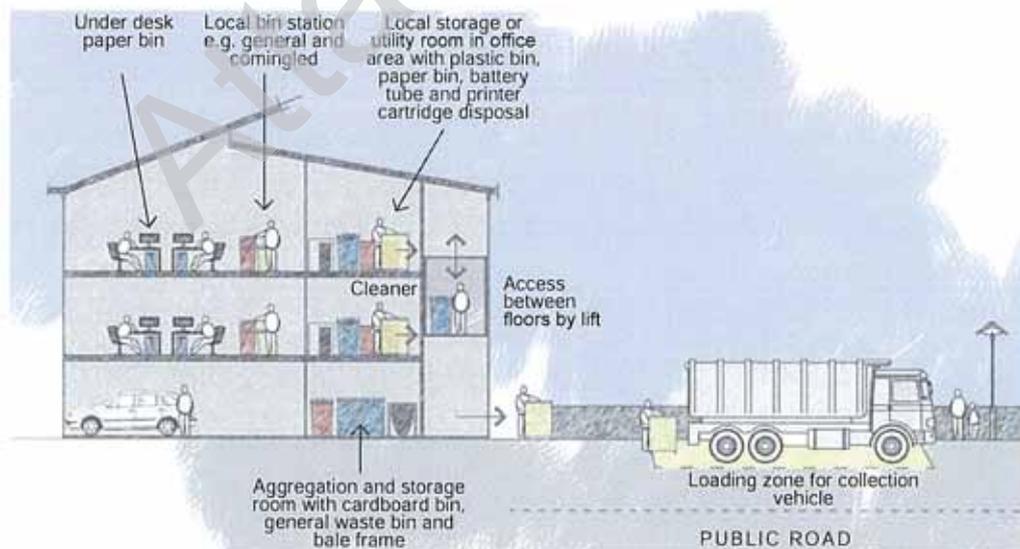


Figure 5.3: Example layout of Waste Management System for offices and retail premises in mixed use development. Waste Management System includes local waste storage in tenancies, 'pull-in pull-out' collection service by waste contractors using lifts, collection vehicle access using slipway adjacent development. The Waste Management System also includes shared cardboard bin and hard waste collection area in the basement, accessible using service lifts by tenants and lift platform by waste contractors.

5

5.3 Complex Waste Management Systems

This additional advice is specific to Complex WMS and should be read with Section 4 and Section 5.2.

For an example of a Waste Management System for a multi level apartment see figures 5.4 and 5.5.

5.3.1 Recyclable wastes such as newspaper, cardboard, plastics, glass and metals could be separated for individual collection. Single stream collections may be more cost effective as these recyclables can be cheaper to collect and will reduce the volume of a more costly co-mingled dry recyclable collection.

5.3.2 Development should consider chutes, compactors, carousels and similar infrastructure solutions to:

- (a) reduce the volume, allowing less frequent collections and lower collection costs
- (b) reduce time required to manage the WMS, reducing operational costs
- (c) increase ease of participation, recycling opportunities and maintenance
- (d) minimise system footprint improve aesthetics and amenity
- (e) improve safety.

5.3.3 Waste chutes should:

- (a) be designed with specialised field and expert input from equipment suppliers and building engineers
- (b) be suitable for disposal of non-bulky waste and recycling materials where breakage is not a concern
- (c) be located generally near the existing building core
- (d) minimise potential for blockages
- (e) consider contingency measures in the case of a blockage and access for cleaning and inspection
- (f) consider ongoing maintenance.

5.3.4 Installation of chutes require:

- (a) ventilation shafts to the top of the chute creating a slight vacuum to minimise odour problems at the local disposal point
- (b) water/cleaning solution spray points
- (c) fire-rated ducts with suitable clearances allowed from walls
- (d) consideration of acoustic insulation in duct walls
- (e) consideration to additional space for chute re-alignment above exit points in the aggregation and/or storage area.

5

5.3.5 Compaction/aggregation equipment design should:

- (a) involve specialised field and expert input from equipment suppliers and building engineers
- (b) include additional space as required for the equipment
- (c) consider additional vertical clearances (generally greater than or equal to 4 m) to accommodate height and/or associated equipment installation
- (d) incorporate power and water supply needs
- (e) allow access for installation, repair and maintenance
- (f) allow for additional floor loadings or support frames for suspended equipment
- (g) select and design equipment to suit the capabilities of the intended users (resident, cleaner, building manager, other).

5.3.6 Designing for direct collection from an on site bin storage area should allow:

- (a) adequate vertical clearance for a truck to traverse the site to and from the bin storage area
- (b) space allowance to manoeuvre the vehicle into position with limited need to reverse
- (c) space allowances to minimise any potential risk of damage to the building or other property

5.3.7 Consideration should be given to:

- (a) a minimum vertical clearance greater than or equal to 4m wherever the collection truck will move on the site including collection zone, manoeuvring areas and ramps
- (b) the capabilities of the waste collection vehicle on ramps, and
- (c) the load capacity of the surfaces on which the truck will move.

5

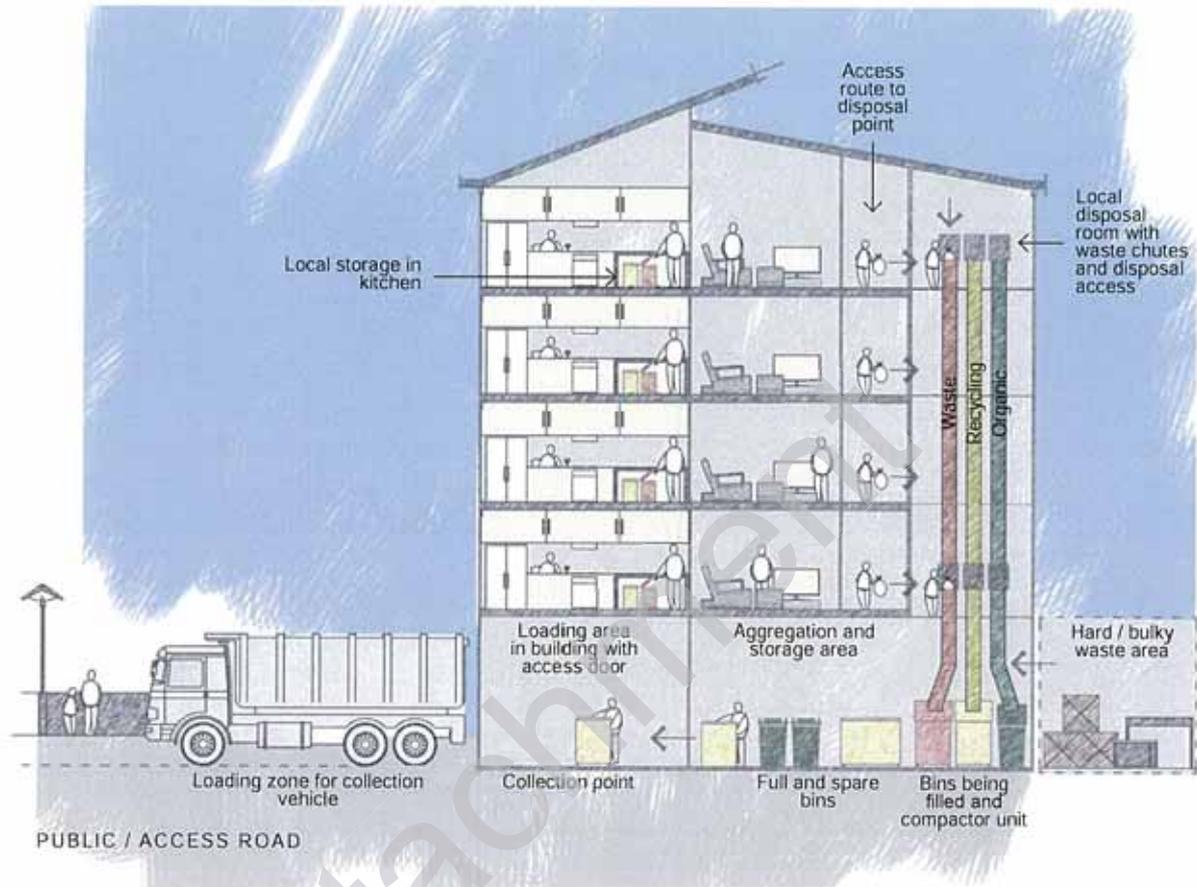


Figure 5.4: Example Waste Management System in a multi-level apartment building. WMS includes local storage in kitchens, local disposal rooms on each level for waste and recycling disposal through waste chutes, a waste storage room with compactors and bulk bins for aggregation and centralised storage, 'pull-in pull-out' collection service by waste contractor, on site collection vehicle access and parking, plus separate hard waste collection storage area for residents.

5

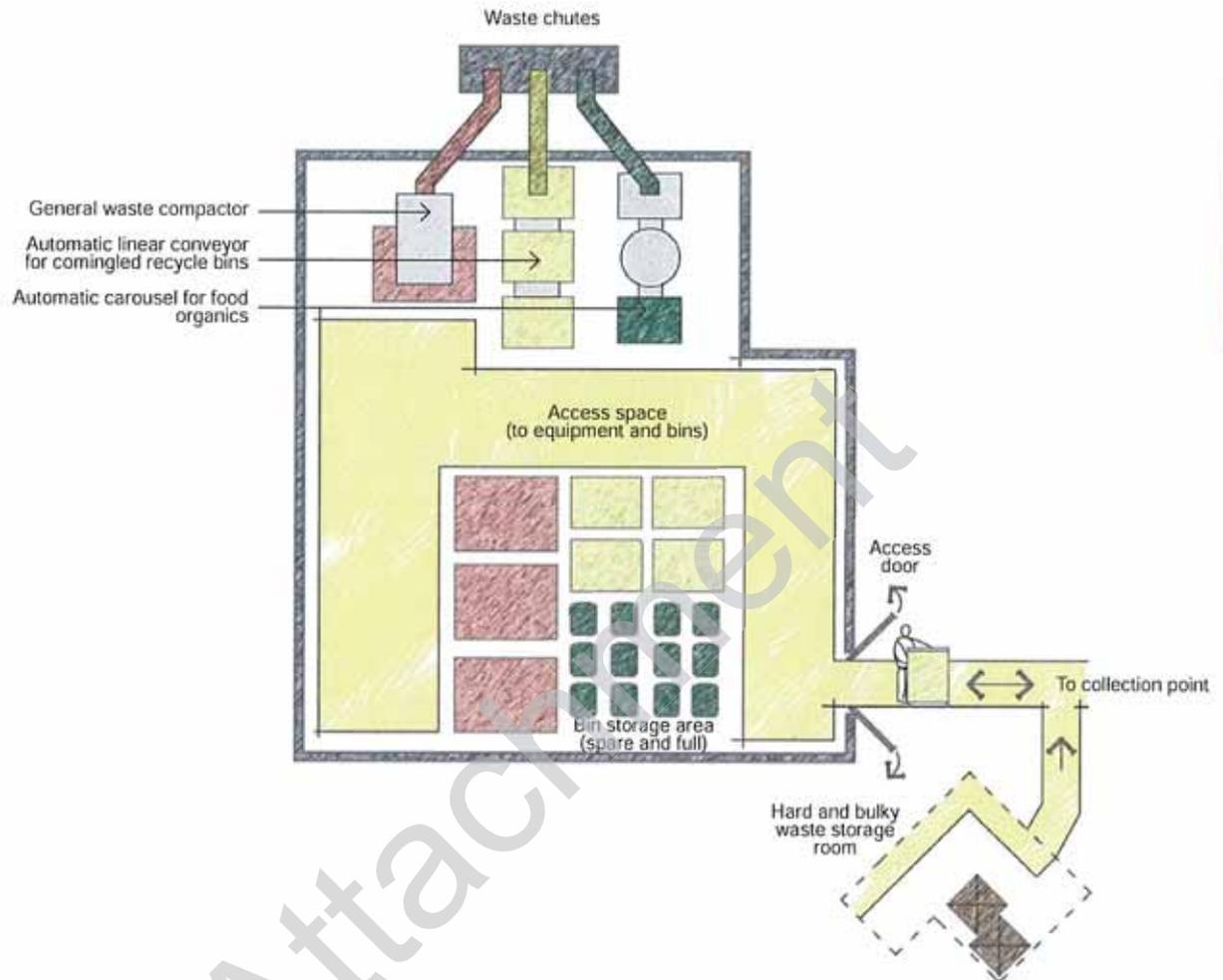


Figure 5.5: Example layout for storage area where waste chutes are used in a multi-level building. This area includes space for a compactor for general waste, a linear bin conveyor for comingled recycling, and bin carousel for food organics. A separate room is also provided as a hard stand area for cardboard, hard waste, e-waste and difficult waste streams.

9 Design review

As with any other design process, a full design review is needed at each design phase before approval.

Key areas for the review are presented in Table 6.1.

Planning authorities may also use similar or more detailed checklists for reviewing and approving a proposed WMS design. The design review may

involve consultation with stakeholders to confirm that design of the WMS is appropriate and suitable. It may also lead to revision or refinement of the WMS design.

Table 6.1: Design review checklist

Step	Stage	
Planning		
Stakeholder consultation	Undertaken and documented stakeholder consultation (Appendix A)	<input type="checkbox"/>
Design objectives/outcomes	Understood design objectives and outcomes (Section 1.4)	<input type="checkbox"/>
Built form and site circumstance	Identified development built form and site circumstance (Section 3.1)	<input type="checkbox"/>
Waste and recycling services	Identified waste and recycling services required for residents and/or tenants and relevant land use activities (Section 3.2)	<input type="checkbox"/>
WMS design selection	Selected Simple, Intermediate or Complex WMS type (Section 3.3)	<input type="checkbox"/>
Waste and recycling volumes	Estimated and justified waste and recycling volumes (Section 3.4 and Appendix C)	<input type="checkbox"/>
WMS design advice	Read and understood design advice based on WMS design selection (Section 5)	<input type="checkbox"/>
Service collection providers	Identified and matched service collection providers to the above volumes and service requirements (Appendix A)	<input type="checkbox"/>
Concept and/or Preliminary Design of Waste Management System		
Systems and supporting infrastructure	Systems and supporting infrastructure considers design advice (Sections 4 and 5)	<input type="checkbox"/>
Local storage (in dwelling / tenancies)	Local storage (in dwelling/tenancies) considers design advice (Sections 4 and 5)	<input type="checkbox"/>
Storage areas	Storage areas considers design advice (Sections 4 and 5)	<input type="checkbox"/>
Transfer pathways	Transfer pathways considers design advice (Sections 4 and 5)	<input type="checkbox"/>
Collection zone	Collection zones considers design advice (Sections 4 and 5)	<input type="checkbox"/>

6

Step	Stage	
Review of Waste Management System Design against Objectives and Outcomes		
Objective 1: environmental sustainability	Reviewed WMS design against Objective 1 and design outcomes	<input type="checkbox"/>
Objective 2: effective waste resource management	Reviewed WMS design against Objective 2 and design outcomes	<input type="checkbox"/>
Objective 3: clean and healthy living environments	Reviewed WMS design against Objective 3 and design outcomes	<input type="checkbox"/>
Objective 4: affordability	Reviewed WMS design against Objective 4 and design outcomes	<input type="checkbox"/>
Detailed Design of Waste Management Systems		
Design and construction	Detailed technical specifications and drawings prepared and complete	<input type="checkbox"/>
Waste service procurement plan	Service providers identified and service procurement plan developed	<input type="checkbox"/>
Operations and maintenance manual	Draft frameworks or documents provided and acceptable	<input type="checkbox"/>
Tenant/resident guide	Draft frameworks or documents provided and acceptable	<input type="checkbox"/>

7 Preparing the Waste Management Plan

A Waste Management Plan (WMP) is normally required by the Planning Authority at each stage of the development planning process.

The size and content of a WMP varies depending on the type of development and the Planning Authority's requirements.

Table 7.1 outlines typical content in a WMP at the different stages of planning. More detail is presented in Appendix D.

Table 7.1: Content of WMP typically expected at different stages of the development planning process

Development Planning Stage	Expected Waste Management Plan Content
Pre-lodgement/ preliminary (if applicable)	<p>Development details, including a description of the development and occupancy data</p> <p>Preliminary design of a WMS including:</p> <ul style="list-style-type: none"> waste and recycling service(s) to be provided and how this will achieve market needs waste and recycling service provider waste and recycling system sizing design assumptions or specifications for local storage, transfer pathways, bin storage location and collection zones proposed WMS equipment and infrastructure preliminary assessments of traffic, noise odour, amenity, etc. <p>Relevant preliminary building plans</p> <p>Proposed operational management arrangements and plan for WMS</p> <p>Stakeholder consultation undertaken (Appendix A, Figure A.1)</p>
Planning consent	All of above but to concept design level with finalisation of proposed WMS concept design plus completion of associated assessments
Building consent	All of above updated and cross-referencing the: <ul style="list-style-type: none"> detailed design and/or construction specifications for WMS WMS service procurement plan WMS operations and maintenance plan tenant/resident guide for WMS

8.1 Publications

Adelaide City Council 2013, Adelaide City Council Design Guide for Residential Waste Resource Recovery, SA

British Standard (BS) 1703:2005 Refuse chutes and hoppers

British Standard (BS) 5906:2005 Waste management in buildings

City of Charles Sturt 2010, City of Charles Sturt Residential Waste and Recycling Guidelines for New Developments, SA

Department of Environment and Climate Change NSW 2008 NSW Better Practice Guide for Waste Management in Multi-unit Dwellings, NSW

Council of the City of Sydney (nd), Sydney City Council Policy for Waste Minimisation in New Developments, NSW

Sustainability Victoria 2010, Victorian Draft Best Practice Guide for Waste Management in Multi-unit Developments, VIC

Facilities Management Association of Australia 2012, Facilities Management Good Practice Guide, Multi Unit Residential

8

8.2 Contacts

There is help available to interpret information in this guide. Other resource materials are available. The following organisations can help and can also refer you to appropriate waste management advisors.

Local councils	www.lga.sa.gov.au/
Zero Waste SA	www.zerowaste.sa.gov.au/
Local Government Association – South Australia (LGS-SA)	www.lga.sa.gov.au/
Waste Management Association of Australia (WMAA) – SA/NT Branch	www.wmaa.asn.au/
Property Council of Australia – SA Division	www.propertyoz.com.au/SA/Division/
South Australian Government Department of Planning, Transport and Infrastructure (DPTI)	www.dpti.sa.gov.au/

6**References**

Adelaide City Council 2013, Design Guide for Residential Recycling, SA

City of Charles Sturt 2010, Residential Waste and Recycling Guidelines for New Developments, SA

Council of the City of Sydney (nd), Policy for Waste Minimisation in New Developments, NSW

Department of Environment and Climate Change NSW June 2008, Better Practice Guide for Waste Management in Multi-Unit Dwellings. Sydney South, NSW

Sustainability Victoria 2010, Guide to Best Practice for Waste Management in Multi-unit Developments, VIC

Zero Waste SA 2014, Review of Waste Resource Generation Rates, SA

Attachment

A

Appendix A: Stakeholder consultation and data collection

Stakeholder consultation is needed to clarify design requirements and constraints. This consultation may need to include a number of stakeholders (Table A.1) and collection of a range of data (Table A.2).

Consultation may include:

- Site-specific conditions and/or requirements for waste management (local collection services, vehicular access, bin presentation areas and more)
- Regulatory/development requirements (mandated waste collection requirements, noise limits, building standards, road standards)
- Market requirements and relevant standards for waste and recycling services (such as tenant service expectations, and building environmental performance requirements).

Table A.1: Stakeholders in planning and designing a Waste Management System

The Proponent	Local Government or Council	State Government
Developer(s) Project manager Architects Planners Building engineers Waste design experts or consultants Marketing and/or real estate consultants	Planning and/or development Waste management Traffic and/or roads Public infrastructure	Environmental protection Development and/or planning Other relevant development planning statutory referral agencies
	Future owner / occupier	Service provider(s)
	Building owner Residents Commercial tenants Facility managers	Council(s) Private contractors

A

Table A.2: Examples of important information typically needed for planning and designing a Waste Management System

Site Conditions and/or Circumstances
Development site location, size and plan/footprint
Proposed development built form and concept layout plan
Number, size and type of residential dwellings or commercial tenancies
Number of car parks and associated access requirements and locations of these areas
Proposed provision for waste management, including storage area and collection zones
Proposed site access for waste collection, including suitability of public roads and onsite access
Existing/past waste management services provided/available to site (if any)
Integration with other building service requirements (access lifts, service access, power and so on)
Responsibility for management and operation of the WMS such as cleaners, building manager, tenants
Regulatory/Development Requirements
Minimum requirements for waste collection (3-streams plus hard waste, e-waste and difficult waste), including performance benchmarks if applicable
Bans on landfill prohibited materials in waste collection (South Australian Government <i>Environment Protection (Waste-to-Resources) Policy 2010</i>)
Requirements of relevant council development plan
Requirements of Building Code of Australia
Requirements of South Australian Government <i>Public and Environmental Health (General) Regulations 2006</i>
Limits on site access for waste collection
Design requirements for waste system design (considering waste generation rates)
Building requirements for waste management
Noise, aesthetic or other environmental requirements
Public road suitability and/or traffic requirements
Social/community requirements (mobility impaired, public waste bins, service cost to tenants/residents)
Information requirements for WMS or in WMP during development planning approval process
Market Requirements and Relevant Standards
Resident/tenant expectations for WMS (features, facilities, costs, access)
Build cost requirement or limitations
Voluntary environmental performance ratings, such as NABERS or Green Star
Standards for bin colours (AS 4123.7—2008: Mobile waste containers)

B Appendix B: Built form, site circumstance and WMS

B1 Built form and site circumstance

Tables B.1 and B.2 give common examples of how built form characteristics or site circumstances influence WMS design. Refer to Appendix E Case Study 2 to see how such issues influenced the WMS design for a high-density development at Whitmore Square, Adelaide.

Table B.1: Potential Waste Management System design outcome and/or consequence resulting from built form characteristic

Built form Characteristic	Potential Design Outcome/Consequence
High-density development with no separate garage for dwellings or outside space for storage	Communal storage with separate common storage for hard waste, e-waste and difficult waste may be required on the site.
Multi-level (≥4 levels) residential building with more than one apartment on each level	Waste chutes with separate disposal room on each level may be considered for tenant disposal point.
Multi-level (≥4 levels) residential building with ≥ 20 dwellings	Consider compaction of waste to minimise waste storage space needed and collection frequency.
Townhouse development with off-street townhouse and limited site frontage	Communal waste storage area with larger bins located on site could be needed to avoid excess bins on road verge or street.
Row cottages	Frontage (for each dwelling) may not be adequate for kerb-side presentation and collection.
Small development site (≤100 m ²)	On site vehicular access for collection may not be feasible, street collection with 'pull-in pull-out' service may be needed.
Mixed use development	Separate waste disposal, storage and collection services for tenants could be needed. Bins and equipment will be different from those for residential collection and separate access arrangements might be required.
Type of commercial development	Supermarkets and cafes generate more substantial waste volumes per unit area than most other commercial developments, which may influence space and equipment required for WMS. This could include large volumes of food waste.

B

Table B.2: Potential Waste Management System design outcome and/or consequence resulting from site circumstance

Site Development/Circumstance	Design Outcome/Consequence
Narrow access roads	Narrow roads may dictate the type of waste vehicle able to access the site to collect waste. This will determine the types of bins that will be used onsite and their associated equipment. Roads may need to be widened and upgraded to enable collection vehicle access and/or on site collection may be required.
On site waste collection proposed or needed	Depending on the configuration of the site, this may require a slipway or separate access at ground-level or basement access with enough space to allow vehicle to enter, park, turn-around, and exit.
Close proximity of WMS and/or associated access to residents/tenants or neighbours	Assessment and design to minimise or avoid noise, aesthetic and traffic impacts could be particularly important.
Rear lane bin presentation for street collection	Rear lane access, width and/or parking access need to accommodate collection vehicles and avoid blocking resident access to properties.
Development fronts main street/ commercial precinct area	On site access for collection trucks could be needed if parking or bin presentation on street is not acceptable.
No verge for bin presentation on frontage	On site collection of bins, 'pull-in pull-out' or collection vehicle access, could be needed.
Private road access	Private road and access design and width will need to accommodate collection vehicles.

B

B2 Waste and recycling services required by the development

Modern waste services collect waste for disposal to landfill and have collection services for recyclables. Services may also be needed to safely dispose of waste where landfill disposal is prohibited and recycling is unfeasible.

Table B.2 lists the services typically required, expected or desirable by land use activity.

The availability of these services and collection frequencies will depend on whether the service is provided by local government or private waste contractors.

These service providers may dictate the:

- types of waste and recycling services
- types and size of collection/storage bins
- frequency of collections
- type and size of collection vehicles.

Table B.2: Potential waste and recycling services that are typically required, expected or desired by developments in SA. 'X' – required or expected, 'D' – desirable (usually depends on scale of development)

Waste or Recycling Service	Land Use Activity			
	Residential	Retail	Office	Restaurant
Landfill disposal				
General waste/residual	X	X	X	X
Recyclable materials				
Comingled (mixed recyclables)	X	X	X	D
Organics (garden and/or food)	X	D	D	X
Hard waste	X	X	X	X
Recycled deposit containers (CDL)				X
Cardboard		D		X
Paper			X	
Confidential paper			D	
Plastics (soft, hard or mixed)		D	D	D
Landfill prohibited materials				
Electronic waste (e-waste)	X	X	X	X
Difficult waste	X	X	X	X

B

Table B.3 summarises key attributes and differences between the services traditionally provided. Higher density or mixed use developments are complex and are usually serviced by private waste contractors, which generally offer a wider and more flexible range of services.

Table B.3: Typical attributes and differences between waste and recycling collection services provided by councils and private waste contractors

Service Attribute	Council	Waste Contractor
Services offered	Usually limited selection: <ul style="list-style-type: none"> • General waste – weekly • Comingled – fortnightly • Organics – fortnightly (can be optional) • Hard waste – on call or area wide campaign 	All types of waste and recyclables. (Service availability can be limited in regional areas)
Collection zone	Kerb-side or drop off at transfer station	Street, on site/property
Types of bins	Mobile garbage bins (MGBs) – 140, 240 and/or 360 L. Select metropolitan councils may offer 660 or 1100 L mobile bulk bins.	MGBs, bulk bins, cages, all types and sizes available
Collection vehicles (truck)	Side-lifting, flat-bed, rear-lift (where mobile bulk bin service is offered)	Rear-lift, front-lift, flat-bed, roll-on, roll-off (for larger bins)
Collection frequency	Weekly or fortnightly, usually fixed day and time	May prefer regular day and frequency, but flexibility on time and day can usually be arranged
Additional collection services	Select councils may provide 'pull-in pull-out' services to bins located on site/property where special needs have been examined. Stringent conditions apply.	Flexibility to provide almost whatever service the client wants, including 'pull-in pull-out' service arrangements

C1 How to use Waste Resource Generation Rates

Waste Resource Generation Rates (WRGRs) are metrics that have been identified through waste audits. The WRGRs indicate how much waste and recycling is generated by a specific type of land use activity such as a residential dwelling, an office or a cafe.

A WRGR is usually expressed as the:

- amount (kg or litres) of waste and recycling generated
- per unit time (day or week), and
- per unit quantity (or attribute) of a land use activity such as m² floor area or number of bedrooms

WRGRs can be highly specific to the type of development, proposed land use activities and type and number of recyclables being collected for each land use activity.

It should be noted that some published WRGRs are for 'average' generation rates, whilst others are for 'peak' situations observed during a year. Whether the WRGR is an 'average' or 'peak' value can affect assessment of space requirements for waste and recycling storage and/or collection zones.

Where 'average' generation rates have been used, extra bin capacity may be needed to manage waste and recycling in 'peak' generation times such as holidays, Christmas or lease expiry periods. Alternatively, more frequent waste collections may be scheduled at such times.

The following diagram illustrates how a WRGR can be used to estimate the generation rate for a single waste or recycling stream, including a simple worked example. This worked example estimates the weekly generation of general waste in a high density residential building with 10 apartments, each with 2 bedrooms (20 bedrooms in total). The method in this worked example could be repeated for other waste and recycling streams.

Calculation Procedure

$$\text{WRGR} \times \text{No. units} \times \text{Time period} = \text{Generation rate}$$

Example: General waste generated by 20 bedrooms in an apartment building

$$\frac{20\text{L}}{\text{week/bed-room}} \times 20 \text{ bed-rooms} \times 1 \text{ week} = 400\text{L/week}$$

Figure C.1: How to use a Waste Resource Generation Rate to estimate waste or recycling volume generation rate included worked example for high density building containing 20

C

C2 Waste Resource Generation Rates

Table C.2 below lists Waste Resource Generation Rates (WRGR) by land use. These rates are for design purposes and may be used to estimate expected waste volumes generated at a development and:

- assumes best practice levels of participation and separation in recycling for all the waste streams included in the table. Best practice recycling may not occur until several years after a waste collection service commences, this may affect the required mixture of bins and collection frequency per service initially used

- may require additional collections to be included to manage waste at peak generation times
- does not take into account compaction rates which can reduce storage space requirements.

A Waste System Calculator Tool to assist with the estimation of waste storage requirements can be downloaded from the Zero Waste SA website.

Table C.2: Waste Resource Generation Rates (WRGRs) by land use type

	Land Use Type	Waste Resource Generation Rate				
		General Waste	Recycling	Organics	Metric	Other
Residential	Low Density Residential Building	40	35	40	L/bedroom/wk	Hard and Electronic Waste 0.77m ³ /household/year
	Medium Density Residential Dwelling – with garden ¹	35	30	20	L/bedroom/wk	Hard and Electronic Waste 0.77m ³ /household/year
	Medium Density Residential Dwelling – no garden ¹			10		
	High Density Residential Dwelling	30	25	10	L/bedroom/wk	Hard and Electronic Waste 0.77m ³ /household/year
Commercial	Serviced Apartment, Backpacker or Boarding Houses ²	30	20	10	L/bedroom/wk	Hard and Electronic Waste 0.77m ³ /household/year
	Hotel or Motel accommodation ³	5	3	1.5	L/bedroom/day	
	Hotel or Motel - Bar Areas	5	5	0.25	L/10m ² bar area/day	
	Hotel or Motel - Dining Areas	30	5	40	L/10m ² dining area/day	
	Hotel or Motel - Combined Bar and Dining Areas	30	10	40	L/10m ² combined bar and dining area/day	
	Licensed Entertainment Premises or Community Club (bar floor only)	5	5	0.25	L/10m ² bar floor area/day	

C

	Land Use Type	Waste Resource Generation Rate				
		General Waste	Recycling	Organics	Metric	Other
Commercial	Licensed Entertainment Premises or Community Club (combined bar and dining area)	30	15	40	L/10m ² combined bar and dining floor area/day	
	Offices or Consulting Rooms	15	15	2.5	L/10m ² /week	
	Showrooms	4	1	0.25	L/10m ² /day	
	Butcher ⁴	30	7	50	L/10m ² /day	
	Delicatessen	5		5	L/10m ² /day	
	Seafood Retailer ⁴	30	7	50	L/10m ² /day	
	Fruit and Vegetable Retailer	15	12	16	L/10m ² /day	
	Hairdresser	3.5	3	1	L/10m ² /day	
	Café/Restaurant	30	20	40	L/10m ² /day	
	Supermarket	18	20	18	L/10m ² /day	
	Takeaway	3	3	3.5	L/10m ² /day	
	Retail (less than 100m ²)	5	2.5	0.25	L/10m ² /day	
	Retail (greater than 100m ²)	6	6	0.3	L/10m ² /day	

The WRGR are based on the Zero Waste SA, Review of SA Waste Resource Generation Rates (April 2014).

Notes:

1. Medium density dwelling organics should be calculated at 20L per bedroom per week if the dwelling has a garden. 10L organics per bedroom per week enables provision for food waste organics and should only be used to calculate WRGRs for medium density dwellings with no garden.

2. WRGRs for Services Apartment, Backpacker or Boarding Houses is for accommodation only and kitchen, catering areas, garden organics or other shared spaces in a development will require separate assessment.

3. Hotel or Motel accommodation – WRGRs are for accommodation only and do not include other areas within the hotel or motel which will require a separate assessment.

4. Butcher & Seafood WRGRs assume onsite preparation of products and may be lower for shop-front only butchers.

Appendix D: Waste Management Plan content

Table D.1: Waste Management Plan content

Contact details	Name of the developer and contact details
Land use details	Location and land use zoning
Development details	Description of the development: <ul style="list-style-type: none"> • number of floors • number of dwellings and occupancy details (including number of bedrooms) • commercial premises
	Development drawings detailing the local storage, access routes, waste and recycling storage areas and presentation areas
	Details of the waste service provider (local council or private), including correspondence confirming suitability of proposed collection arrangements
Waste Management System	Description of the waste management system and a rationale for the selection and design of the waste system and how the waste and recycling services provided will achieve the market needs, detailing: <ul style="list-style-type: none"> • individual bin sets or shared/communal bins • bin colours (AS 4123.7—2008: Mobile waste containers) • location of disposal points (where relevant) • location of waste collection zone • supporting infrastructure (chutes, carousels, compaction facilities) • additional waste considerations (hard waste, electronic waste and difficult waste)
Waste system sizing	Information on generation rates and volume calculations (including assumed peaking factors) to inform: <ul style="list-style-type: none"> • waste capacity per dwelling and total for the development • number of type of waste and recycling bins • collection frequency
Storage area	Description of design and methodology for addressing the bin storage area: <ul style="list-style-type: none"> • sizing • positioning • resident access • bin labelling and signage • noise reduction • stormwater pollution prevention • ventilation • amenity
Transfer pathways	Description of transfer pathways addressing: <ul style="list-style-type: none"> • safe and convenient bin transfer • access/egress point from dwelling to the disposal point • minimising risks to persons and property • convenience to both users and waste collection staff

D

Table D.1: Waste Management Plan content

Presentation and collection zones	Addressing key issues of: <ul style="list-style-type: none"> • location and space allocation • timing of collections • accessibility for collection vehicle • public safety
Specialised facilities and equipment	A description on any proposed specialised facilities and equipment, such as waste chutes, compactors, lifting equipment and others Information on how the system will be incorporated into and function as part of the residential waste system
Stakeholder consultation	Outline of consultation undertaken to inform the design of the Waste Management System and summarise feedback and modifications made
Operation and management	Summaries of: <ul style="list-style-type: none"> • proposed communication strategy to achieve positive user experience and outcome including guidance material and education (attach copies of proposed tenancy agreement or residents' manuals explaining the use of the system) • suggested content for a resident manual <ul style="list-style-type: none"> - roles and responsibilities for individuals, households, property manager and collection contractors - instructions for disposing of waste and recycling (including access and correct use of storage areas and disposal points) - health and safety - contact information for further information, questions and issues • community/strata title arrangements • expected service costs for residents and/or tenants • regulatory or contractual compliance requirements • identification and assessment of potential risks and proposed mitigation • maintenance requirements of plant and equipment and cleaning and maintenance of access areas, disposal areas and presentation area • operating instructions including use and operation of plant and equipment • responses to emergencies such as collection failure or spills

Case Study 1: Waste Management System design at Battersea Reach, London, UK



Figure E.1: Battersea Reach development and the chute inlet used

Battersea Reach (<http://www.batterseareach.com>) is an award winning waterfront development with buildings cascading towards the River Thames' edge in London. It is a medium-rise mixed-use residential development with buildings not exceeding 12 storeys.

For residential dwellings, the development has been designed to include a single waste chute with a bi-separator system installed at the base of the waste chute. This arrangement allows the waste to be separated into two 1,100 litre wheelie bins located in the basement waste room, one to take residual waste and the other to take mixed dry recyclables. The recyclables and residual waste are deposited by the residents into waste inlets located near the lifts on each floor of the building by pressing the appropriate button. The Bi-separator Chute System inlet point and waste selection buttons are shown above.

On the nominated collection day, facility management use a small electric vehicle to move the 1,100 litre wheelie bins from the basement waste rooms to the ground level.

The waste chute system is cleaned approximately every two weeks in order to avoid odour problems.

E

Case Study 2: Waste Management System redesigned at Whitmore Square Affordable Eco-Apartments, Adelaide



Figure E.2: Whitmore Square Affordable Eco-apartments and bins used

Completed in 2010, the Whitmore Square Affordable Eco-Apartments comprises 26 owner occupied and affordable housing units and one commercial tenancy. This development was a new 26-dwelling 'affordable and eco-housing' development by the Adelaide City Council built at a site at 42-56 Whitmore Square, Adelaide.

It was originally planned that occupants would share 240 litre bins for general waste and recycling. These bins were to be stored in the basement car park and presented on the kerbside for collection.

During construction a review of waste management system requirements was undertaken. It was determined that the proposed waste management system would be inappropriate for a development of this type. In particular, use of 240 litre bins was impractical due to the large number of bins that would be required. The limited frontage and road verge width would require the waste contractor to pull the 240 litre bins out for emptying. The gradient of the entry ramp prohibited manual transfer of bin up to the street for collection and a low roof clearance (<3m) in the basement car park prevented on site collection.

The WMS was re-designed to include shared 660 litre waste and recycling bins and the system was expanded to include 240 litre food organics bins and domestic battery recycling. Three sets of these bins were strategically positioned at main entry points where it was most convenient to primary pedestrian movements of residents. Bins were located behind gates colour matched to the bin type (red, yellow and lime green). Signage was included next to each local disposal point to provide guidance on correct waste and recycling disposal practices.

The waste management system utilises a 'pull-in pull-out' service resulting in no bins on the street improving amenity for residents and customers at the ground level café.

A private contractor with a rear-lift truck was engaged to collect the bins from the development.

This change in WMS design to better reflect the development and site circumstances substantially reduced the potential service costs, improved resident convenience and satisfaction and enhanced recycling diversion outcomes.

E

Case Study 3: Improved service quality achieved by using larger capacity 660 litre bins and increasing collection frequency for the Garden East development, Adelaide



Figure E.3: Improved service quality achieved by using larger capacity 660 litre bins and increasing collection frequency for the Garden East development, Adelaide

Constructed in the 1990's, Garden East comprises 250 dwellings spread across eight multi-storey apartment buildings and a townhouse complex.

The original WMS comprised 240 litre general waste and comingled recycling bins that were stored in dedicated bin storage areas and presented for kerbside collection on a weekly and fortnightly basis, respectively. Bins were pulled out by the building manager for kerbside collection.

Over time the bin capacity was becoming insufficient for the growing demands at peak times during the year. Instances of bins overflowing and causing nuisances were generating complaints from residents. Furthermore, the fortnightly recycling service was impairing recycling outcomes, detracting from overall storage capacity and contributing to the substitution of recycling bins for waste bins as recycling bins were perceived as an inefficient use of valuable space.

In the surrounding streets on collection days, up to 150 bins were remaining on the kerbside for up to 30 hours each week due to uncertainty for the building manager around kerbside collection times and staff availability. This was impacting upon ground level commercial premises, pedestrians and amenity for outdoor dining patrons.

Working closely with residents and building management, the WMS design was reviewed and a Waste Management Plan was developed and endorsed by building management.

The replacement waste management system utilises nine 240 litre bins for food organics recycling and 50 larger capacity 660 litre mobile garbage bins for waste and comingled recycling. Total bins have been reduced from more than 150 to 59, signage and education notice boards has been installed in bins storage areas and bin presentation areas have been documented to locate bins away from sensitive ground level activities on collection days.

To enable the recycling storage capacity to exceed waste storage capacity, service frequency was increased to weekly collections for general waste, comingled and food organics recycling. Flexibility was also provided for 'at call' collections during peak holiday periods, to enable bin numbers to be reduced and storage areas to retreat back to the original areas allocated in each building.

To improve access for mobility impaired persons, 660 litre bins with a modified 120 litre lid-in-lid design were developed with local bin manufacturer Mastec. This initiative, which reduced the lifting weight of bin lids from approximately 2.7 kilograms to approximately 400 grams, was very well received by building management and residents.

These changes improved quality of service for residents, substantially improved local amenity, reduced the service cost, and improved resource recovery outcomes.

Appendix F: Glossary

Table F.1: Glossary

Term	Definition
Baler	A device that compresses waste or recycling (usually cardboard or plastic) into bales which may be self-supporting or retained in shape by wire ties and strapping.
Built form	The arrangement, layout and form or shape of a building and associated infrastructure on a development site (what the building looks like, how tall it is, how much of the lot it takes up and so on)
Building (or development) density	The number of residential dwellings or tenancies per unit area (hectare) in a development
Bulk bin	Large bin typically 1.5 m ³ –6.0 m ³
Chute (waste or recycling)	A ventilated, essentially vertical pipe passing from floor to floor of a building with openings as required to connect with hoppers and normally terminating at its lower end at the roof of the central waste room
Collection frequency	Frequency of waste collection from site
Collection zone	Location where vehicles stop or park to load bins or waste or recycling materials
Confidential paper recycling	Separate service for collection of confidential documents, typically involving on or off-site shredding of the documents and secure transport to a disposal or recycling facility
Comingled (dry) recyclables	Also commonly referred to as mixed dry recyclables and typically includes recyclable items such as bottles, cans, containers, cardboard and paper
Compactor	A machine for reducing volume of waste by mechanically compressing it
Difficult waste streams	Materials typically found in the household waste stream such as batteries, household chemicals, smoke detectors and compact fluorescent light globes which are banned from landfill in the <i>Environment Protection (Waste to Resources) Policy 2010</i> , under <i>Environment Protection Act 1993</i>
Disposal point	A location in a development where waste and recycling can be disposed by residents and/or tenants
E-waste	Electronic or electrical waste such as used computers, televisions, whitegoods, hairdryers, and other electronic consumables
Food organics	Food waste generated by a residential dwelling or commercial tenancy
Front-lift truck	Collection vehicle for waste and/or recycling that lifts bins from the front of the vehicle over the driver's cabin and into a compactor bin at the rear of the vehicle
General waste/residual	Residual waste that has not been separated for recycling (not including hard waste, e-waste or difficult waste streams)
Hard waste	Large or bulky waste items, typically including items such as used mattresses, furniture, floor coverings, soft furnishing, bikes and toys and is not suitable for collection using the kerbside bin system
Kerbside collection	Collection of waste and recycling from the street kerb typical of low density residential Council waste and recycling collections

F

Term	Definition
Landfill prohibited materials	Waste materials that are prohibited from landfill in the <i>Environment Protection (Waste to Resources) Policy 2010</i> , under <i>Environment Protection Act 1993</i>
Local disposal	The place where residents and/or tenants can dispose of waste and recycling
Local storage	Storage located in a residential dwelling or tenancy where waste and recycling is temporarily accumulated before disposal by the resident or tenant in the appropriate bin
Mobile garbage bin (MGB)	Usually refers to a smaller bin (140 L, 240 L, 360 L, 660 L, 1100 L) with wheels
On-demand collection	Arrangement whereby the waste contractor collects waste 'as required' or 'on demand', typical for management of infrequent waste volumes such as collection of hard waste
Organic waste	Organic waste including garden waste, food waste and other organic materials such as paper towels
Presentation area	Where bins or waste and recycling material are temporarily stored for collection by a waste contractor
'Pull-in pull-out' service	A service where the waste contractor collects waste bins presented for collection within the development (e.g. in a waste room). As part of this service the waste contractor also returns emptied bins to the same location where they were presented.
Rear-lift truck	Collection vehicle for waste and/or recycling that lift bins from the rear of the vehicle into a compactor bin
Service cost	The total annual cost to a development, or the per-unit cost for each dwelling/tenancy, of the Waste Management System, including collection costs, which may be identified for each type of waste and/or recycling material
Side-lifting truck	Collection vehicle for waste and/or recycling that lift bins on the road or road verge at the side of the vehicle into a compactor bin
Storage area	The location where waste and recycling is stored until collection which may also include equipment for aggregation and/or compaction of the waste and/or recycling
Universal access	To be usable to the greatest extent possible by everyone, regardless of their age or ability

Appendix D

Architectural Design Statement

Attachment



Enzo Caroscio Architecture & Design Pty Ltd
 16 Stephens Street
 Adelaide SA 5000
 Telephone +61 8 7226 6491
 enzocaroscio.com

2nd March 2015

Prospect Apartments Design Statement

Site: 2A Richman Avenue, Prospect SA
 Developer : Trice
 Architect : Enzo Caroscio Architecture

The site at 2A Richman Avenue, Prospect is a unique site, located 1 Lot back from Prospect Road with a rear boundary fronting a large public reserve. The Lot is also located in the Transit Living Policy area, adjacent a residential zone to the east.

The project proposes 10 contemporary living apartments over 3 levels with a recessed ground level entry lobby and associated car park. A canopy entry enclosure located on the west side of Richman Avenue provides access to the central lobby core of the building.

A separate car park entry to the east of Richman Avenue allows for vehicle and bicycle access to the ground floor. The car park is ramped down 500mm from the street to minimise its height and allow the upper floor to visually float above the street boundary wall. The proposed street scape is designed to complement the existing streetscape with landscaping beds and low level planters as well as secure pedestrian entry gates.

The apartment floor plans are designed to take full advantage of the site amenities. Apartment layouts are orientated either towards Richman Avenue for a street address or have a north orientation to take advantage of the views over the rear public reserve. Living spaces are located adjacent a large 2m plus deep terrace and all bedrooms and bathrooms have access to natural daylight. A 3m setback along the east boundary allows for open-able window and increased daylight. Screening is provided to direct the view to the park and avoid overlooking to the neighbouring property.

Along the west boundary the core has been recessed in to articulate the building mass and allow for improved daylight and ventilation to rear bedroom windows.

The floor plans propose four units per floor for Levels 1 and 2, and two units on level 3. Levels 1 and 2 create the mass of the building with expressed building surrounds and articulated sides. The building sits above a repetitive structural support frame which gives the appearance of the building mass floating above the ground. The 3rd floor which is smaller in footprint has its articulation setback from the front and back to reduce its bulk. The external walls are also lined with a lightweight metal sheet cladding to differentiate it from the rendered building mass below. Overall the variation in articulation and setbacks as well as the material articulation create a 2 storey building form sitting above a suspended frame with a roof top recessed element.

The proposed also aims to achieve good passive design through its planning and orientation. Large open living areas open to large external terraces. Terraces are undercover from the floor above to provide shading and protection from the weather. No windows are located on the west to avoid summer heat entering the building. Window openings are located to avoid boundary fire issues and allowing for them to be open-able. The planning of the apartments has created all corner units with natural daylight to all habitable rooms and cross ventilation to all units.

Enzo Caroscio

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

27 March 2015

By email: scott.mcluskey@prospect.sa.gov.au

City of Prospect
Development Services
128 Prospect Road
Prospect SA 5082**Attention: Scott McCluskey**
PRIVATE AND CONFIDENTIAL

Dear Scott

DESIGN REVIEW: 2a RICHMAN AVE, PROSPECT

Regarding the information provided on Enzo Caroscio drawings A1.01 to 04, A2.01 to 05, A3.01 to 04, A4.01 and A9.01, and planning report from UPRS for the proposed apartment building at 2a Richman Avenue, Prospect, and in the framework of providing design review advice, I offer the following comments;

At four storeys (three levels of apartments with ground level car park) the proposal meets the desire to increase density along major thoroughfares. The building's scale is appropriately broken down, noting that its size is (currently) at odds with its context of adjoining properties. Impacts on neighbouring properties and the reserve have been minimised well.

The building makes good use of orientation with access to northern light, including the apartments with a more southerly aspect, with a reasonable ability to use cross breezes for an apartment building.

Landscaping has been given some consideration around the entry area and continues into the car park - which due to set back of the building from the boundary allows for penetration of sun and daylighting. The slight set down of the car park reduces the overall height of the building slightly without creating a deep under-croft.

This proposal exhibits considerable merit that seems to have carefully and proactively addressed many of the site and amenity issues that can be missed and potentially provides a desirable bench mark for future similar developments.

Yours sincerely

**Julian Rutt**
Architect, AIA

LUMENSTUDIO

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

26 March 2015

2a RICHMAN AVE, PROSPECT**Context**

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

Little detail provided on context and use of adjoining properties though Google street view (on 26th March 2015) appears to show existence of predominantly single storey buildings; detached residential along Richman ave and a mixture of commercial buildings on Prospect road and public park at the Northern Boundary.

The proposal of a three storey development largely meets the aim of increasing density along the major corridors, noting however that this is not maximised though this may be more suitable on a largely single storey residential street.

Scale

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

The overall size, height and bulk of the proposal is appropriate for the locale and street, noting the careful stepping back in height from the nearest residential lot boundary. The eastern and western facades have several large areas of unbroken rendered wall, though these are not continuous, being partly broken by changes in material, relief and colour along the length.

Built form

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

The overall appearance would have been given good consideration and reads as a coherent, carefully designed building with significant visual interest. The main areas of openness are contained to the Northern and Southern facades. Setting the car park down marginally from the site level reduces the building height while only partially over hanging avoids creating a bunkered under-croft space below.

Density

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

Proposed density is appropriate for the site area provisions and the desired future density along urban corridors. Noted to be at odds with current context as there is no existing local precedent for this desired scale of development, yet.

Resource, Energy & Water efficiency

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

Little to no information provided generally. Ideal solar orientation for North facing apartments though commendably, the apartments 'facing' south will still receive sunlight from position/modulation of some bedrooms and glazing capturing northern sun yet with western facing windows well avoided.

Internal layout allows some potential to capture cross breezes depending on amount of window area openable and could be enhanced by provision of openings along the east. No information on water harvesting/reuse, heating cooling, hot water heating, energy generation etc.

Landscape

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

Some consideration given at the entry area/street frontage and around much of the boundary, which positively is not covered by the building footprint and suggests variation in types of plantings and design.

No mention on paving surface, eg bitumen vs water permeable pavers.

Amenity

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

Overlooking/privacy issues have been well avoided by placing majority of openings, balconies etc facing the street or the reserve with minimal openings to the east and additionally stepping back the building on the top floor to reduce overshadowing of the adjoining residential plot to the east. Internal layouts are well planned and provision of external space on balconies generous.

No external storage area for apartments noted.

Safety and security

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

Local passive surveillance is aided by the presence of balconies overlooking both the street and the reserve, and the car parking area is partly open to daylight and less likely to provide places to loiter or hide.

No information provided about site lighting.

Social Dimensions

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

The mixture of 1 and 2 bedroom apartments are in line with attempts to provide deviation from the local standard detached single housing type, with the single bedroom apartments appearing to keep to a similar level of appointment and amenity as the two bedroom units.

Aesthetics

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

Considerable thought has gone to create a simple, modern form that carries significant visual interest and provides a reference for a high standard of design to be emulated in other developments. The materials and their usage are also highly appropriate and the inclusion of clear sketch 3d images has been useful.

35 Prospect Rd Pty Ltd
6/180 O'Connell St
NORTH ADELAIDE SA 5006

City of Prospect
128 Prospect Road
PROSPECT SA 5082

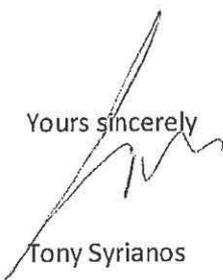
Attention: Planning Officer

Dear Sir/Madam

**RE: LETTER OF SUPPORT PROPOSED RESIDENTIAL DEVELOPMENT / 2A RICHMAN AVENUE,
PROSPECT**

We are the owners of 35 Prospect Road, Prospect. We have viewed the proposed plans for this development and are in full support for this exciting project to proceed.

Yours sincerely


Tony Syrianos

Hi Scott,

Thank you very much for forwarding those elevations to me on Thursday 12th March.

Name of Representor: Jose M M Gutierrez
Residential Address: 2 Richman Avenue, Prospect SA
Postal Address: 6 Ella Crt, Doncaster VIC 3108

My representation is in regard to the proposed development at: 2A Richman Avenue Prospect

This representation is:

AGAINST THE APPLICATION

My Comments are as follows:

I purchased 2 Richman Avenue as the house into which I would eventually move into when I return to Adelaide, make a home, and eventually retire into. At the time of purchase I paid a premium price for its location within Prospect East. The things that appealed to me and reasons for purchasing included quick access to the city, access to St Helen's park for my kids/grandkids to play in, proximity to childcare and schools, but most important to me was street appeal and the fact it was between two similar sandstone fronted properties and in a street predominantly made up of similar 'character' homes and not new dwellings.

The proposed plan before council goes against everything I have been told Prospect council has stood for. Under council regulations for a residential property, 2A Richman Avenue is barely wide enough for the block to be split into two with a front boundary of only 15 metres, let alone big enough for 10 dwellings. The proposed building is the type of building you would expect to see in congested, high density, heavily populated inner city lane ways, not in a leafy suburb with quality homes made for families. On the perspective views/elevations (A9.01) they try to trick the viewer into thinking there are planned green spaces either side but on closer inspection, these spaces do not exist and they are taking artistic liberty by showing 3-4 metres of green lawn which are in fact inside the neighbours' properties. Please, do not be fooled, this is going to look atrocious, sitting like a warehouse with a flat no pitch roof between a single storey business and a single storey house. It will be even more pronounced as it backs onto St. Helen's park and it will be visible from a long way coming up/down Prospect Rd.

If the proposal was for the Tyre shop facing Prospect Rd, then my objections might be less as I understand the need to develop the commercial strip. Having said that, any 3 or 4 storey building in Prospect would stand out like a sore thumb and having one so close to the start of Prospect Rd, among so many beautiful and unique character homes would be an obscene intrusion on the existing landscape and appeal of the area.

In my opinion if Council does want to change the nature of Prospect Rd, it would be wiser to commence changing the landscape around the commercial zone and creating multi use dwellings with residential above commercial or medium density housing which can be serviced by the many businesses and small restaurants in the area. To approve such buildings in areas where no other similar building is likely to be erected in the next foreseeable decade or two would create a disproportionate landscape.

Apart from my above outlined objections based on aesthetics, my objections continue as follows:

1. Pollution from noise.

The proposed plan calls for my boundary to be shared with an eleven vehicle car park and waste bin enclosure. Cars would be allowed to park immediately adjacent to my boundary fence which the builder plans to retain as metal colour bond. There is no buffer/green zone, no kept hedge or pencil pine tree line, no sound attenuating boundary/brick wall. Cars would be allowed to directly touch the existing colour bond fence with a small concrete lip seemingly the only thing to stop cars from hitting the fence.

The proposal is to change from a residential property with minimal noise, to one with eleven cars in a rather confined space. I can foresee people congregating in the car park area and loitering, car doors slamming and car alarm activation/deactivation throughout the night, cars making noise entering and exiting the car park, increased traffic, the noise of the garage opening and closing numerous times every day. All the noise will also be amplified by the car park itself and its "closed in" design. In addition I will also have the sound of rubbish and recycling going into the waste bins.

In addition, there are only 11 car parks for 10 dwellings. This could result in over 9 extra cars (assuming 2 cars per household and/or visitors) needing to find parking in the street and the associated traffic and noise pollution from 9 extra cars just outside my house.

I have also not seen any details regarding lighting and how this could contribute to pollution of my property.

2. Loss of daylight.

A three or four storey building would directly result in my property losing all late afternoon sun light. As the proposed building would be on my western boundary and be directly on my boundary I can see that I will have at minimum 1-2 hours less daylight than I currently enjoy. This will directly impact on any ability to grow certain vegetables and plants in my vegetable gardens which require vast amounts of sunlight.

3. Pollution from emissions and litter.

With the rubbish and recycling bins adjacent to my boundary, I can expect to noticeably smell the waste. I can also see an increase in litter, rubbish, cigarette butts, food containers and possibly even broken glass containers especially from people parking to visit as they will have no direct access to the waste bins.

4. Invasion of privacy and safety concerns.

The proposed building is to simply have a 1.8 m colour bond fence boundary as per the application. This would result in people being able to peer into my property and existing windows. There will also be increased traffic and people parking opposite my property and possibly blocking my driveway. On top of that there is the potential that they could see into my property through the 'louvred' screens and the large glass windows on the top level. This is once it is finished. During the construction stage I can foresee 6-12 months of builders peering into my entire property. I can also see the possibility of my plants and trees being damaged and the lack of safety with the building being so close to the boundary.

5. Diminished Property value

Currently my property sits between two traditional sandstone properties. Having neighbours either side with similar facades is a desirable street appeal which attracts buyers. Having a

large monolith with the associated points outlined above and below will be a large deterrent and in an area where properties sell at auction, deterring a single interested party could result in a significantly lesser outcome. I ask of council, who would be culpable and fiscally accountable if my property value was to decrease should development be approved by council and what would be my means of compensation?

6. Diminished rental income

As per the items already previously covered, if the property is less appealing to potential buyers it will also be less attractive to potential tenants. This could result in both longer periods of vacancy and therefore no return whilst the mortgage still need to be promptly paid as well as possibly less tenants applying and the wrong type of tenants being drawn to the property as families are less likely to want to live next to a large intrusive property. I can also foresee that during the construction period I would be pressed to find a tenant and could have quite substantial financial losses.

7. Increased traffic to a narrow avenue.

The amount of car parking being suggested is unacceptable for ten tenancies. This will result in an exponential increase in both traffic and cars needing to park creating a bottleneck at the entrance to Richman Ave from the Prospect Rd end. This would lead to further increased noise pollution as people may potentially park in front of the existing residential properties, most of which have master bedrooms at the front of the properties closest to the road.

I hope you understand my objections as outlined above. Although I am primarily the most affected individual, most of the objections outlined follow common sense based on the supplied information. The city of Prospect needs to be vigilant and realise that although growth and development can be good, it can also create undesirable side effects. I would hope that when considering all the facts, the panel or individuals involved stop and think what if this was their own home and their own family and what outcomes they would like if they were the ones most affected by the proposal.

I understand that a mistake may have been made at the time of zoning and this property (inside a residential street) was zoned as mixed commercial, but just because a mistake was made then, it does not mean that a second mistake be allowed to happen by this currently elected council. I would be in favour or less likely to object to a two storey dwelling in keeping with the street facades and with a pitched roof with fully underground car parking.

In finalising, I would like to propose to council that they take time to think exactly how this building would look. It is not proposed for Prospect Rd. there is a single storey building before it. It would be out of place, out of character, like a warehouse wall. If approved you would be opening a new precedence in Prospect that if exploited would completely destroy the appeal of the suburb and area.

There are places for such developments, but a residential street is not one of them.

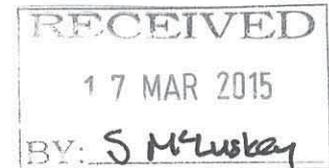
Kind Regards,

Jose M. Gutierrez

If possible and I can travel on the required dates I would like to be heard personally.

Statement of Representation Ref 050/82/2015

To: City of Prospect
128 Prospect Road
PROSPECT SA 5082



From: (Mrs) Lorraine Kernick
1 Richman Avenue
PROSPECT SA 5082

My Representation is in regard to the proposed development at 2A Richman Avenue
PROSPECT

THIS REPRESENTATION IS AGAINST THE APPLICATION

SUMMARY (detailed comments on following pages)

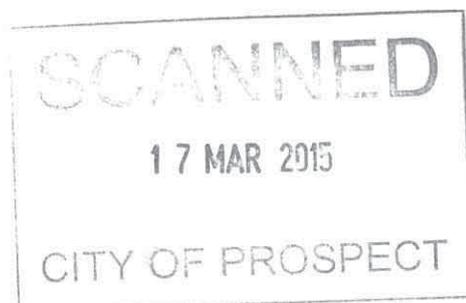
- This application is for a four storey building, maximum of three storeys permitted
- The proposed building is of a size and design incongruous in this area of character residences
- Several features are outside the building envelope
- This development would have an unwelcome impact on neighbours and the streetscape
- Removal of mature street tree
- Parking and traffic flow problems

I wish to be heard personally.

Yours faithfully

A handwritten signature in black ink, appearing to read "Lorraine Kernick".

17 March 2015



*Statement of Representation (from Lorraine Kernick) Ref 050/82/2015
(continued)*

I am against the application; my comments are as follows-

The proposal is for a four storey apartment building in a policy area which has a maximum allowance of three storeys. It is noted that there are design features which compact the four storeys into the 11.5m maximum height for the policy area of this block. One of these features is the almost flat roof, which is just one of the features of this building which is totally out of character for a residence in this area. Richman Avenue is a street of traditional housing, mostly single storey stone and brick housing, of Tudor and other conventional styles. The existing residence on this block is in keeping with the general character of the street, and given that it faces Richman Avenue, and uses a Richman Avenue address, I consider that any replacement building should also be in sympathy with other residences in this street and the general locality.

A multi storey building of this modern "box" type will have a great visual impact on the streetscape; and it is also outside the allowable building envelope (section A of the application) where the 45 degree plane cuts across unit 6 and unit 9, creating a greater impact on neighbouring properties than is allowed. The left side walls of units 5 and 9 are also outside the building envelope, and there is not sufficient space between the northern wall and the back fence. There is no true garden for these units, just some narrow plantings of token shrubs around some of the perimeter.

I note Objective 8 of the Urban Corridor Zone – "development that contributes to the desired character of the zone" – the imposition of a modern four storey apartment block is certainly not compatible with the established character of this residential area, and is an unwelcome imposition on the immediate neighbours, and on the residents in the street as a whole. I note in section 13, that allotments fronting Highbury Street have a maximum of two storeys, so as not to have a sudden impact of three or four storeys alongside single storey dwellings. Why can the rule not be applied to this development? Where is the buffer zone, between existing traditional residences and larger and more modern buildings in the future Urban Corridor Zone?

The height of the building will remove some of the view of tall trees in the park which I enjoy with my family and friends, and the removal of the large mature tree in front of 2A Richman Avenue will be a great loss to the avenue of these mature trees which

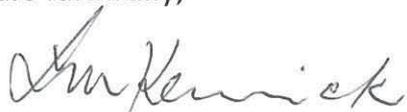
residents have enjoyed for many years. Any application which is approved should require a large contribution towards the replacement with a suitable mature tree.

The onsite parking spaces of eleven is just short of the council requirement of 1.25 spaces per unit. There will certainly be an overflow of residents' and visitors' cars parking in Richman Avenue. This is a narrow street which already has parking problems, our street is a drop off and pick up location for Blackfriars' students, and there is traffic flow from the Adventist School, and Tyres and More uses the street for testing cars after mechanic work. In general this street (which is without speed humps) is commonly used as a through road to Main North Road. Weekends are always busy with parking for St Helen's Park visitors for weddings and many family and community functions. The addition of ten units at number 2A Richman Avenue will create enormous traffic problems at the Prospect Road end of the street, and the extra traffic will also create more problems for pedestrians, many of whom are elderly.

There would also be the awful possibility of up to twenty garbage and recycling bins on the foot paths every rubbish collection day. This is a very unpleasant sight in front of many blocks of units in Prospect and other council areas.

There are a number of features of this proposal which do not comply with the Development Plan Policy, and I would ask members of the Development Assessment Panel to consider their responsibility to protect the built heritage character of this area, when examining the suitability of this modern imposing building in a street of traditional residences, many of which would certainly lose value if this application is approved. Residents choose carefully where they wish to live, many of us are very long term residents of this street, and we are proud of our locality. While accepting that change and modernisation are inevitable, council does need to ensure that this happens at a moderate pace, and does not create an incompatible mix of residences, and a certain increase in traffic hazards. I ask that this unsuitable development at this location be rejected by the DAP.

Yours faithfully,



Lorraine Kernick

1 Richman Avenue
Prospect SA 5082
17 March 2015

STATEMENT OF REPRESENTATION
Pursuant to Section 38 of the Development Act 1993
Ref. 050/82/2015

RECEIVED
17 MAR 2015
BY: S McLuskey

TO: City of Prospect
128 Prospect Road
PROSPECT SA 5082

NAME OF REPRESENTOR(S): Sharyn Ingram
RESIDENTIAL/BUSINESS ADDRESS: 3 Richman Ave Prospect
POSTAL ADDRESS: CPO Box 2654 Adelaide SA 5001

MY REPRESENTATION IS IN REGARD TO THE PROPOSED DEVELOPMENT AT:

2A Richman Avenue PROSPECT

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

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

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

See Attached

SCANNED
17 MAR 2015
CITY OF PROSPECT

Attachment

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

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

SIGNED: [Signature]

For a representation to be valid, it must:

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

My Comments are as follows:

Car Parking:

Requirement of 1.25 Car Parks per unit = 12.5 Car Parks– But only 11 Car Parks which includes visitors Car Parks, there should be 2.5 visitor car parks

This will result in overflow to Richman Avenue, which cannot take extra parking or will inconvenience Residents.

(With a property of this size with this many residents there will be a large amount of maintenance required, these maintenance vehicles will also need to park on Richman Ave)

Waste:

With 10 apartments, waste area does not seem to cater for enough Bins, how will Waste be sorted/shared? –Will there a Waste Management in place?

If 20 bins are placed in Street for collection – there will not be enough frontage of this property eg 45m less driveways

Height:

Building envelope stipulates 3 STOREY or 11.5 – Not a 4 Storey building. It is not acceptable in a Residential Street, this will not look attractive in our street. Neighbouring properties will not be able to receive Natural light due to height.

Set Back:

At rear of property set-back does not conform to standards of 3 metres as required.

As I feel this could effect the two trees in St Helens Park see comments on trees, also balconies would invade privacy of St Helens Park as too close.

Interface Height Provisions:

As shown on Page titled Section A – Plan does not pass the 45 degrees plane in 3 places

Level 3 – Unit 6 Right-hand side

Level 4 – Unit 9 Right-hand side

Level 3 and 4 – Units 5 and 9- Left hand side

Character of Street:

This street has only residential homes in it and this building design is not in Character with the rest of the Street.

There is a very real probability this will devalue homes close by in sight of the complex

It seems to have slipped through the Zoning.

2 Storeys as Highbury Street ruling should have applied to our street, 2A Richman property has been a Residential home since 1937 when built, and does not face Prospect Road as it did once upon a time prior to being subdivided in 1948.

Zoning:

I know that Council Error with Zoning can not effect this application, but I would like to point out that Council has missed changing the Zoning on this property, originally the Tyre Building and 2A Richman Avenue were two pieces of land running from Prospect Road (see Title attached which shows where Allotments 1 and 2 were). In 1937 a residence was built over the two allotments at the rear of the property, in 1948 an application was lodged in the Land Titles Office numbered 415/1948 and 153/1948 where the proprietors realigned the boundaries to run the correct way. This is when Council should have changed the Zoning the same as the rest of the homes facing Richman Avenue, yet again when the Urban Corridor was created , even though Council submitted, the Minister of Planning missed putting a condition which would have fixed the problem of Zoning for this Allotment. Due to this oversight by Council and Minister of Planning we now have this problem of a four storey application which would never have been even considered if the zoning was correct or conditions placed on 2A.

Tree Removal

Page with Site Plan – tree to be removed - This tree has taken many years to grow and is at the entrance to our street - we request the tree be reinstated with one of same size or same tree replanted if application is successful.

Park Trees

There are two trees in the vicinity of the new development in St Helens Park, as there is not a set back of three metres on the plan, I wonder if these trees will be affected. Eg Pepper Tree about 5 metres from rear fence and a very large Ghost/White Gum Tree which is approximately 13 metres, I am not an arborist so would like these checked to see if affected.

Stormwater Management:

I am unsure if Richman Avenue will be able to safely take Stormwater Management and overflows to the Kerb or Drains due to the amount of water 10 Apartments will discharge.

Bicycle:

Is there sufficient Bicycle Parking in accordance with Table/PR 6, as only 7 spaces available?

Air-conditioning units:

Will they be placed in such a position not in sight of adjoining properties?

In summarizing

I believe the Council went through an Agonising process to establish rules; this building is outside the Development packet/envelope in 4 places and seems to have broken the rules blatantly.

Under the original Urban Corridor Legislation, "In general, the greatest height, mass and intensity of development will be focussed at the main road frontage and reduce in scale to transition down where there is an interface with low rise residential development in an adjacent residential zone. Buildings at the periphery of the zone will have an appropriate transition that relates to the height and setback of development in adjacent zones of a lower scale and intensity".

I as a Resident of Richman Avenue believe that this building will be an eyesore to the Street.

It is Large, very modern and will house many people on 525 sq m, If it was to be located on Prospect Road I would not have a problem with it but being located in a small, narrow street as Richman Avenue Prospect is will devalue my home, cause problems with parking probably create a lot of extra noise, as Council knows on Fair Day our street cannot take the overflow of Parked cars and you arrange for signage to stop parking on both sides of the road (as just received)

Access to my property while construction is in process, will our access be minimised his will create havoc, Also at 3.20 each school day we have parents parking in our street to drop/collect their children from the two schools,.

The Car Park at the School Administration Building and The Tyre business are not for residents to use full time and I would think they will chain the parking off in the future, even though there is parking on Prospect Road, I do not think anyone would leave their cars there overnight, in case of accidents or theft.

Also I know this is a Category Two Development, but I was astonished to find that only 6 residents were informed of the development with right to make representation when it could affect others especially 4 Richman being two doors down from the development. (John and Jo Painter).

I would like to draw your attention to the City of Prospect website and more specifically the "Inner Metropolitan Growth Development Plan Amendment" (IMGD Plan Amendment) which states "New provisions in relation to protecting privacy, minimising over shadowing and ensuring public notification occurs for development over 2 storeys n height." Clearly, the lack of notification to all residents affected by this development and the event of over shadowing as will be caused by a four storey construction are a complete contradiction of that which the council is stating they will be aware of for their existing rate payers in the IMGD Plan Amendment.

Finally I would like to quote our Mayor, David O'Loughlin, who states on the Prospect website "Council has been committed to achieving a Development Plan that seeks to ensure high quality design outcomes, both aesthetically and functionally, and restricting large development to our main

roads corridors which in turn will help preserve the beauty of the side streets for generations to come."

Attachment

South Australia. (CERTIFICATE OF TITLE)



Register Book,

Vol. 1974 Folio 97

-LT2 Conceded 1974 -LT1

Balance Certificate of Title from Vol.1495 Folio 110 and Vol.1501 Folio 11

FREDERICK THOMAS GEORGE LYMN of Prospect Road Prospect Proprietor of Central Service Station and MURIEL JEAN LYMN his wife

are the proprietors of an estate in fee simple

subject nevertheless to such encumbrances liens and interests as are notified by memorial underwritten or endorsed hereon in

THAT piece of land situate in the HUNDRED of YATALA COUNTY of ADELAIDE

being PORTION OF ALLOTMENTS 1 and 2 of the subdivision of portion of Block 47 of Section 348 laid out as PROSPECT and more particularly delineated and bounded as appears in the plan in the margin hereof and therein colored green WHICH said Allotments are bounded as appears in the plan deposited in the Lands Titles Registration Office No.3379

Which said Section is delineated in the public map of the said Hundred deposited in the Land Office at Adelaide.

In witness whereof I have hereunto signed my name and affixed my seal this eighteenth day of March 1948

Signed the 18th day of March 1948, in the presence of D. Wynne-Williams

[Signature]
Registrar-General.

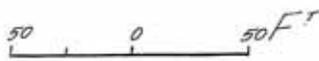
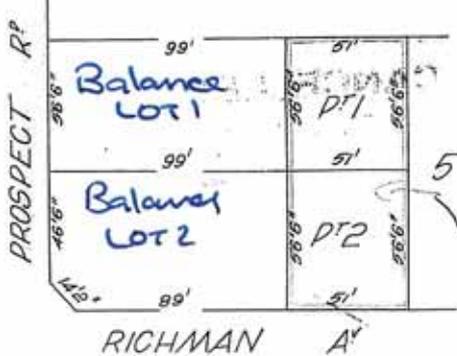
Mortgage No.1514976 from Frederick Thomas George Lymn and Muriel Jean Lymn to The National Bank of Australasia Limited Produced for registration the 26 day of September 1947 at 11.35 a.m. (Including other land)

[Signature] Reg.Genl.

Power of Attorney No. 1124578

[Signature] Reg.Genl.

1124578 1124578



THE WITHIN LAND IS DISCHARGED FROM THE WITHIN MORTGAGE NO. 1514976 AS APPEARS BY MEMORANDUM NO. 1530702 PRODUCED FOR REGISTRATION THE 23 DAY OF April 1948 AT 11.15 a.m.

[Signature] REG GENL.

MORTGAGE No. 1531763 FROM
 Frederick Thomas George Lynn and
 Muriel Jean Lynn 16 North Suburban
 Ham. Bowditch building Society No. 11
 PRODUCED FOR REGISTRATION THE 23 DAY OF
 April 1948 AT 11.15 am
W. P. O'Connell DEP. REG. GENL.

MORTGAGE No. 1809019 FROM
 Frederick Thomas George Lynn
 and Muriel Jean Lynn
 TO THE NATIONAL BANK OF AUSTRALIA LIMITED
 PRODUCED FOR REGISTRATION THE 25 DAY OF
 November 1953 AT 11.25 am
R. H. Rose (including other land)
 DEP. REG. GENL.
 D. 1809019 12/1/60

DISCHARGE OF MORTGAGE No. 1809019 BY ENDORSEMENT
 THEREON. PRODUCED 12/2 1960 AT 11 am
Ed Mann (Ct. not final)
 DEP. REG. GENL.
 P/A 2104781A. Bd. *W. P. O'Connell*
 D. 1534763. 73430834 12320835

DISCHARGE OF MORTGAGE No. 1534763 BY ENDORSEMENT
 THEREON. PRODUCED 11-8-1971 AT 3.40 pm.
R. Gordon DEP. REG. GENL.

TRANSFER No. 3230834 To *Jeffrey Alan*
Reed of 2A Richman Avenue
 Prospect 5082 geologist and *Gloria*
Jean Reed his wife
 OF THE WITHIN LAND. PRODUCED 11-8-1971 AT 3.40 pm.
R. Gordon DEP. REG. GENL.

MORTGAGE No. 3230835 TO
 Frederick Thomas George Lynn
 and Muriel Jean Lynn
 PRODUCED 11-8-1971 AT 3.40 pm
R. Gordon DEP. REG. GENL.

3230835 73430834 12320835

DISCHARGE OF MORTGAGE No. 3230835 BY ENDORSEMENT
 THEREON. PRODUCED 21-3-1975 AT 10.40 am
Logbock DEP. REG. GENL.

TRANSFER No. 5724270 to
 Robert Allan Vining of 2A Richman
 Avenue Prospect 5082 Pharmacist and
 Carmen Josephine Vining his wife
 OF THE WITHIN LAND. PRODUCED 21-3-1975 AT 10.40 am
Logbock DEP. REG. GENL.

MORTGAGE No. 3724271
 TO THE NATIONAL BANK OF SOUTH AUSTRALIA
 PRODUCED 21-3-1975 AT 10.40 am
Logbock DEP. REG. GENL.

MORTGAGE No. 4086646
 TO THE COMMONWEALTH BANK OF SOUTH AUSTRALIA
 PRODUCED 29-8-1977 AT 10.15 am

4115704
 MORTGAGE No. 4115704 TO
 AUSTRALIA AND NEW ZEALAND BANKING GROUP LIMITED
 PRODUCED 9.11.1977 AT 2.25 pm

MORTGAGE No. 4120144 TO
 Esanda Limited
 PRODUCED 27-1-1977 AT 2.10 pm.

DISCHARGE OF MORTGAGE NO. 4086646 BY
 ENDORSEMENT THEREON VIDE NO. 4420911
 PRODUCED 6-8-1979 AT 10.10 am

THE WITHIN LAND IS DISCHARGED FROM MORTGAGE
 No. 4120144 VIDE 4086646
 PRODUCED 20-8-1983

THE WITHIN LAND IS DISCHARGED FROM MORTGAGE
 No. 3724271 VIDE 6562175
 PRODUCED 6-7-1988 AT 11.45

THE WITHIN LAND IS DISCHARGED FROM MORTGAGE
 No. 4115704 VIDE 6362176
 PRODUCED 6-7-1988 AT 11.45

TRANSFER No. 6562177 TO
 Northern Tyne Sales Pty Ltd of
 35 Prospect Road Prospect 5082
 OF THE WITHIN LAND. PRODUCED 6-7-1988 AT 11.45

CANCELLED
 CONVERTED TO A COMPUTERISED TITLE

415/1948 letter
 153/1948 resub.

MORTGAGE No. 1531763 FROM
 Frederick Thomas George Lynn and
 Muriel Jean Lynn 15 North Suburban
 Ham-bowkett Building Society No.11
 PRODUCED FOR REGISTRATION THE 23 DAY OF
 April 1948 AT 11.15 a.m.

W. Freear DEP. REG. GENL.

MORTGAGE No. 1809019 FROM
 Frederick Thomas George Lynn
 and Muriel Jean Lynn
 TO THE NATIONAL BANK OF AUSTRALASIA LIMITED
 PRODUCED FOR REGISTRATION THE 25 DAY OF

November 1953 AT 11.25 a.m.
(Including other land)

P. R. Rose DEP. REG. GENL.

DISCHARGE OF MORTGAGE No. 1809019 BY ENDORSEMENT
 THEREON. PRODUCED 12/2/1960 AT 11.15 a.m.
Ed. Mann DEP. REG. GENL.

P/A 2104981A. *Ed. Mann*
 121534765 73230834 12320325

DISCHARGE OF MORTGAGE No. 1534763 BY ENDORSEMENT
 THEREON. PRODUCED 11.8.1971 AT 3.40pm.

K. Gordon DEP. REG. GENL.

TRANSFER No. 3230834 To *Jeffrey Alan*
Reed of 2A Richman Avenue
 Prospect 5082 Geologist and *Glorie*
Jean Reed his wife
 OF THE WITHIN LAND. PRODUCED 11.8.1971 AT 3.40pm.

K. Gordon DEP. REG. GENL.

MORTGAGE No. 3230835 TO
 Frederick Thomas George Lynn
 and Muriel Jean Lynn
 PRODUCED 11.8.1971 AT 3.40pm.

K. Gordon DEP. REG. GENL.

DISCHARGE OF MORTGAGE No. 3230835 BY ENDORSEMENT
 THEREON. PRODUCED 21.3.1975 AT 10.40am

Loybock DEP. REG. GENL.

TRANSFER No. 3724270 to
 Robert Allan Vining of 2A Richman
 Avenue Prospect 5082 Pharmacist and
 Carmen Josephine Vining his wife
 OF THE WITHIN LAND. PRODUCED 21.3.1975 AT 10.40am

Loybock DEP. REG. GENL.

MORTGAGE No. 3724271
 TO THE NATIONAL BANK OF SOUTH AUSTRALIA
 PRODUCED 21.3.1975 AT 10.40am

Loybock DEP. REG. GENL.

MORTGAGE No. 4086646
 TO THE COMMONWEALTH BANK OF SOUTH AUSTRALIA
 PRODUCED 29.8.1977 AT 10.15am



MORTGAGE No. 4115704 TO
 AUSTRALIA AND NEW ZEALAND BANKING GROUP LIMITED
 PRODUCED 9.11.1977 AT 2.25pm



MORTGAGE No. 4120144 TO
 Esanda Limited
 PRODUCED 21.8.1977 AT 7.10pm.



DISCHARGE OF MORTGAGE NO. 4086646 BY
 ENDORSEMENT THEREON VIDE NO. 4420911
 PRODUCED 6.8.1979 AT 10.10am



THE WITHIN LAND IS DISCHARGED FROM MORTGAGE
 No. 4120144 VIDE 5080312
 PRODUCED 22.8.1980 AT 10.15am



THE WITHIN LAND IS DISCHARGED FROM MORTGAGE
 No. 3724271 VIDE 6562175
 PRODUCED 6.7.1988 AT 11.45am



THE WITHIN LAND IS DISCHARGED FROM MORTGAGE
 No. 4115704 VIDE 6562176
 PRODUCED 6.7.1988 AT 11.45am



TRANSFER No. 6562177 TO
 Northern Tyre Sales Pty Ltd of
 35 Prospect Road Prospect 5082
 OF THE WITHIN LAND. PRODUCED 6.7.1988 AT 11.15am



CANCELLED
 CONVERTED TO A COMPUTERISED TITLE



415/1948 letter
 153/1948 resub.



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Inner Metropolitan Growth Development Plan Amendment

The Inner Metropolitan Growth Development Plan Amendment has been gazetted and takes effect as of 29 October 2013. This represents the culmination of a significant period of work and effort by Council in collaboration with the State's Department for Planning Transport and Infrastructure.

The amendment covers the Urban Corridor Zone, comprising Prospect Road, Churchill Road and Main North Road.

The highlights of the changes to our Development Plan include:-

- Increased building heights within the Urban Corridor Zone (Prospect, Churchill and Main North Roads and Devenport Terrace)
- Reduced car parking requirements for both residential and commercial/retail development.
- Better design outcomes through a design review process for development 5 storeys or more
- Increased flexibility regarding the permissible types of land uses
- Increased density (Higher Plot Ratio) via an increase in site coverage and higher building heights.
- New provisions in relation to protecting privacy, minimising over shadowing and ensuring public notification occurs for development over 2 storeys in height.

Mayor David O'Loughlin has welcomed the new DPA saying "Council has been committed to achieving a Development Plan that seeks to ensure high quality design outcomes, both aesthetically and functionally, and restricting large development to our main roads corridors which in turn will help preserve the beauty of the side streets for generations to come.

The Development Plan changes underpin Council's Strategic Plan that seeks to preserve the heritage and character of our residential streets, whilst at the same time generating additional rate revenue from new development with our City that reduces the burden of all other ratepayers in our area.

Council believes the new Development Plan achieves the right balance between improved development and business opportunities along our corridors and maintaining the amenity and lifestyle of residents in our area".

A summary of the key changes between the old and the new Development Plan are as follows:-

STATEMENT OF REPRESENTATION
Pursuant to Section 38 of the Development Act 1993
Ref. 050/82/2015

RECEIVED
17 MAR 2015
BY: SMcLuskey

TO: City of Prospect
128 Prospect Road
PROSPECT SA 5082

NAME OF REPRESENTOR(S): Glenn & Gaynor Heylen
RESIDENTIAL/BUSINESS ADDRESS: S Richman Ave Prospect
POSTAL ADDRESS: "

MY REPRESENTATION IS IN REGARD TO THE PROPOSED DEVELOPMENT AT:

2A Richman Avenue PROSPECT

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

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

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

See attached document

Attachment

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

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

SIGNED: [Signature] DATED: 17/3/2015

For a representation to be valid, it must:

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

Glenn and Gaynor Heylen
5 Richman Ave
Prospect SA 5082

16 March 2015

City of Prospect
128 Prospect Road
Prospect SA 5082

Dear Sir/Madam

Regarding proposed development at 2A Richman Avenue, Prospect

We are writing to make a representation to the proposed development at 2A Richman Avenue, Prospect, in response to the Notice of Application for Category 2 Development Ref No 050/82/2015 sent by Scott McLuskey on 27 February 2015.

We have a series of concerns, outlined in this letter; we are against the application - and indeed any future applications for multi-storey buildings at 2A Richman Avenue - and request that the proposal be fully rejected.

We wish to be heard by Council's Development Assessment Panel. Glenn Heylen will make the representation.

Our objections are as follows.

The development contradicts the rationale behind the DPA, as expressed to Prospect residents

Mayor David O'Loughlin welcomed the new DPA saying 'Council has been committed to achieving a development plan that seeks to ensure high quality design outcomes, both aesthetically and functionally, and *restricting large developments to our main road corridors, which in turn will help preserve the beauty of the side streets for generations to come*. The Development Plan changes underpin Council's strategic plan that seeks to preserve the heritage and character of our residential streets...' (source: Prospect Council website).

This development contradicts the rationale behind the DPA - it is not on a main road, and (as argued below) is not sympathetic to other residences, and in fact undermines, rather than preserves, the beauty, heritage and character of a residential side street.

The design of the development is not sympathetic to other residences and street character

The large concrete/steel/glass structure is not in any way sympathetic to the other residences in the street - primarily 75+ years old one-story sandstone bungalows, tudors and other sandstone residences, many with gabled roofs, one of which will be bulldozed to make way for this development. In scale, material and form it is much too intense with nothing to soften its appearance or to blend in with the character streetscape.

It does not appear that the developer or architect has made any effort to design this building to relate sympathetically to its surroundings, (nor even to design this building to be attractive in comparison with similar modern buildings); rather, it appears a standard, poor quality, modern cookie-cutter development.

Not only is this a modern development in a heritage area, there appears to be no attempt to make reference to the proposed building's surroundings in a modern way (for example, some of the very modern townhouses in Bowden gesture to the area's heritage by making feature use of vintage bricks), nor has there been any attempt to cloak the building, for example, with vines or wall gardens, to help it blend in. There does not appear to be any environmental consideration in the design (e.g. stormwater harvesting, solar panels, etc.)

We would argue that the Seventh Day Adventist building across the road should not be taken into consideration as an example of a building in keeping with the new development, as it is not a residence and furthermore faces Prospect Road, not Richman Avenue.

We feel that approvals for development in Prospect need to be clear about architecturally suitable designs that have respect for existing streetscape and factors relating to Prospect's heritage and preservation of existing character. This development, if approved, would set a poor precedent for other future developments.

The allotment size of 535 square metres, in our view, is much too small for an apartment building of this nature.

It is not reasonable for this development to be part of the Urban Corridor Zone

Despite being assured by Council and State Government that the Urban Corridor Zone would be restricted to main roads - in this case Prospect Road - this development, one of the very first proposals along Prospect Rd to come before the Prospect Council DAP is fronting a side street of 75+ year old character homes.

Irrespective of the zoning of the property, it is inappropriate for this development to be considered under the Urban Corridor Zone and Development Plan Amendment (which allows 3 storey buildings), because it does not face Prospect Road . (Note that the Inner

Metropolitan Growth Development Plan Amendment specifically relates to buildings along Prospect, Churchill and Main North Roads and Devonport Terrace). We feel that there is a distinction to be made between the zoning of the property as commercial and the Urban Corridor Zone which relates to main road developments (which this is not).

We note Council in its submission commenting on the Inner Metropolitan Growth DPA recommended that residential properties which do not front a major road should be excluded from the Urban Corridor Zone and rezoned as residential. Existing residents of Richman Avenue should not be disadvantaged by the fact that this recommendation was not adopted - and in fact, this situation underscores the value of such a recommendation.

We note that 2A Richman Av was built in 1937, and has been exclusively a residential property since that time. There has been ample time to re-zone the property in keeping with its actual use, and the consequence of this having fallen through the cracks for 75+ years should not be borne by the other residents of Richman Avenue.

The building does not support integration of new residents into the existing community

This building almost doubles the number of residences on the northern side of the street up to Moora Ave.

Richman Avenue is a small and tightly-knit community of families - there are many residents who have lived here for decades, including elderly people, and a number of younger families - and while we welcome new people to the neighbourhood, we are concerned that the proposed development is not designed in a way to encourage community participation.

The apartments proposed appear to be designed to appeal to investors, and we expect they will be rented by students or young couples, who will be unlikely to stay in the building long enough to have an interest in being part of the community.

Furthermore, the design of the building provides minimal garden space, and the carparks are underground; that is, there is nothing in the design to coax residents out of their apartments to interact with the wider street community. It would be entirely possible to live for years next to this building without meeting a single resident, as there may be no reason for them to ever linger outdoors.

The development will change the aspect from St Helen's Park

This development will overlook St Helen's Park. Many residents currently enjoy using St Helen's Park, which is surrounded primarily by single storey houses; a 4 storey development, only 1.54 metres from the rear boundary overlooking the park, will adversely affect the amenity within the park.

The development will place unacceptable pressure on street carparking

There is already pressure on street carparking in Richman Avenue. Parking is already restricted along the street as a result of demand for street parking in the area; it has been the practice of staff from the adjacent businesses for a number of years to use Richman Avenue for all day parking. There is no parking opposite the site for the first 60 metres from Prospect Rd and one hour restricted parking during business hours on both sides of the street for a total of 90 metres.

Richman Avenue is a fairly narrow street - there is only just enough space when cars are parked on both sides to drive a car between. In fact we have had, for many years, a 'No Trucks' sign on the southern corner of Prospect Rd and Richman Ave. It is often challenging to enter the street from Richman Avenue driveways because of the volume and location of parked cars.

Notwithstanding the fact that the proposed development does not meet minimum parking requirements, given existing conditions we expect that even car parking space meeting minimum requirements (12.5 carparks) to be insufficient. We anticipate that future residents of the proposed development will own vehicles in excess of the required carparks. A building of ten one and two bedroom apartments rented to students and young workers might be anticipated to house 20 people. As most individuals own a car these days, there could be seven cars excess to the buildings' carparking, plus those of visitors. Where will they park?

Given these issues, we believe that parking problems will create a bottleneck for cars entering/leaving Prospect Rd which will be a safety issue, and will create problems for emergency vehicles, rubbish collection, etc.

The development will create traffic and safety issues

Richman Ave already suffers from a significant traffic problem with overflow of vehicles using the street from the following sources:

- Tyres'n'More, a retail business on the Northern Prospect Rd corner (which also uses the street to test car repairs).
- Seventh Day Adventist Administration centre on the Southern Prospect Rd corner.
- Early Learning Centre, a child care centre on the northern Prospect Rd Clifton St corner.
- Fitzroy Medical Centre, a multi faceted medical practice on the southern Prospect Rd Clifton St corner.
- St Helen's Park, particularly at times of extra park use eg. weddings.
- St Helen's Park Kindergarten.
- Prescott College, student drop off and pick up, along with staff vehicular access and the school bus.

- Blackfriars School, with traffic avoiding the Te Anau St bottleneck. Also any proposed redevelopment of the school would exacerbate the problem of parking and traffic in neighbouring streets.
- Traffic using Richman Avenue as the first access to Prospect Rd from Main North Rd for traffic north of Nottage Tce.

To illustrate the existing traffic problems, a trip from Richman Ave to Prospect Council (less than 1km) at 3.25pm on Thursday 12th March 2015 took twelve minutes, with traffic banked up on both sides of Prospect Rd, making it extremely difficult to turn right onto Prospect Rd with traffic then moving at a snail's pace all the way to the council.

Clearly an additional ten residences could only worsen an already significant traffic problem with an attendant increase in the safety risk, and none of the surrounding streets are of a size to digest increases in traffic either. Not only will the bottleneck of traffic created at the start of this narrow street be inconvenient to all, safety will be compromised by virtue of the fact that a dozen or so cars will be using a single driveway close to the Richman Avenue/Prospect Road intersection.

We can assume that many of the residents of the proposed apartments will use their cars to travel to and from work - not all residents will be going into the CBD, and public transport along Prospect Road is unreliable at best. Buses are rarely on time, and at peak hour are often full by the time they reach Stop 9 by St Helen's Park.

The young children living in the neighbourhood as well as students going to and from the Early Learning Centre, St Helens Pk Kindergarten, Prescott College and Blackfriars School will clearly be at increased risk.

Furthermore, future redevelopment of the two existing commercial properties on the Prospect Rd corner is almost certain in the near future. This will result in ground floor businesses plus two upper stories of residences. Vehicular access will not be from Prospect Rd but from Richman Ave. This will of course further aggravate access and egress of traffic with attendant safety issues, as will the cumulative effect of general commercial and residential development along Prospect Rd as per the DPA.

Finally, there is no provision for any form of noise control or barrier to protect neighbouring residents from noise from cars/motor bikes in the eleven carparks at the lowest level of the development.

The development will create unacceptable issues relating to rubbish collection

There are spaces for 13 rubbish bins in the proposed development, which we anticipate will be insufficient. Every other household in the street has three bins (rubbish, recycling, green bin). How can the residents of these apartments make do with so much less waste storage space? Could this become a health and safety issue from overflowing waste materials?

Furthermore, on rubbish day, we are not sure how even 13 bins can be emptied - they will not all fit in front of the street frontage of 15.5 metres including a driveway, and this bin congestion will limit carparking on the street even further (or cars parked next to the bins will prevent rubbish trucks from accessing them).

In addition, such a number of bins on the street will create safety issues for people walking along the street (incl. elderly people, such as the aged residents of the Wallaroo Homes on Prospect Terrace who regularly walk along the footpath).

The proposed development contravenes a number of existing regulations

We note that the proposed development contravenes a number of existing regulations:

- The proposed development is 4 storeys - the limit is 3
- The plans show the building to be too close to the rear boundary
- The plans show the building to be outside the building envelope in 3 places
- There are too few carparks; notwithstanding section above regarding carparks, regulations suggest there should be 12.5 carparks - there are only 11
- There is not enough space for sufficient rubbish bins.

The proposed development would require removal of a tree which cannot be properly replaced

The beautiful mature trees that line Richman Avenue are a major part of the beauty and character of the street.

The existing Golden Rain tree (*Koelreuteria paniculata*) is a 40+year old tree which is 8+ metres tall which can be expected to live for 150 years. As a horticulturalist of 30 years, I (Glenn) suggest it would be extremely difficult, and probably impossible, to transplant/replace a Golden Rain tree of this size and age. Golden Rain trees have a few large roots, and for this reason are particularly difficult to transplant. To simply supply a sapling as a replacement would impinge significantly on the existing beautiful streetscape. Accordingly if the development were to proceed the streetscape would be damaged for many years.

We note that a few of the trees in this street have already been killed by trucks - we feel this makes it even more important to protect the older trees surviving in the street.

The consultation process is limited, and does not give Council the ability to gauge the feeling of the wider community

We understand that Council has followed the correct procedure in notifying just four residents of the proposed development; however, many other residents of the street share our concerns.

Overwhelmingly the residents of the street are alarmed and dismayed at this proposal for the reasons we have laid out in this letter. We are confident that if this proposal was advertised more widely in the community there would be widespread concern.

A concern of some residents is that, in this case, we are precluded from speaking to either of our elected ward councillors as they are part of the Development Assessment Panel. While we understand that it would not be appropriate to discuss this matter with them, perhaps in future the council could look at having other councillors who could step in as substitutes on the DAP so that as residents we could have access to the councillors for whom we voted. We understand we can contact other councillors, which we have done.

The heart of the matter

We - and other residents - are very disappointed that, despite being informed over a long period of time by Prospect Council, the Planning Minister John Rau and through the media that the Urban Corridor Zone is restricted to main road corridors, one of the very first proposals along Prospect Rd to come before the Prospect DAP is fronting a narrow side street of character homes.

We understand the benefits of increasing density in Prospect; however, we feel strongly that a multi-story apartment building fronting a narrow, side street of character homes is extremely inappropriate (quite aside from the problems this particular proposed development would cause in this particular location, and the detrimental impacts this development would have on residents and neighbouring properties, as detailed in this letter), and we reiterate our request that Council reject the proposal.

This will be a landmark decision by the Development Assessment Panel and will set a precedent for future development both in Prospect and the rest of the state.

Many thanks for your consideration of our position. We sincerely hope that common sense will prevail.

Yours sincerely

Glenn and Gaynor Heylen

Appendix: Concerns noted in relation to Prospect Development Plan objectives.

We have noted objections against many of the objectives listed in the Prospect City Development Plan.

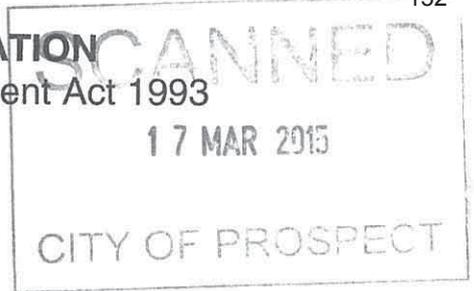
It is our opinion that a building of this nature, if approved, could only be observed as an anomaly within Richman Avenue and evidence of poor planning and observation of the Objectives as outlined in the Prospect (City) Development Plan.

Source: Prospect (City) Development Plan		Our comment
Page 14, Appearance of Land and Buildings – Objective 27:	The amenity of localities not impaired by the appearance of land, buildings and objects. A city should be an attractive and pleasant place in which to live, as well as being healthy and convenient. If the city dweller is to enjoy looking at his surroundings, attention must be given to the aesthetic qualities of both natural and man-made features. The design of individual buildings should be of high standard and related to adjacent buildings.	The design of this four storey apartment building on such a small block does not add any value from an aesthetic point of view - but rather detracts from the existing amenity.
Page 15, Residential Development – Point 9	Development in a residential zone should not impair its character or the amenity of the locality as a place in which to live	Architecturally, the apartment building shows no empathy towards the character of the existing homes, and would most certainly impair the character of the zone.
Page 17, Form of Development – Objective 2	Creation and maintenance of a safe and attractive living environment	<p>The building would not contribute to an attractive living environment (as the design is not sympathetic to the existing built environment).</p> <p>We anticipate that issues will be caused with thirteen waste bins in front of this building every week. Certainly from an aesthetic point of view this site will not be pleasing, and it may cause health and safety issues with lack of bin space.</p>

Page 19, Appearance of Land and Buildings – Objective 29	Harmonious integration of new development with the old.	The design of this building does not relate to adjacent buildings. The design has a look and feel that is entirely foreign to the character homes within and around Richman Avenue.
Page 17, Appearance of Land and Buildings – Objective 30	The retention, conservation and enhancement of places of State Heritage Value, Local Heritage Value and contributory places of historic character in the Historic (Conservation) Zone, and the preservation of buildings or sites of architectural, historical or scientific interest.	The appearance of this building does nothing to enhance or respond to the historic character of the street.
Page 24, Site Layout, Point 22	Site layout connection into the neighbourhood (d) Building, streetscape and landscape design relates to the surrounding site topography and neighbourhood character	The proposed development relates poorly to the neighbourhood character of Richman Ave..
Page 160, Transit Living Policy Area, Objective 3	Development that contributes to the desired character of the policy area.	The proposed development detracts from the desired character of the area.
Page 29, Building Appearance and Neighbourhood Character, Point 45	Building appearance should be compatible with the desired character of the locality.	The proposed development is not compatible with the desired character of the area.
Page 15, Residential Development – Point 8	Residential development should not create conditions which are likely to exceed the capacity of existing roads, public utilities, and other community services and facilities.	This development will double the number of dwellings along the northern side of the street; we anticipate it will create stress on the existing roads, utilities (e.g. water pressure), and other services.
Page 16, Residential Development – Point 14	Residential development should: (a) not have a significant adverse effect on safety and amenity due to generation of through traffic; (b) provide for safe and efficient distribution of traffic;	The proposed development (and expected increase in traffic and parking) is likely to increase traffic flow, affect safety, limit access due to increased parking etc..

	<p>(c) provide for safe and convenient movement for pedestrians and cyclists, including aged, young and disabled persons;</p> <p>(d) provide for easy access for emergency and essential service vehicles; and</p> <p>(e) be designed to minimise the adverse effects of adjacent traffic movement</p>	<ul style="list-style-type: none"> • We are extremely conversant with the traffic flows within and around Richman Avenue. • Richman Avenue is narrow and when vehicles are parked near driveways or diagonally opposite driveways access in and out of driveways throughout the street is very difficult. The introduction of this apartment complex will exacerbate this existing problem situation.
Page 18, Movement of People and Goods – Objective 12	A network of roads, paths and tracks to accommodate a variety of vehicular, cycle and pedestrian traffic in a safe and satisfactory manner.	<ul style="list-style-type: none"> • Vehicles that enter Richman Avenue from Prospect Road often do not negotiate entry into the street well causing safety concerns for vehicles travelling towards this oncoming traffic.
Page 18, Movement of People and Goods – Objective 15:	Provision of off-street parking areas able to cater for the demands of existing and proposed development in industry, centre, commercial, mixed use and corridor zones.	<ul style="list-style-type: none"> • The building is set very close to the Richman Avenue entry point from Prospect Road and we anticipate that these unsafe driving practices will be exacerbated due to the introduction of new traffic from and to Prospect Rd from this development. • Based on our long-term knowledge of Richman Avenue there will be inadequate street parking to accommodate the extra parking load that will result from residents and their visitors from the apartment building.

STATEMENT OF REPRESENTATION
Pursuant to Section 38 of the Development Act 1993
Ref. 050/82/2015



TO: City of Prospect
128 Prospect Road
PROSPECT SA 5082

NAME OF REPRESENTOR(S): JOHN & JOSEPHINE MAE PAINTER
RESIDENTIAL/BUSINESS ADDRESS: 4 RICHMAN AVE PROSPECT SA 5082
POSTAL ADDRESS: AS ABOVE

MY REPRESENTATION IS IN REGARD TO THE PROPOSED DEVELOPMENT AT:
2A Richman Avenue PROSPECT

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

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

Please refer to the attachment "A"

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

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

SIGNED: [Signature] DATED: 15-3-2015
[Signature]

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

We object on the following grounds.

The proposal exceeds the parameters for "Transit Living", which only allows for three storeys and up to 11.5 metres and requires a minimum setback from the rear allotment boundary of three metres.

We consider that the allotment in question, which was created by subdividing the block facing Prospect Road approximately 70 years ago, should not be part of the "Transit Living Area".

Prospect Council Policy Areas Map Pr/11 -12.2.14 clearly shows that this is the only allotment in the TL Area that does not front Prospect Road.

Mayor David O'Loughlin welcomed the new DPA saying " Council has been committed to achieving a Development Plan that seeks to ensure high quality design outcomes, both aesthetically and functionally, and restricting large development to our main roads corridors which in turn will help preserve the beauty of the side streets for generations to come." (October, 2013)

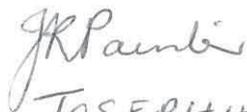
This proposal does not match the above statement, which indicates that the TL Area would protect side streets and allow them to retain their character, and this clearly does not fit in with the rest of the streetscape.

Many otherwise attractive streets in Prospect have been marred by the erection in the 50s and 60s of blocks of flats and units. With buildings like the one proposed, the appearance and character of the street will be downgraded.

Currently, Richman Avenue is a relatively busy thoroughfare, servicing Parents dropping off and collecting students from Prescott College and Blackfriars as well as normal residential traffic. The proposed addition of a further 10 dwellings would only exacerbate the congestion and probably result in more vehicles parked on the street as the planned 11 car parks would likely be insufficient for the new dwelling.

We trust you will give this matter due consideration,
John and Josephine Painter.


JOHN PAINTER


JOSEPHINE R. PAINTER

Scott McLuskey

From: Derek Williamson
Sent: Monday, 16 March 2015 10:35 PM
Subject: Re Planning approval for 2A Richman Rd, Prospect. Ref 050/82/2015

We would like to submit our concern and objection to the above based on the close proximity of this development to our residence and the impact it will have.

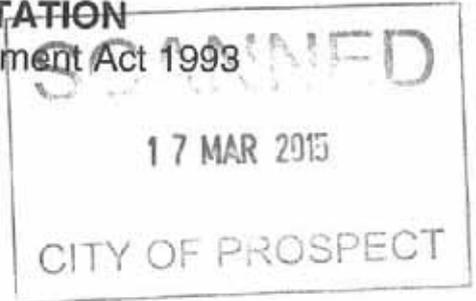
We would also question why we were not notified by the council of this development and cannot consult with our 2 elected ward councillors because they are both sitting on the Planning Committee. We would like to know who the go to person is in this situation?

- 1) Technical
Our objection is based on a 4 story building facing Richman Ave and not Prospect Road which does not meet the Urban Corridor Code (Transit Living) which states Maximum 3 stories and 3 Metre set back from rear boundary. This building is 4 stories high and only set back 1.540M from the rear boundary and does not even face an urban corridor road.
- 2) Parking.
10 units and 11 car parks would not be enough to service the 2 car residents and all of the residents' visitors. They would spill out to narrow Richman Ave and cause additional traffic congestion, particularly when school drop off's are occurring for Blackfriars and Prescott College.
- 3) Aesthetics.
The building design is not in keeping with the desired character of the zone and will stand out as an eye sore now and into the future. We believe this development is not of a high standard and will be built to a price which will lower the standard of Richman Ave and compromise our investment in the street.
- 4) Future.
Our concern is if this is approved it will open the floodgates for many more requests for approval of low standard 4 story buildings in Richman Ave and other side streets of Prospect which is not in line with the vision statement for The City Of Prospect and our elected Councillors.

We trust our comments will be given due consideration.
Regards-----

Derek Williamson
Jeanie Williamson
6 Richman Ave
Prospect 5082

STATEMENT OF REPRESENTATION
 Pursuant to Section 38 of the Development Act 1993
 Ref. 050/82/2015



TO: City of Prospect
 128 Prospect Road
 PROSPECT SA 5082

NAME OF REPRESENTOR(S): CAROL LONGMIRE

RESIDENTIAL/BUSINESS ADDRESS: 2/7 RICHMAN AVENUE, PROSPECT

POSTAL ADDRESS: P.O. Box 510, NORTH ARLADE, 5006

MY REPRESENTATION IS IN REGARD TO THE PROPOSED DEVELOPMENT AT:

2A Richman Avenue PROSPECT

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

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

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

I am against the proposed four storey / ten apartment development at the above address for the following reasons:

- It exceeds the 3 storey guideline for this zone.
- Richman Avenue is a street of character homes and this development is out of keeping with the architecture of the street.
- Car parking is currently a problem in the street; further congestion would be caused by increasing the number of residences in the street. I have reported to council earlier, under different cover, my being in favour of "one side of street" parking in Richman Avenue.
- If Prospect Council stands behind their saying they wish to maintain the character of Prospect's side streets, then this proposal will not be allowed to proceed, despite the current zoning applied to that block of land.

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

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

SIGNED: Carol A. Longmire DATED: 16/3/15

For a representation to be valid, it must:

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

Appendix to STATEMENT OF REPRESENTATION
Pursuant to Section 38 of the Development Act 1993
Ref. 050/82/2015

TO: City of Prospect
128 Prospect Road
PROSPECT SA 5082

Attention Scott McLuskey

Hi Scott,

For the record, I support the principle of Urban Corridor development and I applaud the advocacy and leadership that David, you and the rest of Council are showing on this matter.

I therefore have no qualms with the size (4 story) development on the site, provided that the façade is sympathetic to the environs and that all existing development policy is followed to protect the neighbouring property. Your planning team are good at that, so I trust your judgment with it.

We will lose a street tree, further sterilising that end of the street, but unfortunately there is always a price for sensible progress.

With that all said,

I have recently been lobbied (very strongly) by a group of concerned street residents who believe that having 10 residences within the development could prove problematic, particularly for street congestion and parking.

I am trying hard not to be a 'nimby' on this, but I must say that I share some of their views/concerns.

Theoretically, it is possible that a 10 residence complex requires 20 parks + visitors. That's unlikely with one bedroom apartments – although where there is a double bed there is potential for two cars.

The more likely scenario is that 14-16 will be regularly required plus visitors.

A good CASE EXAMPLE is the six unit complex at # 7 Richman Avenue. Depending on the tenants of the day, we have observed at least two cars confined to the street on a permanent basis, this despite the fact they are small units, with 'ample' parking and that two of the units are occupied by elderly people without a car.

In fact, 'permit parking' was put out the front of the units some time back; I can only surmise that this was done to help them deal with their parking issue. Over the years, I have watched as the on street parking requirement for the units ebb and flow, but one thing seems for certain, 6 parks are 'consistently' not enough for 6 units.

When weighing up the application of 'sensible' urban corridor planning, it's quite obviously important to remember that many of Prospects streets were designed in the era of one car family. Sure a wide boulevard like Carter St can cope with extra cars, but the Richman's and TeAnau's are not geared for the 'car per driveway' population that we now have today – let alone adding greater density.

It's worth noting that Prospect is already very attractive to Families as a 'good school' suburb and this is set to be more so given the Adelaide High zoning.

This is exactly what we want Prospect to be – a desirable family friendly suburb, however the implications of kids living at home longer should be carefully considered, as it is not uncommon for a nuclear family household to have 3 cars (or even 4 if a work ute or van is added). Given Prospects' small, single driveways, many of these cars are permanently confined to the street - as is already the case with a number of Richman Avenue households.

Parking controls are already in place at the Prospect road end, so any extra parking required for the development will likely end up deeper into the street – an unpalatable consequence.

Whilst the limited availability of on-street parking is one thing, congestion is another concern.

We already have difficulty in navigating the narrow street, especially at School Drop off times which sees an added influx. I have personally 'seen drive by "mirror slapping" on two occasions and when 2 SUV's park opposite each other it's almost impossible to get another vehicle through.

Reversing out of driveways is also difficult when you are faced with parked cars on the opposite side of the road. Once again I have personally observed 3 occasions where vehicle damage occurred.

Could I suggest you also consider how the Garbage collectors already struggle to navigate parked cars along this street on collection day? 10 units will require 30 rubbish bins – I note that only 12 bins are illustrated on the plan.

Looking at the plans, the fact that three of the 11 parks will be forced to perform 'reverse parallel parking' manoeuvres makes me think these are tokenistic as they will be very impractical to use on a daily basis and it is quite plausible that tenants or residents will simply prefer to park on street

Scott, in closing may just point out that I am a huge supporter of the Prospect Council and the incredible work you do. You really are making our city Tourific and I am proud to call it my home.

I feel genuinely torn between wanting to support your growth initiatives and the feeling that this particular development proposal is not quite appropriate. I would be more supportive of the proposal if it were limited to six residences and maintain 11 car parks.

I do hope you get this right.

Peter Rogers
10 Richman Avenue

PS –

What a terrible shame the 'rumoured' plans for a Café/Apartment complex never eventuated. What an excellent amenity that would have created for St Helens Park. Supposedly, the asbestos roof on the Tyre place put paid to any thought of this. Not sure of the merits, but loved the idea!

15th March 2015

Mr Scott McCluskey
Senior Development Officer, Planning
City of Prospect
PO Box 171
PROSPECT SA 5082

Re: Application for a Category 2 type development -

NATURE OF DEVELOPMENT: Four Storey Apartment Building comprising 10 dwellings

SUBJECT LAND: 2A Richman Avenue, PROSPECT

REFERENCE NO: 050/82/2015

We wish to make a representation to Council about the above proposal. The reasons are as follows:

- This proposed building will have a major impact on the visual aesthetics of the leafy tree lined avenue.
- The avenue has limited on street parking including current one hour parking restrictions adjacent this proposed development. The proposed off street parking for this development currently stands at 11 car parks which is below the 1.25 car parks required for each house/apartment. Any extra cars, e.g. visitors will impact majorly on available street parking.
- There will be increased traffic on an already busy intersection with Prospect Road.
- Richman Avenue already has a fair share of through traffic and this development will only increase this problem.
- There may be the potential for decreased house values in the immediate vicinity.
- There will be an impact on privacy with over viewing from the proposed apartments to the immediate neighbours and St Helen's Park.

We would wish to be heard by Council's Development Assessment Panel when the application is considered. The nominated person will be Mr Geoffrey Boler.

Yours faithfully

Geoffrey and Susan Boler
11A Richman Avenue
PROSPECT SA 5082
sg.boler@internode.on.net
0478848557

140

STATEMENT OF REPRESENTATION

Pursuant to Section 38 of the Development Act 1993

Ref. 050/82/2015

RECEIVED
17 MAR 2015
BY: S McLuskey

TO: City of Prospect
128 Prospect Road
PROSPECT SA 5082

NAME OF REPRESENTOR(S): Maria S

RESIDENTIAL/BUSINESS ADDRESS: 12 RICHMAN AVE PROSPECT

POSTAL ADDRESS:

MY REPRESENTATION IS IN REGARD TO THE PROPOSED DEVELOPMENT AT:

2A Richman Avenue PROSPECT

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

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

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

- 1) Property has been residential for a number of years and should have been corrected by the Prospect Council from urban zone to residential zone
- 2) We should not be making all of the Prospect road, urban planning, why aren't we making responsible decisions about what gets built where and focus more around the shopping precinct
- 3) Essentially this street is in a major residential area and this development ~~is~~ would ~~not~~ be better suited to an area near the shopping precinct.
- 4) We should be respectful of residential areas + local residents comments and not just let any developer who has no interest in the local area proceed with plans which would not add much to local area.
- 5) The building plans ~~don't~~ appears to ~~keep~~ be a boxed building which would not add anything to the other

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

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

SIGNED: M. Simola

DATED: 17 Mar 2015
properties in the area in order to fit in as many as possible as possible for more

For a representation to be valid, it must:

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

monetary gain to the developer

STATEMENT OF REPRESENTATION
Pursuant to Section 38 of the Development Act 1993
Ref. 050/82/2015

TO: City of Prospect
128 Prospect Road
PROSPECT SA 5082

RECEIVED
15 MAR 2015
BY: S Muskey

NAME OF REPRESENTOR(S): Mary Clarke
RESIDENTIAL/BUSINESS ADDRESS: 15 Richman Ave Prospect
POSTAL ADDRESS: as above

MY REPRESENTATION IS IN REGARD TO THE PROPOSED DEVELOPMENT AT:
2A Richman Avenue PROSPECT

SCANNED
17 MAR 2015
CITY OF PROSPECT

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

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

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

Please find attached my submission

Attachment

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

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

SIGNED: M R Clarke DATED: 16-3-15

For a representation to be valid, it must:

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

Attachment to Submission from Mary Clarke

15 Richman Avenue Prospect

- I oppose the proposed development as submitted at 2A Richman Ave, for the following reasons;
- The size, bulk and additional traffic volumes and the lack of onsite parking at the location will harm the amenity and safety of the residents in the immediate area and is out of keeping with the residential nature of the locality, given the overwhelming majority of the residences in Richman Ave and in the near vicinity are bungalows built circa mid 1930's.
- With the size and bulk of the building the proponent is seeking permission to build 10 apartments on a relatively small size block of land (535.2 sq). It is effectively 4 storey's tall given the raised ground floor level to accommodate an undercroft car park. It is totally out of keeping with the surrounding residences.

The proposal before the panel is only possible because of an accident in planning history where this separate piece of land is still classed as commercial rather than residential, because it once formed part of the land currently used as a tyre/ car repair business. This accident of history should not now allow a developer to reduce the value of surrounding residential properties because of this oversight on the part of generations of Council planners.

On merit, the design of the development lends little to commend it; vast swathes of concrete tilt up walls will face the homes in Richman Ave. There appear little environmental considerations taken into account in the design other than the token bike racks and open air screens on the upper levels of the apartments. There is no reference to the harvesting and re use of storm water runoff from the roof of the building or cloaking the concrete walls facing east towards Richman Ave with say a wall garden, as happens in other developments in inner city suburbs in both Adelaide and interstate, where the concrete mass is absorbed by the growing garden, which has both an aesthetically and environmental advantage. Further there appears no reference to any other environmental design such as double glazed windows, or any other energy conservation measures in the design.

- The car parking is insufficient, even if it met the minimum requirements. The apartments, given their size indicate that the most likely majority purchasers will be investors who will rent them out to students or young couples. It is a fact of life that where there are 2 people living in an apartment the odds favour that each person will have a motor vehicle. The proposed number of car parks assumes no more than one vehicle per apartment. That in reality will not turn out to be true as evidenced at every other apartment complex that is built with car parking on site.

There will therefore be on street parking by either resident's at the development and / or by their visitors. The cars will park near the development close to egress and access point of

Richman Ave and Prospect road. Richman Ave is a narrow road, already widely used by parents and students going to and from Prescott College, Prospect Kindergarten and Blackfriars College in Te Anue Ave.

It is reasonable to expect that a good number of the occupiers of the apartments will use their cars to travel to and from work. Not every one of them will be heading into the CBD for work or study. Public Transport along Prospect Road has been and is a joke. Having travelled by bus to the CBD for 8 years to go work until recently I know that the buses are rarely on time, are often full by the time they reach the nearest bus stop and therefore not stopping to pick up passengers. The current pressure on residents to enter Prospect Road either to head to the CBD or to travel north along Prospect road will only worsen as a result of this development.

To further complicate the current traffic conditions is the Child Care Centre on the corner of Prospect Road and Clifton Street. There is a constant flow of vehicles with parents dropping off or picking up young children at the Child care centre and then trying to get back onto Prospect Road to head for home or work in either direction.

- The age demographic of the residents of Richman Ave and the nearby streets need to be considered. Not only are there a number of elderly residents there is also a growing number of younger couples with young children settling into the area. The increased traffic movement as a result of the development proceeding will only exacerbate safety issues in the area, in particular Richman Ave, although none of the surrounding streets are of a size to digest a significant increase in traffic movements.
- I understand that Prospect Council's development plan amendment for inner metropolitan growth foresees such developments as the one before it now. However the plan was developed with the developments being along main roads like Prospect Road and Churchill Road. The proposal currently before the Panel is not on any of the main roads, rather smack bang in a residential area and can only be prosecuted in its current form because of an accident of history in that the land it is to be built on was not rezoned as residential when it was separately titled.
- As I understand the Council's policy approach to its inner metropolitan growth development plan is as stated by the Mayor David O'Loughlin on the Council website which reads as follows;

"Council has been committed to achieving a development plan that seeks to ensure high quality design outcomes, both aesthetically and functionally, and restricting large developments to our main roads corridors which in turn will help preserve the beauty of the side streets for generations to come.

The development plan changes underpin Council's strategic plan that seeks to preserve the heritage and character of our residential streets, whilst at the same time generating additional rate revenue from any new development with our city that reduces the burden of

all ratepayers in our area. Council believes the new development plan achieves the right balance between improved development and business opportunities along our corridors and maintaining the amenity and lifestyle of residents in our area”.

The Council’s policy position is laudable; the real test is in giving effect to the policy. On all of the criteria outlined by the Mayor on behalf of Council the current proposal fails on every count!

If the scale, bulk and design of the development was one which was of such quality that on merit the DAP might let an approval be granted, I could understand it. But where the development is indistinguishable from all of those that are regularly put forward by developers, such as poor design, poor quality materials used, lack of any public realm with the full utilisation of the small size of the land involved and increased traffic problems, granting permission to build will simply send out a message to all Prospect residents, that the Council policies are meaningless and any development no matter how shoddy and undeserving will prevail.

Mary Clarke
15 Richman Ave.
Prospect.

Attachment

STATEMENT OF REPRESENTATION
Pursuant to Section 38 of the Development Act 1993
Ref. 050/82/2015



RECEIVED
17 MAR 2015
BY: S M Huskey

TO: City of Prospect
128 Prospect Road
PROSPECT SA 5082

NAME OF REPRESENTOR(S): ELIA PORCARO
RESIDENTIAL/BUSINESS ADDRESS: 16 RICHMAN AVE PROSPECT 5082
POSTAL ADDRESS: " " " "

MY REPRESENTATION IS IN REGARD TO THE PROPOSED DEVELOPMENT AT:
2A Richman Avenue PROSPECT

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

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

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

- I AM OPPOSED TO THE DEVELOPMENT FOR THE FOLLOWING REASONS;
- THE FOUR STOREY 10 APARTMENT BLOCK IS TOTALLY OUT OF CHARACTER WITH THE SIDE STREETS HOUSES.
 - THE INCREASED RESULTANT TRAFFIC VOLUME WILL HARM THE SAFETY & AMENITY OF THE RESIDENTS.
 - THE ACCIDENT IN PLANNING HISTORY WHICH HAS ALLOWED THIS DEVELOPMENT SHOULD NOT BE ALLOWED TO DAMAGE RESIDENTS
 - THE DESIGN DOES NOT PROVIDE FOR ANY AESTHETIC OR ENVIRONMENTAL ADVANTAGE
 - CAR PARKING IS INSUFFICIENT WHICH MEANS EXTRA PARKING IN THE STREET WILL CREATE ADDITIONAL TRAFFIC & SAFETY ISSUE.
 - THE COUNCIL HAS CONSISTENTLY ADVISED US OF ITS DESIRE TO RESTRICT LARGE DEVELOPMENTS TO PROSPECT RD TO "PRESERVE THE BEAUTY OF THE SIDE STREETS FOR GENERATIONS" & THIS IS CLEARLY NOT THE CASE HERE.

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

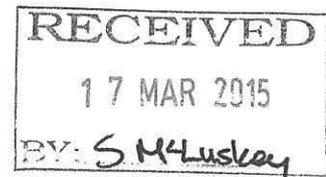
- I do not wish to be heard
- I wish to be heard personally
- I will be represented by GLENN HEYLEN

SIGNED: Elia Porcaro DATED: 17.3.2015

For a representation to be valid, it must:

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

STATEMENT OF REPRESENTATION
Pursuant to Section 38 of the Development Act 1993
Ref. 050/82/2015



TO: City of Prospect
128 Prospect Road
PROSPECT SA 5082

NAME OF REPRESENTOR(S): PAUL PAPADOPOULOS

RESIDENTIAL/BUSINESS ADDRESS: 19 RICHMAN AVE

POSTAL ADDRESS: 19 RICHMAN AVE PROSPECT

MY REPRESENTATION IS IN REGARD TO THE PROPOSED DEVELOPMENT AT:

2A Richman Avenue PROSPECT

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

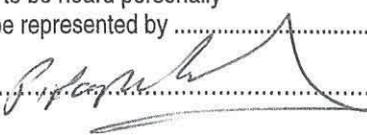
- In favour of the application
 Against the application
 Neither for nor against the application

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

Development does not reflect the character of the street at all.
 Too big & too high - destroys our beautiful streetscape
 Too many residents for such a small area
 Apartments not big enough for families
 Will make the street too busy with extra traffic & parking
 Destroy the view from St Helen's Pk

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

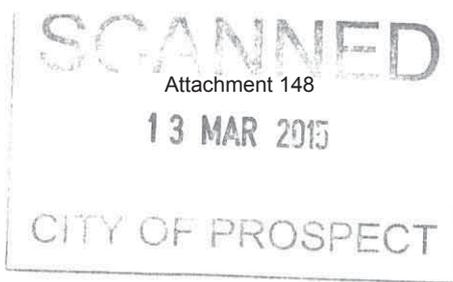
- I do not wish to be heard
 I wish to be heard personally
 I will be represented by

SIGNED: 

DATED: 17/03/15

For a representation to be valid, it must:

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



21 Richman Ave
Prospect S.A 5082
12.03.2015

City of Prospect

Development Assessment Panel

Re; Application for Cat 2 Development
2a Richman Ave, Prospect SA
Ref No 050/82/2015

Dear Sirs/Madams

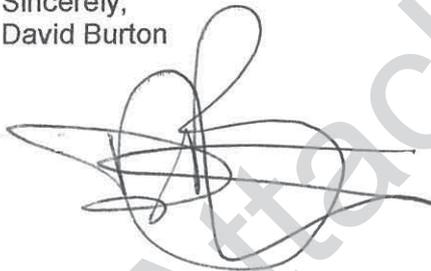
Although not advised directly by Council of the above Application, as a local resident, I wish to voice my concerns/objections to the Development noted above.

- Although included as part of the Metro Growth DPA area plan, I believe 2a Richman Ave has been a residential property for approx. the last 40 years although not officially zoned as such by Council.
- I believe The Metro Growth DPA intent relates to properties located on the major arterials. The proposed development is located on Richman Ave, not Prospect Road.
- The multi storey limit for the region is 3 stories, not 4, and although the design height has been reduced by excavating the lowest floor, a reasonable height for a 3 storey building would be in the order of 9.00 to 10.8m. The Application drawings show an overall height (Inc HVAC on the roof) of 12.2m.
- Drawings indicate a waste storage area with room for 13 waste bins. If green waste is included this space is short by 17 bin spaces. Further, when rubbish is out for collection, a maximum 20 bins would occupy approximately 12m of roadside. Actual available space in front of the development is a maximum of 9.742m (excluding any street trees), meaning additional neighbouring space will be used. Any parked cars will also inhibit rubbish collection, promoting uncollected refuse to be left on the street.
- Although the development requires only 1.25 car spaces per residence, there is little doubt that additional cars will then be parked on Richman Ave, limiting the access on one of the narrowest streets in the area. Council will have to consider restricting parking to one side of the street only in the vicinity (and policing it)
- Although the setback to Richman Ave is 3m, the intrusion to the streetscape is still beyond 45 degrees at the front, and I am surprised that the rear of the development is only 1.540m with apparent little consideration to intrusion on the parklands (unlike the adjoining residences which do not impose)

- This single development will effectively double the residential occupancy on the Northern side of Richman Ave (between Moora St and Prospect Rd) and I question the need for this high density living in such a quiet, narrow street.
- If by some misfortune this application succeeds, Council must ensure professional Traffic management is in place for the construction period for obvious reasons.
- Further, somehow while they can, Council must put in place a covenant on owners/occupants of the Development ensuring rubbish, unwanted furniture and broken down cars cannot be dumped on the street (and appropriate Council action immediately taken) as is often seen near other high density residences on Prospect road near Regency Rd.
- If Council approve this 4 storey application which is not facing Prospect road, it sets a dangerous precedent for further manipulation of guidelines, threatening the residential appeal of the Prospect area.

I look forward to Council's Development Assessment Panel giving appropriate consideration to the above comments

Sincerely,
David Burton

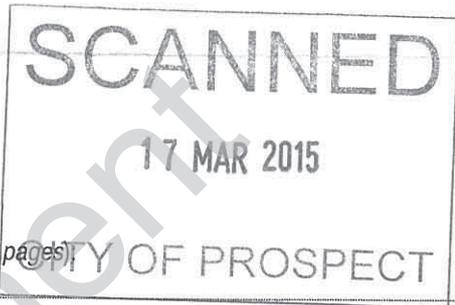
A handwritten signature in black ink, appearing to be 'David Burton', written over a large, faint, diagonal watermark that reads 'Attachment 149'.

STATEMENT OF REPRESENTATION
Pursuant to Section 38 of the Development Act 1993
Ref. 050/82/2015

TO: City of Prospect
128 Prospect Road
PROSPECT SA 5082

NAME OF REPRESENTOR(S): BRENDA KITTO
RESIDENTIAL/BUSINESS ADDRESS: 23 RICHMAN AVENUE PROSPECT
POSTAL ADDRESS:

MY REPRESENTATION IS IN REGARD TO THE PROPOSED DEVELOPMENT AT:
2A Richman Avenue PROSPECT



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

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

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

RICHMAN AVE LIES BETWEEN 2 COLLEGES
WITH ALREADY DIFFICULT PROBLEMS WITH
TRAFFIC

30 RUBBISH BINS TO BE ACCOMMODATED.

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

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

SIGNED: Brenda Kitto DATED: 16/3/15.

For a representation to be valid, it must:

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

STATEMENT OF REPRESENTATION
Pursuant to Section 38 of the Development Act 1993
Ref. 050/82/2015

RECEIVED
17 MAR 2015
BY: S M4wkey

TO: City of Prospect
128 Prospect Road
PROSPECT SA 5082

NAME OF REPRESENTOR(S): JORGE P. CAFE + NELIA CAFE
RESIDENTIAL/BUSINESS ADDRESS: 27 RICHMAN AVENUE
POSTAL ADDRESS: PROSPECT SA 5082

MY REPRESENTATION IS IN REGARD TO THE PROPOSED DEVELOPMENT AT:
2A Richman Avenue PROSPECT

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

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

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

MY OPPOSITION TO THE DEVELOPMENT ON THE ADDRESS ABOVE
IT IS TOO HIGH FOR THIS STREET, AND SURROUNDING
AREA, AND THE CHARACTER OF THE BUILDING
DOESNT COMFORME WITH THE REST OF THE
HOUSING ON THE STREET.
PLUS IT WILL AGRAVETE THE CONDITIONS OF THE
ALREADY DIFFICULT DRIVING THROUGH THE STREET
WITH CARS PARKED ON BOTH SIDES OF TH STREET.

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

- I do not wish to be heard
- I wish to be heard personally
- I will be represented by MR. G. W. HEYLEN + MRS. G. J. HEYLEN

SIGNED: *[Signature]* DATED: 16/04/2015
Nelinda

For a representation to be valid, it must:

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

STATEMENT OF REPRESENTATION
Pursuant to Section 38 of the Development Act 1993
Ref. 050/82/2015

RECEIVED
17 MAR 2015
BY: S H Woskey

TO: City of Prospect
128 Prospect Road
PROSPECT SA 5082

NAME OF REPRESENTOR(S): STEPHEN ALLEN
RESIDENTIAL/BUSINESS ADDRESS: 30 RICHMAN AVE PROSPECT
POSTAL ADDRESS: AS ABOVE.

MY REPRESENTATION IS IN REGARD TO THE PROPOSED DEVELOPMENT AT:
2A Richman Avenue PROSPECT

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

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

I HAVE BEEN A RESIDENT FOR 33 YEARS. I AM ASTOUNDED AND CONCERNED THAT SUCH A DEVELOPMENT IS PROPOSED IN A RESIDENTIAL STREET. ALMOST EVERY HOUSE IN RICHMAN AVE IS OF ARCHITECTURAL SIGNIFICANCE AND THE PROPOSED MODERN HORROR ARCHITECTURE WILL DIMINISH VALUES, AMBIENCE AND CHARACTER. THE PROPOSED DEVELOPMENT IS NOT IN CHARACTER OR IN SYMPATHY WITH THE EXISTING STREET AND HOUSES. IT WILL BE FACING RICHMAN AVE - NOT PROSPECT ROAD! I AM ASTOUNDED A 4 STOREY DEVELOPMENT IS BEING ENTERTAINED IN A RESIDENTIAL STREET. IT WILL ADD TO THE CONGESTION, TRAFFIC, AND OVERCROWING. IT IS UGLY, AN EYESORE AND UNWANTED 10 UNITS ON A HOUSE BLOCK IS QUITE UNBELIEVABLE. I AM NOT IN FAVOUR OF TURNING RICHMAN AVE AND RESIDENTIAL AREAS OF PROSPECT INTO MAWSON LAKES.

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

[X] I do not wish to be heard
[] I wish to be heard personally
[] I will be represented by

SIGNED: [Signature] DATED: 17-3-15

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



STATEMENT OF REPRESENTATION
 Pursuant to Section 38 of the Development Act 1993
 Ref. 050/82/2015

TO: *City of Prospect*
 128 Prospect Road
 PROSPECT SA 5082

NAME OF REPRESENTOR(S): *Mr. M. J. McGuinness*
 RESIDENTIAL/BUSINESS ADDRESS: *32 Richman Ave Prospect*
 POSTAL ADDRESS:

MY REPRESENTATION IS IN REGARD TO THE PROPOSED DEVELOPMENT AT:

2A Richman Avenue PROSPECT

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

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

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

Please refer to attached sheet !!

.....

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

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

SIGNED: *[Signature]* DATED: *16-3-15*

For a representation to be valid, it must:

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

Objection to Notice of Application for Category Two Development – Richman Avenue

My comments are as follows:-

Traffic issues

- Congestion will increase within an area already severely impacted by 2 schools and 1 kindergarten (in the next street to the north and south) and a tyre business next door to the proposed development
- Despite provision of on-site parking, access to Richman Avenue will be severely impacted by owners/visitors vehicles being parked on the road
- Richman Avenue is very narrow and access is often impeded by cars parking on each side of the road. The development would create more parked vehicles and if cars were to park on both sides of the road at one time, through access would be impossible for essential services vehicles e.g. in the event of a fire
- If restricted parking were the Councils solution to traffic issues, existing residents with nearby properties, their families and friends, would also be adversely affected.

Property Values

- The value of property within the street would be adversely affected due to increased traffic and the congested “feel” of the street.
- The streetscape of Richman Avenue would be adversely affected by the proposed development, due to height and size.
- The proposed development is not a reasonable outcome for Prospect and the standard it is striving to offer.

Community

- Overall this development would make for Richman Avenue and Prospect being a less-attractive place to live
- This proposed development would add to increased noise pollution, both during construction and ongoing
- St Helen’s Park which backs onto the property, provides the community with a peaceful and pleasant environment for many community activities, including family gatherings, functions, Prospect Fair, weddings etc. This proposed development would be visible from the park and detract significantly to the ambience currently enjoyed, as the streetscape would be adversely affected. Also, ongoing noise pollution would be severely increased.

M.J. McGuinness.

Vicki Romaldi
PO Box 308
Prospect SA 5082

16 March 2015

City of Prospect
128 Prospect Road
Prospect SA 5082

Dear Sir/Madam,

RE: 2A Richman Avenue, PROSPECT

My representation is Against the Application.

My comments/concerns follow:

- a. I am a resident of Richman Avenue who didn't receive formal notification of this Application. Based on advice I have received from the planning area of Prospect Council, I understand that as I was not formally notified, I am unable to be heard personally.
- b. I understand that Prospect Council has received verbal and written communication from many residents on Richman Avenue raising valid concerns in relation to this proposed development; I share these concerns.
- c. The design of this proposed four storey development on such a small block, has a look and feel that is entirely foreign to the character homes within and around Richman Avenue.
- d. Architecturally, the proposed development shows no empathy towards the character of existing homes or related Objectives contained in the Prospect (City) Development Plan.
- e. The construction of the proposed development will result in safety and access issues relating to waste disposal and management. These safety issues include at least thirteen waste bins in front of a small frontage every week; within such a confined space, this would not only be unacceptable in terms of safety but also highly unsightly.
- f. Traffic flows and access within and around Richman Avenue will be negatively impacted by the construction of the proposed development, through the introduction of more traffic on such a narrow street; Richman Avenue already suffers from access and traffic issues.
- g. The construction of this proposed development will greatly exacerbate the existing problem situation relating to access in and out of driveways within Richman Avenue.
- h. The proposed development does not cater for adequate parking on the actual property and hence is not compliant with parking criteria pertinent to such development.
- i. Given the current parking issues on Richman Avenue, there will be inadequate street parking available to accommodate the extra parking load from ten apartments and their visitors. The existing parking issues on Richman Avenue can be evidenced through mere observation but also through the existing parking permit area on Richman Avenue.
- j. The proposed development does not meet the maximum building height of three storeys; it is a four storey building.

- k. The proposed development does not comply with stipulations relating to setback from the boundary; it is set back 1.54 metres from the rear boundary.
- l. The proposed development does not comply with all building envelope criteria.
- m. The removal of a tree as identified on the plan would be inappropriate.
- n. The allotment size of 535 square metres is too small for development of this nature and is not representative of harmonious integration within the existing streetscape.
- o. The proposed development will have an unsightly impact not only from the street frontage but also from St Helen's Park.
- p. In consideration of the above, the proposed development does not comply with Objectives contained in the Prospect (City) Development Plan. These Objectives include (but are not limited to) the following:

Source: Prospect (City) Development Plan	
Page 14, Appearance of Land and Buildings – Objective 27:	The amenity of localities not impaired by the appearance of land, buildings and objects. A city should be an attractive and pleasant place in which to live, as well as being healthy and convenient. If the city dweller is to enjoy looking at his surroundings, attention must be given to the aesthetic qualities of both natural and man-made features. The design of individual buildings should be of high standard and related to adjacent buildings.
Page 15, Residential Development – Point 9	Development in a residential zone should not impair its character or the amenity of the locality as a place in which to live
Page 17, Form of Development – Objective 2	Creation and maintenance of a safe and attractive living environment
Page 19, Appearance of Land and Buildings – Objective 29	Harmonious integration of new development with the old.
Page 17, Appearance of Land and Buildings – Objective 30	The retention, conservation and enhancement of places of State Heritage Value, Local Heritage Value and contributory places of historic character in the Historic (Conservation) Zone, and the preservation of buildings or sites of architectural, historical or scientific interest.
Page 24, Site Layout, Point 22	Site layout connection into the neighbourhood (d) Building, streetscape and landscape design relates to the surrounding site topography and neighbourhood character.
Page 160, Transit Living Policy Area, Objective 3	Development that contributes to the desired character of the policy area.
Page 15, Residential Development – Point 8	Residential development should not create conditions which are likely to exceed the capacity of existing roads, public utilities, and other community services and facilities.
Page 16, Residential Development – Point 14	Residential development should: (a) not have a significant adverse effect on safety and amenity due to generation of through traffic; (b) provide for safe and efficient distribution of traffic; (c) provide for safe and convenient movement for pedestrians and cyclists, including aged, young and disabled persons; (d) provide

- k. The proposed development does not comply with stipulations relating to setback from the boundary; it is set back 1.54 metres from the rear boundary.
- l. The proposed development does not comply with all building envelope criteria.
- m. The removal of a tree as identified on the plan would be inappropriate.
- n. The allotment size of 535 square metres is too small for development of this nature and is not representative of harmonious integration within the existing streetscape.
- o. The proposed development will have an unsightly impact not only from the street frontage but also from St Helen's Park.
- p. In consideration of the above, the proposed development does not comply with Objectives contained in the Prospect (City) Development Plan. These Objectives include (but are not limited to) the following:

Source: Prospect (City) Development Plan	
Page 14, Appearance of Land and Buildings – Objective 27:	The amenity of localities not impaired by the appearance of land, buildings and objects. A city should be an attractive and pleasant place in which to live, as well as being healthy and convenient. If the city dweller is to enjoy looking at his surroundings, attention must be given to the aesthetic qualities of both natural and man-made features. The design of individual buildings should be of high standard and related to adjacent buildings.
Page 15, Residential Development – Point 9	Development in a residential zone should not impair its character or the amenity of the locality as a place in which to live
Page 17, Form of Development – Objective 2	Creation and maintenance of a safe and attractive living environment
Page 19, Appearance of Land and Buildings – Objective 29	Harmonious integration of new development with the old.
Page 17, Appearance of Land and Buildings – Objective 30	The retention, conservation and enhancement of places of State Heritage Value, Local Heritage Value and contributory places of historic character in the Historic (Conservation) Zone, and the preservation of buildings or sites of architectural, historical or scientific interest.
Page 24, Site Layout, Point 22	Site layout connection into the neighbourhood (d) Building, streetscape and landscape design relates to the surrounding site topography and neighbourhood character.
Page 160, Transit Living Policy Area, Objective 3	Development that contributes to the desired character of the policy area.
Page 15, Residential Development – Point 8	Residential development should not create conditions which are likely to exceed the capacity of existing roads, public utilities, and other community services and facilities.
Page 16, Residential Development – Point 14	Residential development should: (a) not have a significant adverse effect on safety and amenity due to generation of through traffic; (b) provide for safe and efficient distribution of traffic; (c) provide for safe and convenient movement for pedestrians and cyclists, including aged, young and disabled persons; (d) provide

Plan · Facilitate · Resolve



Ref: 2015-0011

Suite 12/154 Fullarton
(cnr Alexandra Ave)
Rose Park, SA 5067

Telephone
(08) 8333 7999

mail@urps.com.au
www.urps.com.au

17 April 2015

Mr S McLuskey
Senior Development Officer, Planning
City of Prospect
PO Box 171
PROSPECT SA 5082

By Email: scott.mcluskey@prospect.sa.gov.au

Dear Scott,

Response to Representations – Proposed Four Level Residential Flat Building Comprising 10 Dwellings at 2A Richman Avenue, Prospect (DA 050/82/2015)

Thank you for sending copies of the representations for the development described above to Trice Pty Ltd (Trice), the applicant in this matter, and URPS.

Trice has requested that we provide a response to these representations in accordance with Regulation 36(1) of the *SA Development Regulations 2008*.

We provide this response on the understanding that this matter will be presented to the Council Development Assessment Panel (DAP) on Monday 11 May 2015.

Amended Plans and Additional Information

In response to the representations, please also find enclosed:

- Amended proposal plans and shadow diagram, prepared by Enzo Caroscio Architecture dated 14 April 2015 which show the building relocated toward the western side boundary.
- Additional traffic and parking advice prepared by Frank Siow and Associates which reviews potential traffic and parking impacts upon Richman Avenue.
- Arborist report prepared by Mr Sam Cassar of Symatree which assesses the impact of the development on the trees to the north of the land within St Helens Park.
- Landscaping Plan prepared by LCS Landscapes.
- Review of car park lighting prepared Bestec Consultants.

The proposal has been amended in response to some of the concerns raised within the representations. The additional information detailed above is provided to assist informing this response.

The Representations

A total of 5 valid representations were received, of which 1 was fully supportive and 4 were opposed the development. These are summarised as follows:

Name	Address
Mr Jose Gufierrez	2 Richman Avenue, Prospect
Mrs Lorraine Kernick	1 Richman Avenue, Prospect
Ms Sharyn Ingram	3 Richman Avenue, Prospect
Mr Glenn & Mrs Gaynor Heylen	5 Richman Avenue, Prospect

A further 17 submissions were made by residents of Richman Avenue, who were not notified by Council. We consider these submissions to be 'invalid' pursuant Section 38(17) of the SA *Development Act 1993*.

Our response addresses all matters raised within both the valid representations and invalid submissions made by local residents (herein, we refer to both as simply the representations).

Summary of Concerns

Instead of addressing each of the representors individually we have, for convenience, summarised their concerns and responded to each issue. The most pertinent concerns raised within the representations are listed as follows:

- Land Use and Density.
- Building Height, Setbacks and Interface.
- Design, Appearance and Character.
- Car Parking and Traffic Impacts.
- Impact on St Helens Park.
- Overlooking.
- Overshadowing.
- Noise and Light Spill.
- Waste Management
- Landscaping.
- Street Tree Removal.
- Environmentally Sustainable Development.

I also note that various other peripheral non assessment related matters were raised including the categorisation as Category 2; the rationale of the Urban Corridor Zoning; property devaluation; and precedent effect.

We address all of the above concerns as follows.

Land Use and Density

As discussed within our original planning report dated 3 March 2015 submitted with the application, the proposal qualifies as a high density development equating to 186 dwellings per hectare.

The Desired Character Statement of the Transit Living Policy Area envisages residential development to take place at medium to high densities.

The Development Plan provides no maximum ceiling for residential density within the Urban Corridor Zone and Transit Living Policy Area.

We contend therefore that the use of the land and the density (or dwellings per hectare) proposed is acceptable in the circumstances of the Zone and Policy Area.

Furthermore, particularly following amendments made, the proposal sits comfortably when tested against pertinent setback, building height and interface provisions of the Development Plan. The proposal also provides for sufficient waste management and car parking. We discuss these matters in more detail below.

Nevertheless, on the basis of the above we consider the proposed land use and dwelling density entirely appropriate.

Building Height, Setbacks and Interface

In respect to concerns raised regarding the building height, setbacks and interface we note the following:

- ***Building Height***

The primary building height of the proposal will be 11.5 metres (above natural ground level) and will satisfy the intent of the building height guideline per Zone Principle 13.

The proposal for four levels is considered acceptable given the building remains within the 11.5 metre height limit prescribed by Zone Principle 13.

- ***Setbacks***

The proposal has been amended to shift the building west. The proposed building is now shown setback an additional 540mm from the eastern side boundary, and is located partly on the western side property boundary.

As a result of the amendment, the first and second floors are to be 3.54 metres from the eastern side boundary, and the third floor will be 7.84 metres from the eastern side boundary.

The eastern side setback comfortably complies with Zone Principle 18 which calls for a 2m side setback above 2 storeys. The western side setback does not meet Principle 18, however this is not considered problematic in the circumstances as the site to the west ('Tyres and More' Tyre and Wheel Shop) is zoned Urban Corridor, is not used for residential purposes, and is not considered particularly sensitive to impacts relating to a setback shortfall such as overshadowing and visual appearance. This adjoining owner is also noted to be in "full support" of the development, as evidenced by their valid representation.

- ***Interface***

As above, the amended proposal is now a further 540mm from the Residential Zone boundary, enhancing its interface with the Residential Zone.

Principle 14 seeks to provide a 45° interface to the Residential Zone, which has largely been achieved in this case but for two breaches, one of which is considered a very minor breach.

The breaches are considered reasonable because:

- The building follows the general siting expectations sought by the Development Plan, with its upper level set toward its western boundary

adjacent a mechanical repairs workshop and away from the adjoining residential land;

- This general design approach achieves the intent of the interface guidelines without unreasonably compromising the visual appeal and architectural merit of the development; and
- The development does not unreasonably overshadow or overlook adjoining residential land, as discussed later within this response.

Design, Appearance and Character

Various concerns have been raised regarding the design and appearance of the development and the potential to impact on the character of the locality.

In our view, no particular architectural style is envisaged as reflected by Objective 2 and the Desired Character of the Transit Living Policy Area which state:

Transit Living Policy Area

Objective 2:

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

Desired Character

...

A variety of building forms will be developed, creating housing opportunities for people of various life stages and a range of household types. Within a varied streetscape, new buildings will be recognised for their design excellence through the use of high quality building materials and finishes, and building facades will be articulated with elements such as balconies and verandahs.

...

(our underline)

On our reading of the policies above, new development need not copy the form and style of existing streetscapes, rather it is expected that development is varied and of high architectural quality. This is to be achieved through careful building articulation, openings, and the use of quality materials and finishes. In our view the proposal achieves this through its highly modelled façade with recessed balconies and glazing, the composition of high quality external materials and colour palette, and variation in wall lines.

Further, we note Council engaged Mr Julian Rutt, a qualified Architect from Lumen Studio, to prepare an independent Design Review. Mr Rutt is supportive of the proposal and has stated the following:

The building's scale is appropriately broken down, noting that its size is (currently) at odds with its context of adjoining properties. Impacts on neighbouring properties and the reserve have been minimised well.

...

This proposal exhibits considerable merit that seems to have carefully and proactively addressed many of the site and amenity issues that can be missed, and potentially provides a desirable bench mark for future similar developments.

In our view, the proposal is of an appropriate design and accords within the relevant provisions of the Zone and Policy Area.

Car Parking and Traffic Impacts

The original submission to Council included a traffic and parking report prepared by Frank Siow and Associates, dated 2 March 2015. Further advice has now been provided by Mr Siow (enclosed).

Mr Siow has concluded that the development provides adequate on-site parking, whilst on-street parking is available for the limited occasions when the car park is at capacity.

Further, Mr Siow suggests that the development is a low traffic generator. He estimates that the development will generate 7 vehicle movements per hour during peak hour, which is relatively low and will have an insignificant impact on the surrounding traffic network. Mr Siow also notes that a restaurant carpark, accessible from Richman Avenue and being a much greater traffic generator, had been recently approved on the subject land (2014).

Mr Siow is considered to be an expert in traffic and parking matters, whilst we note that no alternative view from an equally qualified and experienced traffic engineer has been provided. The Panel therefore ought to rely on Mr Siow's conclusions.

Impact on St Helens Park

Some concerns regarding impacts upon St Helens Park, which adjoins the subject land to the north, have been raised with the development including:

- Privacy impacts to park users.
- Visual impact and appearance to the park.
- Impacts on the health of trees within the park.

In response to these matters we offer the following:

- St Helens Park is a public space. Under the terms of the Development Plan, its users are not entitled to the same degree of privacy that a private residential land holding is afforded. In this regard numerous provisions support overlooking of public open spaces in order to prevent crime, namely Council Wide Principle 99 which states:

Dwellings should be located and designed to overlook public and communal streets and public open space (particularly facilities commonly used in those areas) to provide casual surveillance.

(our underline added)

The proposal achieves this with five (5) of the dwellings overlooking St Helens Park providing a desirable amount of casual surveillance.

- We acknowledge the development is located within 3 metres of the rear boundary, however the siting of the balconies closer to this boundary improves the amenity of the balconies facing north by expanding their balcony area and decreasing their proximity to the open space. The visual impact of the development upon St Helens Park is also considered acceptable. As noted within the independent design review, the building's scale is appropriately broken down and impacts on the reserve have therefore been minimised well. Further, the proposed building will be screened by vegetation from most

vantage points within St Helens Park. As such, we do not consider the appearance to the park to be detrimental to its amenity.

- A report has now been prepared by a qualified and experienced arborist, Mr Sam Cassar (Symatree), who identified 4 trees to the north of the subject land on St Helens Park. Mr Cassar advises that of those trees, the 2 recently planted Bottlebrush trees and 1 NZ Christmas tree would not have root systems that would extend into the development site. The fourth tree is not regulated given Peppercorn trees (*Schinus areira*) are listed as an exempt species under Regulation 6A(5)(b) of the *Development Regulations*. In any case, Mr Cassar concludes the impact upon the root zone of the Peppercorn tree is minor and acceptable in accordance with Australian Standard 4970-2009 *Protections of Trees on Development Sites*.

Overlooking

The proposal in our view does not create any privacy issues.

The balconies and windows to the front and rear of the proposed building will bear no material impact upon the privacy of the residential land to the east given their orientation and side screening ensures direct views of adjoining residential land are unavailable.

Direct views from the east facing bedroom windows on levels 2 and 3 are screened through louvres, whilst views obtained from the fourth storey lobby will not unreasonably impact the privacy of the adjoining resident as the floor plan notes the use of frosted glazing. Similarly, the floor plan shows frosted glazing to east-facing bathroom windows. The height of the frosted glazing has not been stipulated but we welcome a condition ensuring this be 1.7 metres above floor level.

Regarding the concern of privacy impacts during construction, this is not considered to be a valid town planning issue, in the same way temporary construction noise is not a valid planning consideration. In any case, such instances of overlooking, if any, will be short term and should not prevent a development from occurring.

In summary, the proposed arrangement of windows, balconies and associated screening satisfies the provisions of the Development Plan and will thus reduce the development's impact upon privacy.

Overshadowing

In response to a small number of overshadowing concerns, the architect has prepared shadow diagrams. The diagrams shows the shadow cast by the development every hours between 9am and 3pm on winter solstice (June 21), when shadows cast by the development will be their largest.

The diagram confirms that north-facing windows on adjacent dwellings are not overshadowed at all during the critical hours (9am to 3pm) on winter solstice, save for some overshadowing to 1 Richman Avenue around 3pm. Nevertheless, Zone Principle 15(a) is comfortably met as much more than 3 hours of direct sunlight is afforded to north facing windows between 9am and 3pm.

Further, Zone Principle 15(b) suggests 35m² of adjacent ground level open space should receive a minimum of 2 hours of direct sunlight between 9am and 3pm. The supplied overshadowing diagram shows that the proposal comfortably complies with Principle 15(b) as:

- the entire rear yard of 1 Richman Avenue, located opposite the subject land, is unaffected by the proposal and its shadow during the critical hours; and
- the majority of the rear yard of 2 Richman Avenue is unaffected by the development's shadow between the hours of 9am and 3pm. The unaffected area equates to approximately 150m². Further, the diagram shows overshadowing mainly to the driveway of 2 Richman Avenue, and only during afternoon hours. As expressed within our planning report, driveways are not considered particularly sensitive to overshadowing impacts.

Shadow diagrams have also been prepared which show that the development's shadow will be quite contained on summer solstice (21 December) and will pose no impact on adjacent private open space or north facing windows.

Noise and Light Spill

A report prepared by Bestec (Consulting Engineers) which discusses the proposed external lighting design is enclosed. The report provides that the car park lighting:

...is controlled via motion sensors to ensure the luminaires do not operate during un-occupied hours.

In addition, the arrangement, selection and angling of each luminaire have been designed to minimise glare to people within the carpark, and also avoid light spill to adjacent properties.

The report concludes the car park lighting will meet Australian Standard. We will be pleased to accept a condition ensuring external lighting accords with relevant Australian Standards.

To further alleviate noise and light spill concerns, the height of the side and rear boundary fences has been increased from 1.8 metres to 2.1 metres. Given the fence will then be higher than car park ceiling and lighting (as the car park is set down by 500mm), light spill and noise from the car park should largely be contained within the subject land.

Waste Management

Various concerns were raised regarding the area of bin storage and the appearance of bins on the road reserve when presented for weekly or fortnightly collection.

We note the representations appear to have been made without any reference to our original planning report dated 3 March 2015. In the report, we noted that communal collection of waste is not required as the gross floor area of the building is considerably less than 2000m² as per Council Wide Principle 171.

With respect to the size of the waste storage area, it is our view that small apartments with small private open space areas generate less waste than a traditional dwelling set within more generous grounds. This view is supported by a publication titled 'SA Best Practice Guide: Waste Management in Residential or Mixed Use Developments', issued by the State Government in 2014. From our calculations based on this publication the proposed development requires 4 general waste bins (140L), 4 recycle bins (240L) and 2 organic bins (240L) (i.e. considerably less than the typical three bins per residence).

The 10 bins required will be comfortably held within the proposed waste storage area which is to be screened from public view by a 1.8m high rendered and painted wall. A small area for landscaping is also provided in front of the wall.

The subject land's 15.54 metre frontage is capable of accommodating 8 bins, which is the maximum number of bins forecast on any given week (i.e. 4 general waste bins and 4 recycle bins).

Landscaping

Concerns have been raised that suggest the development lacks sufficient landscaping. Subsequently a landscaping plan has been prepared by LCS Landscapes to provide further detail on the landscaping proposed by our client.

There are several policies within the Zone and Policy Area which encourage development to include landscaping features. In particular:

Urban Corridor Zone

Desired Character

...

The high quality appearance of buildings will be complemented by landscaping that establishes a high level of amenity and enhances the relationship of buildings with the street, public spaces, and adjacent residential and commercial areas.

...

Transit Living Policy Area

Desired Character

...

Buildings will be set back from Prospect Road and, where relevant, from the secondary street, to provide for landscaping comprising low-lying shrubs, grass plantings and trees with high canopies. This planting will enhance the built form, contribute to a pleasant pedestrian environment and provide an attractive transition between the public and private realms.

...

In our view the proposed landscaping will achieve the intent of the policies expressed above. The selected trees to the front of the site will provide an elevated canopy that will soften and visually balance against the proposed building.

The planting adjacent the pedestrian and driveway access points, comprising a tree, street tree (replacement) and low-lying shrubs will enhance the pedestrian environment along Richman Avenue and provide an attractive transition between public and private realms.

Further, the vine (*Vitis coignetiae*) planted vertically along the eastern boundary fence and horizontally across the carpark canopy will soften the built form and in particular, it will enhance the amenity of the proposed carpark.

Street Tree Removal

The proposal involves a double-width crossover which necessitates the removal of a Goldenrain street tree (*Koelreuteria paniculata*). We note in your email of 1 April 2015 that you advised that the removal of the street tree would likely be supported

by Council, subject to the client's agreement to the method, timing and contribution amounts proposed.

We confirm that our client would be pleased to work with Council in an effort to plant a suitable replacement tree.

A Goldenrain tree is shown as a suggested replacement on the landscaping plan as it will complement the existing street trees along Richman Avenue.

Environmentally Sustainable Development

The proposal has several ESD benefits which include:

- Minimisation of west facing windows.
- Harnessing the northern aspect, with 5 of the 10 dwellings to have north facing balconies and windows, and each apartment capable of some degree of cross ventilation. This is supported by Mr Rutt's Design Review which stated:

The building makes good use of orientation with access to northern light, including the apartments with a more southerly aspect, with a reasonable ability to use cross breezes for an apartment building

- The near-flat roof of the proposed building may be adapted in future to hold solar panels on a tilt array system. Such panels would have an optimal orientation to the north and would not be compromised by adjacent development under the current height provisions of the Zone.
- The site is located in close proximity to public open space, public transport, services and shops. This ideal setting, together with the provision of dedicated bicycle racks, encourages walking, cycling and public transport over private motor vehicles.

Other Matters

- **Categorisation as Category 2** - Valid representations were made from properties 1, 2, 3 and 5 Richman Avenue, which are adjacent to the development site (in accordance with the definition of 'adjacent' under section 4 of the Development Act 1993). In our view Council has correctly notified properties in accordance with legislative requirements.
- **Urban Corridor Zoning** - Matters regarding the formulation and implementation of the Urban Corridor Zone are not matters which my client has any control over nor are these matters considered relevant to the assessment of this application.
- **Property Devaluation** - Property devaluation is a matter often raised as a planning concern but often not supported through any rigorous research. It has been held within the Environment, Resources and Development Court (ERDC) that possible financial loss flowing from a development is not in itself a relevant planning consideration (R v Salisbury CC; Expert Burns Philip Trustee Co Ltd [1986 AS SASK 557; 60 LGRA40]).
- **Precedent Effect** - Some representations suggested that the proposed development would set an undesirable precedent for similar development within the side streets of Prospect. We note that the ERDC has previously held that there is no such planning doctrine as precedent. For example, in the matter of *City of Charles Sturt v Hatch* [1999] SASC 523, Justice Bleby stated at paragraph 31:

In my opinion it is not relevant that if approval were given for a particular development as a first intrusion, another similar development might, for some reason, be allowed in the same or a similar zone. Any similar proposal at some other location will have to be judged against the provisions of the development plan as applicable to the particular site in question... Although there might be political pressure brought to bear on planning authority to grant a similar application in some other location as a result of its having approved an earlier application, there is no planning doctrine of precedent as such, namely that because one development has been approved so should another.

Further, we note that the subject land is located within the well-confined Urban Corridor Zone rather than the Residential Zone. As such, any similar development within a Residential Zone will be assessed under the provisions of that zone accordingly.

Conclusion

The applicant has carefully considered the content of the representations received as part of this planning application and responded accordingly to the matter raised. As part of the response, the proposed building has been relocated further west to minimise impacts upon the Residential Zone to the east.

Further traffic and parking advice has been provided to address concerns regarding the development's impact upon on-street parking and the road network. In short, the traffic report concludes the proposal is acceptable.

An arborist investigated the potential for the proposed development to impact upon trees within St Helens Park. The arborist concluded that none of the nearby trees are regulated, whilst root zone impacts are anticipated to be very minor and in accordance with Australian Standards.

Further, a professional landscaping plan has now been prepared which indicates a variety of trees and plants will enhance the interface of the site with the public realm, provide increased amenity within the site, and balance against the built form.

We note that the proposed apartment building is a desired use within the Zone and it achieves a residential density sought by the Development Plan. The proposal has been designed so that it sensitively manages its interface with residential properties in terms of visual appearance, setbacks and overshadowing. This view is supported by Council's independent Design Review which has commended the design.

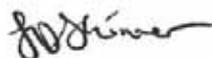
Whilst some quantitative shortfalls have been identified, none will cause a material impact upon the streetscape or any adjoining residential land in our view. The proposal is a high quality development that will satisfy the relevant provisions of the Development Plan, and in our view, warrants planning consent.

We trust that we have adequately responded to the representations and we confirm we will be available to appear at the DAP meeting in support of this proposal.

Yours sincerely,



Matthew King MPlA CPP
Director



Joshua Skinner PlA Graduate
Planner



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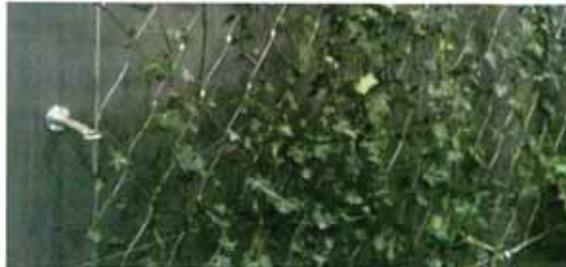
DATE
14 April 2015

Civil and Commercial
Environmental
Asset Maintenance
Regional
Recreational

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Attachment





contemporary
considered
structured
refined



1 PROSPECT APARTMENTS - PRECEDENCE



Zamia furfuracea



Iomandra 'tanika'



Lagerstroemia 'Natchez'



Koelreuteria paniculata



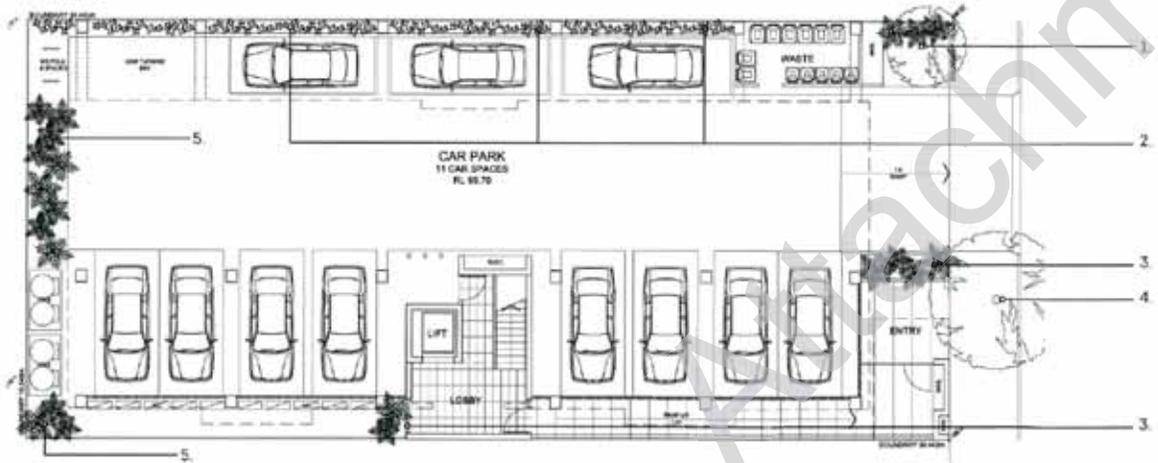
Ficus pumila



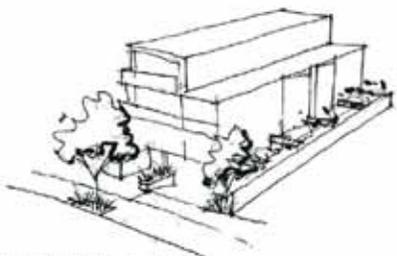
Trachelospermum jasminoides



Vitis coignetiae



APARTMENT GROUND FLOOR PLAN



APARTMENT SKETCH

LEGEND

- 1. Lagerstroemia 'Natchez' with Lomandra 'tanika'
- 2. Vitis coignetiae with Lomandra 'tanika'
- 3. Zamia furfuracea
- 4. Koelreuteria paniculata
- 5. Murraya paniculata



FRANK SIOW & ASSOCIATES

Traffic and Parking Consultants

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17 April 2015

Mr Ben Ward
Trice Project and Development Managers
92 Halifax Street
ADELAIDE SA 5000

Dear Mr Ward,

2A RICHMAN AVENUE, PROSPECT PROPOSED RESIDENTIAL DEVELOPMENT RESPONSE TO REPRESENTATIONS

A number of representations were received for the above development which relate to traffic and parking impact issues. I have summarised the issues and respond as follows.

1. Inadequate parking provision; unacceptable pressure on street parking

As detailed in my report of 2 March 2015, the proposed development would provide adequate on-site parking to meet the requirements of the Council's Development Plan. The forecast peak parking demand can be accommodated on-site without having to rely on parking in the street.

Even if some visitors of the development were to occasionally park on-street, this would be in areas that are already zoned for this purpose.

2. Concern about the traffic impact of the development on the adjacent streets

The proposed residential development is a low traffic generator. In my report of 2 March 2015, based on the trip generation rate from the commonly used standards by traffic engineers, I estimated that the development would generate approximately 7 vehicles per hour during the peak hour. This is a very low number of trips generated. Because of this, any traffic impact arising from the development would be very minor and insignificant.

I note that at the Council's Development Assessment Panel meeting on 11 August 2014, a large restaurant development was approved at 35 Prospect Road and 2A Richman Avenue (current subject development site), which had a car park access located within the 2A Richman Avenue allotment. This approved development by Council would have generated a very much greater number of trips than the current proposed residential development.

Satisfactory and safe access would be provided from the proposed car park to Richman Avenue, including the adequate provision of pedestrian sight line in accordance with AS/NZS 2890.1-2004. All access to and from the proposed car park would be in a forward direction. Convenient access would be provided to and from the Richman Avenue, having regard to the existing site conditions.

In summary, I am of the opinion that the two main issues raised by representors, ie parking adequacy and traffic impact, have been satisfactorily addressed by the proposed design of the car park, the parking provision of the development and the low traffic generating nature of the proposed land use.

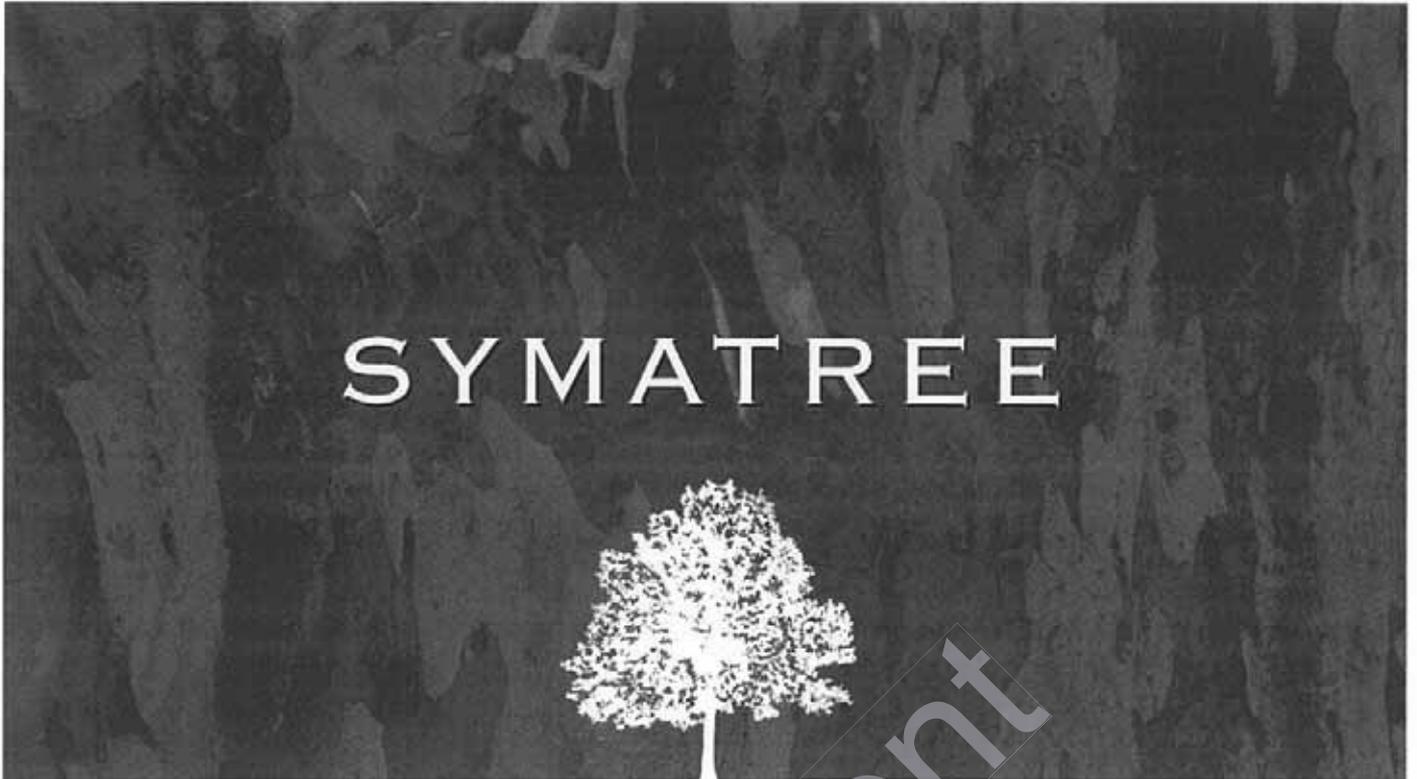
Yours sincerely,

Frank Siow

FRANK SIOW

MIEAust MAITPM MIPWEA

Attachment



Tree Assessment
2A Richman Ave, Prospect

Report prepared for

Mr Ben Ward
Project & Development Manager
Trice
April 2015

Report prepared by

Sam Cassar

Cert. (Hort 3), Dip. (Hort 5), Dip (Arb 5), B.App. Sc (Hort), Grad. Dip. Design (Land.)

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Attachment

Introduction

Instructions

I was instructed by Mr Ward to determine if any of the trees located to the rear of the subject development site will be adversely affected as a result of the proposed development at 2A Richman Avenue, Prospect.

My brief was to undertake the following:

- Determine the likely impacts from the proposed development to the trees located adjacent to the proposed development site; and
- Assess the general health and structure of those trees that are likely to be impacted by the proposed development.

Site Visit

I carried out a site inspection on the 15 April 2015.

Documents and Information provided

Mr Ward provided a copy of the following document:

- Site Plan, Enzo Caroscio Architecture & Design, March 2015

Limitations

This report is limited to the time and method of inspection. The tree was inspected from ground level only. Neither a climbing inspection or a below-ground investigation was performed. No soil or plant material samples were taken for laboratory analysis.

This report reflects the state of the tree as found on the day. Any changes to site conditions or surrounds, such as construction works undertaken after the inspection, may alter the findings of the report.

The inspection period to which this report applies is three months from the date of the site visit, on the basis that current site conditions remain unchanged.

Date of Report

This report was written on the 15 April 2015

Scope of the Report

This report is concerned only with the tree (Peppercorn) identified on the aerial image included in Appendix A.

Only three other trees, two relatively recent planted Bottlebrush and shrub, a NZ Christmas Tree are located adjacent to the proposed development site. None of these additional trees would have root systems that would extend into the proposed development site.

Observations



Figure 1. Subject tree, viewed from the north-east.

Observations (cont.)

Location of tree

The subject tree is located within a mulched garden bed in the adjacent St Helens Park (refer Figure 1). The tree's trunk centre is 2.6 metres from the shared boundary fence located to the south.

The trees' approximate location is identified on the aerial image listed in Appendix A.

Species

Schinus areira commonly referred to as a Peppercorn Tree.

Crown attributes

Height: 12 metres

Width (approximate): 5.7 metres to the east, 6.0 metres to the west, 4.5 metres to the north and 4.1 metres to the south.

Circumference at one metre above natural ground level

Single Trunk: 2.58 metres

Schinus areira (Peppercorn Tree) is an exempt species under section 6 (A) 5 (b) under the Development (Regulated Trees Variation) Regulations 2011 and is therefore not subject to planning controls.

Trunk Diameter

Trunk diameters at 1.40 metres from ground: 0.53 metres and 0.51 metres.

Total: 0.73 metres*

*The combined stem DBH has been calculated using the formula: Total DBH = $\sqrt{(DBH_1)^2 + (DBH_2)^2 + (DBH_3)^2}$

Tree Health and Structure

The subject tree consists of a single trunk to a height of 1.15 metres from ground at which point two main leaders arise to form a relatively broad spreading, well balanced crown.

Tree health is considered to be good and typical of the species. All leaders and lateral branches are healthy and actively growing. The tree is free from notable pests and diseases. Some small diameter deadwood is present within the crown.

The trunk appears sound with no evidence of termite damage. All branch unions appear to be sound and free of any recognizable structural flaws or weaknesses from what can be observed from ground. The tree does not display a history of branch failures.

Some clearance pruning is evident on the lower crown with a number of pruning scars noted.

Property Damage

There is no visible evidence of damage to adjacent private property.

Appraisal

The subject tree is a mature specimen, in good health and has no significant structural defects that indicate it can be considered a risk to public safety or property at this time.

The subject tree is expected to offer a long useful life expectancy with ongoing management and maintenance by a qualified arborist. However, this is subject to stable growing conditions being maintained and no significant modifications occur to the growing environment that will adversely impact tree health or stability.

Tree Protection Zone (TPZ)

A TPZ is required to retain the critical root zone (CRZ), protect the crown and to ensure that tree health and viability is maintained. The TPZ is also calculated and applied with consideration to the possible impacts that encroachments may have on a tree's health and long term viability.

The TPZ incorporates the structural root zone (SRZ). The SRZ only needs to be calculated when major encroachment into a TPZ is proposed.

Using the Australian Standard for the Protection of Trees on Development Sites (AS 4970) the following TPZ have been calculated for the subject tree (refer Figure 2):

Species	TPZ (radius)	TPZ Area
<i>Schinus areira</i>	8.73 metres	240.9 m ²

Development Activities

I have determined the subject tree requires an optimum TPZ of 8.73 metres.

The Australian Standard for the Protection of Trees on Development Sites (AS 4970) allows encroachment into an optimum TPZ by 10% of the overall calculated area. No encroachment into the SRZ is recommended.

A TPZ is not a sterile area where no activities can occur, rather it defines the area around the tree in which tree sensitive design and construction techniques must be utilised to ensure tree health and stability is maintained if the level of encroachment is to exceed more than the 10% threshold permitted as per the Australian Standard for the Protection of Trees on Development Sites (AS 4970).

Based upon the plan provided, the proposed development will encroach into the tree's optimum TPZ by approximately 3.3% (8 m²). Given the level of encroachment is relatively minor in nature, it is expected the development can proceed as proposed and it will not adversely impact the subject tree's health or stability.

Appraisal (cont.)

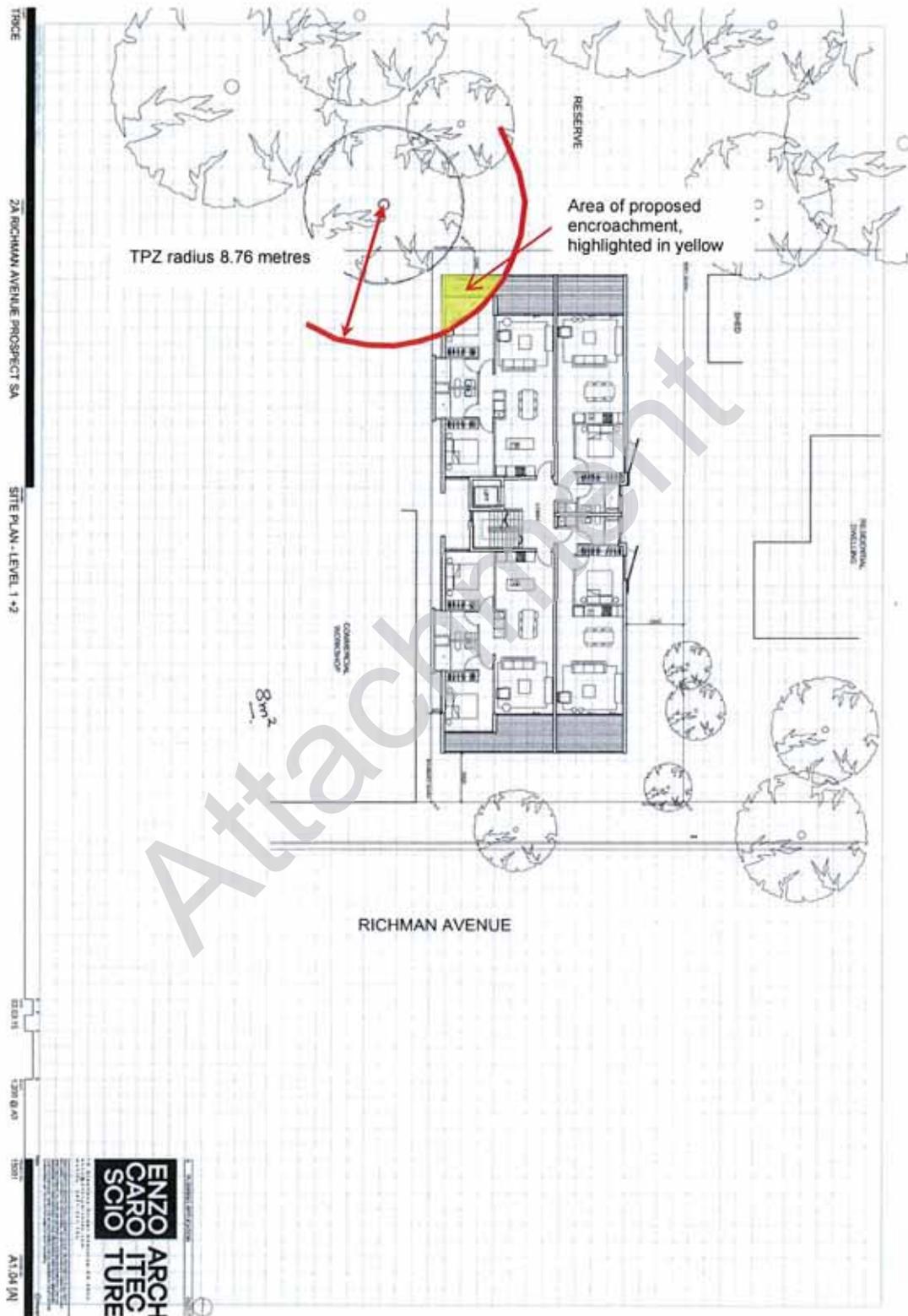


Figure 3. The optimum TPZ of the subject tree. Yellowed area indicates the level of encroachment.

Conclusion

Only one tree, a *Schinus areira*, located within St Helens Park, at the rear of the proposed development site, will be impacted upon by the proposed development. All other adjacent vegetation will not be impacted by the proposed development.

The subject tree (*Schinus areira*) is in good health and has no significant structural defects that indicate it can be considered a material risk to private safety. The tree is expected to offer a long useful life expectancy.

Based upon the plan provided (Enzo Caroscio Architecture & Design, March 2015), the proposed development will encroach into the tree's optimum TPZ by approximately 3.3% (8 m²). Given the level of encroachment is relatively minor in nature, it is expected the development will not have an adverse impact to the subject tree.

Thank you for the opportunity in providing this report. Should you have any questions or require further information, please do not hesitate in contacting me.



Sam Cassar

Appendix A
Aerial Image

Attachment



OBW:OBW
54788/2/1
16 April 2015

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Dear Sir

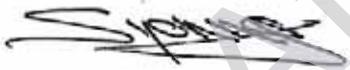
**2A RICHMAN AVENUE, PROSPECT DEVELOPMENT
ELECTRICAL SERVICES**

As requested, we have prepared a report outlining the proposed external lighting design.

The carport area comprises 28 Watt fluorescent T5 luminaires surface mounted to the soffit within structural zone. The lighting is controlled via motion sensors to ensure the luminaires do not operate during un-occupied hours.

In addition, the arrangement, selection and angling of each luminaire have been designed to minimise glare to people within the carpark, and also avoid light spill to the adjacent properties. This criteria has been assessed and is compliant with the requirements outlined within Australian Standard 4282-1997: Control of the Obtrusive Effects of Outdoor Lighting for pre-curfew hours at the boundary of residential and commercial areas.

Yours faithfully
BESTEC PTY LTD



SIMON YOUNG