

**AGENDA ITEM:** 5.3

**To:** Development Assessment Panel (DAP) on 11 July 2016

**From:** Scott McLuskey, Acting Manager Development Services

**Proposal:** Two, Three Storey Residential Flat Buildings comprising 10 Dwellings with associated Waste Storage and Landscaping (DA 050/107/2016)

**Address:** 107 Churchill Road, Prospect (CT 5397/836)

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**SUMMARY:**

**Applicant:** Rossdale Homes Pty Ltd

**Owner:** CC Structured Finance Pty Ltd

**Planning Authority:** Council

**Mandatory Referrals:** Department of Planning, Transport and Infrastructure (DPTI)

**Internal Referrals:** Marchese Partners International Pty Ltd  
Infrastructure, Assets and Environment Department

**Public Notification:** Category 1

**Representations:** Not applicable

**Respondent:** Not applicable

**Development Plan Version:** Consolidated 3 March 2016

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

**Issues:** Design and Appearance, Occupant Amenity, Access, Private Open Space

**Recommendation:** Approval, subject to conditions

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**ATTACHMENTS:**

Attachment 1 Development Application Form

Attachments 2-3 Locality Plans

Attachments 4-5 Proposal Plans

Attachments 6-11 Design Review Comments Prepared by Jenny Newman

Attachments 12-14 DPTI Referral Comments

Attachments 15-26 Applicant's Response to Referral Comments

## **1. EXECUTIVE SUMMARY**

- 1.1 Two, three storey residential flat buildings, comprising row style dwellings, are proposed at 107 Churchill Road Prospect. The buildings would together comprise 10 three bedroom dwellings, with associated undercroft car parking spaces within each dwelling and additional visitor car parking located to the rear of the site.
- 1.2 The proposal did not require public notification and was referred to the Department of Planning, Transport and Infrastructure (DPTI) for comment. DPTI were not opposed to the proposal, though expressed a desire that amalgamation with the adjoining property at 105 Churchill Road be considered.
- 1.3 A review of the proposal against Council's design review policy by an independent architect concluded that the design quality of the buildings was not supported. A response to both of these referral comments was provided by the applicant.
- 1.4 The proposal generally satisfies the relevant Development Plan provisions, including those relating to land use, density, building height, private open space, setbacks, parking, visual privacy and residential zone interface. While the proposal is not a design exemplar, in assessing the proposal in total against the Development Plan, consent is warranted.

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

### **2.1 Locality**

- 2.1.1 The locality comprises a mix of residential and commercial land uses incorporating dwellings, warehousing, bulky goods outlets, offices, shops, a gym, and Charles Cane Reserve (Parndo Yerta) to the west. The adjacent land to the east of the subject site is within the Residential Zone.
- 2.1.2 Buildings within the locality are typically single or two storey in nature, though two, three storey residential flat buildings of a substantially similar configuration to the subject proposal are under construction at 111-113 Churchill Road to the north and similar heights are actively encouraged in this zone.
- 2.1.3 Approval has also been granted to a four storey residential flat building nearby at 100 Churchill Road, while a five storey residential flat building with ground level cafe at 60 Belford Avenue Prospect is currently under assessment by the Development Assessment Commission. An application has also been lodged with Council for two buildings at 105 Churchill Road, one of which would be a mixed use three storey building while the other would be a four storey residential flat building.
- 2.1.4 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 2**.

### **2.2 Subject Land**

- 2.2.1 The land comprises one allotment with a total area of 836m<sup>2</sup>, with a frontage of 18.3m to Churchill Road and a depth of 45.7m. The land is relatively flat, with a subtle rise in ground level towards its eastern boundary.

2.2.2 Existing site improvements include a single-storey detached dwelling with an attached verandah and several freestanding outbuildings. Existing vegetation is generally limited to grasses and several small shrubs, with one substantial (but not significant) tree adjacent to the Council verge located on the subject land. The subject land is illustrated on **Attachment 3**.

### **3. PROPOSAL**

3.1 The proposal comprises the construction of two, three storey residential flat buildings comprising 10 three-bedroom dwellings. Each dwelling would feature undercroft car parking, while common property areas would feature a shared refuse area, visitor parking, and landscaping areas; principally to the front and rear of the site.

3.2 No other works are proposed. The proposal plans are attached (refer **Attachments 4-5**), as is a submission prepared by the applicant that responds to the DPTI and design review referral commentaries (refer **Attachments 15-26**).

### **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 Ms Jenny Newman of Marchese Partners International for informal design review in accordance with Council's Design Review Process for Higher Density Development (refer **Attachments 6-11**).

4.1.2 Briefly, the review identified the following:

- The overall form and proportions of the buildings are in contrast with existing dwellings, and recent development proposals and approvals.
- The scale of northern and southern boundary walls would dominate adjacent sites and buildings.
- The site configuration limits natural light and ventilation to bedrooms 2 and 3 within most dwellings, while it would be preferably that all areas private open space have a northern orientation.
- Residential amenity is compromised by limited outlook from windows and balconies, the functional space available on balconies, limited garage dimensions and a lack of storage space.
- Relocating visitor parking and landscaping to the centre of the site is recommended, as is the use of an increased quality and range of building materials proposed.
- The applicant is encouraged to consider a fundamental redesign of the proposal, more in keeping with the single block form that has been proposed within the policy area in a number of previous applications.

4.1.3 The applicant has responded to the design review commentary as summarised below:

- A range of design approaches to higher density development within the Boulevard Policy Area are anticipated, limiting the appropriateness of comparison to existing or currently approved buildings.

- Boundary walls of two storeys in height are anticipated within the Policy Area, and it is noted that adjoining sites are likely to be developed at a similar scale. Varied materials and finishes have been proposed in order to minimise the impact to adjoining properties during the interim period.
- Openable skylights have been provided to second bedrooms to provide natural light and ventilation opportunity. A building surveyor has confirmed that the approach to natural light and ventilation of third bedrooms meets Building Code of Australia requirements.
- A balanced approach to outlook has been adopted, providing privacy to living and balcony areas while allowing passive surveillance through stair and entry areas. Upper living areas would feature sliding and bifold doors to maximise functional flexibility of balcony spaces. Wall mounted fold-up clotheslines are proposed within each garage, which though compact, are considered appropriate to this type of development. Storage provision is considered appropriate and is available at each level of each dwelling.
- Parking and landscaping areas are intentionally located to the rear of the site to reduce impacts of building scale to the adjoining residential zone. The material palette of the proposal includes typically resilient materials with low long-term maintenance requirements. Predominate external render and weatherboard finishes have been used repeatedly in nearby buildings.
- While the concerns and suggestions are noted, it is considered that the proposal in its current form is an appropriate design response for the site in the context of the relevant Development Plan policy.

## 4.2 Mandatory (Legislated) Referrals

4.2.1 The application proposes to alter an existing crossover adjacent to an arterial road. Accordingly, the proposal was referred to the Department of Planning, Transport and Infrastructure (DPTI) for comment in accordance with Council's Schedule 8 of the Development Regulations. Their response is attached (refer **Attachments 12-14**).

4.2.2 Briefly, the DPTI identified the following:

- The piecemeal development of small sites along Churchill Road is likely to undermine the safe and efficient operation of the road.
- It is strongly recommended that a co-ordinated or consolidated development outcome occur in relation to this site and the adjoining property at 105 Churchill Road (also the subject of a current development proposal).
- The access arrangements are supported in principle, though the access gate should be design to ensure that vehicles can store entirely off road while the gate is being opened/closed.
- Waste collection should not be the cause of queuing on Churchill Road, and any vehicle entering the site should be able to exit the site in a forward motion.
- In the event that co-ordination with the adjoining site cannot be achieved the application is not opposed, with 10 conditions recommended to be applied to any approval granted.

4.2.3 The applicant has responded to the DPTI commentary as summarised below:

- Development Plan policy presently allows construction on single sites. Broader issues such as this should be resolved through policy improvement.

- A fundamental redesign of one or both of the proposals currently under assessment at 105 and 107 Churchill Road would be required to facilitate co-ordination of access points, with corresponding impacts to the functionality of each proposal.

## 5. PUBLIC NOTIFICATION

- 5.1 The application is a Category 1 form of development pursuant to Section 38 of the *Development Act 1993*, Schedule 9 of the *Development Regulations 2008* and Urban Corridor Zone Principle of Development Control 22.
- 5.2 A residential flat building is a Category 1 development in the Urban Corridor Zone unless it is located on land adjacent to the Residential Zone or Historic (Conservation) Zone and if it would be three or more storeys, or 11.5 metres or more in height, or if it exceeds the 'Building Envelope - Interface Height Provisions' (UCZ PDC 22).
- 5.3 The subject land is located adjacent the Residential Zone, though would not exceed the interface height provisions, and so is a Category 1 form of development for which no public notification can be undertaken.

## 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.

## 7. PLANNING ASSESSMENT

### 7.1 Land Use

7.1.1 The Desired Character Statement for the Urban Corridor Zone states that development within the Zone would enable a high quality mixed use 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.

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

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

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

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

7.1.3 The proposal is generally consistent with Objective 1 of the Zone. Furthermore, Principle of Development Control 1 of the Urban Corridor 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 development.

## 7.2 Site Density

7.2.1 The Boulevard Policy Area anticipates medium and high density housing. This would primarily be in the form of apartment and row style dwellings along with mixed-use buildings to accommodate a range of diversity within the precinct. In order to achieve this, the minimum residential site density for residential development within the Boulevard Policy Area is 100 dwellings per hectare net, unless varied by the Concept Plan (UCZ PDC 5).

7.2.2 The subject site has an area of 836m<sup>2</sup> and is not identified within the Concept Plan, therefore the minimum net residential site density would be achieved through the provision of 9 dwellings. The proposal is for 10 dwellings within the residential flat buildings, or 119 dwellings per hectare net, and therefore satisfies the desired minimum density outcome.

## 7.3 Design and Appearance

7.3.1 It is anticipated that development within the Urban Corridor Zone would achieve a high standard of architectural design through careful building articulation and fenestration to all visible sides. Building facades should involve the careful use of a diversity of building materials to create a high quality building appearance.

7.3.2 Landscaping associated with new development should consist of low-lying shrubs and trees with relatively clean trunks and high canopies. Street fencing should be articulated horizontally or vertically to provide visual interest, while providing appropriate visual privacy to ground floor dwellings (UCZ BPA Desired Character Statement).

7.3.3 An intention to use a combination of ground covers, shrubs and 4-6 metre high clean trunked trees to the front and rear of the buildings is demonstrated by the proposal plans, though species selections are not presently provided. This approach to landscaping treatments is supported, though additional detail is required to ensure that suitable species are selected. It is considered that a reserved matter requiring the submission of a detailed landscaping plan could provide an appropriate opportunity for this assessment.

7.3.4 The proposal responds positively to commentary within the relevant desired character statements which establishes a desire for a strong vertical rhythm, and an articulated building form that accentuates the building's functions and emphasis the base, middle and top of buildings. Horizontally applied matrix cladding above entry doors and windows at the ground floor of the Churchill Road façade provides ground level activity and a clearly defined building base.

7.3.5 In considering the appropriateness (or otherwise) of boundary wall heights, it is noted that the South Australia Planning Policy Library (from which the policy provisions of the Urban Corridor Zone were drawn), sets out the relationship between building heights as measured in storeys and in metres. It is also apparent that the Prospect Development Plan contains a local variation by which the corresponding building height is decreased by 0.5m per storey.

- 7.3.6 When read together, these provisions express a desire that boundary walls be no greater than two storeys, or 8 metres, in height above natural ground level. The proposed boundary walls would be 8.14 metres in height above natural ground level, representing a limited departure from the desirable maximum height. It is considered that the variations in materials and finishes proposed would assist in minimising the visual dominance of the boundary walls until such time as adjoining properties are developed. It is noted that this issue (and several other) was raised with the applicant with their response electing to justify the proposal unchanged in lieu of making amendments.
- 7.3.7 Through the design review commentary, Ms Newman notes that the separation distance between the two buildings is undesirably low. Against this however it is noted that the proposed separation distance of 3.6m is not greatly departed from the 4m separation distance anticipated between buildings on adjoining allotments.
- 7.3.8 While neither scenario is considered to be an ideal design outcome, internalising this limited separation distance would result in a level of occupant amenity that would be largely unaffected by future adjoining developments. Further, incorporating the separation distance internally to the proposal allows the developer to pursue design solutions that balance visual privacy and light/ventilation entry between the buildings in a manner that would be challenging to achieve between neighbouring development proposals.
- 7.3.9 The proposal would involve the use of a variety of materials including timber, weatherboard, render and power panel in varied forms and colour finishes. Internal modulation of facades is principally achieved through balcony protrusion and substantial stair windows, with ground level detailing including louvred door sidelights and timber finish roller door. It is considered desirable that the central driveway would be comprised of a paved, rather than concrete or similar, finish.
- 7.3.10 While it is not considered that the material selections represent desirable practice, it is considered that they achieve the minimum requirements of the relevant policy provisions (principally derived from UCZ PDC 8 and UCZ BPA Desired Character Statement). Again it is noted that this issue was raised with the applicant with their response electing to justify the proposal rather than make amendments.
- 7.3.11 Some planning context is relevant in considering the design review commentary. It is considered, for example, that relocating parking, landscaping and waste management to the centre of the site would have an undesirable effect upon the residential zone interface. Beyond these related planning considerations, a number of concerns expressed through the design review process remain unresolved by the proposal in its present form.
- 7.3.12 The proposal does however incorporate design features which respond to the relatively limited Development Plan provisions that outline the methods by which buildings may achieve the desired level of quality. Though the proposal is not considered a desirable precedent for future development, it is considered difficult to conclude that the proposal is of such limited design quality so as to warrant refusal.

## 7.4 Setbacks

- 7.4.1 Within the Boulevard 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 20 metres or less, there is no minimum setback for the first 2 levels of a building from a side boundary when adjoining another allotment and a minimum 2m setback is required for all levels above this height (UCZ PDC 16 and 18).

- 7.4.2 The building would be setback 3m from the property's street frontage providing a suitable area of landscaping forward of the building in conjunction with communal facilities (such as letterboxes and the waste storage area). Rear building setbacks would comfortably achieve the 3m desired minimum.
- 7.4.3 Above first floor level the building itself would achieve the desired 2m side setback, though balconies would extend to the boundary. Further consideration of the appropriateness of these boundary walls is given in sections 7.3, 7.5 and 7.7 of this report.
- 7.4.4 It is considered that setbacks generally achieve the relevant Development Plan provisions, though the appropriateness of the side setback departure will be influenced by related assessment of building form and amenity.

## 7.5 Energy Conservation Measures

- 7.5.1 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).
- 7.5.2 The dwellings would have a north-south orientation, each with separate balconies facing north (though the primary balcony of five dwellings would be south-facing). The location of windows and doors would enable good levels of natural light to each dwelling at upper levels, though natural light and cross ventilation are constrained at lower levels. The primary use of internal facing windows and balconies limits the affect that development of adjoining sites may have upon light and ventilation opportunities.
- 7.5.3 Openable skylights would be used to provide natural light and ventilation to the second bedroom, which is considered to be an adequate, though not ideal, design response. Again it is noted that this issue was raised with the applicant who elected to justify the proposal rather than make amendments.
- 7.5.4 It is proposed that heating and cooling would be via individual gas hot water systems and air-conditioning units, which would be screened and located on the roof of the building.
- 7.5.5 Accordingly, the building design incorporates features to provide adequate thermal comfort to occupants which should not impact on adjoining properties or detract from the appearance of the building.

## 7.6 Noise Attenuation

- 7.6.1 It is anticipated that noise and air quality impacts are mitigated through appropriate building design and orientation (UCZ Objective 1). Further, residential buildings should feature adequate separation between the habitable room windows and balconies of other buildings (Council Wide PDCs 111 and 161).
- 7.6.2 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.

- 7.6.3 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 each dwelling is such that no bedrooms abut the living area of an adjoining dwelling.
- 7.6.4 It is noted that the construction of the building would be undertaken in accordance with the recently enacted Minister's Specification SA78B – Construction requirements for the control of external sound. Compliance with the Minister's Specification is required as part of the Building Code of Australia (BCA). The Minister's Specification incorporates principles which are consistent with the Noise and Air Emissions Overlay and provide quantitative requirements that ensure that the relevant Principles of Development Control are sufficiently addressed in the design of these types of development.

## **7.7 Private open space provision**

- 7.7.1 Private open space areas located above ground level should have a minimum width of 2 metres and be directly accessible from a habitable room (Council Wide PDC 153). Dwellings at ground level should be provided with a minimum of 24m<sup>2</sup> of private open space, 16m<sup>2</sup> of which should be located at ground level (Council Wide PDC 149). Three bedroom dwellings above ground level should be provided with a minimum of 15m<sup>2</sup> of private open space (Council Wide PDC 152).
- 7.7.2 While it is generally desirable that the dwellings at ground level would incorporate ground level private open space, it is noted that the internal living areas proposed for each dwelling would be located entirely above ground level. Presumably for this reason, Council Wide PDC 148(b) indicates that ground level private open space is not required for dwellings within a residential flat building. Given the subtle contradiction between the two relevant provisions, an approach balancing the desirable outcomes of both is appropriate in the context of the design.
- 7.7.3 Each dwelling would be provided with 12.4m<sup>2</sup> of private open space, located on second floor balconies of 2m minimum dimension. Two additional balconies of 4.5m<sup>2</sup> would also be provided to each dwelling, though each would have a 0.9m minimum dimension. A total balcony area of 21.4m<sup>2</sup> is thus available to each dwelling.
- 7.7.4 All primary areas of private open space are directly accessible from and well integrated with living areas, though the third balcony of each dwelling would be accessed via the first bedroom. The long term amenity offered by the primary balconies would depend upon the development of adjoining sites, though their location at second floor level goes some way towards ameliorating potential impacts of such development. To this end it is noted that a number of residential flat buildings currently under construction provide first floor apartment balconies abutting site boundaries.
- 7.7.5 While not ideal, it is considered that the layout, design and balance of private open space areas are sufficiently functional and respond appropriately to the relevant principles of development control described above.

## 7.8 Car Parking and Bicycle Parking

- 7.8.1 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 not be visible from the primary street frontage through the use of design solutions such as locating parking areas behind the front building façade and screening undercroft parking areas with landscaping and articulated screening (BPA Desired Character Statement).
- 7.8.2 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 three bicycle parks should be provided in total, comprised of two for occupants and one for visitor parking.
- 7.8.3 With regard to the provision of car parking, 1.25 car parking spaces are desired for each 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 15 car parking spaces, comprised of 12.5 for occupants and 2.5 for visitor parking. It is noted that Table Pr/5 provides that a lesser parking rate may be appropriate in certain circumstances.
- 7.8.4 The proposal would provide opportunities for parking within the ground floor of each dwelling, with four visitor parking spaces provided to the rear of the site. It is noted that each garage would be of sufficient area to provide one car, though would be constrained with respect to bicycle parking due to its limited internal dimensions. Given this, it is considered that bicycle parking should be provided within communal areas.
- 7.8.5 Good opportunities for on-street parking nearby the subject site are noted as a result of the adjacent Council reserve. It is anticipated that on-street parking, in combination with the supply of on-site parking for 14 vehicles, will adequately address the departure from the relevant parking guideline relating to the provision of visitor parking. It is recommended that a condition requiring bicycle parking within common areas should be incorporated into any consent granted.

## 7.9 Traffic and Vehicular Movements

- 7.9.1 Car parking areas servicing more than one dwelling should safely and conveniently serve pedestrians, cyclists and motorists, while providing adequate manoeuvring space between the parking area and a street with the capacity to accommodate such movements (Council Wide PDC 63).
- 7.9.2 Further, development should not generate pedestrian or vehicular traffic onto a public road in such a manner that materially impairs the movement of traffic on that road (Council Wide PDC 209). Car parking areas should minimise conflict between vehicles and pedestrians, while minimising the number of access points and the need for vehicles to reverse onto public roads (Council Wide PDC 212).
- 7.9.3 The driveway would provide simultaneous two-way movement into and out of the subject land, through the relocation and widening of an existing crossover to Churchill Road to a width of 6 metres. Pedestrian access is directly available to dwellings 1 and 6, with the remaining dwellings accessed via the gated driveway.

- 7.9.4 Council's assets and infrastructure team have reviewed the referral comments from DPTI with respect to gate location and waste collection. It is the opinion of Council staff that sufficient loading areas are available on paved sections of the current road verge to ensure that traffic on Churchill Road is unimpeded without alteration to the current proposal. Council staff do recommend that the scheme description of any ensuing land division application incorporate a mechanism by which the corporation may alter the gates if necessary following any potential widening of Churchill Road.
- 7.9.5 It is noted that the relevant Australian Standard provides for a minimum aisle width of 5.8m for residential development of this nature, to allow for overtaking within the driveway and efficient internal vehicle manoeuvring. It is also noted that the proposed garage opening widths would achieve the requirements of the Australian Standard in relation to residential development of this nature.

## 7.10 Stormwater Management

- 7.10.1 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 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 97 and 98).
- 7.10.2 The applicant has not yet provided finished floor level details or a stormwater management plan, though it is noted that the substantial footprint of the building will result in the majority of stormwater being captured by the roof of the building.
- 7.10.3 Rainwater captured on the roof of each dwelling would be directed to individual rainwater tanks, as described on the ground floor plan, capturing a total of 10,000L. Captured rainwater would be re-used through ground floor toilet and/or laundry facilities. It is noted that the subject land is not within a flood prone area and is relatively flat, with a slight fall towards the street frontage.
- 7.10.4 Given however that the proposal may result in a notable increase in stormwater run-off from the subject land, it is appropriate that Council receive and assess a detailed stormwater management plan. To this end, it is recommended that the consideration of the stormwater design be reserved for further assessment and approval by Council.

## 7.11 Waste Management

- 7.11.1 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.
- 7.11.2 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).
- 7.11.3 A communal waste system would be available for the provision of waste, green waste and recycling within an appropriately sized designated area to the rear of the site. The waste storage area would be screened from public view in a manner cohesive with the materials and design language of the building's facade.

7.11.4 With reference to the *South Australian Better Practice Guide – Waste Management in Residential or Mixed Use Developments*, it can be anticipated that a high density terraced house development comprising 10 three bedroom dwellings would generate approximately 900L of general waste, 750L of recycling waste and 300L of organic waste per week. These demands would be met by the provision of co-mingled 240L bin storage comprising 6 general waste, 4 recyclable waste and 2 green organic waste bins, which could be collected from kerbside or by private contractor.

7.11.5 While the above is generally reflected appropriately in the Ground Floor Plan and the applicant's accompanying submission, it is recommended that a condition be imposed on any consent ensuring the provision of recyclable and green organic waste bins. Further, a condition ensuring the timeliness of bin transfer from kerbside to the storage area, as well as the maintenance of the storage area to a satisfactory standard, would also be recommended.

## 7.12 Overshadowing

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

7.12.2 The subject site, along with properties directly north and south of the subject site, is identified to be developed at a greater intensity than that of the existing built form.

7.12.3 As a result, given that the subject site is not located adjacent a different zone, the overshadowing provisions that apply generally within the Council are less relevant to the proposed development. It is apparent that the building will be the cause of shadowing to the property south of the subject land.

7.12.4 It is noted however that the building is, at 9.8m in height, substantially lower than the maximum height of 15m desired within the policy area, with the highest part of the building located away from the southern property boundary. Given this, the proposal is not anticipated to be the cause of unreasonable overshadowing impact to adjoining properties.

## 7.13 Visual Privacy

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

7.13.2 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. 1.8m high screening has been applied to the northern facing balconies of dwellings 1-5, and to the southern facing balconies of dwellings 6-10. Stair windows would be transparent, screening of remaining windows above ground level would occur to 1.5m above floor level. It is considered that this overall approach to screening provides sufficient privacy protection for adjoining residential properties while maximising passive surveillance opportunities of common property.

7.13.3 The applicant has advised staff that screening would intentionally not be applied to the northern face of balconies for dwellings 6-10 as visual privacy issues at this level would be managed by screening on the adjacent building. This is not clearly reflected by the proposal plans, and would be desirable for natural light entry and security of the common driveway. It is recommended therefore that a condition should be imposed on any consent granted reinforcing visual privacy elements of the proposal.

## **8. CONCLUSION**

- 8.1 The proposal seeks to establish a high density residential land use on the subject land. The building would be three storeys in height, which is the above the minimum, and below the maximum heights anticipated by Council's Development Plan.
- 8.2 It is considered that the proposal satisfies many provisions of the Development Plan, including those relevant to land use, density, private open space, building height, access and parking, visual privacy, waste management and the residential zone interface. Not all necessary stormwater and landscaping detail is provided, though this may be appropriately managed through the imposition of reserved matters as recommended.
- 8.3 As noted by Council's consulting architect through the Design Review Process, concerns remain regarding the overall design quality and occupant amenity offered by the proposed dwellings. Against this however, it is noted that finishes and materials are varied, typically long-lasting, reinforce the vertical rhythm of the buildings, and clearly distinguish the base and upper building floors as desired by relevant policy provisions. Further, ground level street activation would be greater than typical for a solely residential proposal. Several suggestions were made to the applicant who has elected to make only minimal change and provide justification for an unchanged design.
- 8.4 While not an exemplar, the application is considered to be sufficiently consistent with the relevant provisions of the Prospect (City) Development Plan to warrant the granting of development plan consent, subject to reserved matters and 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 050/107/2016 is not seriously at variance with the Development Plan and as such a decision shall be made on the merits of the application; and

That pursuant to the *Development Act 1993*, as amended, Development Plan Consent be approved to DA 050/107/2016 from Rossdale Homes Pty Ltd for Two, Three Storey Residential Flat Buildings comprising 10 Dwellings with associated Waste Storage and Landscaping at 107 Churchill Road Prospect (CT 5397/836), subject to the following reserved matters, conditions and notes:

### **Reserved Matters:**

1. A detailed stormwater management plan shall be provided, and shall demonstrate that post-development outflow rates from the site will match pre-development rates in 1 in 20 ARI storm events. The location and capacity of any on-site detention tanks, as well as the extent of any fill and associated retaining walls, shall be clearly described.
2. A detailed landscaping plan, including species selections and maintenance programs required to ensure the longevity of plantings.

### Conditions:

1. The development shall take place in accordance with plans and details stamped by Council relating to Development Application number 050/107/2016, except as modified by any conditions detailed herein. All works detailed in the approved plans and required by conditions are to be completed prior to the occupation of the approved development.
2. 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 southern facing upper level windows and balconies of the northern building, with the exception of stairwell windows, shall have:
  - a) Minimum window sill heights of 1.5m above finished floor level; or
  - b) Fixed and obscured glass to a minimum height of 1.5m above floor level; or
  - c) An awning window with obscured glass to a minimum height of 1.5m above floor level, with an opening restricted to no more than 150mm; or
  - d) Permanently fixed external screens that provide an effective screening height of 1.5m above the upper floor level and complement the external appearance of the building.  
The screening solution(s) shall be established prior to occupation of the building and maintained to the reasonable satisfaction of Council at all times thereafter.
4. Air-conditioning units and solar hot water heaters shall be provided with screening devices designed to complement the colours, materials and finishes of the building approved herein, and shall be sited to adequately screen the units from view to the reasonable satisfaction of Council.
5. Driveways, car parking spaces, manoeuvring areas and landscaping areas shall not be used for the storage of materials or goods including waste products and refuse.
6. The Community Corporation shall ensure that the waste storage area is cleaned and maintained to the satisfaction of Council. General, recyclable and green organic wastes shall be co-mingled, with the Community Corporation maintaining responsibility for transporting bins between the collection point and the storage area in a timely fashion to the satisfaction of Council.
7. To maximise the efficiency of waste recycling:
  - a) Provision shall be made for the separation of recyclable materials for collection and recycling, including paper, cardboard, glass and plastic containers, tins, and any other plastic that 'holds its shape';
  - b) Separate provision shall be made for the collection of food waste (food organics) and food-contaminated cardboard, paper or paper products, which are to be collected for composting; and
  - c) Paper attached to plastic, wax paper or chemically-treated/gloss cardboard will not be included with the materials collected for composting.
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 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, directional arrows and associated signage shall be maintained to the reasonable satisfaction of Council at all times.
11. Lighting to 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. All works on Council land shall be conducted to Council's specification, with all works to be bunted off safely and pedestrian safety to be maintained throughout the construction period. Plantings will also need to be undertaken in line with council specifications in terms of sight distance interference and safety to the community (thorns/poisonous plantings). Plans displaying all relevant details of the Road/Kerbing/Footpath Works shall be submitted to the Assets and Infrastructure Officer for approval prior to the commencement of any such works.
13. The landscaping shall be planted in accordance with the approved plans prior to occupancy of the development. Mature trees shall be no less than 2.0m in height at time of planting. Appropriate species for understorey plantings shall be used to ensure sufficient coverage of the landscaping area. All planting must be of species which will not grow to cause damage to paved or sealed areas, building foundations or underground services.
14. All landscaping areas shall be maintained at all times to the reasonable satisfaction of Council. The applicant or the persons for the time being making use of the subject land shall cultivate, tend and nurture the landscaping, and shall replace any landscaping that becomes diseased or dies. An automated drip irrigation or similar watering system shall be established and maintained to ensure that sufficient water is available to satisfy the needs of the landscaping species selected.
15. 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.
16. 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.

17. 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.
18. A minimum of four bicycle parking spaces shall be installed in safe and convenient locations with common property areas prior to the occupation of any dwelling.
19. The herein endorsed building shall be designed and constructed such that it complies at all times with the Minister's Specification 78B (*Construction Requirements for the Control of External Sound*).

#### **Advisory Notes:**

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

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

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

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

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

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

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

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

- (5) You are encouraged to consult with adjoining property owners before commencing any work, to assist in minimising nuisance or inconvenience caused during construction.
- (6) You are required to give formal notification to, and consult with, the adjoining property owner if you are removing, replacing or altering an existing fence or building a freestanding wall along the common boundary that would, for all purposes, be a dividing fence (Section 5 of the *Fences Act 1975*).

(7) If you (the building owner) are undertaking building work that affects the stability of other land or premises, namely:

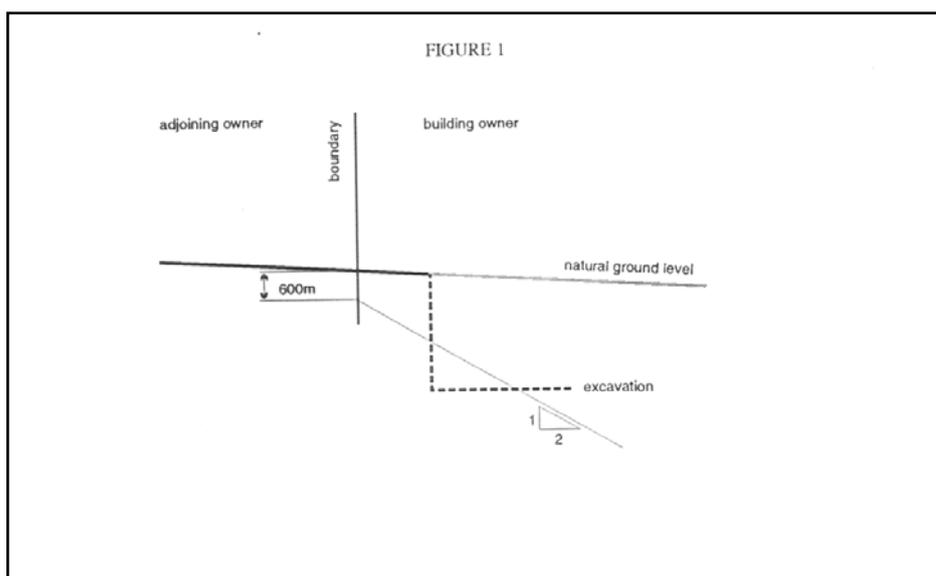
- an excavation which intersects a notional plane extending downwards at a slope of 1 vertical to 2 horizontal from a point 600mm below natural ground level at a boundary with an adjoining site (as depicted in figure 1); or
- an excavation which intersects any notional plane extending downwards at a 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;

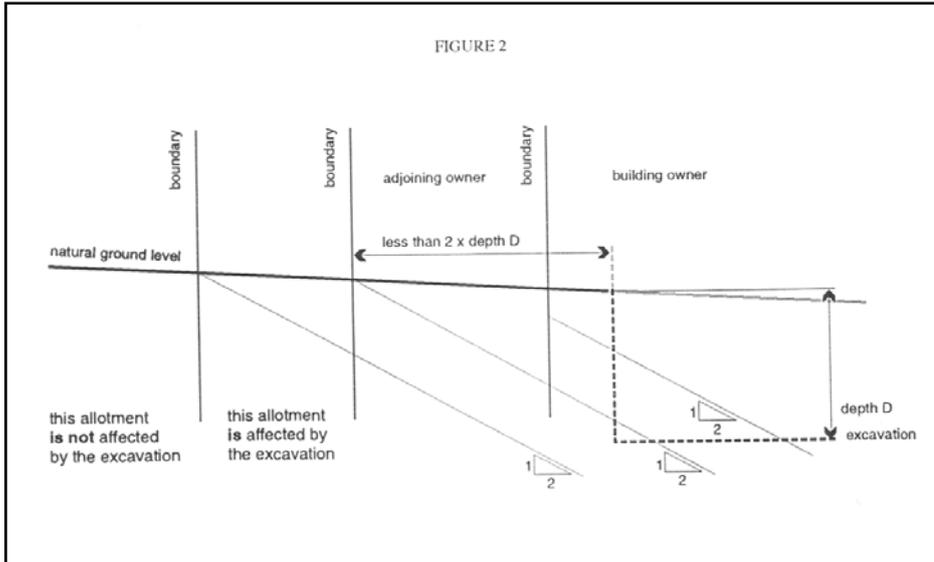
Then you (the building owner) must, at least 28 days before the building work is commenced:

- 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.





# DEVELOPMENT APPLICATION FORM

DESIGN: SPECIAL  
Please use block letters

24 MAR 2016

**COUNCIL:** PROSPECT  
**APPLICANT:** Rosedale Homes Pty Ltd

Postal Address: 300 Glen Osmond Road  
Fullarton 5063

**OWNER:** CC Structured Finance Pty Ltd  
Postal Address: 53 Commercial Road  
Hyde Park SA 5061

**BUILDER:** Rosedale Homes Pty Ltd  
Postal Address: 300 Glen Osmond Road  
Fullarton 5063

Builder's Licence No: BLD 8104  
Telephone: (08) 84332000 Fax: (08) 84332099

**Contact Person For Further Information:**

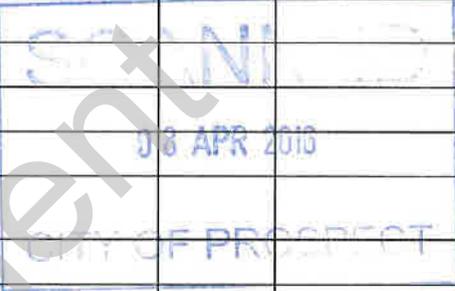
Name: Brooke Thomson  
Telephone: 8433 2014 Fax: 8433 2099

For Office Use

Development No. 050/107/2016

Previous Development No. ....

Assessment No: .....

<input type="checkbox"/> <b>Complying</b>	<b>Application forwarded to DA</b>			
<input type="checkbox"/> <b>Non complying</b>	<b>Commission/Council on:</b>			
<input type="checkbox"/> <b>Notification Cat 2</b>	/ /			
<input type="checkbox"/> <b>Notification Cat 3</b>	<b>Decision:</b> _____			
<input type="checkbox"/> <b>Referrals/Concurrences</b>	<b>Type:</b> _____			
<input type="checkbox"/> <b>DA Commission</b>	<b>Date:</b> / /			
	<b>Decision Required</b>	<b>Fees</b>	<b>Receipt No</b>	<b>Date</b>
Planning:				
Building:				
Land Division:				
Additional:				
<b>Development Approval:</b>				

**EXISTING USE:**

**DESCRIPTION OF PROPOSED DEVELOPMENT:** CLASS 1 AND 10 BUILDING

**LOCATION OF PROPOSED DEVELOPMENT:**

House No: 107 Lot No: 11 Street: CHURCHILL ROAD Town/Suburb: PROSPECT

Section No (full/part): Hundred: Volume: DP1710 Folio:

**LAND DIVISION: THIS IS NOT A LAND DIVISION.**

**BUILDING RULES CLASSIFICATION SOUGHT:** NIL Present Classification:

DOES EITHER SCHEDULE 21 OR 22 OF THE DEVELOPMENT REGULATION 1993 APPLY? **No**

HAS THE CONSTRUCTION INDUSTRY TRAINING FUND ACT 1993 LEVY BEEN PAID? **Yes**

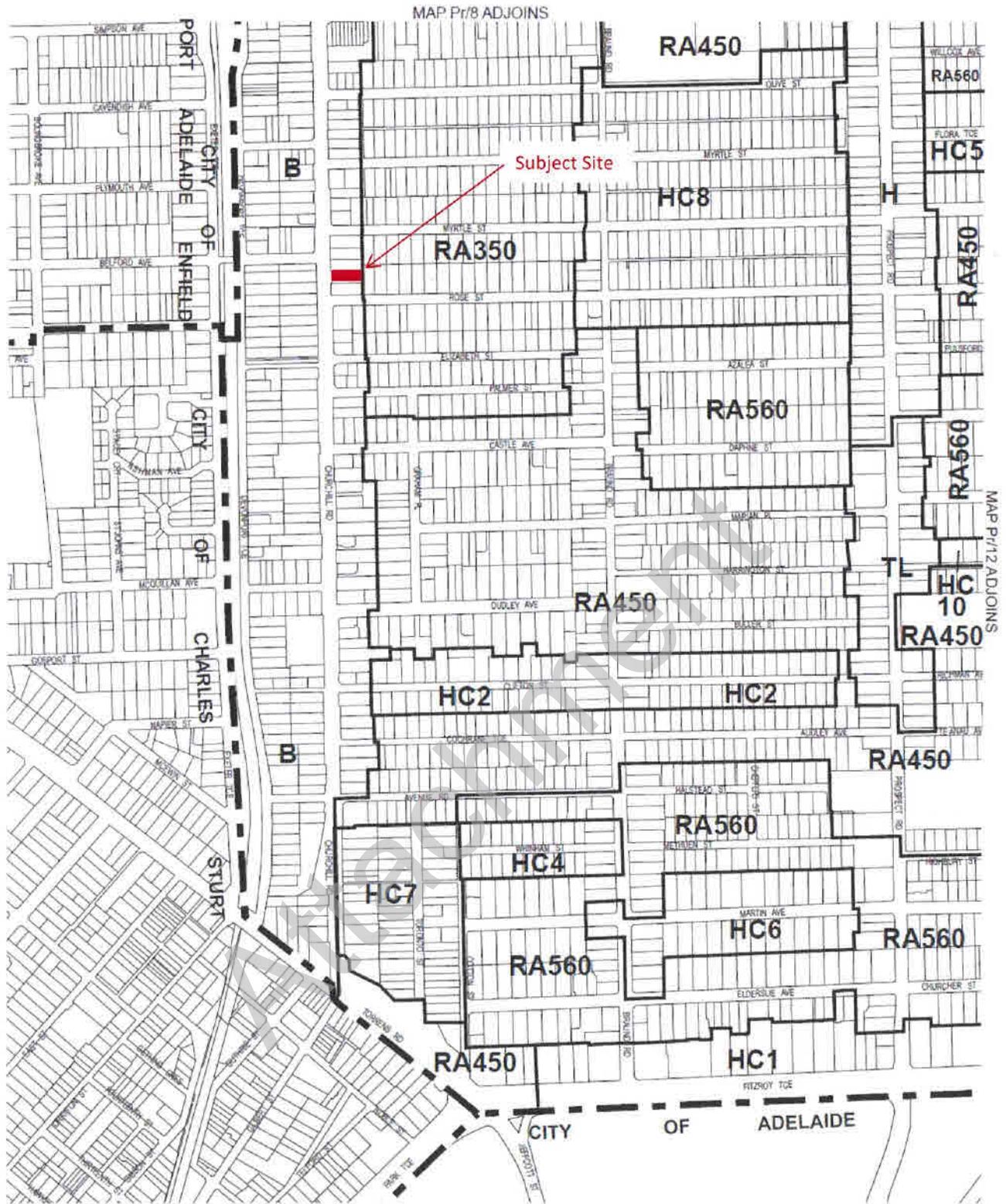
**DEVELOPMENT COST** (do not include any fit - out costs): \$1,860,658.00

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

**SIGNATURE:** Brooke Thomson (Brooke Thomson)

Dated: 24<sup>th</sup> MARCH 16

Fees Payable	Amount
Lodgement Fee	\$128.00
Planning Assessment Fee	\$2,325.82
Septic Application Fee	\$N/A
<b>Total</b>	<b>\$2,453.82</b>



- 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

Scale 1:8000



# PROSPECT COUNCIL POLICY AREAS MAP Pr/11



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

**Subject Land and Locality**



**Notes**  
 107 Churchill Road Prospect

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





28<sup>th</sup> April 2016

City of Prospect  
Development Services  
128 Prospect Road  
Prospect SA 5082

Attention: Chris Newby

Dear Chris

**DESIGN REVIEW: 107 Churchill Road, Prospect**

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

***Context***

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

The proposed development is situated opposite the Charles Cane Reserve and in an area of varied built form. Although predominantly residential, there is some commercial space in the vicinity fronting Churchill Road. Existing roof forms are generally pitched; side, front and rear setbacks are relatively generous; and there is a variety of materials, colours and textures in the area. The immediate context consists of single storey and two storey dwellings to the east and higher built forms under construction or proposed for sites adjacent along Churchill Road. Indeed, between Rose Street and Myrtle Street all but one block fronting Churchill Road is proposed to be redeveloped to three to four storeys. The height of the proposal therefore will assist in creating an "edge" to Churchill Road in this area which is supported by the Plan which seeks development which, "...creates a linear corridor that frames the main roads..."

There is however, no full western elevation drawn showing both northern and southern blocks side by side which would demonstrate how the proposal would present to the street and sit in its context. There is also no drawn evidence that the wider context has been considered with an absence of contextual streetscape elevations and no adjacent buildings (proposed or existing) detailed on the drawings. A proposed streetscape elevation (from Myrtle Street to Rose Street) would be very useful in assessing the contextual design. It is my view that whilst the height and density proposed are deemed acceptable, the proportions of the form and side setbacks jar with the existing and future contemplated built environment.

Furthermore the palette of materials proposed does not reflect those of the area. To reinforce the context and help strengthen the character of this area there is the potential to reference (and reinterpret) existing and proposed materials, details and architectural elements which will assist in creating a unified character for the area.

**Scale**

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

Whilst the three storey nature of the development results in an overall scale which is anticipated by the Development Plan, the boundary development proposed (approximately 8m high on the northern and southern boundaries) contributes to a sense of scale which, it is suggested, will dominate adjacent sites and surrounding buildings.

There is also little attempt to reduce the sense of scale of the development towards the east of the site and the adjacent residential properties. The issue of scale and managing the transition from one scale to another is not straightforward but can be addressed using a change in building height along the length of the development, a change in roof line or roof profile or by using different scaled building elements and changing, for example, window sizes, entrance porticos or material module sizes.

**Built Form**

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

The overall built form consists of two relatively long narrow three storey blocks (approximately 6m wide, 3 storeys high and 35m long) the proportions of which are neither typical of the area nor do they reflect forms proposed on adjacent sites which are generally at least twice as wide. The placement of the proposed forms on the site boundaries is also at odds with the surrounding developments and with approximately 8m high structures on these boundaries there are amenity concerns for immediately adjacent properties. Whilst one would not expect existing setbacks to be replicated, increased side setbacks to ground and upper floors would be encouraged.

It is acknowledged that the form has been articulated by the inclusion of balconies and change in materials but it is noted that these appear as applied surface treatment rather than by modulating the overall building form which represents a more successful design approach. A suggested solution to investigate would be to provide a clear break in the length of the building forms in the centre of the site and relocating the parking and landscaped area from the eastern end to this area. Alternatively, expressing a change in development height or roof profile across the buildings (from high at the west to low in the east) would assist in reducing the impact of the form and allow the development to visibly address Churchill Road whilst also responding to the lower heights of buildings to the east.

**Density**

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

The proposal demonstrates an adequate density for the site with ten dwellings proposed and is deemed appropriate for the site and its context.

**Resource, Energy and Water Efficiency**

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

No information has been supplied regarding the sustainability of materials proposed, energy use or generation and other sustainable initiatives. Openable windows and the opportunity for cross ventilation to the living spaces are proposed and are supported however there are a number of bedrooms with little access to daylight and compromised ventilation solutions. Bedroom 2 of all the townhouses have small vented skylights in lieu of windows and bedroom 3 of the central townhouses rely on borrowed ventilation from vents adjacent to the main front door. In both circumstances ventilation is not easily to access or control and light and passive solar gain is compromised by the absence of operable windows and the use of glass blocks.

Although all living areas are provided with a northern aspect which is supported, it is recommended that the larger balconies (residents' private open space) for both the northern and southern block are also afforded a northern orientation. In addition it is requested that the applicant provide overshadowing drawings not only to establish overshadowing implications on adjacent properties but also to determine the effects of overshadowing within the site's boundaries.

**Landscape**

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

The landscaping proposed for the site is limited with no landscaping at all proposed for the central driveway between the two blocks. It is recommended that additional soft landscaping be incorporated and the hard landscaping materials and details be provided indicating the permeability of the paving selected and incorporating a variety of materials used in a way which helps define the ownership of spaces from public to semi public/private to private. In addition it is recommended that a "path" is indicated (by way of a change in colour or texture for example) for pedestrians to use from the street to dwelling front doors.

With regards to the area of landscaping between the building and the footpath on Churchill Road, the Boulevard Policy Area seeks low-lying shrubs and grass planting with trees that have relatively clean trunks and high canopies. It is suggested that additional landscaping details are provided to better address this aspect of the proposal.

**Amenity**

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

The presentation of the front townhouses to the street and inclusion of entry points from Churchill Road is supported and is seen to encourage street activation. Also affirmed is the dual aspect living areas and provision of a bedroom and bathroom on the ground floor for all townhouses; however there are a number of amenity concerns.

Outlook for future residents is very limited. All windows and doors (except for the window to bedroom 3 facing Churchill Road and stair windows) have either high level sills, obscure glazing (glass blocks) or balcony screening extending 1.5m to 1.8m high, 0.9m to 1.5m from

their face. No balconies provide outlook from a sitting position and the balconies which face each other across the driveway are very close at approximately 3.5m apart, raising noise and visual impact concerns.

The amenity of the balconies is also compromised by their size. One is very narrow at 900mm wide whilst the other (presumably to be allocated as residents' private open space) provides minimal useable area once the skylight to room below, planter box zone and space required for outward opening folding doors is taken into consideration.

With internal bathrooms, a lack of storage space, no designated bicycle storage, a lack of external clothes drying opportunity and a laundry which is located in a very small garage space (2.8m x 5.5m), the dwellings offer a compromised level of amenity for future residents. For townhouses 1 and 6, it is recommended that noise attenuation measures be adopted such as appropriate acoustic glazing and seals to windows and doors and wall insulation exceeding BCA requirements.

Although it is recognised that there are unlikely to be overlooking concerns, it is my view that there would be amenity concerns for adjacent property owners in terms of overshadowing and visual bulk although additional information would be required to make a full assessment.

### ***Safety and Security***

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

There is the opportunity for some passive surveillance of the street from residences 1 and 6 at ground level however since there is minimal outlook provided, the extent of passive surveillance is also very much reduced. Little or no outlook generally leads to unsafe spaces and it is recommended this is addressed. To increase the opportunity for passive surveillance:

- balconies and windows could be introduced on upper levels of residences 1 and 6 fronting Churchill Road;
- bedrooms could be relocated to driveway locations with windows provided with low level sills;
- solid balcony screening to the balconies of the internal driveways could be replaced with clear glazed balustrading;
- stair windows could be redesigned to enable outlook
- clear vision panels in front doors or sidelights could be incorporated to provide natural light and enable occupants to view visitors as they approach the front door (sheer curtains can control privacy concerns).

It is recommended good lighting levels be provided to the driveway for increased safety and that the security gate is visually permeable to avoid entrapment spaces behind.

**Social dimensions**

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

There appears to be little to no variation in dwelling sizes proposed which is contrary to good social design which advocates a range of dwelling sizes. In addition whilst a bedroom has been provided at ground floor which is supported, few additional concessions appear to have been made for accessible living. It is unclear how these homes might be able to be adapted and changed as occupants age and needs change over time and it is suggested the applicant provide this information which might include reference to increased clearances (for corridors, bathrooms and in staircases for mobility aids etc.), possible future lift provision and general flexibility and adaptability of plan.

The provision of a central communal space in the development as recommended to improve amenity issues, would also assist in providing an opportunity for creating a sense of community among residents which would be supported.

**Aesthetics**

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

The palette of colours and materials selected will display a degree of varied tone and texture however this could be improved by increased quality and range of building materials proposed. The north and south elevations which present to the adjacent properties are poorly resolved lacking modulation, articulation and finesse and it is suggested that their location directly on the boundaries will increase their dominance. The elevations which face the internal driveway demonstrate a more modulated design outcome with clear distinction between "base" and "upper" levels but with the unchanging roof form proposed and narrow separation between the two blocks, it is recommended the overall aesthetic is further refined.

In conclusion, there are a number of alterations which would assist in increasing the design quality of the development including:

- a change in roof profile or height at the Churchill Road end of the site,
- offering a greater range in the dwellings' total floor areas and providing a mix of two and three bedroomed dwellings,
- providing storage capacity in the dwellings (including space for bikes),
- providing increased outlook for future occupants to address amenity and safety concerns,
- adopting materials reflecting the character of the area and complimenting currently approved adjacent developments,
- providing ventilation and natural daylight to all spaces and particularly habitable rooms,
- providing an external clothes drying area for each dwelling,
- including noise attenuation measures to residences fronting Churchill Road,
- increasing the size of the larger balcony for each dwelling to provide a clear useable width of at least 2m and offering a northern aspect to that balcony,
- increasing the area for landscaping,
- providing lighting to the shared internal driveway,
- ensuring clear glass is incorporated in the front door sidelights,

- adopting sustainable initiatives and
- increasing the articulation of the south and north facades (internal and external to the site).

There are also design issues which would need to be addressed through more fundamental changes. For instance, increasing setbacks on the north and south boundaries and increasing the separation between central balconies, breaking up the forms to address amenity, landscaping, sustainability and social design concerns, and subject to the development's presentation in the streetscape, manipulating the proportions of the forms to better "fit" with the current approved adjacent developments.

It is acknowledged that when considering all of the above and bearing in mind the width of the site, that a significant change in the approach to the design might offer a more successful design solution. A single block form modulated both in plan and section to provide an increase in side setbacks with height and greater height fronting Churchill Road with driveway access along the boundary is suggested as an alternative approach to investigate.

To summarise there is substantial area for concern and having reviewed the drawings and assessed the architectural merits of the proposal against the parameters of Council's design review policy, I would be unwilling to support the design quality of the proposal in its current form. I would recommend the proposal be revisited, with a preference for fundamental changes to the design to improve amenity.

Yours sincerely



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

Drawings Reviewed:

Prepared by Rossdale Homes

- 16139 Sheet 1 of 2 Rev A Site Plan / Floor Plans Dated: 24<sup>th</sup> March 2016
- 16139 Sheet 2 of 2 Rev A Elevations / Perspective Views Dated: 24<sup>th</sup> March 2016

*In reply please quote 2016/00214/01, Process ID: 396978*  
 Enquiries to Reece Loughron  
 Telephone (08) 8226 8386  
 Facsimile (08) 8226 8330  
 E-mail [dpti.luc@sa.gov.au](mailto:dpti.luc@sa.gov.au)



**Government of South Australia**

Department of Planning,  
 Transport and Infrastructure

18/05/2016

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

**SAFETY AND SERVICE –  
 Traffic Operations**

GPO Box 1533  
 Adelaide SA 5001

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

ABN 92 366 288 135

Dear Scott,

### **SCHEDULE 8 - REFERRAL RESPONSE**

<b>Development No.</b>	050/107/16
<b>Applicant</b>	Rossdale Homes
<b>Location</b>	Lot 11 in DP 1710, 107 Churchill Road, Prospect
<b>Proposal</b>	Two, three storey residential flat buildings comprising 10 dwellings

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

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

#### **THE PROPOSAL**

The development involves the demolition of the existing dwelling and construction of two, three storey residential flat buildings comprising 10 dwellings. Access for all dwellings is proposed to be via a shared access to Churchill Road.

The subject site abuts Churchill Road which is identified as a Peak Hour Route and a Public Transport Corridor under DPTI's A Functional Hierarchy for South Australia's Land Transport Network and is gazetted for 26.0 metre B-Double vehicles. At this location Churchill Road has an AADT of 26,000 vehicles per day (7.5% commercial vehicles) and a posted speed limit of 60 km/h.

The site is located within the Urban Corridor Zone, which extends along Churchill Road from the junction with Torrens Road in the south to Livingstone Avenue in the north. Although development of this intensity is envisaged within the Zone, and indeed DPTI does not object in-principle to higher density development being undertaken along arterial roads, the emerging pattern of new development along Churchill Road is very piecemeal, consisting of small sites being developed individually rather than opportunities being sought for the amalgamation of allotments to accommodate a more consistent and integrated form of development along Churchill Road as sought by the desired character statement. It should be noted that piecemeal development of small sites along Churchill Road is likely to undermine the safe and efficient operation of this road.

## 2

Seeking opportunities for the amalgamation of allotments will assist with the achievement of PDC 11 in the Zone, which seeks to minimise the number of access points to/from Churchill Road and promote co-ordinated/consolidated car parking arrangements across developments. In turn, achieving co-ordinated/consolidated car parking and access arrangements will assist in minimising the potential for vehicular conflict, improve pedestrian safety and comfort, and promote a form of development that supports the role and function of Churchill Road.

Subsequently, it is strongly recommended that the applicant engage with adjoining property owner/s to try to achieve a co-ordinated/consolidated development outcome or at least a shared access scenario. Given that there is a current proposal to redevelop 105 Churchill Road with access to this proposal being via Rose Street, it is strongly recommended that both 105 and 107 are developed in an integrated manner so that access to both allotments can be via Rose Street. In the event that it can be clearly demonstrated that an integrated development or integrated access arrangement is not achievable, DPTI provides the following assessment of the proposed development as referred.

## **CONSIDERATION**

### **Access and Road Safety**

The subject site currently has a single point of access adjacent the southern boundary. It is noted that the verge area appears to accommodate an area of off-street car parking. The proposed development seeks to create a new access centrally located that will cater for access to all 10 dwellings via a shared driveway. The existing crossover should be closed and reinstated with kerb and gutter or amended to reflect the existing on-street parking area. All costs should be borne by the applicant.

The Rossdale Homes Site Plan (refer Job No. 16139, Sheet 1, Revision A, dated 31/3/16) indicates that an access 5.99m wide at the property boundary will be provided and this will extend at this width to the rear of the site. In-principle, this access is supported and the access should be appropriately flared to the road to allow convenient ingress/egress movements minimising the disruption to the free flow of traffic. Given the existing median treatment all access will be restricted to left in and left out movements only.

With respect to on-site visitor parking DPTI notes that four visitor parks will be provided. Car parking should be designed in accordance with AS/NZS 2890.1:2004.

The proposed design includes a remote controlled gate that will be installed approximately 3.0 metres from the existing Churchill Road property boundary. DPTI does not consider this to be sufficient area for a vehicle to safely clear of Churchill road. Subsequently, the gate should be setback into the site a minimum of 6.0 metres from the existing Churchill Road property boundary to ensure a vehicle can store completely on private property prior to the gate being opened/closed.

### **Waste Collection**

It is understood that discussions between Council and the applicant have been held in relation to the feasibility of private waste collection. Council should ensure that sufficient area is available at the rear of the site to enable a waste collection vehicle to manoeuvre and enter/exit the site in a forward direction. Facilities should be designed in accordance with AS2890.2-2002. Furthermore, Council should be fully satisfied that any private waste collection company has suitable access to the gate in order to minimise the potential for queuing onto Churchill Road.

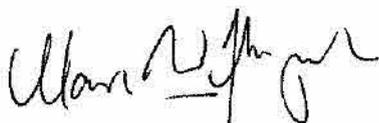
**ADVICE**

DPTI reiterates the above discussion of the broader implications of the proliferation of this style of development along Churchill Road and strongly encourages the applicant to seek opportunities to co-ordinate the development of this site with adjoining allotment/s in order to achieve a more desirable overall development outcome.

In the event that such an outcome cannot be achieved, should Council approve the development in its current form, it is recommended that the following conditions be applied to any approval granted

1. The access to Churchill Road shall be constructed in accordance with the Rossdale Homes Site Plan (refer Job No. 16139, Sheet 1, Revision A, dated 31/3/16).
2. The crossover shall provide suitable flaring to allow simultaneous ingress/egress movements without impeding the function and safety of Churchill Road.
3. All vehicles shall enter and exit the site in a forward direction.
4. The Churchill Road access shall be restricted to left in and left out movements only.
5. The remote control gate shall have a minimum setback of 6.0 metres from the existing Churchill Road property boundary to enable a vehicle to store completely on site prior to opening/closing of the gate.
6. The waste collection vehicle shall manoeuvre on-site and achieve forward entry/exit movements to Churchill Road. Turnaround areas shall be provided in accordance with AS2890.2-2002.
7. The existing crossover shall be closed and reinstated to Council specification kerb and gutter at the applicant's cost prior to habitation of the dwellings.
8. Pedestrian sightlines at the access shall be in accordance with AS/NZS2890.1:2004.
9. The foot path/verge area shall be made good to the satisfaction of Council with all costs borne by the applicant.
10. All stormwater generated by the proposal shall be appropriately collected and disposed of without entering or jeopardising the safety of the adjacent arterial road network.

Yours sincerely,



**MANAGER, TRAFFIC OPERATIONS**

For **COMMISSIONER OF HIGHWAYS**

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

**Scott McLuskey**

---

**From:** Andrew Souter  
**Sent:** Wednesday, 29 June 2016 3:16 PM  
**To:** Scott McLuskey  
**Cc:**  
**Subject:** DAP meeting / Planning Application - 107 Churchill Rd, Prospect  
**Attachments:** 107 Churchill Road - Design Review.pdf, ATT00001.htm

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Dear Scott

Thank you for your recent email in regard to the response from DPTI and Jenny Newman/architect.

As promised, please see attached reply from Rossdale Homes in particular response to Jenny Newman/architect' letter and my comments below in relation to DPTI' primary concern of site access via the rear of 107 Churchill Rd, through the adjoining corner block – 105 Churchill Road, Prospect.

#### Response to DPTI comments

We are really quite perplexed as to why DPTI have made the comments they have in relation to suggested amalgamation of vehicular site access to 107 Churchill Road, Prospect, via rear access and a right – of – way over the adjoining corner property, 105 Churchill Road, Prospect.

The above said, adoption of the above-mentioned 'suggestion' would significantly compromised designs for both our proposed development and that of our neighbour, 105 Churchill Road Prospect, impacting functionality and intent of both designs/plans.

Whilst we feel that our proposal meets current policy/zoning guidelines and envelope, we believe that any formal changes that DPTI may want to implement should be addressed by a change in policy, rather than an 'on the fly' reaction.

With the above being said, if Council wish to adopt this 'suggestion' from DPTI in relation to our application and all other current and future developments that concern corner allotments and those immediately neighbouring them, we would need to do so on the following basis;

We could install an electronically operated gate on our southern boundary (close to eastern boundary) allowing access to the rear of our site, over a right of way placed over the easternmost end of 105 Churchill Road, Prospect. This would result in a complete redesign however of our neighbours plan for 105 Churchill Road, Prospect, the loss of two visitor car parks at the rear of our site we specifically provided and unnecessary noise placed upon residents to the eastern boundary.

We look forward to your review of our collective comments and subsequently, a positive outcome in the DAP meeting scheduled for 11 July 2016.

Attachment

To whom it may concern,

The following is a response to the design review letter from Jenny Newman dated 28<sup>th</sup> April 2016. The contents of that letter have been pasted into this document, our responses are in red text.

### **DESIGN REVIEW: 107 Churchill Road, Prospect**

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

#### **Context**

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

The proposed development is situated opposite the Charles Cane Reserve and in an area of varied built form. Although predominantly residential, there is some commercial space in the vicinity fronting Churchill Road. Existing roof forms are generally pitched; side, front and rear setbacks are relatively generous; and there is a variety of materials, colours and textures in the area. The immediate context consists of single storey and two storey dwellings to the east and higher built forms under construction or proposed for sites adjacent along Churchill Road. Indeed, between Rose Street and Myrtle Street all but one block fronting Churchill Road is proposed to be redeveloped to three to four storeys. The height of the proposal therefore will assist in creating an "edge" to Churchill Road in this area which is supported by the Plan which seeks development which, "...creates a linear corridor that frames the main roads..."

There is however, no full western elevation drawn showing both northern and southern blocks side by side which would demonstrate how the proposal would present to the street and sit in its context.

**There are 3D rendered versions of these views which clearly show how the proposal presents itself to Churchill Road.**

There is also no drawn evidence that the wider context has been considered with an absence of contextual streetscape elevations and no adjacent buildings (proposed or existing) detailed on the drawings. A proposed streetscape elevation (from Myrtle Street to Rose Street) would be very useful in assessing the contextual design. It is my view that whilst the height and density proposed are deemed acceptable, the proportions of the form and side setbacks jar with the existing and future contemplated built environment.

**We believe this would be more relevant if the proposed development was in a zone other than the Boulevard Policy Area. There is already a transition in the built form along this boulevard from predominantly single storey dwellings to multi storey developments with higher density. As this is an acceptable development in regard to the current development plan for this zone, it is unfair to penalise 'early adoption' of these design principles and comparison to existing land use/building forms which are likely to rapidly change in the near future.**

Furthermore the palette of materials proposed does not reflect those of the area. To reinforce the context and help strengthen the character of this area there is the potential to reference (and reinterpret) existing and proposed materials, details and architectural elements which will assist in creating a unified character for the area.

As this is a contemporary styled development it would be irrelevant to mimic existing heritage materials & styles. From an architectural perspective I believe modern replication of heritage building styles & forms results in pastiche. The development is intended to reflect current design trends using robust and long lived materials that require minimal maintenance throughout their lifespan. The current materials palette is considered to be compatible with the surrounding building fabric, the external materials are predominantly render & weatherboards which feature heavily throughout the surrounding area.

### **Scale**

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

Whilst the three storey nature of the development results in an overall scale which is anticipated by the Development Plan, the boundary development proposed (approximately 8m high on the northern and southern boundaries) contributes to a sense of scale which, it is suggested, will dominate adjacent sites and surrounding buildings.

As mentioned previously the development is located within the Boulevard Policy Area which encourages this kind of built form. As negotiated with council buildings along boundaries are restricted to two storeys with the third storey 'set in' to reduce building mass along the side boundaries. We have also employed the use of varied cladding & colour along these boundaries to assist with reducing the visual scale of these boundary elevations. In the long term it is envisioned that adjacent properties will be infilled with similar developments to this (as encouraged in the development plan).

There is also little attempt to reduce the sense of scale of the development towards the east of the site and the adjacent residential properties. The issue of scale and managing the transition from one scale to another is not straightforward but can be addressed using a change in building height along the length of the development, a change in roof line or roof profile or by using different scaled building elements and changing, for example, window sizes, entrance porticos or material module sizes.

The above description is quite subjective and given the scale of the site not completely practical to execute what is being suggested. We believe by having two separate buildings with central driveway access results in less visual building mass than a single centrally located building (in addition to reduced site access to rear of the site). Façade articulation along the driveway should be considered adequate in providing visual variation particularly when viewed from ground level. An over articulated façade in this case would detract from the current rhythm & repetition of the current façade and the developments visual signature.

### **Built Form**

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

The overall built form consists of two relatively long narrow three storey blocks (approximately 6m wide, 3 storeys high and 35m long) the proportions of which are neither typical of the area nor do they reflect forms proposed on adjacent sites which are generally at least twice as wide. The placement of the proposed forms on the site boundaries is also at odds with the surrounding developments and with approximately 8m high structures on these boundaries there are amenity concerns for immediately adjacent properties. Whilst one would not expect existing setbacks to be replicated, increased side setbacks to ground and upper floors would be encouraged.

The proposed development is fully compatible with development principles contained in council's development plane for this particular zone so the above mentioned points can be viewed as invalid.

It is acknowledged that the form has been articulated by the inclusion of balconies and change in materials but it is noted that these appear as applied surface treatment rather than by modulating the overall building form which represents a more successful design approach. A suggested solution to investigate would be to provide a clear break in the length of the building forms in the centre of the site and relocating the parking and landscaped area from the eastern end to this area. Alternatively, expressing a change in development height or roof profile across the buildings (from high at the west to low in the east) would assist in reducing the impact of the form and allow the development to visibly address Churchill Road whilst also responding to the lower heights of buildings to the east.

The introduction of a break between the two buildings, via the relocation of parking and landscaping to the centre of the site, would have a corresponding impact on the residential zone interface. The proposal has been designed to achieve the building envelope described within the interface height provisions, with visitor car parking and landscaping located intentionally at the rear of the site to separate the buildings from the residential property behind.

If required it would be possible to provide further variation in parapet heights along the driveway elevations for visual interest (whether these will be visible from ground level or outside the site is another matter).

#### **Density**

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

The proposal demonstrates an adequate density for the site with ten dwellings proposed and is deemed appropriate for the site and its context.

We are in full agreement with the above in terms of acceptable site density and context.

#### **Resource, Energy and Water Efficiency**

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

No information has been supplied regarding the sustainability of materials proposed, energy use or generation and other sustainable initiatives. Openable windows and the opportunity for cross ventilation to the living spaces are proposed and are supported however there are a number of bedrooms with little access to daylight and compromised ventilation solutions. Bedroom 2 of all the townhouses have small vented skylights in lieu of windows and bedroom 3 of the central townhouses rely on borrowed ventilation from vents adjacent to the main front door. In both circumstances ventilation is not easily to access or control and light and passive solar gain is compromised by the absence of operable windows and the use of glass blocks.

The current development proposal utilises materials that have a long lifespan & require minimal long term maintenance. Cross ventilation of the internal spaces has been maximised as much as possible. All habitable rooms are naturally lit / ventilated in full compliance with BCA requirements (we have confirmed this with our building certifier).

Although all living areas are provided with a northern aspect which is supported, it is recommended that the larger balconies (residents' private open space) for both the northern and southern block are also afforded a northern orientation. In addition it is requested that

the applicant provide overshadowing drawings not only to establish overshadowing implications on adjacent properties but also to determine the effects of overshadowing within the site's boundaries.

The upper living areas to townhouses are designed to be fully openable to the exterior via large glass sliding / bi-fold doors. This provides a significant increase in both floor area & solar gain to these areas giving occupiers maximum flexibility and choice of living environment. Balcony widths are designed to provide adequate access, privacy & maximum solar access particularly to the southern townhouses.

Shadow diagrams should be considered irrelevant in this particular zone. If the development plan encourages boundary to boundary development and boulevard character then shadow diagrams on adjacent properties to not yield any relevant information.

### **Landscape**

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

The landscaping proposed for the site is limited with no landscaping at all proposed for the central driveway between the two blocks. It is recommended that additional soft landscaping be incorporated and the hard landscaping materials and details be provided indicating the permeability of the paving selected and incorporating a variety of materials used in a way which helps define the ownership of spaces from public to semi public/private to private. In addition it is recommended that a "path" is indicated (by way of a change in colour or texture for example) for pedestrians to use from the street to dwelling front doors.

With regards to the area of landscaping between the building and the footpath on Churchill Road, the Boulevard Policy Area seeks low-lying shrubs and grass planting with trees that have relatively clean trunks and high canopies. It is suggested that additional landscaping details are provided to better address this aspect of the proposal.

Landscaped garden beds have been provided to the front & rear areas of the site as much as possible. Narrow garden beds are envisaged to be installed along the central driveway & planted with either climbing plants or tall / thin plantings. This is shown in the 3D perspective views for the site. Plantings fronting Churchill Road are envisioned to be strappy leaf drought tolerant plantings with clear stemmed mature deciduous tree plantings adjacent North & South boundaries (central to garden beds).

If required variation can be made to driveway paving/texture to assist with delineation of pedestrian & vehicle areas.

### **Amenity**

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

The presentation of the front townhouses to the street and inclusion of entry points from Churchill Road is supported and is seen to encourage street activation. Also affirmed is the dual aspect living areas and provision of a bedroom and bathroom on the ground floor for all townhouses; however there are a number of amenity concerns.

Outlook for future residents is very limited. All windows and doors (except for the window to bedroom 3 facing Churchill Road and stair windows) have either high level sills, obscure glazing (glass blocks) or balcony screening extending 1.5m to 1.8m high, 0.9m to 1.5m from their face. No balconies provide outlook from a sitting position and the balconies which face

each other across the driveway are very close at approximately 3.5m apart, raising noise and visual impact concerns.

Window outlooks are directly linked with providing natural light & ventilation to internal spaces in addition to maintaining privacy for internal occupants facing adjacent townhouses. Glass blocks are utilised along boundaries as they are fire-rated construction (clear glazed openable windows cannot be used). Balconies are fitted with translucent glazing to provide visual privacy to occupants while maintaining access to natural lighting. Security is also a priority (particularly in regard to ground floor side & rear windows).

Translucent glass balcony balustrades facing the central driveway have a height of 1.5 metres above floor level specifically to address noise & visual impact concerns (while providing ample natural light to internal spaces).

The amenity of the balconies is also compromised by their size. One is very narrow at 900mm wide whilst the other (presumably to be allocated as residents' private open space) provides minimal useable area once the skylight to room below, planter box zone and space required for outward opening folding doors is taken into consideration.

Balconies are easily accessible from interior spaces via large sliding / bi-fold doors. These large areas of glazing will make interior spaces appear larger visually and allow interior spaces direct access directly to the external environment. Well screened external spaces with planter boxes allow occupants use throughout much of the year, with possibility of sustainable living practices (e.g. growing vegetables). External BBQ provisions are provided for additional amenity.

With internal bathrooms, a lack of storage space, no designated bicycle storage, a lack of external clothes drying opportunity and a laundry which is located in a very small garage space (2.8m x 5.5m), the dwellings offer a compromised level of amenity for future residents. For townhouses 1 and 6, it is recommended that noise attenuation measures be adopted such as appropriate acoustic glazing and seals to windows and doors and wall insulation exceeding BCA requirements.

Internal bathrooms will be vented to atmosphere in accordance with BCA requirements. Bicycles can be store within individual garages or a bicycle rack can be installed externally if required.

Wall mounted fold-up clothes lines will be provided in each garage. If occupants require additional clothes hanging then they can purchase portable clothes lines which can be placed within the upper terrace area.

Garages are compact but appropriate scale to this type of development.

If required double glazing can be specified to windows facing Churchill Road to provide noise reduction. Planting beds located between the roadway & front townhouses will assist in reducing overall noise levels in a passive manner by reducing the amount of sound reflecting surfaces.

Although it is recognised that there are unlikely to be overlooking concerns, it is my view that there would be amenity concerns for adjacent property owners in terms of overshadowing and visual bulk although additional information would be required to make a full assessment.

Again this development is located within a zone encouraging higher density & development along boundaries. It can be safely assumed that in the long term adjacent sites will be developed (this trend is already underway along Churchill Road) resulting in higher density

infill & increased visual bulk along the entire length of Churchill Road. As this is currently encouraged in the development plan the above argument would seem invalid.

### **Safety and Security**

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

There is the opportunity for some passive surveillance of the street from residences 1 and 6 at ground level however since there is minimal outlook provided, the extent of passive surveillance is also very much reduced. Little or no outlook generally leads to unsafe spaces and it is recommended this is addressed. To increase the opportunity for passive surveillance:

- balconies and windows could be introduced on upper levels of residences 1 and 6 fronting Churchill Road;
- bedrooms could be relocated to driveway locations with windows provided with low level sills;
- solid balcony screening to the balconies of the internal driveways could be replaced with clear glazed balustrading;
- stair windows could be redesigned to enable outlook
- clear vision panels in front doors or sidelights could be incorporated to provide natural light and enable occupants to view visitors as they approach the front door (sheer curtains can control privacy concerns).

It is recommended good lighting levels be provided to the driveway for increased safety and that the security gate is visually permeable to avoid entrapment spaces behind.

Current safety & security measures for this development are considered to be adequate. Although it may be pleasant to be able to look out of windows (and beneficial to security measures) many occupants would dislike the reduction in security of allowing people externally to see into the townhouses, particularly at night.

A complete re-design of internal spaces is not practical or applicable at this stage.

Solid balcony screening is currently a good compromise between a number of factors (privacy, light penetration, sound penetration & external aesthetics)

Stair windows already allow an abundance of direct outlook externally.

Front entrance doors are already clear glazed with clear louvered skylights.

We also recommend external driveway lighting is provided & automatically controlled via sunset switch (on at night – off during day).

### **Social dimensions**

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

There appears to be little to no variation in dwelling sizes proposed which is contrary to good social design which advocates a range of dwelling sizes. In addition whilst a bedroom has been provided at ground floor which is supported, few additional concessions appear to have been made for accessible living. It is unclear how these homes might be able to be adapted and changed as occupants age and needs change over time and it is suggested the applicant provide this information which might include reference to increased clearances (for

corridors, bathrooms and in staircases for mobility aids etc.), possible future lift provision and general flexibility and adaptability of plan.

This measure does not seem appropriate to this scale of development. If potential occupants require different dwelling sizes & configurations there are many similar developments nearby which cater to varying user needs. The development is standalone in nature (not a master planned community) and in its current form provides amenity to a wide ranging demographic. Therefore it is unfeasible & illogical to provide the suggested myriad of permutations / combinations on future use. It is the potential occupant's decision up-front to decide if this particular living option suits them.

The provision of a central communal space in the development as recommended to improve amenity issues, would also assist in providing an opportunity for creating a sense of community among residents which would be supported.

This could be considered irrelevant as there is a public reserve located across the road from the site which has more than enough amenity / community engagement opportunities.

### **Aesthetics**

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

The palette of colours and materials selected will display a degree of varied tone and texture however this could be improved by increased quality and range of building materials proposed. The north and south elevations which present to the adjacent properties are poorly resolved lacking modulation, articulation and finesse and it is suggested that their location directly on the boundaries will increase their dominance.

There is difficulty in providing articulation along the boundary walls as there are fire rating issues at junctions when materials are varied beyond what has been shown on the current proposal. This can also add significant cost to the design & should the adjacent neighbours build up to the boundary line (as they are fully entitled to do in the development plan) becomes redundant. The current proposal attempts to provide as much variation as possible through use of colour & expressed joint cladding.

The elevations which face the internal driveway demonstrate a more modulated design outcome with clear distinction between "base" and "upper" levels but with the unchanging roof form proposed and narrow separation between the two blocks, it is recommended the overall aesthetic is further refined.

If required variation of top parapet height can be varied along the length of the building to add visual interest.

In conclusion, there are a number of alterations which would assist in increasing the design quality of the development including:

- a change in roof profile or height at the Churchill Road end of the site,

If required top parapet height can be varied to add visual interest.

- offering a greater range in the dwellings' total floor areas and providing a mix of two and three bedroomed dwellings,

This is not practical in this case, there are many other developments occurring

nearby which cater to alternative accommodation needs.

- providing storage capacity in the dwellings (including space for bikes),

We consider there to be adequate storage provided for this type of development. All bedrooms have built-in robes, there is a linen cupboard in the laundry area & kitchen storage is more than adequate. There is also an external storage cupboard to the upper terrace area also. If occupants wish to store bicycles they can be placed in garages (ground or wall-hung), or alternatively an external shared bike rack can be installed so bikes can be securely stored.

- providing increased outlook for future occupants to address amenity and safety concerns,

This aspect has been addressed previously but we consider the current outlook from townhouses to be more than adequate. Fully clear glazed front doors & sidelights provide outlook to the central driveway space. The current proposal displays a good compromise between amenity/safety while still maintaining adequate privacy for townhouse occupants.

- adopting materials reflecting the character of the area and complimenting currently approved adjacent developments,

The current proposal employs a mix of resilient materials with low maintenance requirement over long term. The current materials palette is considered to be compatible with the surrounding building fabric, the external materials are predominantly render & weatherboards which feature heavily throughout the surrounding area.

- providing ventilation and natural daylight to all spaces and particularly habitable rooms,

We have liaised with a private certifier to ensure all of these aspects have been addressed & comply fully with BCA requirements.

- providing an external clothes drying area for each dwelling,

Clothes drying facilities will be provided in the garage of each townhouse (wall mounted fold-up clothes line adjacent the laundry area). If occupants would like to hang clothes externally they can do so through use of portable clothes hanging units which can be placed on the upper terrace area.

- including noise attenuation measures to residences fronting Churchill Road,

If required the windows facing Churchill Road can be double glazed to reduce noise transmission to internal spaces.

- increasing the size of the larger balcony for each dwelling to provide a clear useable width of at least 2m and offering a northerly aspect to that balcony,

This is impractical, we believe the current design provides more than adequate northerly aspect to all townhouses through extensive glazing & easy access to

external balcony/terrace spaces.

- increasing the area for landscaping,

Landscaped garden beds have been provided to the front & rear areas of the site as much as possible. Narrow garden beds are envisaged to be installed along the central driveway & planted with either climbing plants or tall / thin plantings.

- providing lighting to the shared internal driveway,

We will ensure that wall mounted driveway lighting is provided & automatically controlled via sunset switch (on at night – off during day).

- ensuring clear glass is incorporated in the front door sidelights,

This is currently the case, and we have always intended to use clear glazing to entrance doors & sidelights.

- adopting sustainable initiatives and
- increasing the articulation of the south and north facades (internal and external to the site).

Articulation to facades along boundaries is not practical in this case. We are open to providing variation in top parapet heights to create additional visual interest if this is required.

There are also design issues which would need to be addressed through more fundamental changes. For instance, increasing setbacks on the north and south boundaries and increasing the separation between central balconies, breaking up the forms to address amenity, landscaping, sustainability and social design concerns, and subject to the development's presentation in the streetscape, manipulating the proportions of the forms to better "fit" with the current approved adjacent developments.

It is acknowledged that when considering all of the above and bearing in mind the width of the site, that a significant change in the approach to the design might offer a more successful design solution. A single block form modulated both in plan and section to provide an increase in side setbacks with height and greater height fronting Churchill Road with driveway access along the boundary is suggested as an alternative approach to investigate.

The above opinion is completely subjective & may not reflect the opinion of many potential occupants of this development. The current proposal is envisaged to be a good quality development which complies with the current development plan.

To summarise there is substantial area for concern and having reviewed the drawings and assessed the architectural merits of the proposal against the parameters of Council's design review policy, I would be unwilling to support the design quality of the proposal in its current form. I would recommend the proposal be revisited, with a preference for fundamental changes to the design to improve amenity.

We appreciate your concerns and have endeavoured to address these throughout. We believe the current development proposal is an appropriate response for this site & cannot see any reason why it should not proceed. We have worked closely with Scott McLuskey from council extensively throughout the design process to ensure everything has been in full accordance with the development plan requirements.

Kind Regards,

A handwritten signature in black ink, appearing to be 'B. McPhee', followed by a period.

Brenton McPhee B.Arch.St(Adel) B.L.Arch(Adel)  
Building Designer & Landscape Architect  
**Rossdale Homes**

Attachment

**AGENDA ITEM:** 5.4

**To:** Development Assessment Panel (DAP) on 11 July 2016

**From:** Susan Giles, Development Officer Planning

**Proposal:** 5 Three Storey Residential Flat Buildings (DA 050/342/2015)

**Address:** 165 Prospect Road, Prospect (CT 5688/313)

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**SUMMARY:**

**Applicant:** John Lentakis on behalf of C & N Varverakis

**Owner:** C & N Varverakis

**Planning Authority:** Council

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

**Independent Advice:** Lumen Studio

**Public Notification:** Category 1

**Representations/Submissions:** Nil

**Respondent:** Nil

**Development Plan Version:** Consolidated 12 February 2015

**Zone and Policy Area:** Urban Corridor Zone (Transit Living Policy Area)

**Key Considerations:** Design and Appearance, Private Open Space, Landscaping

**Recommendation:** **Approval**

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**ATTACHMENTS:**

Attachments 1-6 Amended Plans

Attachment 7 Landscaping Plan

Attachment 8 Amended Schedule of Materials and Finishes

Attachments 9-10 Correspondence prepared by John Lentakis

Attachments 11-26 DAP Report 14 December 2015

Attachments 27-32 Superseded Plans

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## 1. **EXECUTIVE SUMMARY**

- 1.1 Amended plans have been provided for an application that was previously considered by the Development Assessment Panel (DAP). The amendments are in response to the reasons that the application was deferred.
- 1.2 The proposal remains for the construction of a three storey residential flat building comprising 5 dwellings. The revisions include changes to the external presentation, private open space and setbacks. A detailed landscaping plan has been provided.
- 1.3 The amendments made do not warrant further mandatory referrals or independent advice, nor was public notification required.
- 1.4 The amendments and additional information are considered to suitably address the concerns identified, and the proposal therefore warrants development plan consent.

## 2. **BACKGROUND**

- 2.1 At its meeting of 14 December 2015, the DAP deferred the application to a subsequent meeting of the Development Assessment Panel to enable the applicant to consider amending the application to resolve the following:
  - Improving the clarity of the proposal plans;
  - Ensuring that a comprehensive landscaping scheme is provided, appropriately integrated into the development;
  - Providing additional shading to the driveway area to reduce heat loading (while maintaining adequate width/setbacks);
  - Reviewing the size, location and adequacy of private open space areas for each dwelling;
  - Considering the adequacy and potential maintenance issues of the boundary wall material;
  - Undertaking a contextual analysis of the locality to inform how the building design and material palette can respond to the existing character of the area (particularly as viewed from nearby side streets);
  - Improving the presentation of the building to Prospect Road;
  - Including details of the front fence and gates.
- 2.2 The report from the previous DAP meeting is attached for convenience (refer **Attachments 11-26**).
- 2.3 The applicant has subsequently provided amended plans to address the matters sought by the DAP.

## 3. **PROPOSAL**

- 3.1 The applicant has provided revised plans which propose variations to the setback of the building, materials and finishes, presentation of the building to Prospect Road, extent/areas of private open space, privacy screening and a detailed landscaping plan.
- 3.2 The amended plans are attached (refer **Attachments 1-6**), along with a landscaping plan (refer **Attachment 7**), a schedule of materials and finishes (refer **Attachment 8**), and a covering letter from John Lentakis on behalf of the applicant (refer **Attachments 9-10**).

## 4. **PLANNING ASSESSMENT**

### 4.1 **Design and Appearance**

- 4.1.1 The applicant has undertaken a contextual analysis of other dwellings within the locality, and as a result, amended the roof form, and the external materials and finishes for the proposed building. Cantilevered pergolas with assorted creepers/vines have been included and are proposed over the driveway to soften the built form. An amended schedule of materials is attached (refer **Attachment 8**).
- 4.1.2 The side setbacks of the building have been revised, with the building moved 900mm to the north. Accordingly, the driveway has been decreased in width by 900mm and the two-storey walls, previously located adjacent the boundary, would be setback 900mm from the boundary. These walls would be clad in red clay bricks, rather than timber panelling. Increasing the setback and the change in material would minimise future maintenance concerns, and allow any general maintenance to be undertaken on site.
- 4.1.3 The roof form has been revised to incorporate a 25° pitch and small louvered gables to ventilate the roof spaces. The roof would be clad with colorbond iron.
- 4.1.4 The materials for the west elevation, facing Prospect Road, have been refined to incorporate a feature stone wall with redbrick base courses to emphasise the base, middle and top floors of the building. The material palette is considered to adequately respond to the existing character of other dwellings within the surroundings. Together with the revised roof form, the changes are considered to provide a reasonably articulated built form and would improve the appearance of the development as viewed from Prospect Road.
- 4.1.5 A small masonry wall for the mail boxes is proposed at the front of the site, and would be rendered to match the main building. No front fencing or gates are proposed.
- 4.1.6 The overall appearance of the development has improved as a result of the changes and is therefore supported.

### 4.2 **Private open space provision**

- 4.2.1 The private court yards located at the rear of each dwelling has increased to 9.3m<sup>2</sup> in area. The balconies remain unchanged. The minimum private open space desired by Council-wide PDC 149 would be 24m<sup>2</sup>. The total amount of private open space for dwellings 2-5 would be approximately 23.55m<sup>2</sup>, of which the balconies would comprise (approximately) 14.25m<sup>2</sup>. While the balconies would be less than the minimum dimension of 2m, the court yards and balconies are considered to be of sufficient size and shape to be functional, as desired by Council-wide PDC 148.
- 4.2.2 The provision of private open space is therefore considered to be acceptable.

### 4.3 Landscaping

- 4.3.1 A landscaping plan has been provided (refer **Attachment 7**). A combination of small trees, bushes and low lying shrubs are proposed to the front and rear of the site, with low-lying shrubs within the driveway. A metal trellis and stainless steel tension wires is proposed along the northern boundary and over the driveway. This structure would be covered with assorted vines and creepers (refer **Attachment 6**). Contrasting pavers are proposed to mark the walkway in front of the dwellings.
- 4.3.2 The landscaping is considered to enhance the general appearance of the development and soften the visual impact of the built form as viewed from adjoining allotments. The landscaping would also provide additional shading to the driveway, while still maintaining sight lines and allowing passive surveillance from the balconies. The landscaping scheme is therefore supported.

### 4.4 Visual Privacy

- 4.4.1 The applicant has given further consideration to the privacy of future occupants and the adjoining residents. The north facing balconies have been revised to incorporate glass panels, providing an overall balustrade height of 1.7m. The balustrade would comprise a solid wall 1m in height, and 700mm high translucent glass panels (refer **Attachment 6**).
- 4.4.2 The use of 700mm high glass panels is, however, considered to be excessive given size and shape of the balconies. To this end, it is recommended that a condition be imposed specifying the height of the glass panels should be 500mm, and the panels comprise obscured glass, rather than translucent. It is anticipated that this would provide an appropriate balance of visual privacy between the amenity of future occupants and the neighbouring residents
- 4.4.3 With such a condition in place, the development would include suitable measures to minimise the overlooking to the adjoining neighbours.

## 5. **CONCLUSION AND RECOMMENDATION**

- 5.1 The proposal seeks to establish a medium density residential development within a three storey building, as anticipated within the Transit Living Policy Area.
- 5.2 The appearance of the development has been improved, with materials and finishes that would result in a positive aesthetic built form when viewed from Prospect Road. The proposal would sufficiently achieve the desired density, setbacks and car parking, and provide adequate private open space, privacy, landscaping, waste collection and passive surveillance in accordance with the development plan provisions.
- 5.3 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 conditions.

It is recommended:

That with reference to the relevant provisions of the Prospect (City) Development Plan, the zoning of the land within which the proposed development is situated and the locality within which the land is situated, the Panel resolves that development application 050/342/2015 is not seriously at variance with the Development Plan and as such a decision shall be made on the merits of the application; and

That pursuant to the *Development Act 1993*, as amended, Development Plan Consent be approved to DA 050/342/2015 from C & N Varverakis for a Three Storey Residential Flat Buildings comprising 5 dwellings at 165 Prospect Road, Prospect (CT 5688/313), subject to the following conditions and notes:

**Reserved Matters:**

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

**Conditions:**

1. The development shall take place in accordance with plans and details stamped by Council relating to Development Application Number 050/342/2015, except as modified by any conditions detailed herein. All works detailed in the approved plans and required by conditions are to be completed prior to the occupation of the approved development.
2. All driveways, parking and manoeuvring areas must be formed, surfaced with concrete, bitumen or paving and maintained to the reasonable satisfaction of Council. Driveways, car parking spaces, manoeuvring areas and landscaping areas shall not be used for the storage or display of materials or goods including waste products and refuse. The obsolete crossover and/or any portion of crossover that is not required for the subject development shall be reinstated to Council standard kerb and gutter at the applicant's cost prior to occupation of the completed development.
3. The drainage system shall be designed, installed and maintained at all times thereafter to ensure that water from the site does not:
  - a) Flow or discharge onto adjoining properties;
  - b) Flow across the surface of footpaths or public ways;
  - c) Affect the stability of any building; or
  - d) Create unhealthy or dangerous conditions on the site or within any building.
4. Air-conditioning units and solar hot water heaters shall be provided with screening devices designed to complement the colours, materials and finishes of the building approved herein, and shall be sited to adequately screen the units from view from neighbouring properties and public land (roadways) to the reasonable satisfaction of Council.
5. The upper level windows of facing north, south and east shall have:
  - a) Minimum window sill heights of 1.7m above finished floor level; or
  - b) Fixed and obscured glass to a minimum height of 1.7m above floor level; or
  - c) An awning window with obscured glass to a minimum height of 1.7m above floor level, with an opening restricted to no more than 150mm; or
  - d) Permanently fixed external screens that provide an effective screening height of 1.7m above the upper floor level and complement the external appearance of the dwelling.

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

6. The north facing balconies for dwellings 2-5 shall have fixed obscured glass to a height of 1.5m above the finished floor level. The screening solution(s) shall be established prior to occupation of the dwellings and maintained to the reasonable satisfaction of Council at all times thereafter.
7. To maximise the efficiency of waste recycling:
  - a) Provision shall be made for the separation of recyclable materials for collection and recycling, including paper, cardboard, glass and plastic containers, tins, and any other plastic that 'holds its shape';
  - b) Separate provision shall be made for the collection of food waste (food organics) and food-contaminated cardboard, paper or paper products, which are to be collected for composting; and
  - c) Paper attached to plastic, wax paper or chemically-treated/gloss cardboard will not be included with the materials collected for composting.

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

8. The landscaping shall be planted prior to occupancy of the development, and maintained at all times to the reasonable satisfaction of Council and to ensure appropriate lines of sight for vehicles and pedestrians. Mature trees shall be no less than 2.0m in height at time of planting. The applicant or the persons making use of the subject land shall cultivate, tend and nurture the landscaping, and shall replace any landscaping that becomes diseased or dies. An automated drip irrigation or similar watering system shall be established and maintained to ensure that sufficient water is available to satisfy the needs of the landscaping species selected.
9. Footpaths adjacent to the site are to be kept in a safe condition for pedestrians at all times during construction works. All driveways and footpaths traversed by vehicles using the site are to be maintained in a reasonable condition for the duration of the works, and are to be reinstated to the satisfaction of Council on completion of the works.

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

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

1. The site shall be served by a single shared access point direct to/from Prospect Road. No additional access shall be created.
2. The access point shall be a minimum of 6.0 metres in width, incorporating flaring to the road, to cater for simultaneous two-way movements of passenger vehicles.
3. The shared driveway and on-site manoeuvring areas shall remain clear of any impediments to vehicle movements (such as meters, vegetation and parked vehicles).
4. Stormwater run-off shall be collected on-site and discharged without jeopardising the integrity and safety of Prospect Road. Any alterations to the road drainage infrastructure required to facilitate this shall be at the applicant's cost.

**Advisory Notes:**

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

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

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

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

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

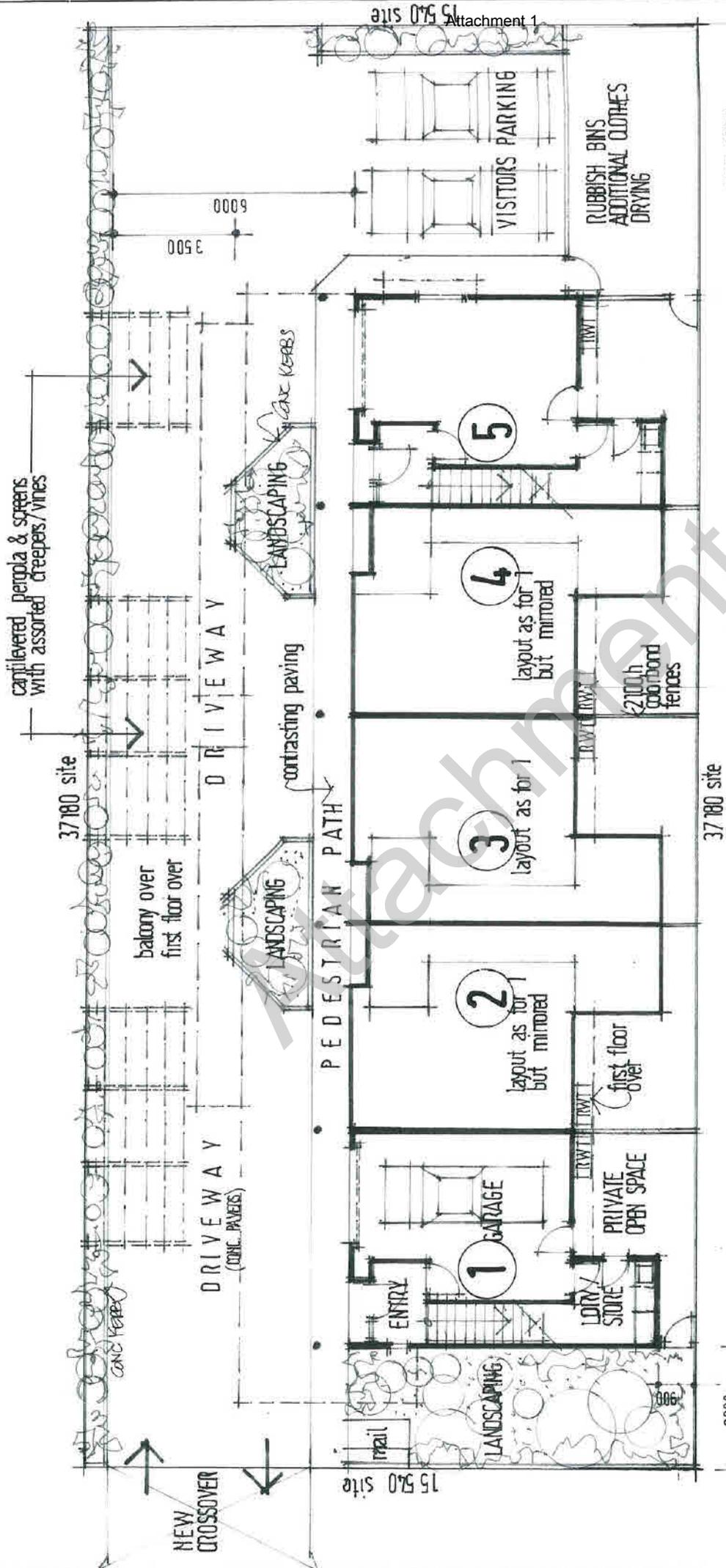
Road/Kerbing/Footpath Works will need to be inspected by an Assets and Infrastructure Officer to determine they have met all relevant requirements. All work including line marking will be the responsibility of the applicant as will the reinstatement of any damaged Infrastructure / Services related to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

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

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

- (5) You are encouraged to consult with adjoining property owners before commencing any work, to assist in minimising nuisance or inconvenience caused during construction.
- (6) You are required to give formal notification to, and consult with, the adjoining property owner if you are removing, replacing or altering an existing fence or building a freestanding wall along the common boundary that would, for all purposes, be a dividing fence (Section 5 of the *Fences Act 1975*).

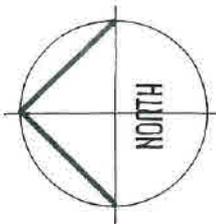
- (7) During construction of the development approved herein, measures will be implemented to ensure that the construction works do not result in an unreasonable impact on occupiers of adjacent properties or pollution of existing infrastructure through drag-out or stormwater runoff. Measures shall include as necessary:
- A hard surface and controlled washing zone at the entry/exit points to the site, designed to reduce the potential for mud and material dragged out by construction vehicles; and
  - Containment of stormwater run-off within the site, which if being discharged into the stormwater system will be filtered to the satisfaction of Council; and
  - Reduction of the potential for dust and other airborne particles by the use of water sprinklers and/or other means of containment; and
  - The establishment of an appropriate storage compound for waste materials and litter. No building waste material shall be stored outside of the storage compound or similar industrial bin; and
  - All mechanical equipment shall be used in a manner to minimise the potential for noise pollution and ensure compliance with the requirements of the Environment Protection (Noise) Policy.
- (8) To ensure compliance with applicable standards as described in the Environment Protection (Noise) Policy established under the Environment Protection Act, construction activities should only take place between the hours of 7:00am and 7:00pm, Monday to Saturday inclusive, and not on Sundays or public holidays.
- (9) The construction of the building shall be undertaken in accordance with the Ministers Specification SA78B – Construction requirements for the control of external sound. Compliance with the Minister’s Specification would be required as part of the Building Code of Australia (BCA).
- (10) All vehicles shall enter and exit the site in a forward direction.



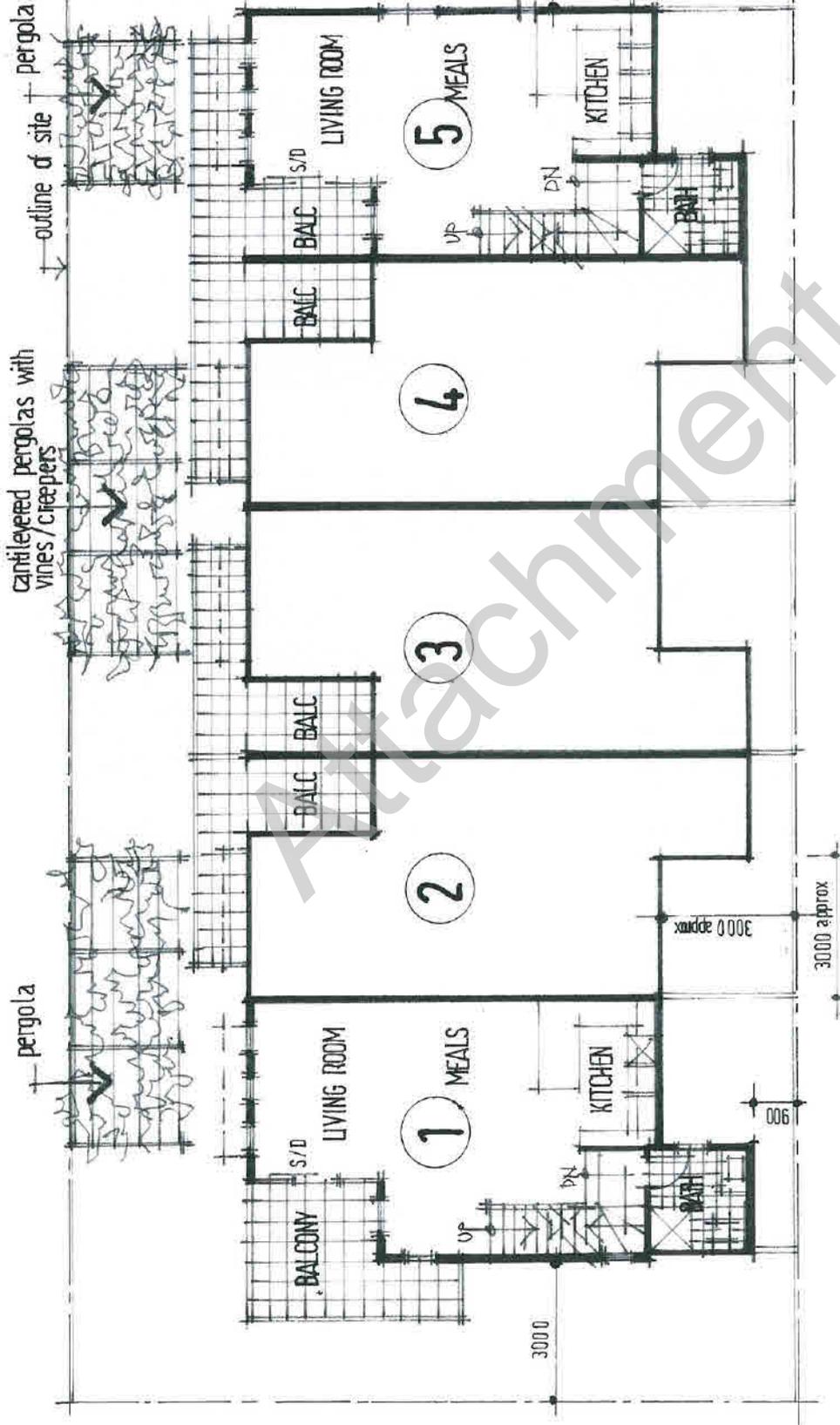
AMENDED PLAN

GROUND FLOOR / SITE PLAN

1:100 @ A3

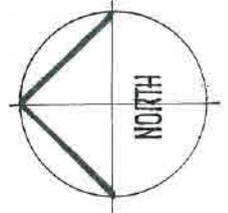


DATE	MAY 2016
SCALE	1:100 @ A3
DRAWN BY	JVC
DRAWING NO	VR-72015-SK 11
PROPOSED TOWNHOUSE DEVELOPMENT 165 PROSPECT ROAD PROSPECT S.A FOR C. VARVERAKIS	
JOHN LENTAKIS BUILDING DESIGN	0419820744
36 DEQUETTEVILLE TERRACE KENT TOWN S.A 5067	250



AMENDED PLAN

FIRST FLOOR PLAN  
1:100 @ A3

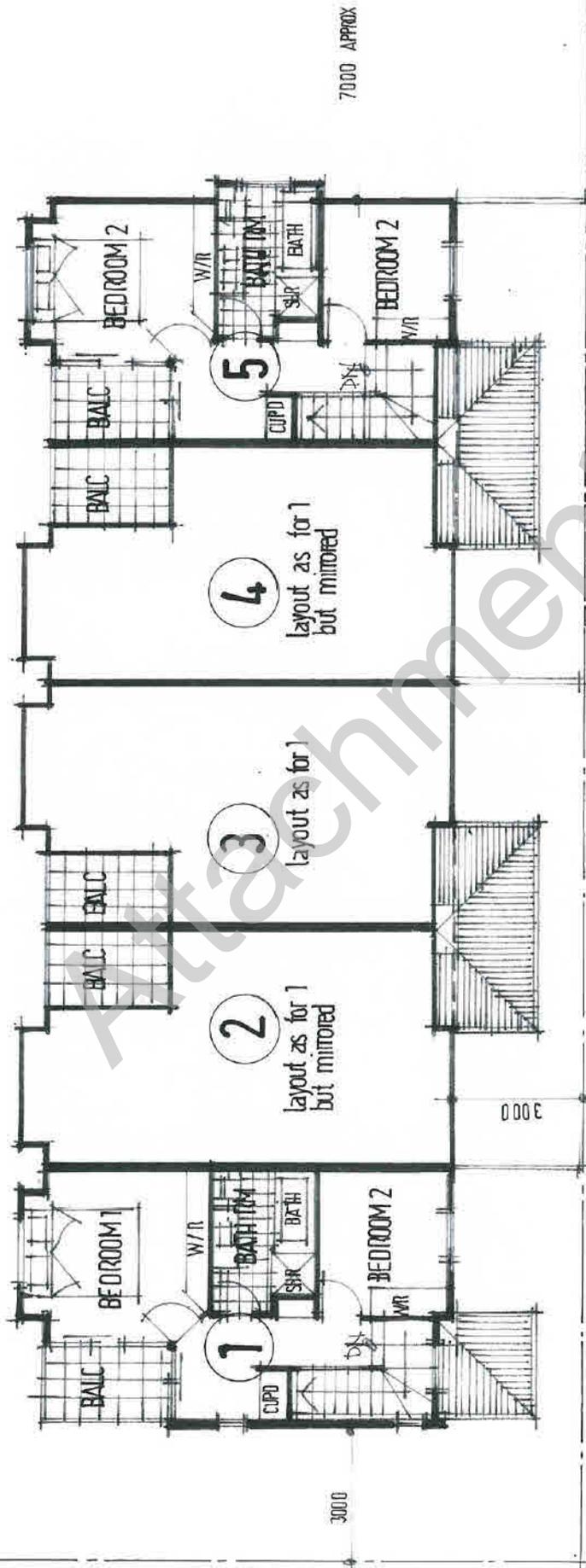


PROPOSED TOWNHOUSE DEVELOPMENT  
165 PROSPECT ROAD PROSPECT S.A  
FOR C. VARVERAKIS

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

DATE	WXY 2016
SCALE	1:100 @ A3
DRAWN BY	JVL
DRAWING NO	VR-72015-SK 12

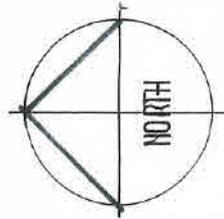
outline of site



AMENDED PLAN

**SECOND FLOOR PLAN**

1:100 @ A3



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

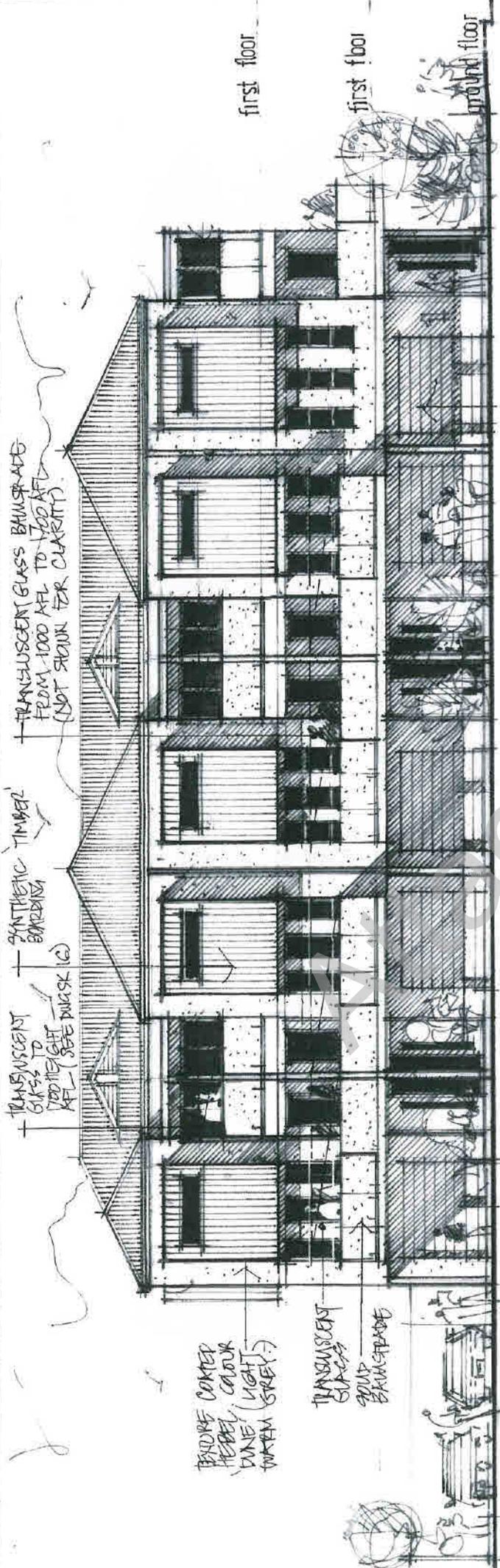
JOHN LENTAKIS BUILDING DESIGN 04.1982074.4  
 36 DEQUETTEVILLE TERRACE KENT TOWN S.A 5067

DATE MAY 2016

SCALE 1:100 @ A3

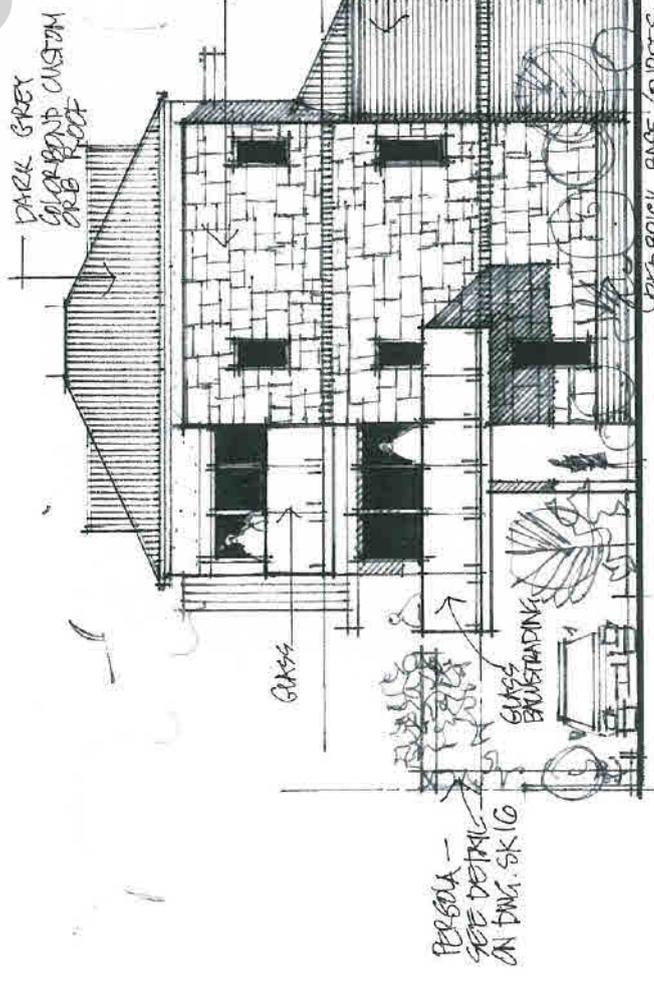
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DRAWING NO  
 VR-72015-SK13 252



**NORTH ELEVATION**  
1:100 @ A3

**AMENDED PLAN**



**WEST ELEVATION (ELEVATION TO PROSPECT RD.)**  
1:100 @ A3

DATE	MAY 2016
SCALE	1:100 @ A3
DRAWN	JL
DRAWING NO.	VR-72015-SK 14
PROPOSED TOWNHOUSE DEVELOPMENT 165 PROSPECT ROAD PROSPECT S.A FOR C. VARVERAKIS	
JOHN LENTAKIS BUILDING DESIGN 0419820744 36 DEQUETEMILLE TERRACE KENT TOWN S.A 5067	

second floor  
first floor  
ground floor

CONCRETE METAL  
WORKS FOR  
ROOF SPACE  
VENTILATION

### SOUTH ELEVATION

1:100 @ A3

AMENDED PLAN

second  
first  
ground

TEXTURE - CONCRETE  
ISLAND CONCRETE  
STRUCTURAL WORKS  
CONCRETE 'DUNE'

TIMBER  
BOARDING

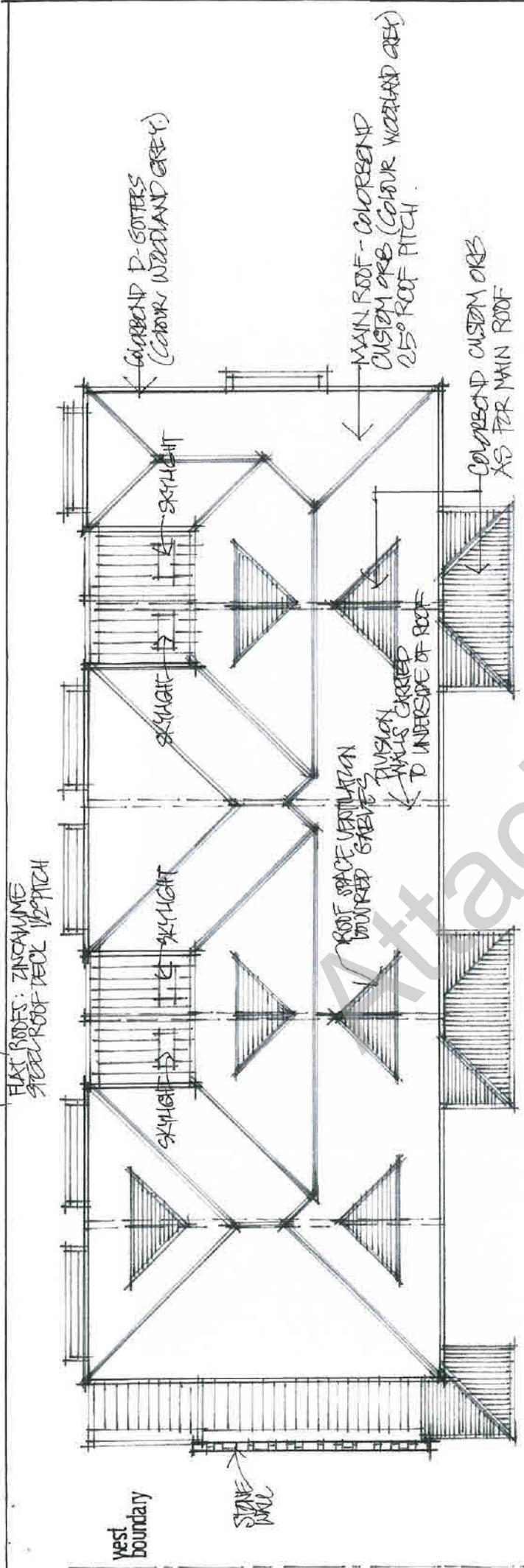
### EAST ELEVATION

1:100 @ A3

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

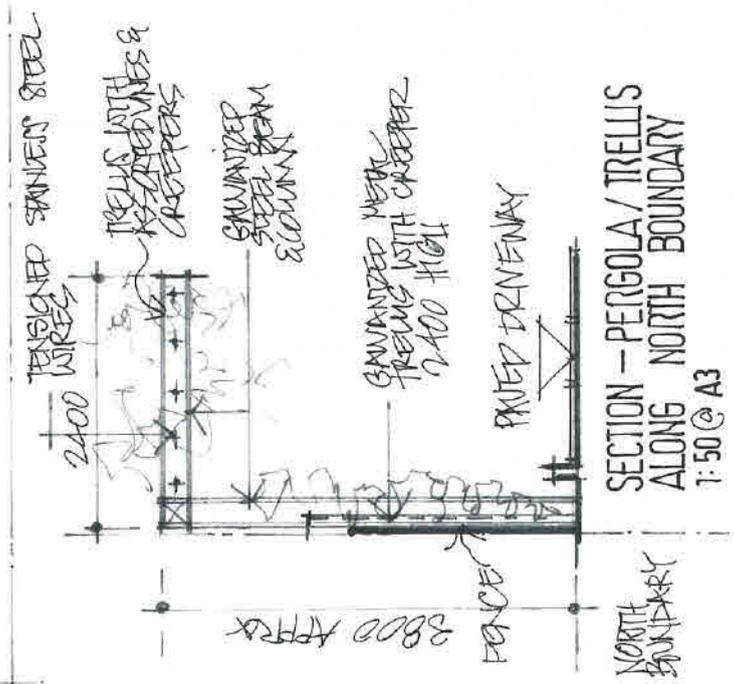
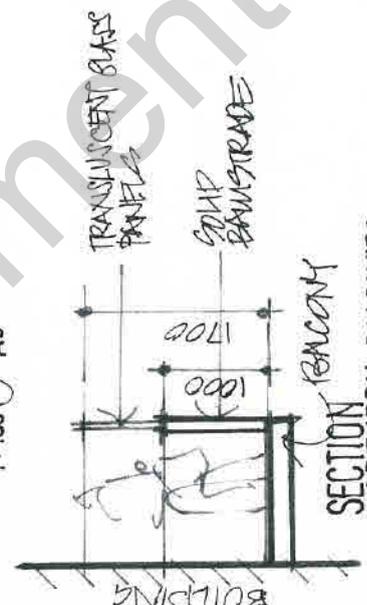
JOHN LENTAKIS BUILDING DESIGN 04.19820744  
36 DEQUETTEVILLE TERRACE KENT TOWN S.A 5067

DATE	MAY 2016	DRAWING NO	254
SCALE	1:100 @ A3	VR-72015-SK 15	
DRAWN BY	JL		



South boundary

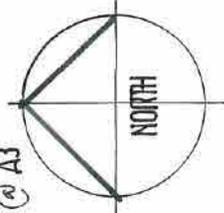
**ROOF PLAN**  
1:100 @ A3

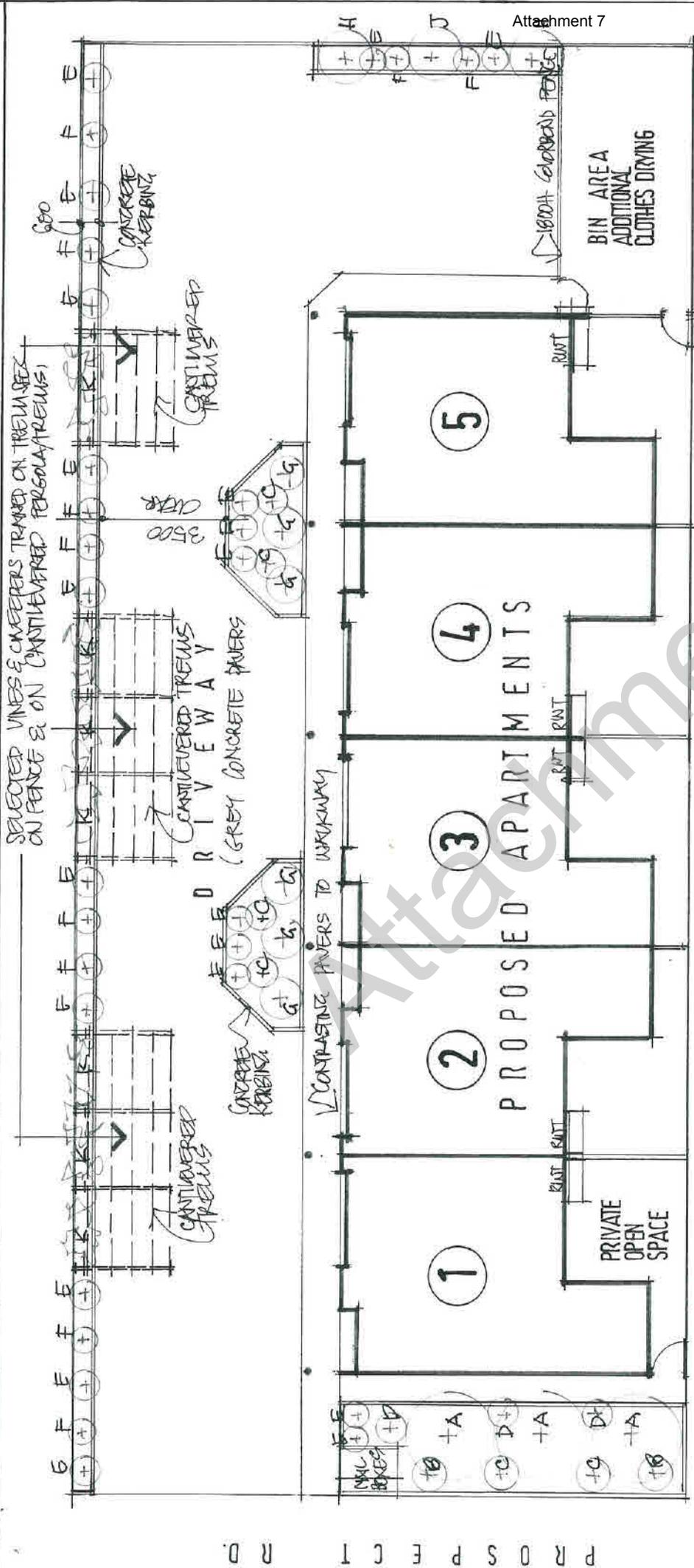


AMENDED PLAN

DATE	MAY 2016
SCALE	1:100, 1:50 @ A3
DRAWN	JK
DRAWING NO	VR-72015-SK 16

PROPOSED TOWNHOUSE DEVELOPMENT  
165 PROSPECT ROAD PROSPECT S.A  
FOR C. VARVERAKIS  
JOHN LEITAKIS BUILDING DESIGN 0419820744  
36 DEQUETREVILLE TERRACE KENT TOWN S.A 5057



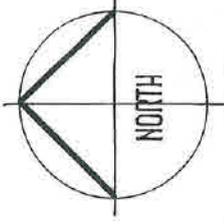


# LANDSCAPING PLAN

1:100 @ A3

## LANDSCAPING PLAN

- A ORNAMENTAL PEAR (SMALL TREE) (5-6M)
- B GREVILLEA-NED KELLY (1.5-2.0M)
- C GREVILLEA SENONERA (1.0-1.5M)
- D LEUCODENDRON (SAFARI SWEET) (2.0M)
- E LEMNARA LONGIFOLIA (GRASS 0.4-0.5M)
- F ROSEMARY BUSH
- H ESPALMATED LEMON
- J ESPALMATED BKT LEAF (SMALL TREE)
- K SELECTED VINES & CREEPERS (EG. BOUGANVILLEA-VARYING COLOURS GLORY FINE ETC)



## AMENDED PLAN

DATE	MAY 2016
SCALE	1:100 @ A3
DRAWN BY	VR
DRAWING NO	VR-72015-SK 17
PROPOSED TOWNHOUSE DEVELOPMENT 165 PROSPECT ROAD PROSPECT S.A FOR C. VARVERAKIS	
JOHN LENTAKIS BUILDING DESIGN	0419820744
36 DEQUETTEVILLE TERRACE KENT TOWN S.A 5067	



FEATURE STONE WALL TO PROJECT RD.



GABLE ROOF & GUTTERS



GENERAL WALL EXTERIOR (FEATURE COAT)

AMENDED PLAN

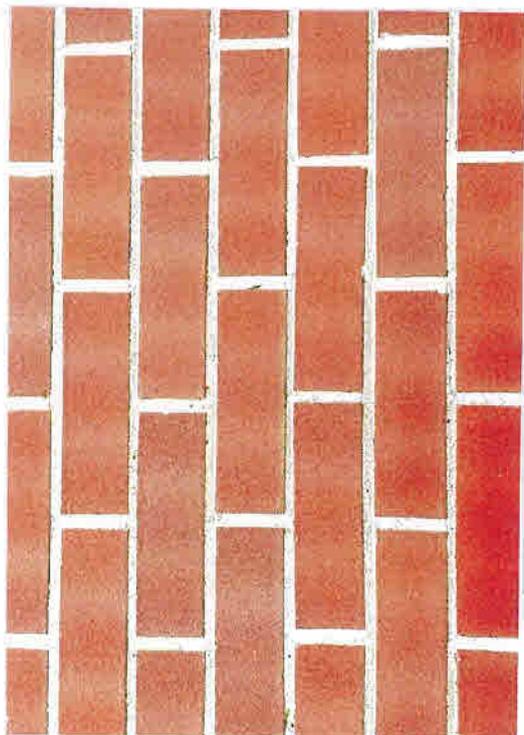
PROPOSED TOWNHOMES DEVELOPMENT  
169 PROSPECT RD. PROSPECT S.A  
FOR C. VARVERAKIS .

JOHN VENTAKIS BUILDING DESIGN MAY. 2016



WEST ELEVATION (ELEVATION TO PROSPECT RD.)

1:100 @ A3



BRICKWORK



TIMBER PANELING

DARK GREY COLORBOND CUSTOM GABLE ROOF

SAWN SANDSTONE WITH RED BRICK JOINTS AT FLOOR LEVELS

second floor

RED SANDSTONE CHALK BRICKS

first floor

ground f

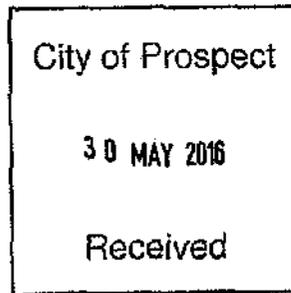
RED BRICK BASE COURSES

TIMBER PANELING

GLASS

GLASS BRICKWORK

PERGOLA - SEE DETAIL ON DWG. SK 10



**JOHN LENTAKIS**  
B. ARCH (HONS)

**BUILDING DESIGN**

36 DEQUETTEVILLE TCE  
KENT TOWN SA 5067  
Postal Address:  
P.O. Box 2067  
MAGILL NORTH SA 5072  
MOBILE: 0419 820 744  
EMAIL: [jlentakis@yahoo.com](mailto:jlentakis@yahoo.com)  
ABN 88 699 846 161

**Date: 27.05.2016**

**City of Prospect**  
**PO Box 171**  
**PROSPECT SA 5082**

**Attention: Susan Giles (Development Officer- Planning)**

Dear Susan,                   RE: THREE STOREY TOWNHOUSES  
  165 PROSPECT ROAD, PROSPECT SA  
  (P.A. 050/342/2015)

Further to your letter dated 16 December 2015 and our subsequent meeting to discuss preliminary amended drawings, we have made various amendments and also produced additional drawings/details to address the Council's Development Assessment Panel's concerns listed in the above mentioned letter. The following amendments have been made:

(Please refer to the new drawings (NOS-VR-72015-SK1-SKI17))

1. DRAWINGS

Drawings have been re-drawn and additional drawings have been produced to improve the clarity of the proposal drawings.

2. LANDSCAPING

Landscaping plan has been produced to show the design and type of landscaping.  
Additional landscaping has been introduced along the northern boundary in the form of pergola/trellises to enhance the general appearance of the development, the aspect as viewed from the townhouses and also to reduce the impact of the boundary fence and to reduce heat load to the driveway.

3. SETBACK

The building has been moved 900mm northwards thus increasing the area of the private open space and also to keep the building away from the southern boundary to reduce impact.

Furthermore, the external finish of the two-storey section of the building at the rear (incorporating the laundries and bathrooms) has been changed from timber cladding to red ("sandstock") clay face brickwork thus eliminating maintenance.

However, 900mm is wide enough for general maintenance eg. roof, gutter cleaning etc.

4. CONTEXTUAL ANALYSIS OF THE LOCALITY

An inspection of the area surrounding the development has been carried out and the materials and finishes have been carefully chosen to compliment the general prevailing character of the surrounding homes (sandstone, corrugated iron roofs, red brick etc).

Please refer to the materials sample board for details.

5. PRESENTATION OF THE BUILDING

The most significant amendment to the proposal is the change to the roof form.

We have chosen to incorporate a traditional pitched roof (25° roof pitch) with traditional colorbond corrugated iron and incorporating small louvred gables to ventilate the roof spaces and also to "echo" the roof elements of the immediate surrounding homes.

6. FRONT FENCE AND GATES

At this stage, we do not propose to provide a front fence or gates.

The only element on the Prospect Road boundary will be a small wall (masonry-rendered to match main building) incorporating street number and post boxes for the townhouses.

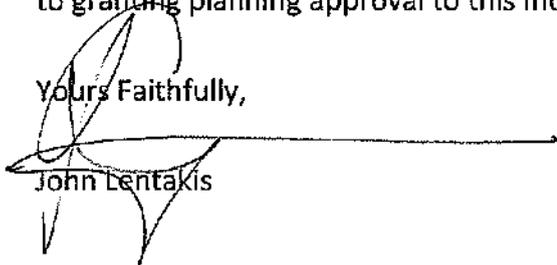
7. POTENTIAL OVERLOOKING FROM THE NORTH BALCONIES

Although this has not been included as a concern, we have given consideration to privacy and we have included a sketch detail addressing this issue.

If the Council considers this to be a potential problem, we are quite happy to implement this detail in the design.

We trust the above and all the amendments meet with the Panel's requirements and we look forward to granting planning approval to this most interesting proposal.

Yours Faithfully,



John Lentakis

**AGENDA ITEM:** 5.3

**To:** Development Assessment Panel (DAP) on 14 December 2015

**From:** Susan Giles, Development Officer Planning

**Proposal:** 5 Three Storey Residential Flat Buildings (DA 050/342/2015)

**Address:** 165 Prospect Road, Prospect (CT 5688/313)

---

**SUMMARY:**

**Applicant:** John Lentakas on behalf of C & N Varverakis

**Owner:** C & N Varverakis

**Planning Authority:** Council

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

**Independent Advice:** Lumen Studio

**Public Notification:** Category 1

**Representations/Submissions:** Nil

**Respondent:** Nil

**Development Plan Version:** Consolidated 12 February 2015

**Zone and Policy Area:** Urban Corridor Zone (Transit Living Policy Area)

**Key Considerations:** Design and Appearance, Privacy, Private Open Space, Overshadowing

**Recommendation:** Approval

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**ATTACHMENTS:**

Attachment 1 Development Application Form

Attachments 2-3 Certificate of Title

Attachments 4-5 Locality plans

Attachment 6 Photo of site

Attachments 7-12 Proposal plans

Attachment 13 Demolition plan

Attachments 14-16 Comments from Lumen Studio (Design Review)

Attachments 17-18 Response from Department of Planning, Transport and Infrastructure

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## **1. EXECUTIVE SUMMARY**

- 1.1 The applicant proposes a three storey residential flat building comprising 5 self-contained dwellings. The development is proposed on one allotment within the Transit Living Policy Area.
- 1.2 The proposal was referred to the Department of Planning, Transport and Infrastructure as the site fronts an arterial road. The application was also referred to the Design Review Panel for comment. No public notification was undertaken as the proposal is a Category 1 form of development.
- 1.3 The key considerations of the application are with regard to the design and appearance, setbacks, car parking, privacy measures, private open space and overshadowing.
- 1.4 The proposal achieves the minimum housing density, car parking and setbacks, and provides reasonable area for private open space. The potential for overlooking to adjoining properties has been minimised by the location of windows and recessed balconies. The design and amenity is considered to be in keeping with the variety of buildings anticipated in the Urban Corridor Zone.
- 1.5 Overall the proposal would result in development that would reasonably satisfy the Development Plan provisions.

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

### **2.1 Locality**

- 2.1.1 The locality comprises a mix of residential and commercial land uses incorporating dwellings, shops, cafes and offices. All the allotments directly adjoining the subject land are located within the Transit Living Policy Area.
- 2.1.2 Prospect Road is a primary arterial road under the control of the Department of Planning, Transport. There are traffic signals for a pedestrian crossing 93m north of the subject site, and a bus stop (city bound) approximately 62m north of the subject site.
- 2.1.3 The broader locality, indicating the location of the subject land within the relevant Zone and Policy Area as described in Council's Development Plan, is described in **Attachment 4**.

### **2.2 Subject Land**

- 2.2.1 The subject land is located on the eastern side of Prospect Road, approximately 34m south of Gordon Road and 40m north of Johns Road. The land comprises one allotment with a total area of 577m<sup>2</sup>, with a frontage of 15.54m to Prospect Road and a depth of approximately 37.18m.
- 2.2.2 Existing site improvements include a single-storey detached dwelling and shed. Vehicular access to the site is via a single crossover located in the north-west corner of the site. The allotment is relatively flat, with approximately 350-400mm fall from east to west. There are no significant trees on the subject land or within close proximity on adjoining allotments.
- 2.2.3 The site is not affected by the Metropolitan Adelaide Road Widening Plan. The subject land is illustrated on **Attachment 5**. Photographs of the subject land are also included for the DAP's reference (refer **Attachment 6**).

### **3. PROPOSAL**

- 3.1 The applicant proposes the construction of a three storey residential flat building comprising 5 self-contained dwellings. The dwellings would be joined together, forming one building. Seven car parking spaces are proposed and the dwellings would share a common driveway and vehicular crossover.
- 3.2 Minimal earthworks would be required to level the site and landscaping is proposed within the common driveway and to the front and rear of the site.
- 3.3 No other works are proposed. The proposal plans are attached (refer Attachments 7-13).

### **4. REFERRALS**

#### **4.1 Internal (Advisory) Referrals**

- 4.1.1 The proposal was referred to Lumen Studio to review the proposal as per Council's Design Review Procedure.
- 4.1.2 The feedback provided was generally supportive of the development, however noted that some areas could be more adequately addressed. Specifically, the comments (refer Attachments 14-16) were as follows:
- The proposal fits with the desire to increase density along major thoroughfare;
  - Building height lower than the maximum height limit – but more than the minimum;
  - There are likely to be impacts on neighbouring properties with the proposal being built on or very close to the boundary;
  - The site has ideal orientation with more access to northern light and smaller areas facing east and west where solar control is more difficult;
  - Most of the apartment layouts make reasonable use of solar control;
  - The apartment layouts and openings have a reasonable ability to make use of cross ventilation;
  - Layout of dwellings have the ability to use cross breezes;
  - Landscaping is minimal, mainly left-over space;
  - No fencing detail has been provided;
  - Could benefit from a detailed integration of environmental design principles;
  - Increased passive surveillance to the street is desirable;
  - Aesthetically the building form goes partly beyond the minimum or purely function response to create a positive precedent for future developments, subject to acceptable resolution of the issues noted;
  - The facades are generally broken down;
  - Visual interest through varied use of materials, texture and modulation/depth the facades;
  - The southern façade has a low opening-solid ratio with large areas of unbroken walls, including the double storey walls proposed on the boundary.
- 4.1.3 The applicant's architect is aware of the comments, however no alterations to the proposal have been made.

## 4.2 External (Legislated) Referrals

- 4.2.1 The proposal was referred to the Commissioner of Highways as required by Schedule 8 of the Development Regulations 2008. In response (refer Attachments 17-18), the Department of Planning, Transport and Infrastructure (DPTI) advised that:
- The use of a singled shared access point to serve the dwellings is supported in-principle as the proposal would minimise the number of access points on the arterial road network.
  - The Prospect Road access achieves a minimum of 6m in width at the property boundary and a clear area of 6m by 6m inbound from the property boundary.
  - Sufficient area would be available for all vehicles to enter and exit onto the arterial road in a forward direction.
  - On-street parking is restricted adjacent the site. DPTI does not guarantee the ongoing provision of on-street parking along arterial roads and visitors may need to utilise the nearby local road network.
- 4.2.2 If approved, DPTI recommends conditions be imposed (refer Attachment 18).
- 4.2.3 No other consultation with agencies was required.

## 5. PUBLIC NOTIFICATION

- 5.1 The application is a Category 1 form of development pursuant to Section 38 of the *Development Act 1993*, Schedule 9 of the *Development Regulations 2008* and Urban Corridor Zone Principle of Development Control 22.
- 5.2 A residential flat building is a Category 1 development unless it is located on land adjacent to the Residential Zone or Historic (Conservation) Zone and if it would be three or more storeys, or 11.5 metres or more in height, and would exceed the 'Building Envelope - Interface Height Provisions' (UCZ PDC 22).
- 5.3 The subject land is not located adjacent either the Residential Zone or the Historic (Conservation) Zone.

## 6. PLANNING COMMENTARY

- 6.1 The application involves building work and therefore an application to Council is required. The proposal is neither a complying nor a non-complying development with reference to Principle of Development Control 21 of the Urban Corridor Zone and is therefore to be considered on its merits against the relevant provisions of Council's Development Plan.
- 6.2 Pursuant to Section 35(2) of the *Development Act 1993*, a development that is assessed by the Council as being seriously at variance with the Development Plan must not be granted consent. To this end, the Panel must determine whether the proposal is seriously at variance with the Development Plan prior to making a decision on the application.

## **7. PLANNING ASSESSMENT**

### **7.1 Land Use**

- 7.1.1 The Desired Character Statement for the Urban Corridor Zone states that development within the Zone would enable a high quality mixed use environment that contributes to the economic vitality of the City of Prospect by increasing the density of housing, as well as the number and the diversity of businesses and other services offered to residents and the wider community.
- 7.1.2 The above is reiterated by the Objectives of the Urban Corridor Zone which outline that future development should incorporate a mixed of land uses accommodating a range of compatible non-residential and medium and high density residential land uses orientated towards a high frequency public transport corridor (UCZ Objective 1).
- 7.1.3 Within the Urban Corridor Zone, a residential flat building is one type of development envisaged for Zone (UCZ PDC 1), therefore the proposal is considered to be an appropriate type of land use.

### **7.2 Site area/Density**

- 7.2.1 The Transit Living Policy Area anticipates medium to high density housing, primarily in the form of apartment and terrace style dwellings, which would accommodate a range of dwelling sizes to encourage diversity in household types within the precinct. In order to achieve this, the minimum residential site density for residential development within the Transit Living Policy Area is 45 dwellings per hectare net, unless varied by the Concept Plan (UCZ PDC 5).
- 7.2.2 The subject site which has an area of 577m<sup>2</sup> is not identified within the Concept Plan, therefore the minimum net residential site density would be achieved through the provision of 3 dwellings. The proposal is for 5 dwellings within the residential flat building, therefore satisfying the minimum desired residential site density.

### **7.3 Design and Appearance**

- 7.3.1 It is anticipated that development within the Urban Corridor Zone will achieve a high standard of architectural design through careful building articulation and fenestration to all visible sides. The design of building facades should contribute positively to the street by articulating the built form and accentuating the building's functions, emphasising the distinction between the base, middle and top of buildings and providing vertical elements that create a strong vertical rhythm (UCZ Desired Character Statement).
- 7.3.2 Buildings on allotments that have a frontage greater than 10m should be well articulated through variations in forms, materials, opening and colours (UCZ PDC 8). Where a building is sited on or close to a side or rear boundary, the boundary wall should minimise the visual impact of the building as viewed from adjoining properties (Council-wide PDC 132).
- 7.3.3 Within the Transit Living Policy Area specifically, a variety of building forms are anticipated where new buildings would be using high quality building materials and finishes, and where building facades will be articulated with elements such as balconies and verandahs (TLPA Desired Character Statement).

- 7.3.4 The building is proposed to comprise of precast concrete panels (texture-coated light grey), hebel cladding (texture-coated mud grey), timber cladding, glass balustrading and a feature stone wall facing Prospect Road. The windows and roller doors would feature natural anodded aluminium. Each dwelling would have a separate front door and roller door, both accessible from the common driveway. A private court yard would be located to the rear of each dwelling, accessible from the garage. The building would comprise both skillion and flat roofs, and a canopy over bedroom 2 windows, which are south facing.
- 7.3.5 It is desired that balconies are integrated with the overall form and detail of the building and include balustrades that enables line of sight to the street; be recessed where wind would otherwise make the space unusable; and be self-draining and plumbed to minimise runoff (Council-wide PDC 135).
- 7.3.6 The proposal would provide balconies on level 2 which are accessible via living rooms and which cantilever over the common driveway. A recessed balcony would also be on level 3 and accessible from bedroom 1. There would be a dividing wall between each dwelling that would provide privacy while on the balconies from the neighbouring dwellings, yet enable occupants to overlook the common driveway. The balconies would provide articulation to the form and design of the building.
- 7.3.7 The proposal would provide a reasonable amount of passive surveillance to the site and street from the balconies and windows. Landscaping beds are proposed to provide separation between the front doors and vehicles within the driveway. Accordingly, the proposal would provide a sufficient sense of safety and security to the future occupants.
- 7.3.8 Storage areas should be provided to all dwellings within the Urban Corridor Zone. It is desired that the area should be covered and be not less than 8 cubic metres (Council-wide PDC 168). An area to the rear of the site is proposed to be a designated area for storage and it is noted that each dwelling would be provided with sufficient storage areas located in the garage and laundry.
- 7.3.9 Overall the architectural features of the proposed building would provide an appropriate level of visual interest and built form. The applicant proposes a variation of materials and setback along the southern boundary to soften the visual impact of the building when viewed from the adjoining property. The proposal would be a satisfactory design response to the desired future character of the Urban Corridor Zone.

#### **7.4 Setbacks**

- 7.4.1 Within the Transit Living Policy Area, the minimum setback from the primary road is 3m. The building would be setback 3 metres from Prospect Road, with a portion of the balcony for the first dwelling projecting 1.3m forward of the building. The balcony would be located closer than the desired minimum setback however it would provide additional articulation to the appearance of this façade, and would not impact the area designated for landscaping.
- 7.4.2 The minimum setback from the rear allotment boundary should be 3m (UCZ PDC 18). The building would be setback 7.0m therefore satisfying this provision. The area designated for storage would not be enclosed with a roof.
- 7.4.3 The subject land is 15.54m wide. For allotments with a frontage width of 20 metres or less, there is no minimum setback for the first 2 levels of a building from a side boundary when adjoining another allotment, and a minimum 2m setback is required for all levels above this height (UCZ PDC 18).

- 7.4.4 The setback of the building to the side boundaries would vary, however still comply with the minimum side setbacks desired. The balcony on the second floor would be setback 3.7m from the northern boundary. The building would comprise three boundary walls along the southern boundary, where the walls would be 2 storey high. The walls would be separated by the private court yards for each dwelling. Level 3 would be setback 2m from the southern boundary.
- 7.4.5 The proposed setback of the balcony for dwelling 1 would be less than the minimum desired to the front boundary, however it is unlikely to have an unreasonable impact to the site or the streetscape. Accordingly, the siting of the building on the allotment is considered reasonable.

## 7.5 Private open space provision

- 7.5.1 Private open space should be designed to enable domestic functions for each dwelling, such as:
- be accessed directly from the internal living areas of the dwelling;
  - be screened for privacy;
  - minimise overlooking from adjacent buildings;
  - achieve separation from bedroom windows on adjoining sites;
  - have a northerly aspect to provide for comfortable year round use;
  - minimise noise or air quality impacts that may arise from traffic, industry or other business activities within the locality; and
  - have sufficient area and shape to be functional, including the provision for external clothes drying areas (Council-wide PDC 148).
- 7.5.2 Dwellings at ground level which have site areas less than 300m<sup>2</sup> should provide a minimum of 24m<sup>2</sup> of private open space for each dwelling, of which 8m<sup>2</sup> may comprise of balconies, roof patios or similar, provided they have a minimum dimension of 2 metres. A minimum area of 16m<sup>2</sup>, with a minimum dimension of 3m should be located at the rear or side of the dwelling, and directly accessible from a habitable room (Council-wide PDC 149).
- 7.5.3 Private open space for the proposed development would comprise a court yard at ground level and balconies on level 2 and 3.
- 7.5.4 The balconies on level 2 for dwellings 2-5 would be 9.75m<sup>2</sup> in area and comprise a width of 1.5m and 1.2m wide. The balcony for dwelling 1 would be 10.5m<sup>2</sup> and comprise an area of 1.3m-3m in width. The balconies would only be accessible from the living room. The balconies would have a northerly aspect, and provide passive surveillance to the common driveway.
- 7.5.5 The balconies on level 1 would be 4.5m<sup>2</sup> in area and also have a northern aspect and provide passive surveillance to the common driveway. However the space would 1.6m wide and 2.8m deep and directly accessible from bedroom 1.
- 7.5.6 To the rear of each dwelling is a private court yard with an area of 6.6m<sup>2</sup>, which would be 2.2m wide.
- 7.5.7 The size of the private open space would not satisfy the above provisions, however, the court yard at ground level would provide an area for clothes drying and a service yard, while the balconies would provide additional space adjacent the internal living areas and provide an area for pot plants and perhaps occasional seating. The proposed private open space is therefore considered reasonable.

## 7.6 Traffic and Vehicular Movements

- 7.6.1 It is anticipated that new developments minimise the number of access points onto arterial roads (UCZ PDC 11), and allotments fronting arterial roads should be of a sufficient width to enable provision for vehicles to enter and exit the site in a forward direction, or be designed to share a centrally located access point (Council-wide PDC 117)
- 7.6.2 Vehicular access to the site would be via a shared driveway located in the north-west corner of the site. The access would be 6.0 metres wide have a depth of 12.0m. The common driveway would be, for the most part, 6.0m wide and only tapering to 4.3m in two sections where landscaping is proposed. This layout would enable two-way simultaneous vehicular access onto the arterial road in a forward direction (Council-wide PDC 112) and should eliminate vehicles queuing along the Prospect Road.
- 7.6.3 Car parking areas should be located and designed to ensure safe and convenient traffic circulation, minimise conflict between other vehicles and pedestrians, and provide adequate areas for the manoeuvring of vehicles into and out of parking bays. Car parking spaces should be in accordance with Australian/New Zealand Standard 2890.1:2004 (Council-wide PDC 212).
- 7.6.4 Each garage opening would be 2.4m wide and the common driveway would measure 6.0m in width, plus a 600mm landscaping strip along the northern boundary. Accordingly, the driveway width would enable sufficient manoeuvring to and from the garages in accordance with the requirements of AS/NZS2890.1-2004 (Parking facilities, Off-street car parking).
- 7.6.5 A stobie pole is located to the south-west of the site, which would not be affected. Similarly, there are no street trees or other infrastructure that would be affected by with the widening of the existing crossover. The proposed vehicular crossover and movement on site is considered to be reasonable.

## 7.7 Energy Conservation Measures

- 7.7.1 It is desired that all dwellings provide adequate thermal comfort for occupants through passive design features such as orientation of windows, living areas and private open space, and cross-ventilation (Council-wide PDC 79).
- 7.7.2 It is anticipated that new buildings incorporate shading to the east and west facade, and where possible avoid large windows facing south and west. The use of deciduous trees, pergolas, verandahs and awnings on east and west walls should be implemented to allow access of the sun in winter yet provide shade in summer (Council-wide PDC 79).
- 7.7.3 The dwellings would have a north-south orientation and incorporate a mix of windows and sliding doors to enable natural light to all rooms while permitting natural cross ventilation.
- 7.7.4 Each dwelling would have a north facing balcony which would be predominantly covered by level 3, providing shading during the summer months.
- 7.7.5 Each dwelling would have two windows facing south. One window would be for bedroom 2 and other one would be within the stairwell. A canopy is proposed over the window for bedroom 2. While west facing windows are proposed for dwelling 1, it is noted they are located in the stairwells, walkway and ensuite.

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

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

## 7.8 Noise Attenuation

7.8.1 The subject land is identified within Map Pr/1 (Overlay 5) for the purpose of noise and air emissions. Principle of Development Control 1 of the Noise and Air Emissions Overlay outlines that noise and air quality sensitive development located adjacent to high noise and/or air pollution sources should be appropriately shielded away from the emissions.

7.8.2 The above is reiterated by Urban Corridor Zone Objective 1, which states that noise and air quality impacts should be mitigated through appropriate building design and orientation. Residential development on sites abutting roads with traffic volumes exceeding 3000 vehicles per day should be sited and designed to reduce the impact of traffic noise on occupants (Council-wide PDC 111).

7.8.3 The bedrooms for the dwellings adjacent Churchill Road would be sufficiently separated from the arterial road to minimise possible noise impacts. Nevertheless, the building would need to be constructed in accordance with the Minister's Specification SA78B – Construction requirements for the control of external sound. Compliance with the Minister's Specification would be required as part of the Building Code of Australia (BCA).

## 7.9 Affordable housing

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

## 7.10 Car and Bicycle Parking

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

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

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

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

### 7.11 Overshadowing

- 7.11.1 Generally, the design and location of buildings should enable direct winter sunlight into adjacent dwellings and private open space areas while minimising the overshadowing the windows of main internal living areas, upper-level private balconies that provide the primary open space area for a dwelling and solar collectors (Council-wide PDC 138).
- 7.11.2 The subject site, along with properties directly north, south, east and west of the subject site, are identified to be developed at a greater intensity than that of the existing built form. Given that the adjoining sites are not located adjacent a different zone, the overshadowing provisions that apply generally within the Council are less relevant to the proposed development.
- 7.11.3 It is noted that the dwelling directly south of the site has solar panels located on the roof and carport. While boundary walls are proposed to the southern boundary, the walls would not be located directly adjacent the panels. Some shadowing of the solar panels would occur as a result of the building. However, the panels are located close to the front of the site, therefore minimising the direct impact.
- 7.11.4 It is anticipated that the overshadowing impact would be consistent with that expected for new development in the Urban Corridor Zone.

### 7.12 Visual Privacy

- 7.12.1 The commonly used 1.7m and 1.8m high privacy screens for windows and balconies to prevent overlooking as referred to in Council-wide PDC 90, are specifically excluded for buildings that are three or more storeys in height in the Urban Corridor Zone.
- 7.12.2 It is anticipated, however, that a variety of measures should be used to minimise direct overlooking into adjacent internal living and private open space areas. Such measures should be integrated into the overall building design and should have minimal negative effect on the amenity enjoyed by the occupants of neighbouring dwellings (Council-wide PDC 139).
- 7.12.3 The windows facing north, south and east would be either a high level window, or have window sills 1.7m above the finished floor level. If the application is supported, a condition is recommended which reinforces that adequate privacy screening should be applied to the windows.
- 7.12.4 For the most part the balconies would be recessed, and the dividing walls between each dwelling would provide privacy between each dwelling. Therefore, the level of direct overlooking to adjoining properties would be minimised through the positioning of the window sills and dividing walls.

### 7.13 Landscaping

- 7.13.1 The applicant proposes landscaping at the front and rear of the site, and within the common driveway. No detailed landscaping plan has been provided, however the applicant proposes to engage a landscape architect to provide a detailed landscaping plan. Should the application be supported, the applicant has requested that the landscaping plan be considered as a reserved matter.
- 7.13.2 It is anticipated that the area proposed for landscaping would be sufficient to provide visual softening of the built form and reflect the scale of landscaping in the public realm (BA PA Desired Character Statement), and thus the species selection can be appropriately determined by way of a reservation of this for a later consideration.

### 7.14 Stormwater Management

- 7.14.1 The provisions of Council's Development Plan suggest that site drainage should be designed to safely direct surplus flows to a public street without causing harm to adjoining properties (Council-wide PDC 97) and that all proposed developments should be designed to retain as much stormwater as possible, minimising the overflow to the kerb and water table (Council-wide PDC 98).
- 7.14.2 The applicant has not yet provided finished floor level details or a stormwater management plan, however it is noted that the subject site is relatively flat, with approximately 350-400mm fall from east to west, therefore minimal earthworks would be required to level the site.
- 7.14.3 It is recommended that if the proposal is supported, the applicant shall be required by way of reserved matter to provide a site and drainage plan which nominates the finished floor level details, and a detailed stormwater management plan that provides evidence that all dwellings are suitably protected from 1 in 100 year ARI storm events and that post-development outflow rates from the site will match pre-development rates in 1 in 20 year ARI storm events.

### 7.15 Waste Management

- 7.15.1 Council's Development Plan outlines that new development should incorporate opportunities for minimising waste and enable waste management options that provide adequate storage while screening these areas from public view (Council-wide PDC 147).
- 7.15.2 Council has a 3-bin system to separate waste streams, with two of the bins placed out for collection each week. Therefore, a total of 15 bins would require storage and the potential for 10 bins would be kerbside for collection each week.
- 7.15.3 A dedicated communal bin enclosure would be located in the south-east corner of the site. The area would be sufficiently screened from public view by way of fencing (Council-wide PDC 147).
- 7.15.4 The design of driveway crossovers, parking areas, access ways and elements that interact with the public realm should also safely and efficiently accommodate the collection of waste and recycling materials (Council-wide PDC 169).

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

## **8. CONCLUSION AND RECOMMENDATION**

- 8.1 The proposal seeks to establish a medium density residential land use on the subject land. The building would be three storeys in height as anticipated within the Transit Living Policy Area.
- 8.2 The proposal would achieve the desired density, car parking, passive surveillance, storage facilities, private open space and waste collection in accordance with the development plan provisions. The building would achieve the minimum setbacks, with the exception of the balcony proposed facing Prospect Road. The internal dwelling layout would provide usable living spaces for occupants, while the external appearance would be reasonably articulated and incorporate features that would provide an aesthetic built form.
- 8.3 Vehicular access would be provided by a shared access that would allow simultaneous two-way vehicle movement in a forward direction, which satisfies DPTI requirements. Visitor car parking would also be available on site.
- 8.4 The application is therefore considered to be relatively consistent with the relevant provisions of the Prospect (City) Development Plan and warrants the granting of development plan consent, subject to appropriate conditions.

It is recommended:

That with reference to the relevant provisions of the Prospect (City) Development Plan, the zoning of the land within which the proposed development is situated and the locality within which the land is situated, the Panel resolves that development application 050/342/2015 is not seriously at variance with the Development Plan and as such a decision shall be made on the merits of the application; and

That pursuant to the *Development Act 1993*, as amended, Development Plan Consent be approved to DA 050/342/2015 from C & N Varverakis for a Three Storey Residential Flat Buildings comprising 5 dwellings at 165 Prospect Road, Prospect (CT 5688/313), subject to the following conditions and notes:

### **Reserved Matters:**

1. A detailed landscaping plan shall be submitted to Council detailing the type, location and maturity of proposed species.
2. A detailed site and drainage plan shall be provided that identifies the site levels and proposed finished floor levels of the dwellings and details of any proposed retaining walls.
3. A detailed stormwater management plan shall be provided that, to the satisfaction of Council, provides evidence that all dwellings are suitably protected from 1 in 100 year ARI storm events and that post-development outflow rates from the site will match pre-development rates in 1 in 20 ARI storm events. The location and capacity of any on-site detention tanks shall be clearly described.

**Conditions:**

1. The development shall take place in accordance with plans and details stamped by Council relating to Development Application Number 050/342/2015, except as modified by any conditions detailed herein. All works detailed in the approved plans and required by conditions are to be completed prior to the occupation of the approved development.
2. All driveways, parking and manoeuvring areas must be formed, surfaced with concrete, bitumen or paving and maintained to the reasonable satisfaction of Council. Driveways, car parking spaces, manoeuvring areas and landscaping areas shall not be used for the storage or display of materials or goods including waste products and refuse. The obsolete crossover and/or any portion of crossover that is not required for the subject development shall be reinstated to Council standard kerb and gutter at the applicant's cost prior to occupation of the completed development.
3. The drainage system shall be designed, installed and maintained at all times thereafter to ensure that water from the site does not:
  - a) Flow or discharge onto adjoining properties;
  - b) Flow across the surface of footpaths or public ways;
  - c) Affect the stability of any building; or
  - d) Create unhealthy or dangerous conditions on the site or within any building.
4. Air-conditioning units and solar hot water heaters shall be provided with screening devices designed to complement the colours, materials and finishes of the building approved herein, and shall be sited to adequately screen the units from view from neighbouring properties and public land (roadways) to the reasonable satisfaction of Council.
5. The upper level windows of facing north, south and east shall have:
  - a) Minimum window sill heights of 1.7m above finished floor level; or
  - b) Fixed and obscured glass to a minimum height of 1.7m above floor level; or
  - c) An awning window with obscured glass to a minimum height of 1.7m above floor level, with an opening restricted to no more than 150mm; or
  - d) Permanently fixed external screens that provide an effective screening height of 1.7m above the upper floor level and complement the external appearance of the dwelling.

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

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

7. Any difference in finished ground levels between the subject site and adjoining sites at the boundary shall be retained by an appropriate wall or plinth of masonry, concrete or similar construction. Retaining walls must be designed to accepted engineering standards and will not be of timber construction if retaining a difference in ground levels exceeding 200 mm.
8. The landscaping shall be planted prior to occupancy of the development, and maintained at all times to the reasonable satisfaction of Council and to ensure appropriate lines of sight for vehicles and pedestrians. Mature trees shall be no less than 2.0m in height at time of planting. The applicant or the persons making use of the subject land shall cultivate, tend and nurture the landscaping, and shall replace any landscaping that becomes diseased or dies. An automated drip irrigation or similar watering system shall be established and maintained to ensure that sufficient water is available to satisfy the needs of the landscaping species selected.
9. Footpaths adjacent to the site are to be kept in a safe condition for pedestrians at all times during construction works. All driveways and footpaths traversed by vehicles using the site are to be maintained in a reasonable condition for the duration of the works, and are to be reinstated to the satisfaction of Council on completion of the works.

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

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

1. The site shall be served by a single shared access point direct to/from Prospect Road. No additional access shall be created.
2. The access point shall be a minimum of 6.0 metres in width, incorporating flaring to the road, to cater for simultaneous two-way movements of passenger vehicles.
3. The shared driveway and on-site manoeuvring areas shall remain clear of any impediments to vehicle movements (such as meters, vegetation and parked vehicles).
4. Stormwater run-off shall be collected on-site and discharged without jeopardising the integrity and safety of Prospect Road. Any alterations to the road drainage infrastructure required to facilitate this shall be at the applicant's cost.

**Advisory Notes:**

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

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

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

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

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

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

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

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

- (5) You are encouraged to consult with adjoining property owners before commencing any work, to assist in minimising nuisance or inconvenience caused during construction.
- (6) You are required to give formal notification to, and consult with, the adjoining property owner if you are removing, replacing or altering an existing fence or building a freestanding wall along the common boundary that would, for all purposes, be a dividing fence (Section 5 of the *Fences Act 1975*).
- (7) During construction of the development approved herein, measures will be implemented to ensure that the construction works do not result in an unreasonable impact on occupiers of adjacent properties or pollution of existing infrastructure through drag-out or stormwater runoff. Measures shall include as necessary:

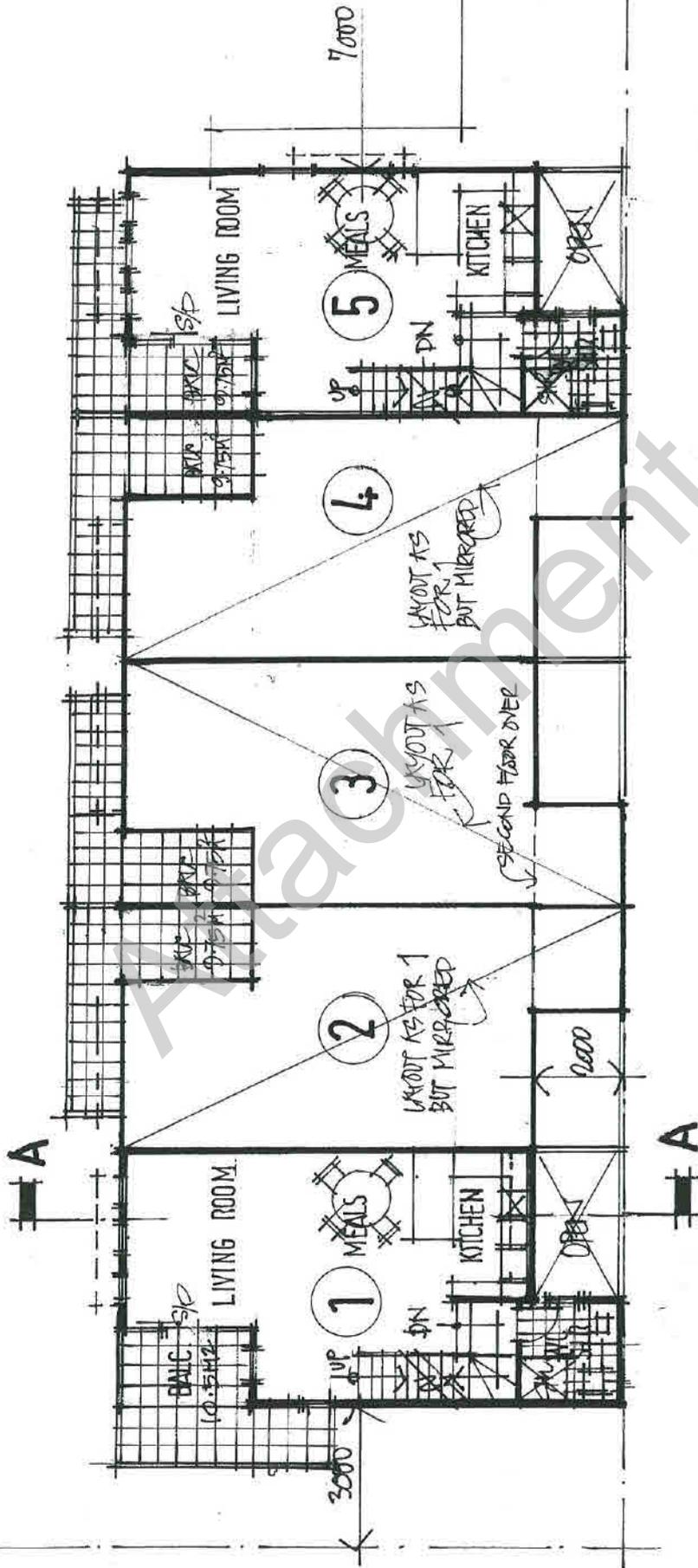
- A hard surface and controlled washing zone at the entry/exit points to the site, designed to reduce the potential for mud and material dragged out by construction vehicles; and
- Containment of stormwater run-off within the site, which if being discharged into the stormwater system will be filtered to the satisfaction of Council; and
- Reduction of the potential for dust and other airborne particles by the use of water sprinklers and/or other means of containment; and
- The establishment of an appropriate storage compound for waste materials and litter. No building waste material shall be stored outside of the storage compound or similar industrial bin; and
- All mechanical equipment shall be used in a manner to minimise the potential for noise pollution and ensure compliance with the requirements of the Environment Protection (Noise) Policy.

- (8) To ensure compliance with applicable standards as described in the Environment Protection (Noise) Policy established under the Environment Protection Act, construction activities should only take place between the hours of 7:00am and 7:00pm, Monday to Saturday inclusive, and not on Sundays or public holidays.
- (9) The construction of the building shall be undertaken in accordance with the Ministers Specification SA78B – Construction requirements for the control of external sound. Compliance with the Minister’s Specification would be required as part of the Building Code of Australia (BCA).
- (10) All vehicles shall enter and exit the site in a forward direction.

Attachment



COULINE OF SITE

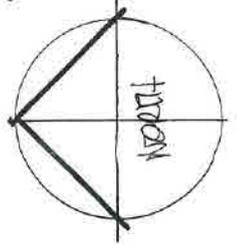


**SUPERSEDED**

**FIRST FLOOR PLAN.**

SCALE: 1:100 @ A3

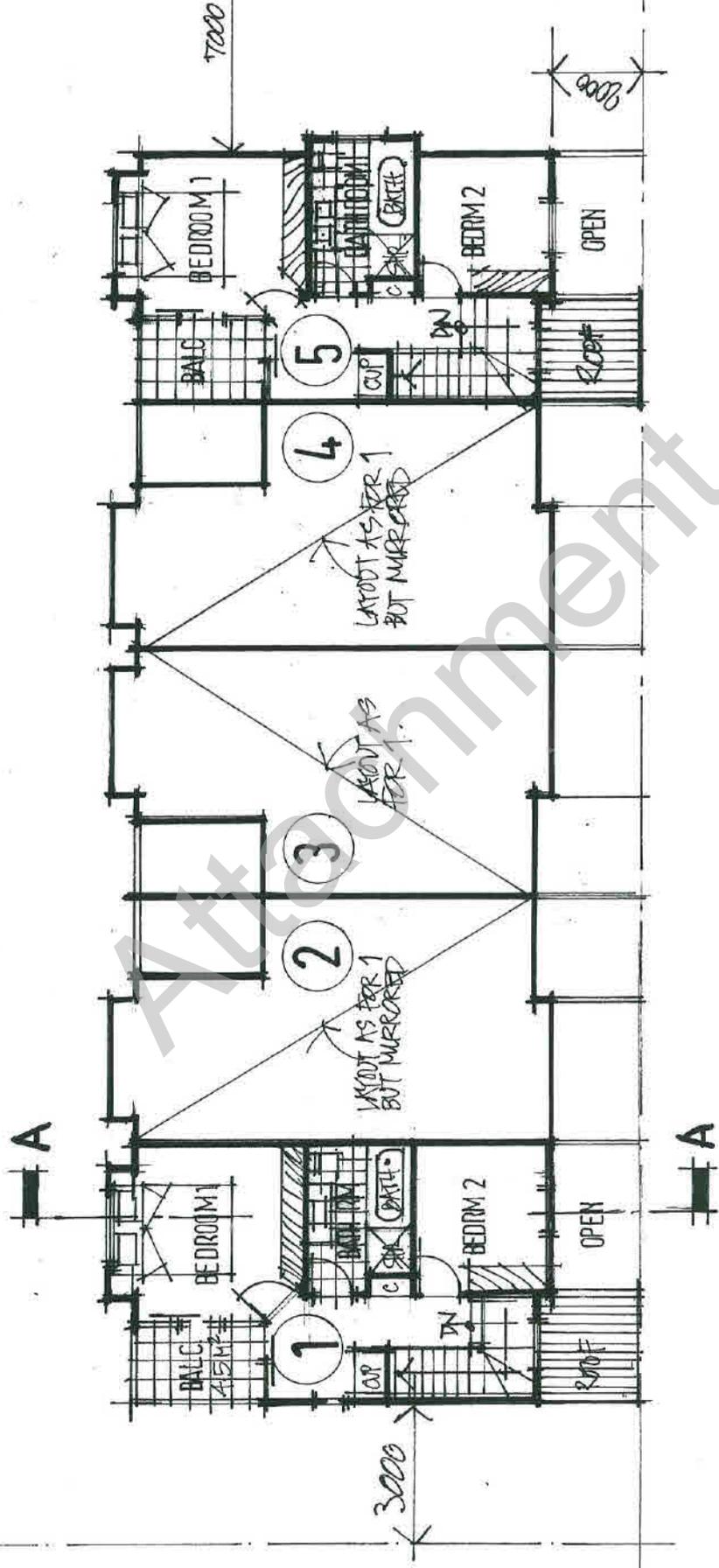
48M<sup>2</sup> (INCL. STAIR AREA)



PROPOSED TOWNHOUSE DEVELOPMENT  
 165 PROSPECT RD. PROSPECT. N.A  
 TAL Q-VARVERAKIS  
 JOHN KENTAKIS BUILDING DESIGN @A19820144  
 316 PERQUETHAVILLE TCE, KENT TOWN S.A 5067

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

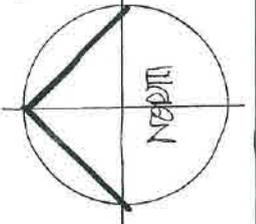
OUTLINE OF SITE



**SUPERSEDED**

**SECOND FLOOR PLAN**

SCALE: 1:100 @ A3  
 45M<sup>2</sup> (INCL. STAIR AREA)



PROPOSED TOWNHOUSE DEVELOPMENT  
 105 PROSPECT RD. PROSPECT S.A.  
 FOR C. VARVERAKIS  
 JEAN LERAKIS BUILDING DESIGN 0419820144  
 26 DEWETBOUVE TOE, KENTON 04 5067

DATE	JULY 2015
SCALE	1:100 @ A3
DRAWN BY	BT
FRAMING NO	VR 72015-SK3

TEXTURE COATED  
FIBER GLASSING  
COLOUR MID GREY  
(BOUNX KANGA)

NATURAL ANODISED  
ALUMINIUM  
WINDOWS

NATURAL ANODISED  
ALUMINIUM  
FRAMES  
PANELED DOORS

# NORTH ELEVATION

1:100 @ A3

**SUPERSEDED**

DATE	JULY 2015	27
SCALE	1:100 @ A3	9
DRAWN BY	BC	
DRAWING NO	VR-72015 - JK4	

PROPOSED TOWNHOUSE DEVELOPMENT.  
 167 PROSPECT RD. PROSPECT, S.A.  
 PR. O. V. KRIVERAKIS.

JOHN KENTRICK'S BUILDING DESIGN 049820744  
 36 DEARBURNE WTC, WEST TOWN JK-9067

IMBER CLADDING

GLASS  
BALCONIES

SECOND FLOOR

SOUTH  
BOUNDARY

FIRST FLOOR

IMBER  
CLADDING

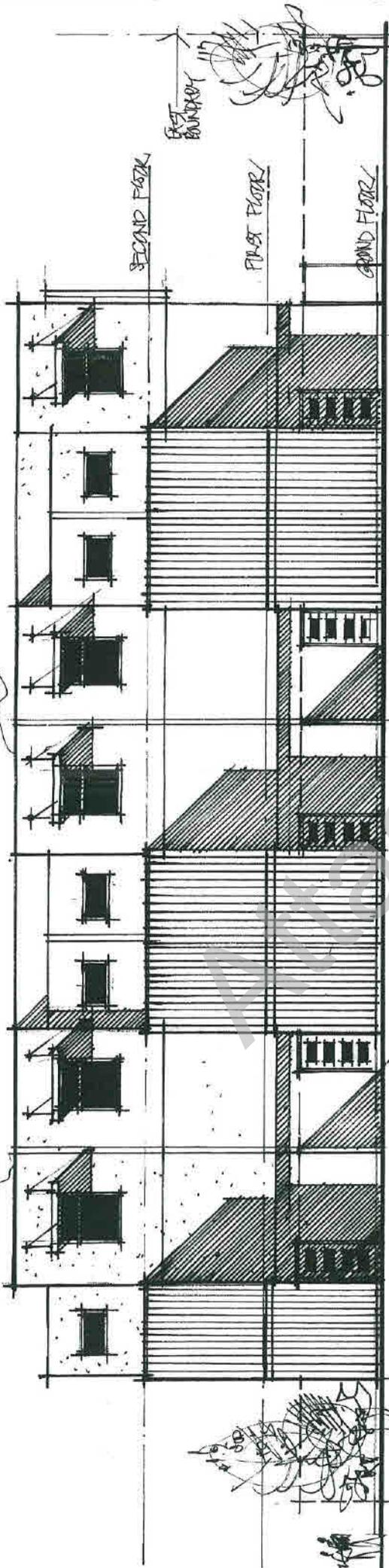
GROUND FLOOR

SELECTED STONE  
FEATURE WALL

# WEST ELEVATION (ELEVATION TO PROSPECT ROAD)

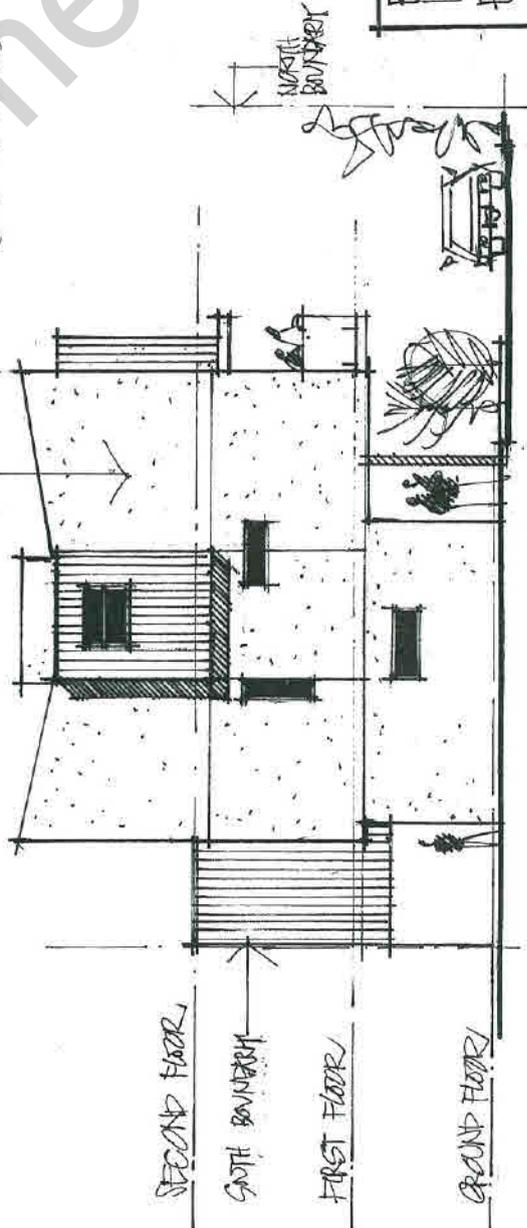
1:100 @ A3

NORTH  
BOUNDARY



**SOUTH ELEVATION.**  
1:100 @ A3

CAST CONCRETE  
PANELS (TEXTURE-COATED)  
COLOUR - DUNE (WARM LIGHT GREY)

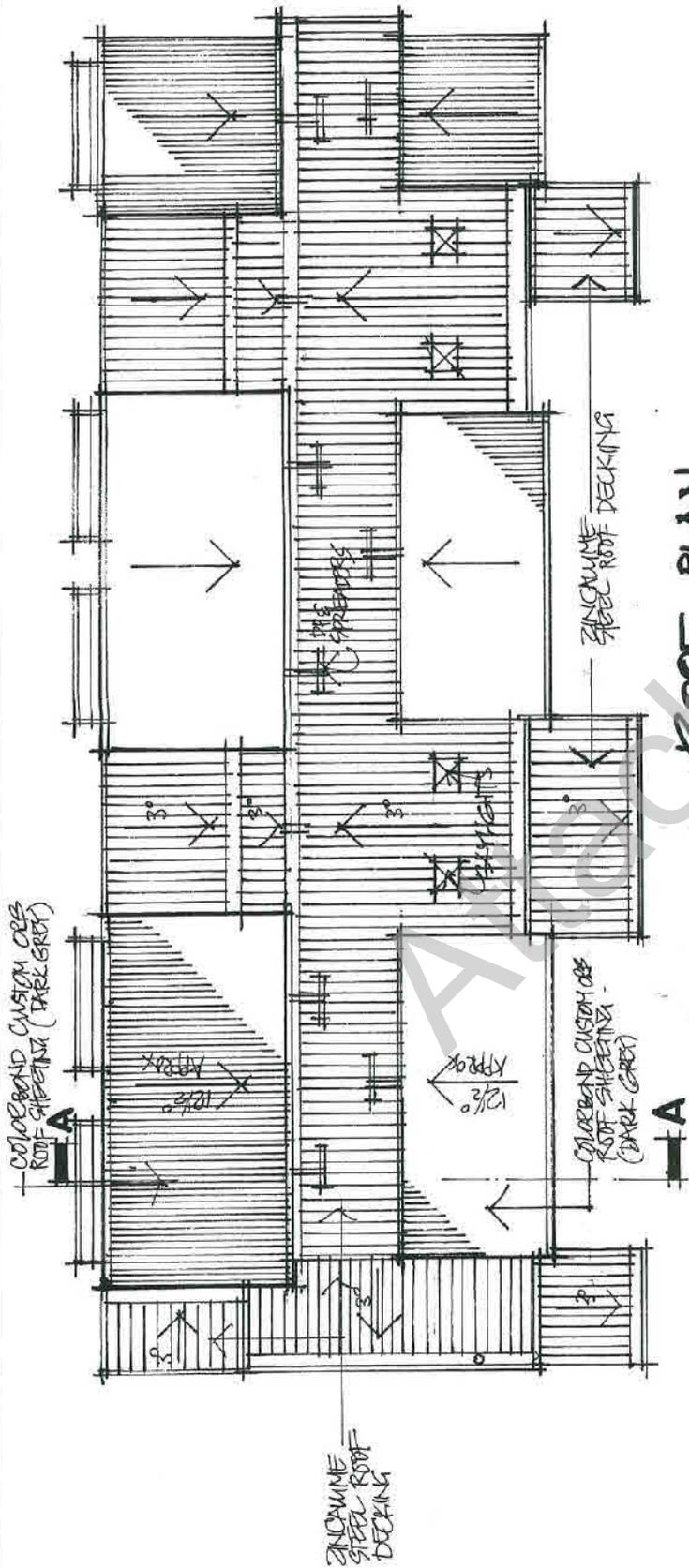


**EAST ELEVATION**  
1:100 @ A3

**SUPERSEDED**

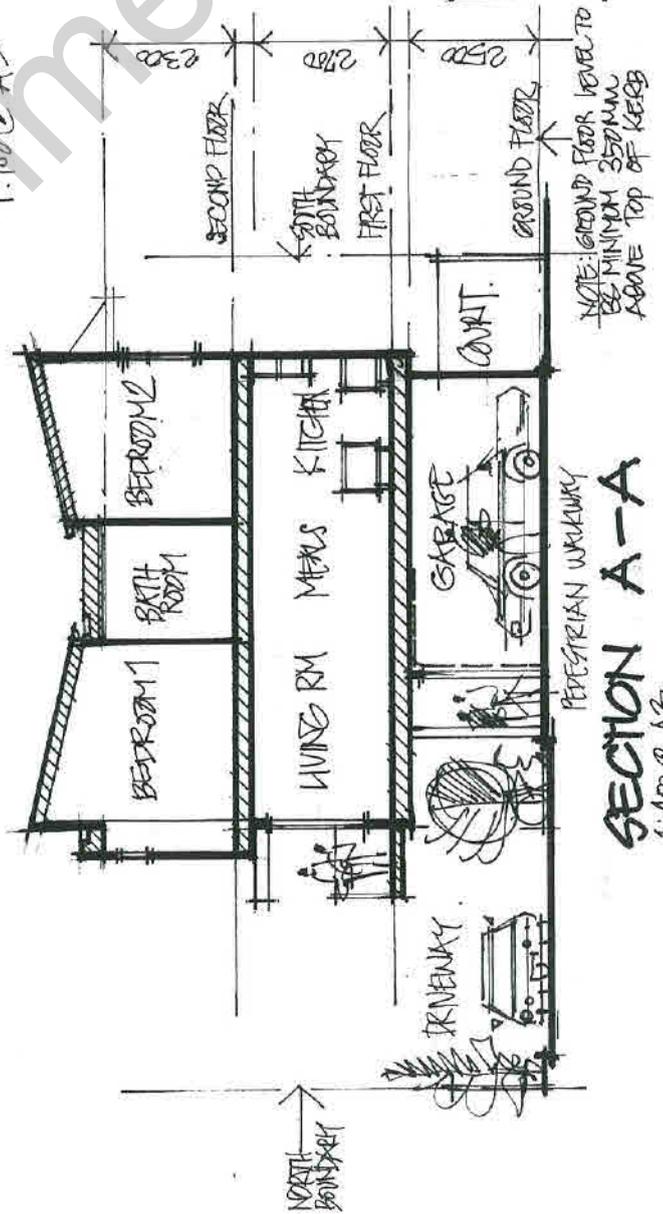
DATE	JULY '2015
SCALE	1:100 @ A3
DRAWN BY	BRUNO JTC
PROJECT NO.	VR 17015-SK5
PROPOSED TOWNHOUSE DEVELOPMENT 165 PROSPECT RD. PROJECT S.A. FOR O. VARNERAKIS	
JOHN VARNERAKIS BUILDING DESIGN 0419820144 26 PERMETHEME TCE, KENT TOWN SA 5067	

**SUPERSEDED**



**ROOF PLAN**

1:100 @ A3



**SECTION A-A**

1:100 @ A3

DATE	JULY 2015
SCALE	1:100 @ A3
DRAWN BY	JL
PROJECT NO.	VR-72015-SKG
PROPOSED TOWNHOUSE DEVELOPMENT 165 PROSPECT RD. PROJECT 5-A VAL D-VARVERAKIS	
JOHN VENTRIS BUILDING DESIGN 04/08/2014 3/6 PERUETTOWIDE TCE, KENT TOWN 5-K5027	

**AGENDA ITEM:** 5.5

**To:** Development Assessment Panel (DAP) on 11 July 2016

**From:** Scott McLuskey, Acting Manager Development Services

**Proposal:** Five Storey Residential Flat Building with associated Car Parking, Site Works and Landscaping (DA 050/187/2016)

**Address:** 39 Churchill Road, Prospect (CT 5282/990)

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**SUMMARY:**

**Applicant:** Melanie Jane Developments

**Owner:** Ms A & Mr N Gambranis

**Planning Authority:** **Inner Metropolitan Development Assessment Commission (IMDAC)**

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

**Public Notification:** Category 1

**Representations:** Not applicable

**Respondent:** Not applicable

**Development Plan Version:** Consolidated 21 April 2016

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

**Issues:** Council Street Infrastructure, Car Parking, Design and Appearance, Setbacks, Waste Management and Collection, Stormwater Management, Visual Privacy

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**ATTACHMENTS:**

Attachment 1 Locality Plan

Attachment 2 Development Application Form

Attachments 3-12 Proposal Plans

Attachments 13-44 Planning Report

Attachments 45-51 Traffic and Parking Report

Attachment 52 Survey Plan

Attachments 53 Landscape Concept

Attachment 54-67 Acoustic Report

Attachments 68-70 Stormwater Calculations

Attachments 71-81 Engineering Design Intent Statement

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## **1. RECOMMENDATION**

- 1.1 The Inner Metropolitan Development Assessment Commission (IMDAC) be provided with a copy of this report and that it be advised of Council staff comments in relation to the matters described herein, noting that there may be additional matters that have not been assessed or considered in this brief commentary. Particularly, consideration should be given by the IMDAC to:
- The necessity that the applicant engages with Council's Assets and Infrastructure staff regarding, and is financially responsible for, any changes to Council infrastructure required by the development, including alterations to traffic calming devices, landscaping and parking restrictions,
  - The potential that SA Power Networks may require bollards to be installed on Council land adjacent the transformer; the installation and maintenance of which must not impact on the continuous path of travel along the Cochrane Terrace footpath and the costs of which should be borne by the developer or community corporation as relevant,
  - The massing of the building façade as presented to Churchill Road,
  - Ensuring that the height of south and east facing privacy screening suitably resolves issues of visual privacy.

## **2. PLANNING COMMENTARY**

- 2.1 Pursuant to Section 34 of the *Development Act 1993*, Regulation 38 and Schedule 10 Clause 4C of the *Development Regulations 2008*; the Development Assessment Commission (DAC) is the relevant authority with respect to the determination of development plan consent in relation to the subject proposal as it comprises building work within the Urban Corridor Zone in excess of 4 storeys in height. It is briefly noted that applications assessed with respect to Clause 4C of Schedule 10 are determined by the IMDAC.
- 2.2 As the DAC is the relevant authority in relation to the subject proposal, many tasks for which the DAP is ordinarily responsible must be undertaken instead by the DAC. These tasks include, but are not limited to; determining the nature of the application (pursuant to Regulation 16), determining the category of development (pursuant to Section 38), determining relevant referral authorities (pursuant to Schedule 8) and determining whether the proposal is seriously at variance with the Development Plan (pursuant to Section 35(2)).
- 2.3 It is noted that Regulation 38(4a)(b) operates such that for matters considered by the IMDAC, Council is not given a formal opportunity to provide a report or commentary. Staff at the DAC have provided Council with a brief period of time to offer commentary in relation to this proposal, as has been the case with previous proposals, with comments typically relating to technical matters such as street infrastructure concerns.
- 2.4 As a result of the timing of this particular referral and the DAP meeting calendar, this report has been provided to the DAC in advance of its presentation at the 11 July 2016 meeting of the DAP. Notwithstanding this, Panel Members are encouraged to provide additional comments which may then be made available to the IMDAC through Council's representative at the relevant meeting (being David Cooke or Simon Weidenhofer).
- 2.5 It is noted that the proposal is neither a complying nor a non-complying development with reference to Principles of Development Control 20 and 21 of the Urban Corridor Zone, and will therefore be considered by the IMDAC on its merits against the relevant provisions of Council's Development Plan.

### **3. LOCALITY AND SUBJECT LAND**

#### **3.1 Locality**

- 3.1.1 The locality is residential in nature, though comprising a mix of styles, densities and building heights. Dwellings within the locality are typically of single or two storey construction, though a four storey building is currently under construction in close proximity to the land at 44 Churchill Road, Ovingham.
- 3.1.2 The subject site is located towards the southern edge of the Urban Corridor Zone, with Residential then Historic Conservation Zoning being applicable to properties south of Avenue Road. The adjoining property to the east of the subject site is within the Residential Zone.
- 3.1.3 The broader locality, indicating the location of the subject land within the relevant Zone and Policy Area as described in Council's Development Plan is provided (refer **Attachment 1**).

#### **3.2 Subject Land**

- 3.2.1 The site is at the intersection of Churchill Road and Cochrane Terrace, and is approximately 300m north of the intersection of Churchill Road and Torrens Road. The land is regularly shaped and comprises one allotment with a total area of 970m<sup>2</sup>, with a frontage of 17.8m to Cochrane Terrace and a depth of 55m. It is noted that the Metropolitan Adelaide Road Widening Plan applies to this allotment.
- 3.2.2 A survey plan confirming the extent of fall across the land has been provided, which indicates a fall of approximately 3.5m from the eastern to the western boundary of the site. Existing site improvements comprise a single storey detached dwelling with attached verandahs and several substantial domestic outbuildings to the rear of the site. The site features a variety of landscaped treatments to its Churchill Road and Cochrane Terrace frontages, including ground covers, shrubs, vines and low height trees. No significant trees are present on the subject land or within close proximity on adjoining allotments.

### **4 PROPOSAL**

- 4.1 Briefly, the application proposes the construction of a five storey residential flat building comprising a total of 26 one and two bedroom dwellings. An undercroft car park would be constructed containing 29 parking spaces, with 26 bicycle parking spaces also available within convenient locations in the car park. An externally accessed storage locker room and waste storage area would also be located at ground level.
- 4.2 The proposal plans are attached (refer **Attachments 3-12**). Supporting documentation including a planning report from URPS (refer **Attachments 13-44**), a traffic and parking report from Phil Weaver (refer **Attachments 45-51**), a survey plan from John C Bested & Associates (refer **Attachment 52**), a landscape concept plan from LCS Landscapes (refer **Attachment 53**), an acoustic report from Sonus Pty Ltd (refer **Attachments 54-67**), stormwater calculations from TMK Consulting Engineers (refer **Attachments 68-70**) and an engineering design intent statement from TMK Engineering (refer **Attachments 71-81**) is attached.

## 5 **REFERRALS**

- 5.1 Referrals to the Department of Planning, Transport and Infrastructure (DPTI) and the Government Architect are required pursuant to Schedule 8. As the application was 'cold-lodged' with the Development Assessment Commission, the responses from these referral agencies are presently unavailable.

## 6 **PUBLIC NOTIFICATION**

- 6.1 The application is a Category 1 form of development pursuant to Section 38 of the *Development Act 1993*, Schedule 9 of the *Development Regulations 2008* and Urban Corridor Zone Principle of Development Control 22. DPTI has therefore not undertaken public notification in relation to the proposal.

## 7 **PLANNING CONSIDERATIONS**

### **Council Street Infrastructure:**

- 7.1 Initial discussions outlining the process of seeking approval for changes to Council infrastructure have occurred between the applicant and Council's planning staff as part of broader pre-lodgement discussions. Council's Assets and Infrastructure department have confirmed that this process has not yet been commenced. It is anticipated that changes to a traffic calming device would be required to facilitate the proposed access arrangement to the site, while changes to parking restrictions and a landscaping device may be required to facilitate on-street waste collection.
- 7.2 It has also been brought to the attention of Council that SA Power Networks may require the installation of removable bollards adjacent to the proposed transformer on Cochrane Terrace.
- 7.3 Council's Assets and Infrastructure officer has confirmed that there is no in-principle opposition to the re-location of the traffic calming device, though no comment could be offered with respect to its removal unless further local area traffic management planning is undertaken.
- 7.4 Insufficient detail is available to provide further comment on remaining potential alterations to Council infrastructure, though changes should not affect vehicle or pedestrian movements on the road or footpath, and all costs involved in altering Council infrastructure should be borne by the applicant. It is recommended that the applicant confirm any intended alterations to Council infrastructure, commence the relevant process with Council's Assets and Infrastructure department, and receive approval for the alterations prior to the granting of development approval.

### **Provision of On-Site Parking:**

- 7.5 While Council staff do not ultimately oppose the proposed provision of car parking on-site, concern is highlighted at a broader level in relation to the assessment of this matter. Table Pr/5 provides that a lesser number of parking spaces may be appropriate in relation to a proposal based on the nature of development and parking conditions in the locality. Relevantly, a lesser car parking rate may be appropriate where (emphasis added):

(g) generous on-street parking and/or public parking areas are available and in convenient proximity, other than where such parking may become limited or removed by future loss of access, restrictions, road modifications or widening.

- 7.6 Churchill Road is subject to future road widening activities, highlighted by the application of the Metropolitan Adelaide Road Widening Plan to this site, and the quantity of future available parking on Churchill Road is entirely unknown. On-street parking within Cochrane Terrace is significantly limited due to its narrow width and the resulting parking restrictions that have been imposed to ensure traffic flows within the street are maintained.
- 7.7 As a result of this, the subject land has poor access to on-street parking by comparison to remaining properties within the zone and policy area. It is the view of Council staff therefore that this condition is not applicable in relation to the subject land and proposal.
- 7.8 Certain development and parking conditions are itemised by Table Pr/5, though it is not anticipated that this list is exhaustive. Consideration may be given to further relevant development and parking conditions where appropriate. To this end, it is noted that the provision of 26 bicycle parking spaces would be 17 spaces greater than the relevant minimum provision. Further, it is noted that the location of the site in relatively close proximity to the Adelaide CBD and other services increases the likelihood that alternative transport will be used by future residents. This theoretical over-supply of bicycle parking is a relevant development condition to be considered in assessing anticipated car parking demand.
- 7.9 Council staff ultimately do not oppose the proposed provision of parking on-site. It is recommended at a broader level however that the relevant conditions of Table Pr/5 be given more careful consideration than is apparent in the supporting documentation for this proposal.

#### **Design and Appearance:**

- 7.10 Council staff acknowledge that in the absence of commentary from the Government Architect, Council's consulting architect(s), or the three independent members of Council's DAP who are registered architects, that Council is not well-positioned to comment on matters of design and appearance.
- 7.11 Given that the building would present, if approved, to Churchill Road as a building that is greater in height than the maximum anticipated by the Development Plan, it is relatively more important that IMDAC is satisfied that the bulk and massing of this façade is managed appropriately. It is noted that this façade features a central, largely uninterrupted wall above ground level. Façade treatments approved within the Churchill Road streetscape have typically featured a lower solid to void ratio, as well as higher levels of visual interest; breaking down larger sections of wall through modulation of form and material usage.
- 7.12 Council staff also note that visual permeability at ground floor level would appear to be greater than that of comparable developments approved within the Churchill Road streetscape. It would be desirable that the required Fire Hydrant Booster be located such that it does not impact upon the proposed landscaping or treatment of this façade.

#### **Waste Management:**

- 7.13 The methodology applied to calculate anticipated waste demand is supported, and Council staff would conclude that the storage capacity provided on-site is likely to be sufficient for occupant needs. The applicant is also commended for their approach to the storage capacity of green organic waste on-site, which would provide capacity beyond the minimum prescribed by the Zero Waste SA Guidelines, and would thus allow for resident use of Kitchen Organics Baskets that will be supplied to residents by Council.

- 7.14 It is noted however that collection of waste is intended to occur on-street, though little detail is provided as to how or where this collection would occur. Parking restrictions are currently in place on Cochrane Terrace adjacent to the subject site. The slope of the road, as well as its narrow kerb to kerb width, further limit appropriate methods of on-street collection.
- 7.15 It is recommended that the applicant consider the waste collection methodology in detail and ensure that any alterations desired to Council infrastructure to facilitate collection are assessed by Council's Assets and Infrastructure department.

**Setbacks:**

- 7.16 It is noted that the building setback to Churchill Road would not achieve the desired minimum distances as a result of prescribed road widening. The setback distance proposed does however appear to be broadly consistent with comparable developments within the policy area and allow for the planting of landscaping at suitable height and density.
- 7.17 Further, it is noted that the building setback to Cochrane Terrace would not achieve the desired minimum setback distance, though departures would involve balconies of relatively low mass only. Council staff have typically approached consideration of such departures by drawing reference also to the width of the street, the width of the verge, and the scale of street trees or other structures within the streetscape. It is noted that Cochrane Terrace is a narrow street, featuring similarly narrow verges and with limited street tree plantings as a consequence.
- 7.18 It is also noted that the western stairwell would not achieve the desired minimum setback distance above first floor level, with the stairwell being located on the boundary and with approximate dimensions of 6.2m in length and 14.5m in height. The stairwell would be setback approximately 9.5m from Churchill Road, but also located generally forward of the adjoining single storey dwelling, which would limit somewhat its visual impact from within the neighbouring dwelling and rear yard.
- 7.19 Council staff have previously approached these types of transitional issues, created while the scale of buildings along Churchill Road changes, on a case by case basis. A limited number of comparable developments have been previously approved with a stair- or lift-well located to boundary, though it is the view of Council staff that this will not be appropriate in the case of every proposal.

**Stormwater Management:**

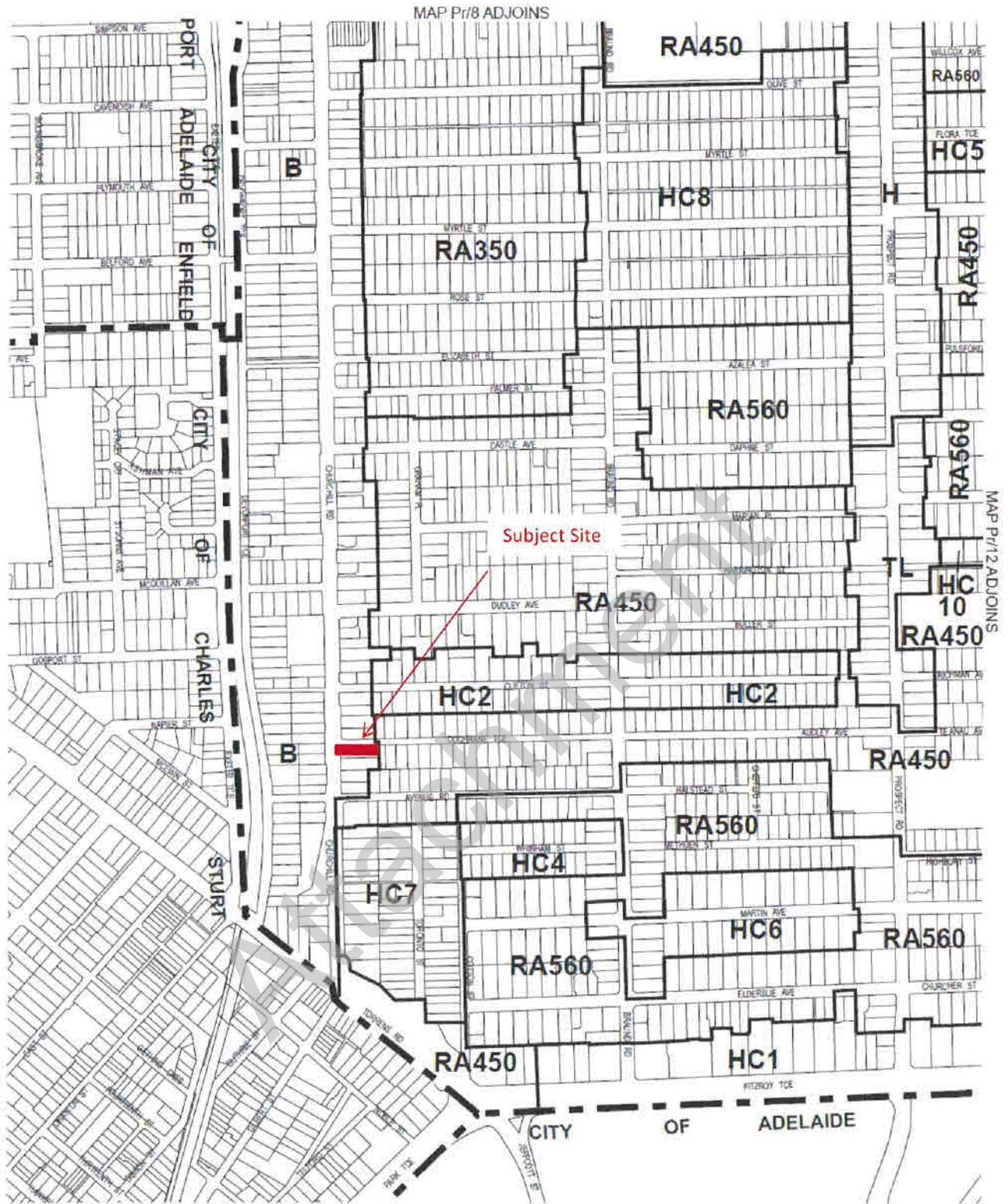
- 7.20 The approach expressed in the preliminary stormwater management calculations and design statement in relation to discharge rates and on-site detention are generally supported. The site is not within an area prone to flooding in a 100 year ARI event and the assumptions underpinning detention calculations go beyond the minimum required by the Development Plan.
- 7.21 The applicant should be commended for their intention to capture roof stormwater for re-use within toilets of 3 apartments. Council staff recommend that if IMDAC is supportive of the proposal, that a condition be imposed ensuring that this intent forms part of the consent issued.

**Visual Privacy:**

- 7.22 Limited detail is provided regarding privacy screening to the southern façade of the building, which appears to be 1.7m in height above each respective walkway floor level. No screening is proposed to balconies on the eastern façade of the building, while these balconies would appear to have oblique but direct views towards properties within the Residential Zone. Council staff recommend that interface issues such as visual privacy should be managed carefully at the periphery of the Urban Corridor Zone.
- 7.23 It is recommended that if IMDAC is supportive of the proposal, it ensures that all privacy screening is detailed either within the proposal plans or within an imposed condition of consent.

**8 CONCLUSION**

- 8.1 A full planning assessment of the proposal has not been undertaken, as this is not Council's role with respect to this proposal. While noting the concerns following, the applicant should be commended for the positive approach to rainwater capture proposed in this development. It is recommended that the DAC ensure in any further amended proposal that this element is retained and the applicant is encouraged to consider solar energy capture on the roof of the building during the preparation of detailed design plans.
- 8.2 Notwithstanding this, concerns are highlighted in relation to several technical and assessment matters in the context of Council's experience with high density mixed use development since the inception of the Urban Corridor Zone in October 2013.



- 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

Scale 1:8000



# PROSPECT COUNCIL POLICY AREAS MAP Pr/11

## DEVELOPMENT APPLICATION FORM

PLEASE USE BLOCK LETTERS

PROSPECT CITY.

**COUNCIL:** DEVELOPMENT ASSESSMENT COMMISSION  
**APPLICANT:** MEUNIE JANE DEVELOPMENTS  
**Postal Address:** C/O LUCAS ZAHOS ARCHITECTS  
LEVEL 1, 276 FLINDERS STREET, ADELAIDE, 5000  
**Owner:** MEUNIE JANE DEVELOPMENTS  
**Postal Address:** 180 SEATONBE ROAD  
SEATON DOWNS, 5049  
**BUILDER:** T.B.A.  
**Postal Address:** \_\_\_\_\_  
 \_\_\_\_\_  
**Licence No:** \_\_\_\_\_

FOR OFFICE USE	
Development No: _____	<b>RECEIVED</b>
Previous Development No: _____	12 MAY 2016
Assessment No: _____	<b>DAC</b>

<input type="checkbox"/> Complying <input type="checkbox"/> Non Complying <input type="checkbox"/> Notification Cat 2 <input type="checkbox"/> Notification Cat 3 <input type="checkbox"/> Referrals/Concurrences <input type="checkbox"/> DA Commission	Application forwarded to DA Commission/Council on <div style="text-align: center; color: blue; font-weight: bold;">26 MAY 2016</div> Decision: _____ Type: _____ Date: / /
---	--

**CONTACT PERSON FOR FURTHER INFORMATION**

**Name:** LOUIS PETRIDIS  
**Telephone:** 0427 108 787 [work] \_\_\_\_\_ [Ah]  
**Fax:** \_\_\_\_\_ [work] \_\_\_\_\_ [Ah]

**EXISTING USE:** RESIDENCE

	Decision required	Fees	Receipt No	Date
Planning:	_____	_____	_____	_____
Building:	_____	_____	_____	_____
Land Division:	_____	_____	_____	_____
Additional:	_____	_____	_____	_____
Development Approval	_____	_____	_____	_____

**DESCRIPTION OF PROPOSED DEVELOPMENT:** RESIDENTIAL APARTMENTS OVER GROUND FLOOR CARPARKING

**LOCATION OF PROPOSED DEVELOPMENT:** 39 CHURCHILL ROAD, PROSPECT

**House No:** 39 **Lot No:** \_\_\_\_\_ **Street:** CHURCHILL **Town/Suburb:** PROSPECT

**Section No [full/part]** \_\_\_\_\_ **Hundred:** \_\_\_\_\_ **Volume:** \_\_\_\_\_ **Folio:** \_\_\_\_\_

**Section No [full/part]** \_\_\_\_\_ **Hundred:** \_\_\_\_\_ **Volume:** \_\_\_\_\_ **Folio:** \_\_\_\_\_

**LAND DIVISION:**

**Site Area [m<sup>2</sup>]** \_\_\_\_\_ **Reserve Area [m<sup>2</sup>]** \_\_\_\_\_ **No of existing allotments** \_\_\_\_\_

**Number of additional allotments [excluding road and reserve]:** \_\_\_\_\_ **Lease:** YES  NO

**BUILDING RULES CLASSIFICATION SOUGHT:** 2 **Present classification:** 1

If Class 5,6,78 or 9 classification is sought, state the proposed number of employees: **Male:** \_\_\_\_\_ **Female:** \_\_\_\_\_

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

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

**DOES EITHER SCHEDULE 21 OR 22 OF THE DEVELOPMENT REGULATIONS 2008 APPLY?** YES  NO

**HAS THE CONSTRUCTION INDUSTRY TRAINING FUND ACT 2008 LEVY BEEN PAID?** YES  NO

**DEVELOPMENT COST** [do not include any fit-out costs]: \$ 4.4 million

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

**SIGNATURE:** \_\_\_\_\_

**Dated:** 11 / 05 / 2016

01



  
**LOUCAS ZAHOS**  
ARCHITECTS

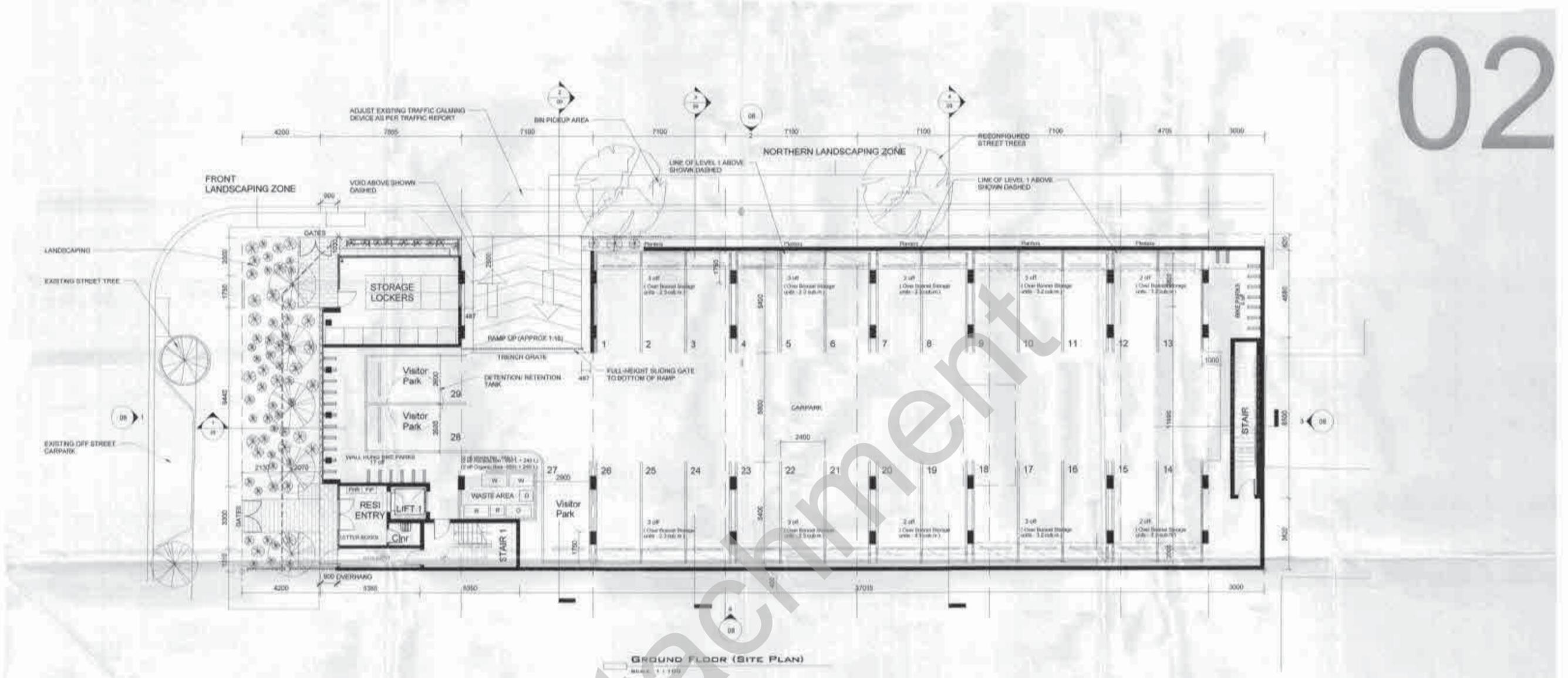
100 CLIFTON ST  
PO BOX 12345  
MELBOURNE VIC 3000  
TEL: 03 9555 1234  
WWW.LOUCASTAHOS.COM.AU  
A.C.N. 107 404

Apartments- Scheme J  
39 Churchill Rd, Prospect, SA

MELANIE JANE DEVELOPMENTS

REVISED DA ISSUE \_ MAY 2016

02



SITE FROM CHURCHILL RD

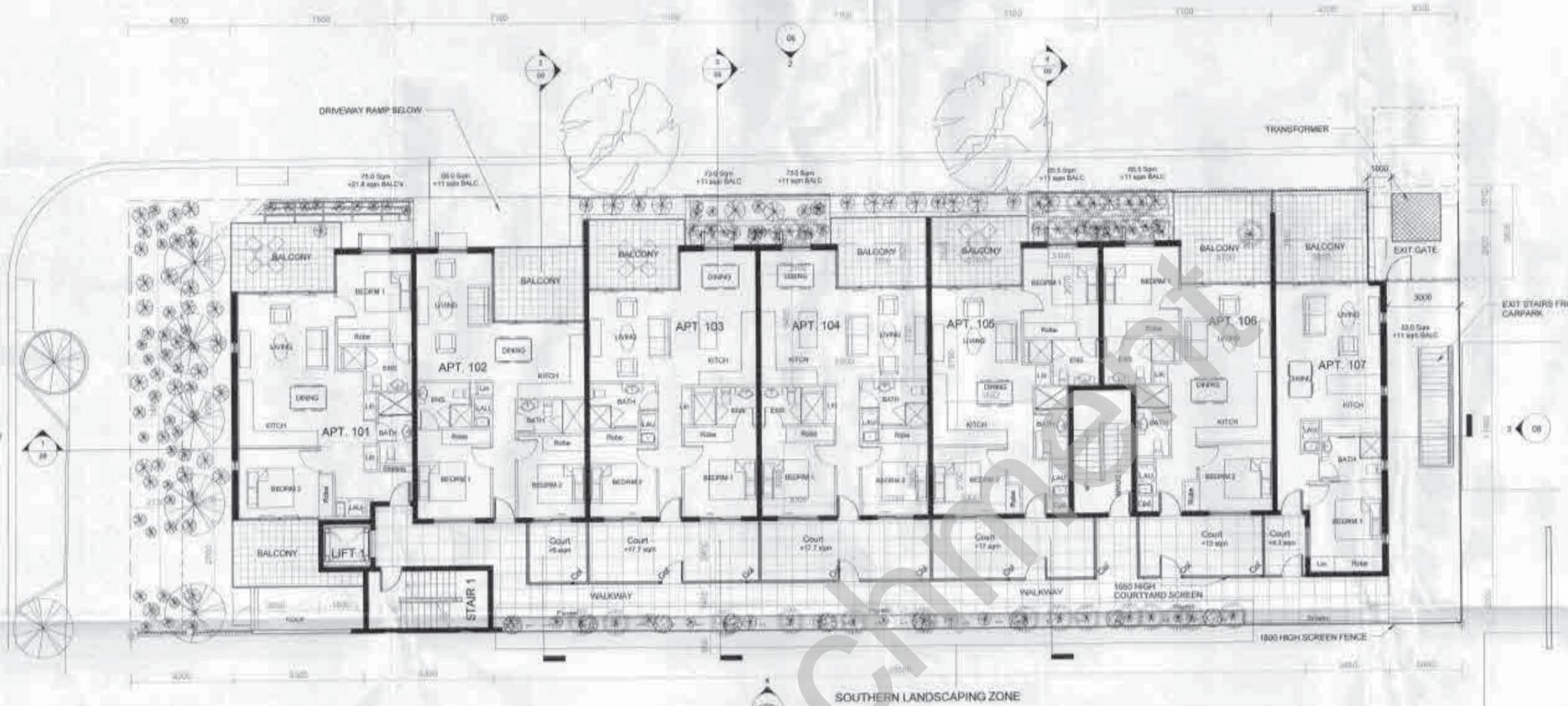


SITE AND COCHRANE TCE FROM CHURCHILL RD (outdated street verge)

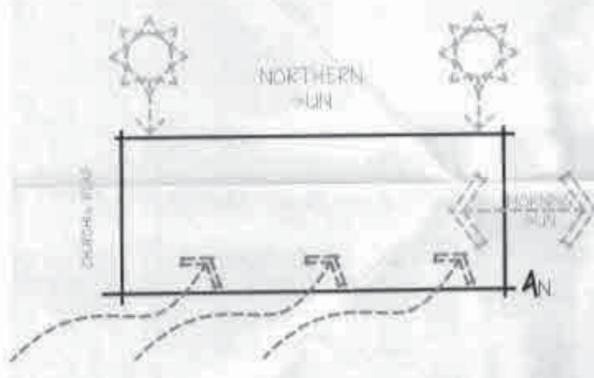


SITE AS VIEWED DOWN COCHRANE TCE

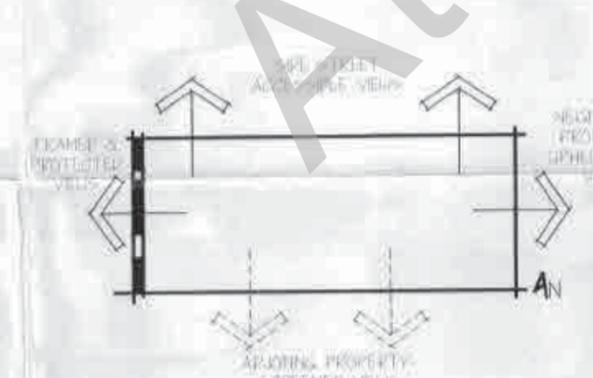
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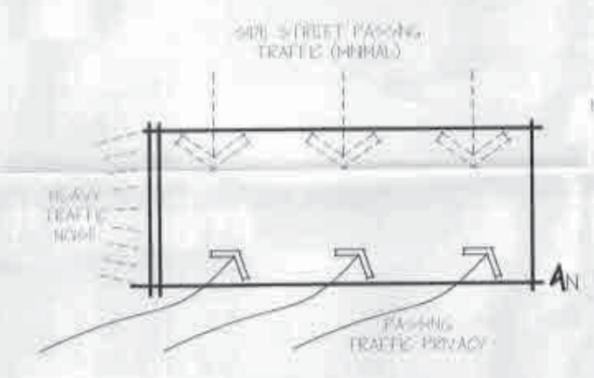
LEVEL 1  
SCALE 1:100



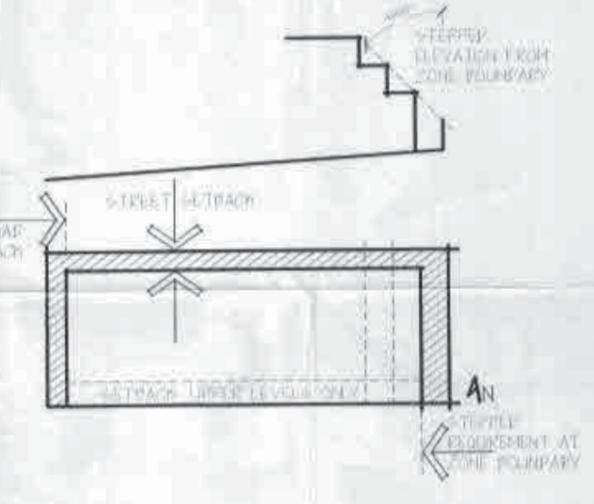
CLIMATE



VIEWS

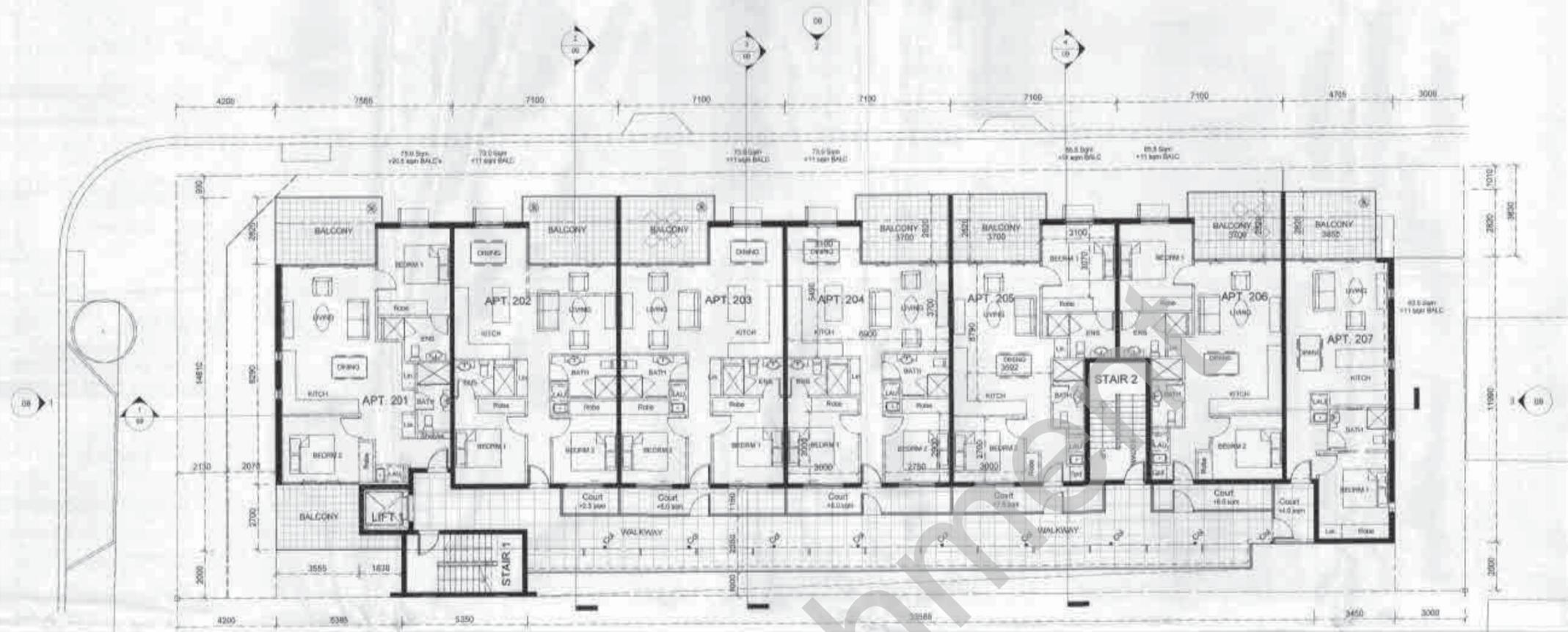


PHYSICAL ENVIRONMENT

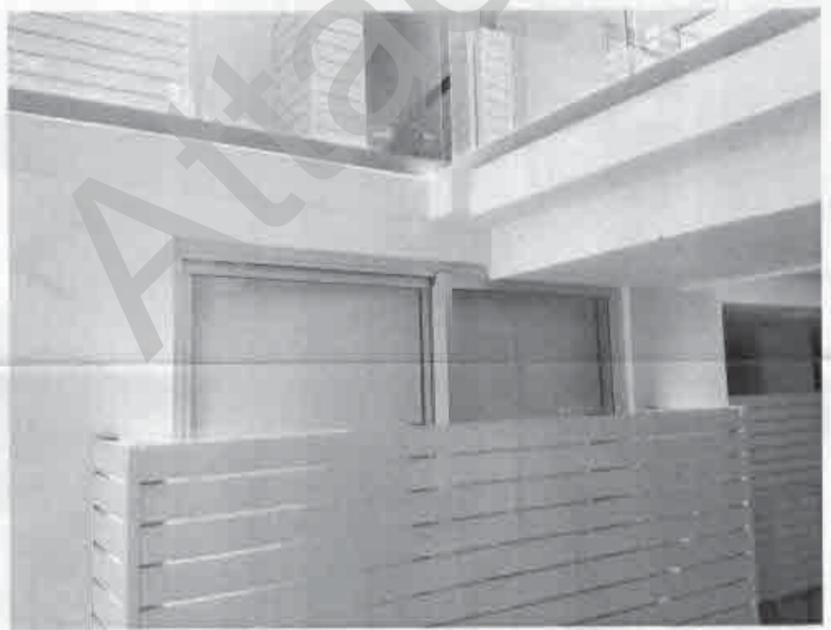


TOWN PLANNING

04

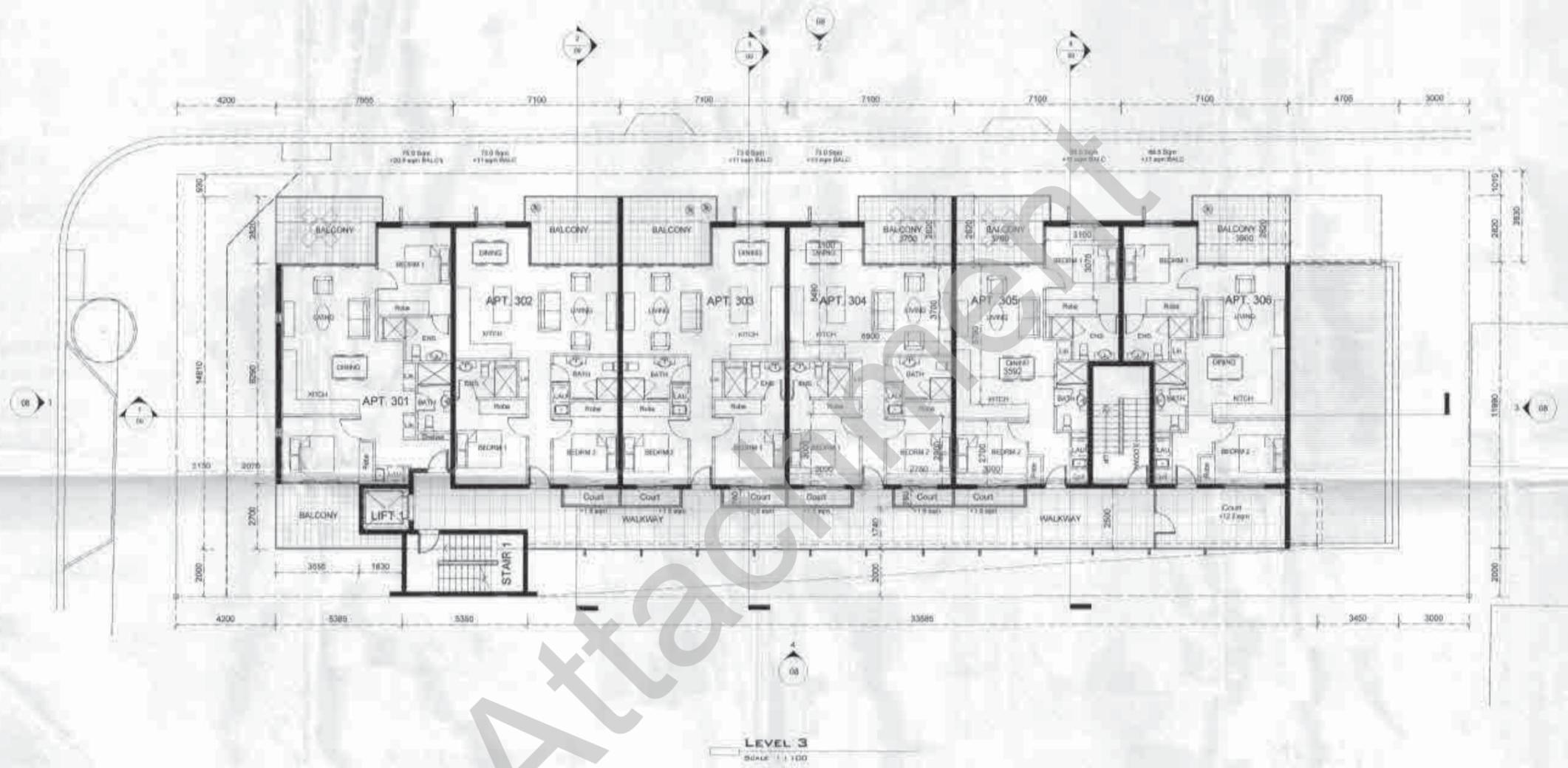


LEVEL 2  
SCALE: 1:100



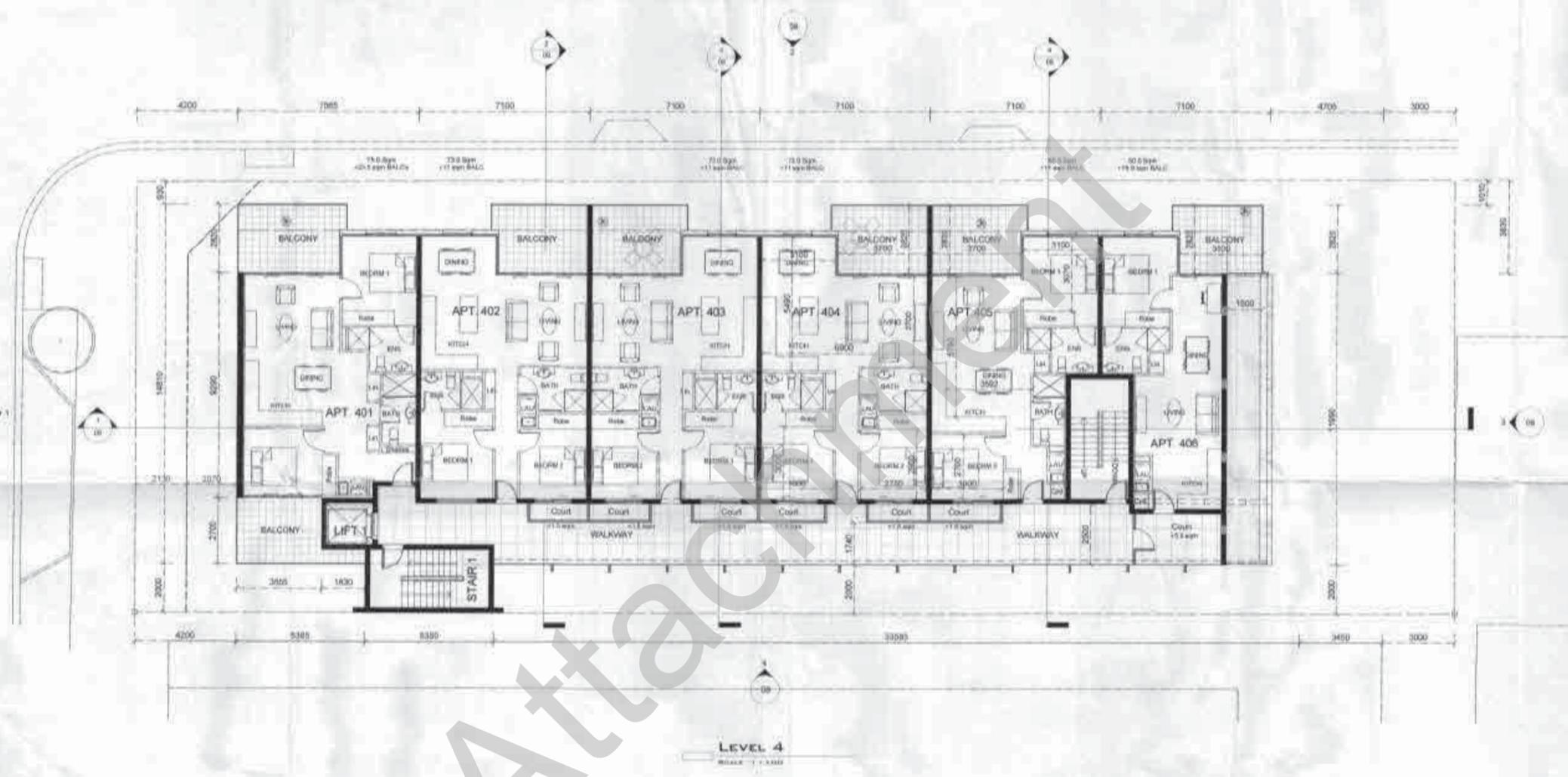
EXAMPLE BALCONY AND COURTYARD SCREENS

05



LEVEL 3  
SCALE 1:100

06

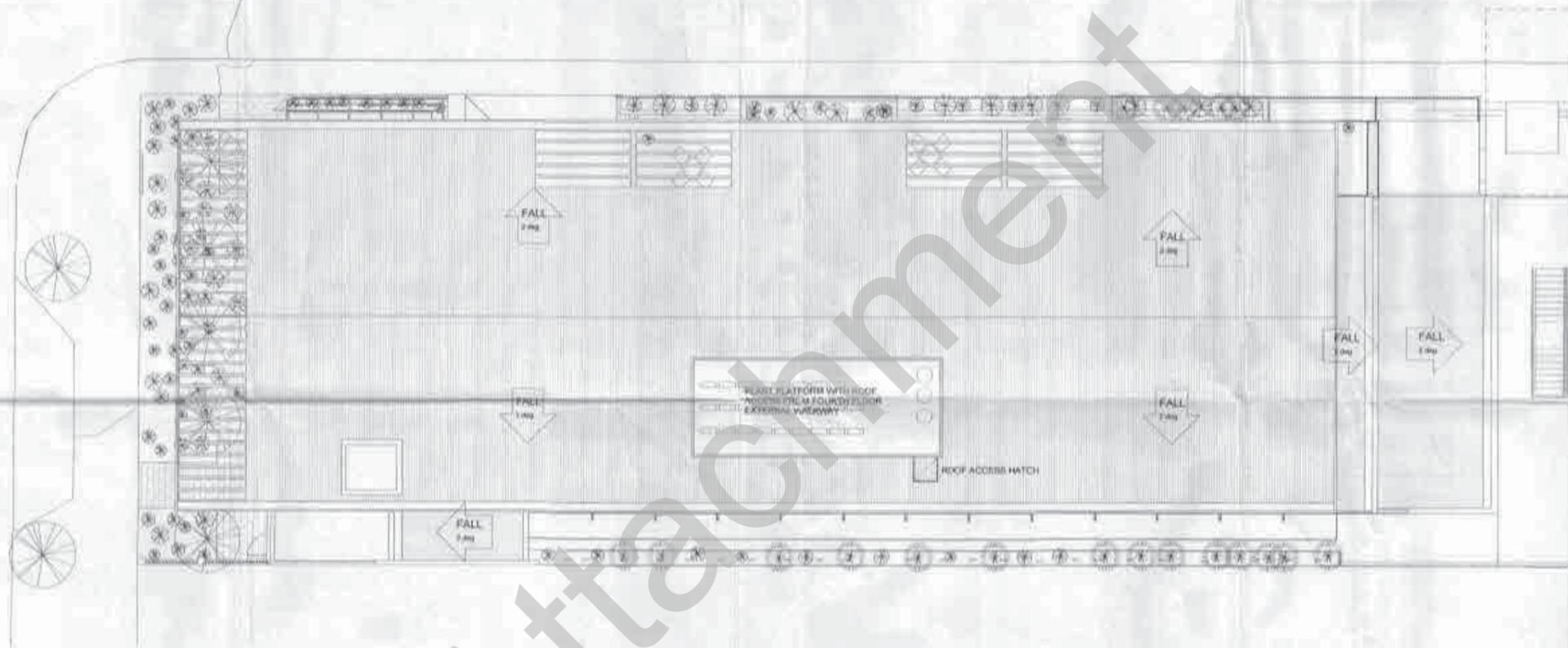


LEVEL 4  
SCALE: 1:1000



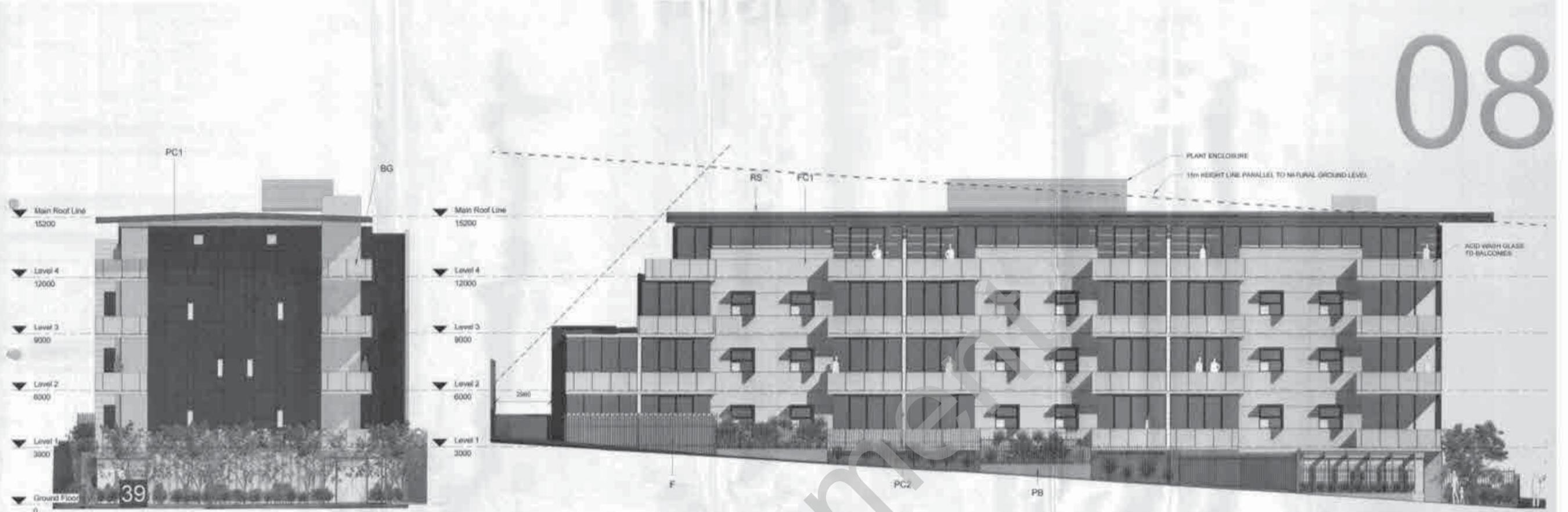
SHEET NO. 1-100 PROJECT NO. MELAYI JAYA DEVELOPMENT	APPROVED BY: [Signature] DATE: 10/10/2023 DRAWN BY: [Signature]	DRAWN BY: [Signature] CHECKED BY: [Signature] REV. 1
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07

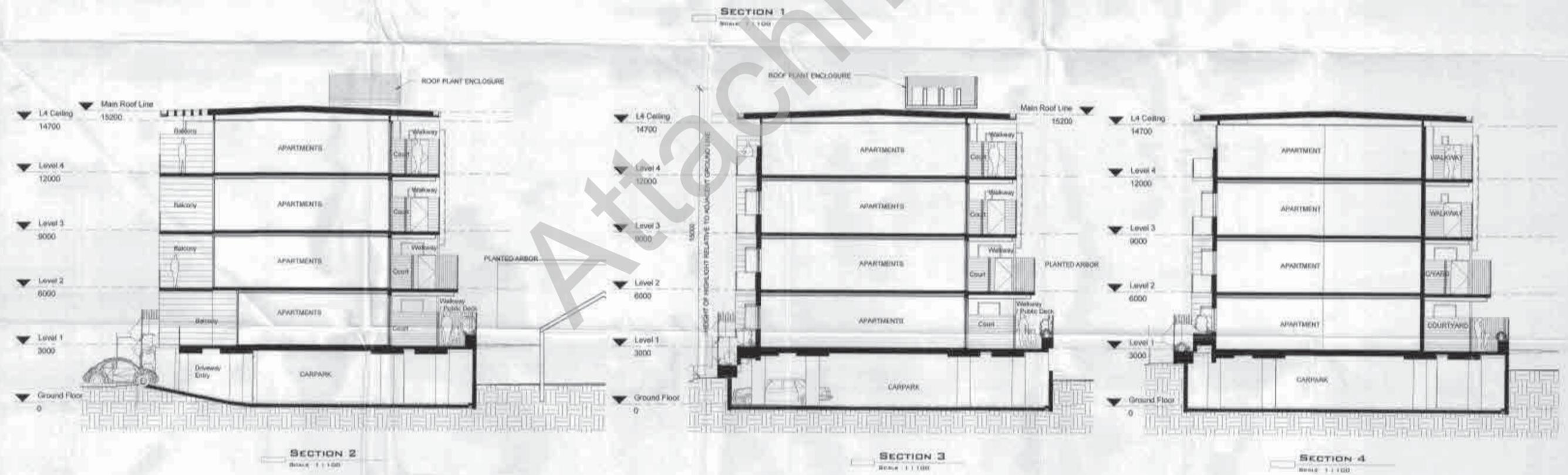
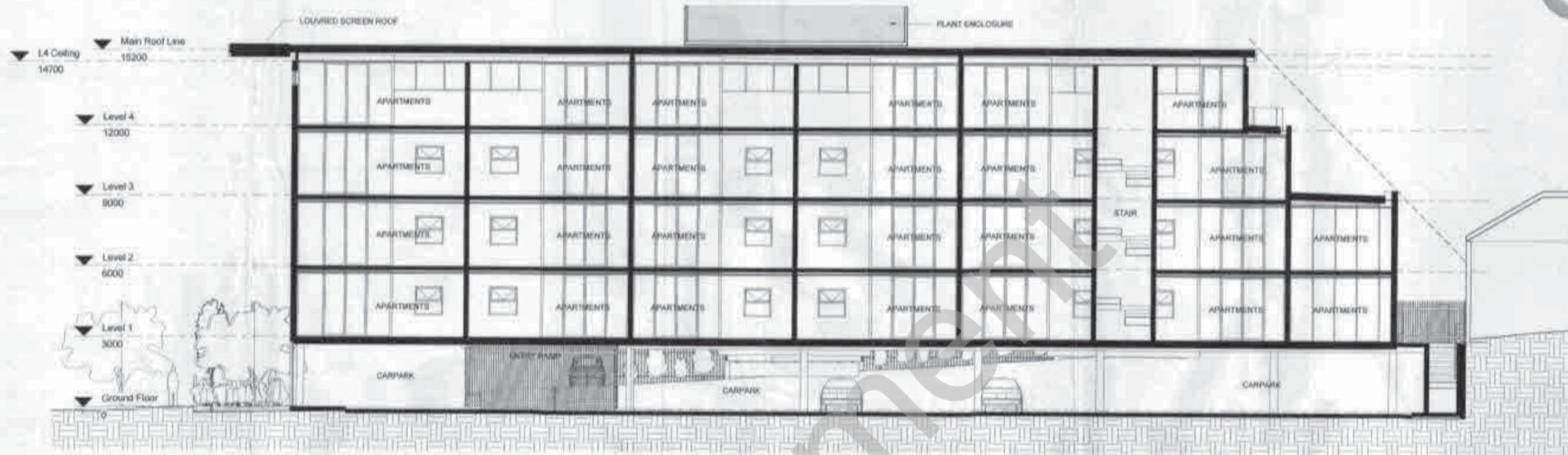


ROOF PLAN  
SCALE: 1/8" = 1'-0"

08



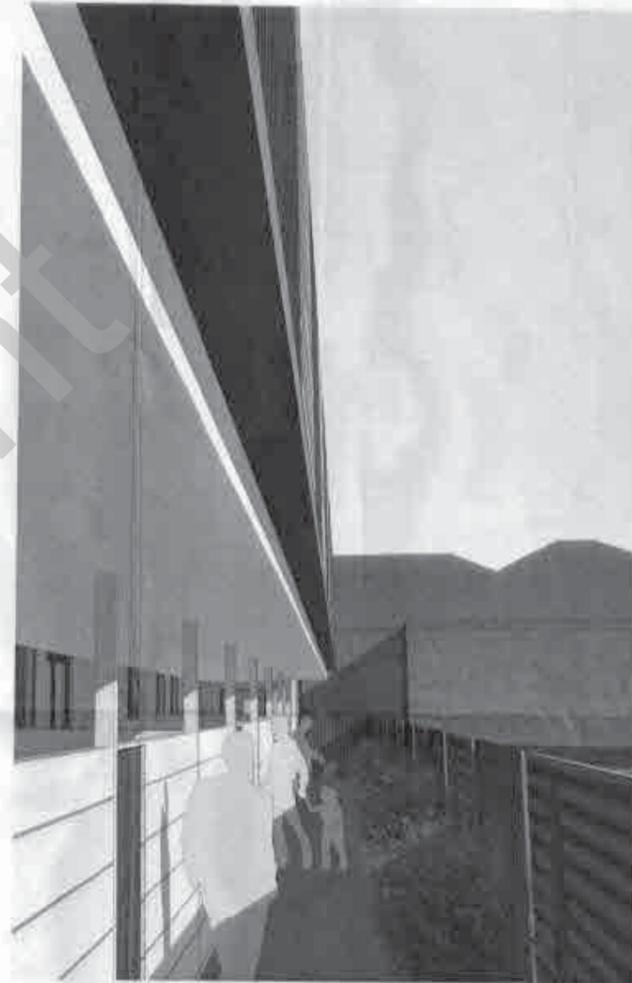
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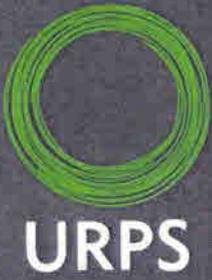
10



SOUTH-WEST PERSPECTIVE  
SCALE



LEVEL 1 WALKWAYS  
SCALE



Peter Gambranis  
2016-0018  
12 May 2016



## Planning Report

**Residential flat building comprising 26 dwellings  
at 39 Churchill Road, Prospect**



# Residential flat building comprising 26 dwellings at 39 Churchill Road, Prospect

12 May 2016

**Lead consultant** URPS

**Prepared for** Peter Gambranis

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**URPS Ref** 2016-0018

## Document history and status

Revision	Date	Author	Final Check	Details
V1	11 May 2016	MK & JS	JS	Draft issued to client for review
V2	12 May 2016	MK & JS	JS	Draft finalised

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## 1.0 Introduction

URPS has been engaged by the applicant to provide advice and to prepare this planning report in respect to a proposed development involving a residential flat building containing 26 dwellings with associated car parking, site works and landscaping at 39 Churchill Road, Prospect.

Pursuant to Schedule 10 (4C), the proposal is a kind of development which is to be assessed by the Development Assessment Commission because it exceeds 4 storeys in height in the City of Prospect. The proposal is also an “on-merit” and Category 1 form of development within the subject Urban Corridor Zone and Boulevard Policy Area.

This report has been prepared following our review of:

- The subject land and locality.
- Prospect (City) Development Plan.
- Certificate of Title Volume 5282 Folio 990.
- Proposal plans prepared by Loucas Zahos Architects.
- Landscape plan prepared by LCS landscapes.
- Traffic and car parking report prepared by Phil Weaver and Associates.
- Sonus acoustic report.
- TMK report on engineering design intent and stormwater.
- Summary of quantitative assessment (Appendix A).
- Past approvals within the Urban Corridor Zone on Churchill Road (Appendix B).



## 2.0 Subject land and locality

### 2.1 Subject land

The subject land has a street address of 39 Churchill Road Prospect. The land is contained within a single Certificate of Title Volume 5282 Folio 990.

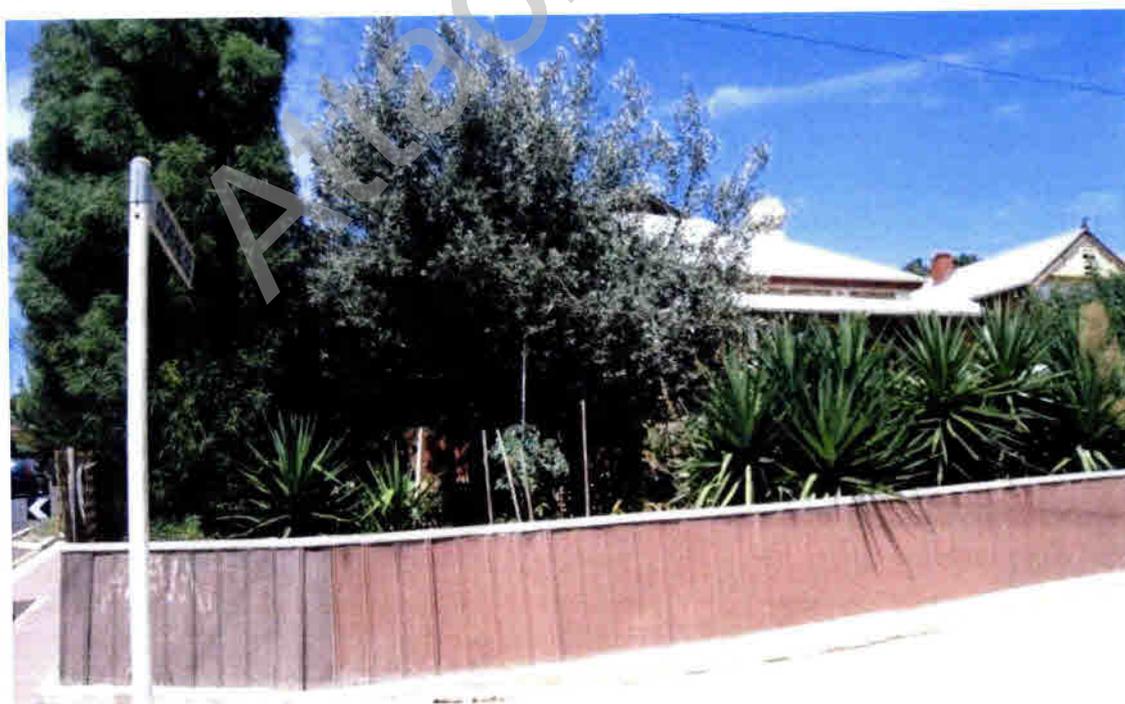
The land is located on the corners of Churchill Road and Cochrane Terrace with frontages of 18 and 55 metres respectively. The land is virtually rectangular in shape, with a total area of approximately 977 square metres. It is presently occupied by a single storey detached dwelling which is not listed as either a Local or State Heritage Place. The dwelling is of cottage styling.

As with many dwellings on this side of Churchill Road, it is sited higher than the road. There are a number of outbuildings within the rear yard of the land which are visible from Cochrane Terrace.

Aerial photography appears to indicate that presently there are no trees on the site which are large enough to qualify as significant/regulated, and no tree on or near the land is listed as a Significant Tree in the Development Plan.

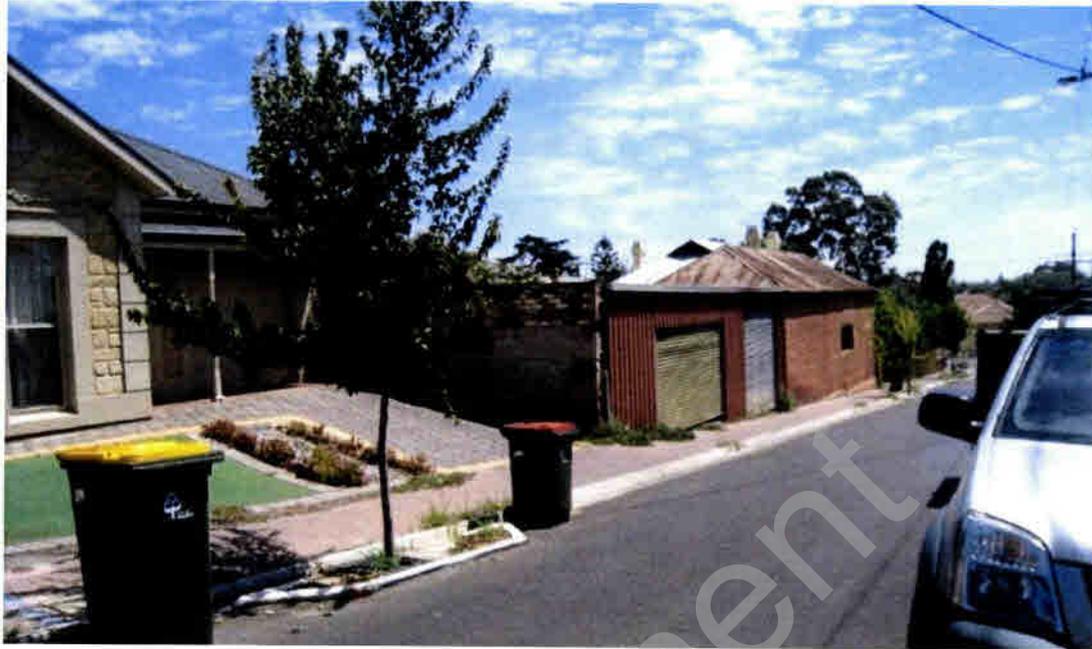
The land falls moderately from east to west. In the case of the subject land, there is a fall in the order of 3.5 metres from rear to front (north-east corner RL51.5 to north-west corner RL48.0). There is also a slight cross fall in a north-south direction of varying degrees, but generally 0.5m.

**Figure 2-1: Existing cottage on subject site, as viewed from Churchill Road**





**Figure 2-2: Existing outbuildings/shedding on subject site, as viewed from Cochrane Terrace**



**Figure 2-3: Existing outbuilding and side of dwelling on subject site, as viewed from Cochrane Terrace**



## 2.2 Locality

The locality is characterised substantially by residential development with some commercial development, however the character of the locality is transforming as a result of the Urban Corridor Zone.

The character of the locality, particularly immediately adjoining the land to the north and south, adjacent to the immediate west, and along Cochrane Terrace, is presently low rise, single storey and detached housing generally from the Victorian and inter-war period and interspersed with some other styles, including conventional post-war and reproduction contemporary homes. Dwellings on the eastern side of Churchill Road sit higher than the road.

Commercial development is evident on the land at 46 Churchill Road, where an antique shop and chiropractor is evident.

The locality, as with Churchill Road more broadly, is transforming. Evidence of urban-corridor-style developments are evident in the locality at 44 Churchill Road, which is some 45m north-west, and further north at 2 Allan Street, on the corner of Allan Street and Churchill Road.

Churchill Road is an arterial road and carries large traffic volumes in the order of 25,400 vehicles per day (DPTI, 2015).

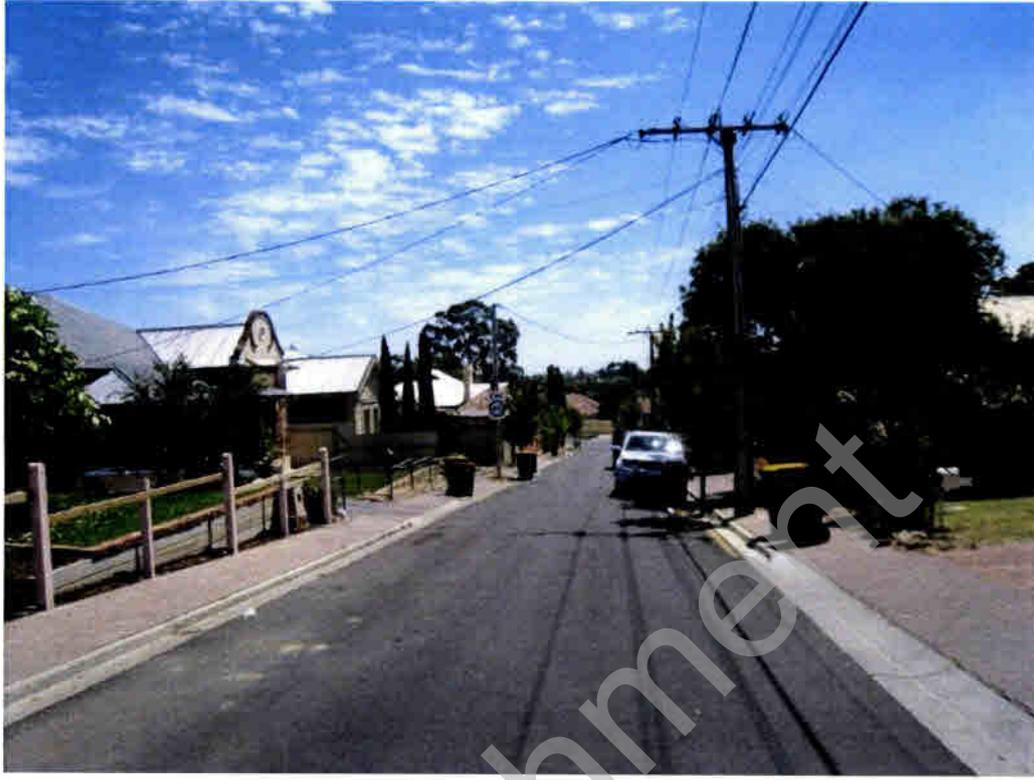
A map of the locality and its zoning, and photos of key aspects of the locality, are provided below.

**Figure 2-4: Locality and zoning**





**Figure 2-5: View of Cochrane Terrace looking west toward Churchill Road**



**Figure 2-6: View of duplex on adjoining land to the south.**



**Figure 2-7: View of subject land (left), and adjoining duplex to the south (right)**



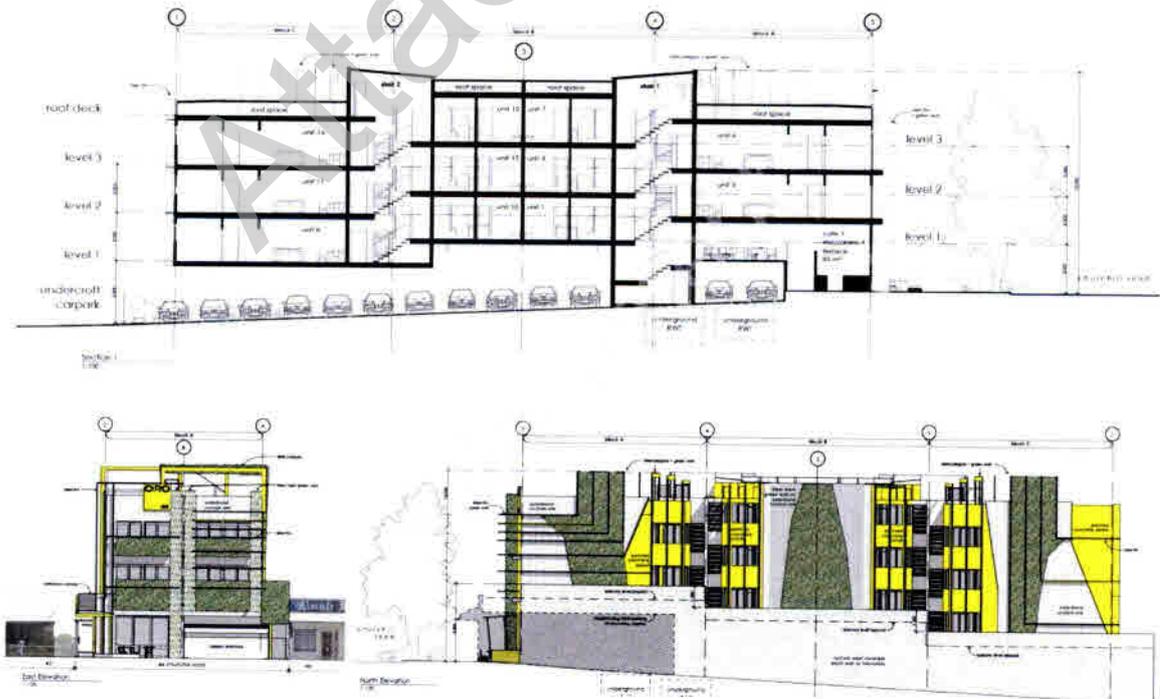
**Figure 2-8: View of dwelling on opposite/northern side of Cochrane Terrace**



Figure 2-9: Site of the 4- storey development at 44 Churchill Road under-construction



Figure 2-10: Approved 4-storey development at 44 Churchill Road under-construction





**Figure 2-11: New development at corner of Allan Street and Churchill Road**





## 3.0 Proposal

The proposed development involves demolition of the existing dwelling, outbuildings and all vegetation, and the construction of a five-storey residential flat building (RFB) comprising 26 apartments, an undercroft car park and associated landscaping.

More particularly, the proposal involves:

- **An undercroft car park** with 29 car parking spaces and 24 bicycle parking spaces. Vehicular access is achieved via Cochrane Terrace and pedestrian access via an entry lobby on Churchill Road. Storage is provided in the form of units above car parking spaces and a separate locker room. Waste storage facilities are also concealed within the car park. Due to the land slope, the ground floor is cut into the site such that it will be 3.2m below natural ground at its easternmost point.
- **Levels 1 to 4** contain apartments in the formats shown in Table 3-1, below. Multiple floor plans are provided in the development, with internal areas ranging from 65.5m<sup>2</sup> to 75m<sup>2</sup>. Responding to market demand, the development will offer primarily 2-bed and 2-bath products (23 apartments), with the 3 remaining apartments to be 1-bed and 1-bath offerings. Each apartment is provided with private open space, with the majority of apartments having the benefit of north-facing balconies.

**Table 3-1: Apartment formats**

	No. of 1-bedroom apartments	No. of 2-bedroom apartments
Level 1	1	6
Level 2	1	6
Level 3	0	6
Level 4	1	5
Totals	3 x 1-bedroom apartments	23 x 2-bedroom apartments
	26 apartments	
	49 bedrooms	

- **Externally**, the building is one of contemporary design expressing simplistic and modern features and featuring materials in a combination of light and dark colours.
- **Landscaping** is proposed within the Churchill Road front setback and within various planter boxes fronting Cochrane Terrace.

## 4.0 Development Plan assessment

The subject land falls within the Boulevard Policy Area of the Urban Corridor Zone in the Prospect (City) Development Plan consolidated 21 April 2016. The land to the immediate east falls within the Residential Zone and RA450 Policy Area, but all other adjoining land is in the same Urban Corridor Zone.

A residential flat building is an “on-merit” kind of development within the Zone. The proposal is also a Category 1 form of development on the basis that it does not breach the ‘Building Envelope – Interface Height Provisions’.

I understand that the application will undergo a mandatory referral to the traffic branch of DPTI under Schedule 8 of the Regulations as the proposal involves development in vicinity of a road widening setback proposed under the Metropolitan Road Widening Plan Act.

A detailed assessment of the most pertinent Development Plan considerations follows.

### 4.1 Land use & desired character

The Urban Corridor Zone seeks to provide high quality mixed use development that contributes to the vitality of the City of Prospect by increasing the density and diversity of housing, businesses and services available to the community.

As per Objective 1 of the Zone, it is to be 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*”.

Residential flat buildings, as proposed, are envisaged by Zone PDC 1. Policy Area PDC 1 states “*Development should predominantly comprise mixed use buildings and wholly residential buildings*”.

The Desired Character provides further guidance on what parts of the Policy Area are to accommodate mixed use development and what parts are to accommodate wholly residential development:

#### ***Boulevard Policy Area***

##### **Desired Character**

**The Mixed Use Churchill Area will be the primary focal point for mixed use development along Churchill Road, comprising a large site with very good access to the Islington railway station and major road corridors (Churchill and Regency Roads). A secondary focal point will be situated adjacent to Cane Reserve with lower floor uses that activate and generate considerable traffic, such as shops and restaurants. The remainder of the Policy Area will have a residential focus, whilst providing opportunities for small-scale office, shops and consulting rooms within mixed use buildings.**

**(Our emphasise underlined)**

On our reading of the above, every new building within the Zone and Policy Area does not need to be developed with a mix of uses.



The subject land is not located within either the Mixed Use Churchill Area or land adjacent Cane Reserve, meaning that the proposed residential development is appropriately located within a part of the Policy Area which “will have a residential focus”.

Based on the above, the proposal is considered an entirely suitable land use.

The Desired Character Statements for the Zone and Policy Area provide a number of considerations relating to residential interface, design and appearance, street activation, car parking, access and landscaping. All of these matters are addressed within the following subsections of this report.

## 4.2 Density

The Boulevard 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.

The minimum residential site density for residential development within the Boulevard Policy Area is 100 dwellings per hectare net, unless varied by the Concept Plan (Zone PDC 5).

The subject land has an area of 977m<sup>2</sup>. The minimum net residential site density would therefore be achieved through the provision of 10 dwellings. The proposal for 26 dwellings therefore provides a high-density development (as desired), and comfortably satisfies the desired minimum density.

## 4.3 Building height

The proposed building has a variable height given the considerable slope in the land from rear-to-front, which falls by approximately 3.5 metres.

The building height ranges from a maximum 15.2m at the front of the site, and then staggers down substantially towards its rear. As shown by the dotted lines below, the building is contained within a height of 15m above natural ground level, achieving the intent of Zone PDC 13 which provides a maximum height of 15m.

**Figure 4-1: Proposed building is less than 15m above NGL**



## 4.4 Design, appearance and landscaping

The Desired Character for the Zone and Policy Area seek high quality built form outcomes that include articulation and fenestration that engage with all public space and adjacent streets. Building facades will be articulated with elements such as balconies and verandahs, and a diversity of building materials will be carefully used to create a high quality building appearance. Shelter will be provided at a human scale to building entrances. Buildings on corner sites will address both street frontages. The proposal does not need to copy the form and style of the surrounding streetscape. A combination of grasses, shrubs and trees with high canopies and clean trunks are sought within the Churchill Road frontage

The proposed development will satisfy the above in that:

- The building will utilize a wide array of high quality materials such as acid wash balustrade glass, silver coloured alucobond to the roof underside (soffit), and rendered brickwork, whilst precast panels are well articulated by grooves, joins and variations in colour.
- The proposal does not feature any highly reflective materials, in satisfaction of CW PDC 133.
- Depth and shadowing is provided to all sides of the development via the roof overhang, recessed balconies, varying boundary setbacks, and other protrusions/blades which provide further interest and articulation to the design.
- Bulk and mass has been minimised on the primary Churchill Road façade by:
  - > Maintaining a fairly slender building form - excluding the balconies the front wall is 9.2m wide, which is only 50% (approximately) of the frontage width.
  - > Incorporating a mixture of building materials and colours to the overall Churchill Road façade by:
    - Providing an extensive amount of balcony space and balcony glazing.
    - Punctuating the street wall with windows.
    - Providing permeable screening and glazing at ground level.
  - > Articulating the street wall with grooves.
  - > Providing an overhanging roof, which will result in interesting shadows on the street wall.
- Both street facades address the public realm and will be highly articulated with good variation in wall lines, with balconies provided to add depth, visual interest, activation and surveillance.
- All balconies are designed so they will achieve CW PDC 135 in that they:
  - > Are integrated into the overall form and detail of the building.
  - > Feature glazed 1m high balustrades that enable lines of sight to both road frontages.
  - > Will not be the subject of unreasonable wind effect given the development does not exceed 5 storeys or 21m in height.
  - > They will be self-draining and plumbed to minimise runoff.
- Human scale shelter will be provided above the lobby entrance and the storage room access.



- Plant and equipment located on the roof will be screened and set back from the edges of the roof, out-of-sight, satisfying CW PDC 134.
- Landscaping details are supplied, confirming that the site will be planted with a combination of trees, shrubs and ground covers. The front of the site will accommodate a number of trees which will soften and enhance the appearance of the proposed building. As sought by the Desired Character Statement for the Policy Area, the proposed landscaping comprises a mix of groundcovers, shrubs and trees with high canopies and clean trunks, which will assist in creating a boulevard character. Further, the development does not compromise existing or future street tree planting on Churchill Road.

## 4.5 Relationship to the public realm

As outlined within the land use section of this report (Section 4.1), an active ground floor use such as a shop is not mandated for this site.

In addition, the following provisions are also considered relevant to streetscape activation and the buildings relationship to the public realm:

### *Boulevard Policy Area*

**PDC 7** A minimum of 50 percent of the ground floor primary frontage of buildings should be visually permeable, transparent or clear glazed to promote active street frontages and maximize passive surveillance.

### *Council Wide*

**PDC 140** Buildings ... should be designed so that the main façade faces the primary street frontage of the land on which they are situated.

**PDC 141** Buildings, landscaping, paving and signage should have a coordinated appearance that maintains and enhances the visual attractiveness of the locality.

**PDC 143** Buildings should be designed and sited to avoid extensive areas of uninterrupted walling facing areas exposed to public view.

**PDC 145** Buildings should be designed and sited to avoid extensive areas of uninterrupted walling facing areas exposed to public view:

- including features that attract people to the locality such as frequent doors and display windows, retail shopfronts and/or outdoor eating or dining areas;
- minimising the frontage for fire escapes, service doors, plant and equipment hatches;
- avoiding undercroft or ground floor vehicle parking that is visible from the primary street frontage; and
- using colour, vertical and horizontal elements, roof overhangs and other design techniques to provide visual interest and reduced massing.

**PDC 158** The ground floor level of buildings (including the foyer areas of residential buildings) should be designed to enable surveillance from public land to the inside of the building at night.

**PDC 159** Entrances to multi-storey buildings should:

- be oriented towards the street;
- be clearly identifiable;
- provide shelter, a sense of personal address and transitional space around the entry;

(Our emphasise underlined)

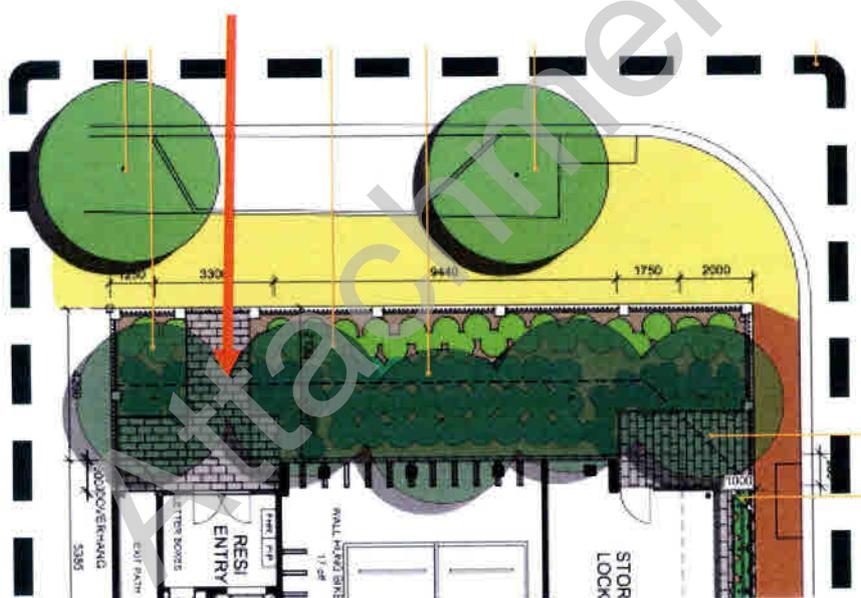


In essence, the planning policy calls for development to be oriented to the street, featuring 50% permeability on the ground floor frontage, with discretely located undercroft car parking, various wall treatments and landscaping which is coordinated with built form.

In respect to:

- Streetscape orientation:
  - > The development fronts both streetscape with a high level of activation, as all 26 apartments front Cochrane Terrace and 4 apartments and 8 balconies front Churchill Road.
  - > The development demonstrates high and desirable levels of passive surveillance given the volume of apartments which front the road frontages.
  - > The primary pedestrian access is achieved via the residential lobby facing Churchill Road. Combined with the landscaping layout, the pedestrian access point is easily identifiable.

**Figure 4-2: An entry statement is created via a tree lined, paved walkway to the lobby**



- Ground floor permeability:
  - > Sufficient levels of visual interest are achieved at its street level fronting Churchill Road. About 50% of the ground floor frontage is glazed, and the remainder of the frontage remains permeable with the use of screening. Active spaces are provided along the frontage in the form of areas used for mail collection, bicycle storage and personal storage, meaning that residents of the building will create activity and passive surveillance throughout the day. As such, almost the entire frontage is permeable and allows for activity and surveillance, comfortably satisfying Policy Area PDC 7.
  - > Again, this site is within a part of the Zone and Policy Area which envisages wholly residential development. A more pedestrian oriented and non-residential ground floor is not required. We therefore consider the extent of ground floor activation to be acceptable for this site.



- Undercroft car parking:
  - > The proposed car park is well concealed by landscaping to the front of the site and in planter boxes, as well as screening, and is not obvious to either road frontage.
- Wall treatments:
  - > Areas of uninterrupted walling fronting public roads have been minimised. The fire escape is positioned on the southern boundary to maximise activation/passive surveillance to the road frontages.
  - > As described in the previous section, the Churchill Road frontage is treated with balconies, glazing, articulated grooves, windows, depth and shadows. As such, uninterrupted walling is avoided, in accordance with Council Wide PDC 143 and PDC 145.
- Coordinated landscaping and built form:
  - > As previously described, landscaping will feature within the front of the land and will continue through along the Cochrane Terrace frontage. A comprehensive landscaping plan has been prepared by LCS Landscapes (refer enclosed).

## 4.6 Setbacks

### 4.6.1 Front setbacks

The following provision is relevant to the front wall and upper-level front setback:

#### *Urban Corridor Zone*

#### **PDC 7**

**Buildings should maintain a pedestrian scale at street level, and should:**

- (a) include a clearly defined podium or street wall with a maximum building height of 3 storeys or 11.5 metres in height; and**
- (b) have levels above the defined podium or street wall setback a minimum of 2 metres from that wall.**

**(Our emphasise underlined)**

The front wall is approximately 14.7m high (excluding the roof element), which is taller than the street wall height desired by Zone PDC 7. Nevertheless, the street wall is considered acceptable on the basis that:

- The vertical emphasise of the wall is counteracted by numerous horizontal elements including the horizontally proportioned base and landscaping, the balconies and balustrading. The verticality of the street wall is further reduced by the inclusion of grooves which create smaller vertical elements in the overall appearance of the wall.
- The street wall is relatively slender, at 9.2m wide, and its mass is broken-up with the use of windows and a patterned material.
- Churchill Road is a wide road. The road reserve to road reserve width is in the order of 22m-23m. It has a different character to Prospect Road, which is a narrower road and has more pedestrian activity. In terms of visual appearance and character, it is generally established that a wider street can more comfortably accommodate taller built form.

- Podium setbacks (ie upper level setbacks) have not been rigorously applied elsewhere in the Urban Corridor Zone.

In relation to the ground floor, the proposal provides a front setback of 4.2m which comfortably complies with the front setback standard of 3m and offers ample space for landscaping, as per the enclosed LCS landscaping plans. Zone PDC 16 is thus met.

There is a requirement for road widening from 2.13m from the front boundary. The development does not frustrate the Metropolitan Road Widening Plan Act and in the event that road widening occurs, 2.03m at the front of the site will be retained for landscaping. LCS have designed landscaping which ensures that more fulsome trees can be retained in this part of the land to ensure the development retains a high quality street appearance.

We also understand that similar front setbacks have been accepted elsewhere in the Zone and Policy Area.

As per Appendix B, this proposal actually provides a larger setback from the road widening strip than other similar approvals on Churchill Road. From our review, the Council has supported setbacks of 3m or less from Churchill Road boundaries at numbers 111-113, 130 and 172 within the last 12 months. Further, balconies have been approved for a residential flat building at 210 Churchill Road at 2.13m (i.e. on the edge of the road widening strip). In respect to 111-113 Churchill Road it is pertinent to note that that building is setback 3m from the Churchill Road boundary and only 0.87m from the road-widening strip, with visitor car parks located within the road-widening strip, whilst the building also exhibits very little activation to Churchill Road. All of these sites sit within the Boulevard Policy Area in the same Zone. There appears significant precedence to support the proposed front setback.

On the above basis, we consider the proposed front setback to be acceptable.

#### 4.6.2 Secondary street setback (Northern side setback)

Zone PDC 17 seeks secondary road setbacks of 2 metres. With the exception of north facing balconies, all levels which are fully aboveground (1, 2, 3 and 4) are sited 2m from the boundary in accordance with this provision.

The siting of balconies near the secondary street (northern side) boundary is considered acceptable in that:

- The departure from Zone PDC 17 is minor and some relief to the secondary frontage is provided, with balconies to be setback 0.93m to 1.01m.
- The balconies themselves are lightweight elements and do not add unreasonable bulk or mass to this elevation.

In relation to the car park level, whilst this is also sited on the boundary, it is low scale. Save for a 9m section toward the Churchill Road frontage, most of the car park 'wall' is below 2m in height, and it tapers to 0m at its easternmost point on Cochrane Terrace. At most, this has the appearance of an open, landscaped side boundary fence, as per below:



**Figure 4-3: Side boundary fencing and landscaping to the edge of undercroft car park**



### 4.6.3 Southern side setback

For sites less than 20m wide (such as the subject land), Zone PDC 17 contemplates boundary development up to 2 storeys high, with elements above to be setback 2m.

An assessment of the plans is presented in the table below.

**Table 4-1: Southern side setback assessment**

Level	Development Plan standard	Proposed southern side setback
Under croft car park	0m	0m
Level 1	0m	0m to 600mm
Level 2	0m	1m
Level 3	2m	2m
Level 4	2m	2m
Fire escape stairwell	0m for first two storeys 2m above	0m for car park, levels 1 and 2 0m for levels 3 and 4

As can be seen in the table above, the southern side setbacks comply but for the fire escape stairwell, which is on the boundary at a height above the second storey, however the setback encroachment is considered acceptable as:

- The extent of the encroachment is small (5.35m wide) and limited to only the stair well.
- As previously mentioned, the stairwell is located away from the more sensitive boundaries (ie the street boundaries and the rear interface with the residential Zone).
- The adjoining site to the south is also located within the Urban Corridor Zone. Once developed to its potential, a building on the adjoining site to the south will screen views of the stairwell:



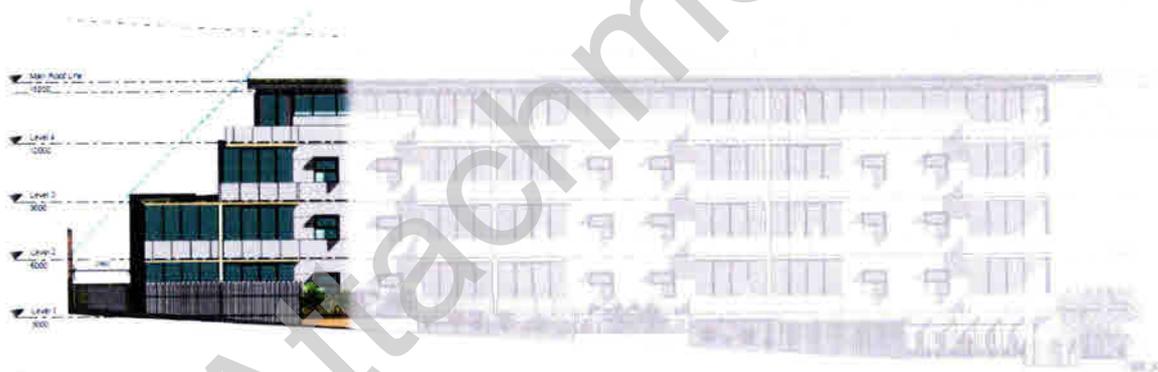
**Figure 4-4: Future Urban Corridor Zone development will screen proposed stairwell**



#### 4.6.4 Rear setback (Interface with Residential Zone)

The proposed building completely complies with the rear setback and interface guidelines set out by Zone PDC 14 and PDC 18:

**Figure 4-5: Rear setbacks ensure the proposed building does not breach 45 degree plane**



#### 4.7 Overlooking

The Development Plan seeks to minimise direct and unreasonable overlooking into neighbouring properties (Council Wide PDC 76, 89 and 139).

Overlooking in this case will be managed by siting the communal breezeways 'in' from the boundary and separating them from the land to the south through the use of landscaping at level one, and screening at the levels above. The proposed screening also preserves the perception of privacy as views into the breezeway are restricted – as such, adjacent residents will not see people entering and exiting apartments.

The combination of setbacks and screening minimises direct and unreasonable views into the land to the south, in achievement of CW PDC 76, 89 and 139.



## 4.8 Overshadowing

The Development Plan seeks to minimise overshadowing of adjacent properties, with particular emphasis given to the protection of north-facing windows, private open space, and residential property *when located in an adjoining Residential Zone* (Council Wide PDC 70, 71, 72, 132, and 264). As such, the Development Plan expects tall development in the Urban Corridor, which is highly desired, to overshadow other land in the Urban Corridor Zone. In other words, overshadowing effects in this Zone is unavoidable.

In respect to this proposal, the extent of overshadowing is considered reasonable and expected as the building falls within the relevant setback and height guidelines, as previously discussed. Critically, a suitable interface is created at the Residential Zone boundary, minimising shadow impacts upon the low density land to the east.

## 4.9 Private open space

For the private open space assessment, CW PDC 152 and PDC 153 are applicable as the proposal involves dwellings “located above ground level”. These provisions require POS to be:

- 8m<sup>2</sup> for 1 bedroom dwellings.
- 11m<sup>2</sup> for 2 bedroom dwellings.
- A minimum dimension of 2m.
- Accessed from a habitable room, such as a living area or bedroom.

In respect to the criteria listed above, all balconies are a minimum of 2m deep and comprise areas of more than 8m<sup>2</sup> or 11m<sup>2</sup>, satisfying the minimum standards for 1 and 2 bedroom apartments.

Further, all 26 apartments have north-facing balconies. All balconies are directly accessed from living areas and will not be overlooked from nearby development, to satisfy CW PDC 148.

## 4.10 Building separation and outlook

None of the apartments will be the subject of detrimental visual or acoustic privacy issues from other buildings.

With the potential of the land to the south to accommodate a similar re-development to the proposal a possibility, the siting of balconies and living areas is desirable in maintaining visual/acoustic privacy.

All living areas within all apartments have outlook on the adjacent public realm. CW PDC 161 will therefore be achieved.

## 4.11 Dwelling configuration

In accord with CW PDC 162, the proposal will contain a variety of dwelling sizes, featuring an array of single and two bedroom dwelling stock which will suit a variety of different household types and different social needs.

## 4.12 Site facilities, storage and waste management

### 4.13 Personal storage

Development should provide 8m<sup>3</sup> of space for personal storage, and this may be provided in a garage or within an on-site communal facility (CW PDC 168). The proposal is considered to provide suitable storage space in the following forms:

- This development features a 34m<sup>2</sup> communal storage area containing lockers/cage.
- Some 2.3m<sup>3</sup> to 3.2m<sup>3</sup> of storage space is provided for each apartment above their respective car park.
- Storage space is provided within each apartment, with linen cabinets and robes indicated, whilst other unmarked internal areas may be used for storage and furniture without compromising circulation space.

The journey from any apartment door to the entrance of the storage room remains almost entirely undercover, whilst the journey the storage within the garage is entirely undercover. The storage spaces are conveniently accessible and walkable in our view.

#### 4.13.1 Waste management

As per Council Wide PDC 171, the communal collection of waste is required as the gross floor area of the building is more than 2000m<sup>2</sup>. As such, a private collection of waste is proposed.

Council Wide Principles 147 and 170 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 in the undercroft car park. This area is to be screened from the surrounding public realm, and is also screened from views in the car park. Waste storage within the car park also minimises the potential for odour transference. The journey to the waste storage area is entirely undercover. The proposal is considered to meet CW PDC 147 and 170.

The 'SA Best Practice Guide: Waste Management in Residential or Mixed Use Developments', published by the State Government in 2014, provides the relevant waste generation rates. As the development provides 49 bedrooms in a high density format, the following levels of waste are generated per week according to the guide:

**Table 4-3: Waste generated by the proposed development**

Type of waste	Waste generation calculation	Weekly generation (L)	Proposed waste storage
General	30 litres x 49 bedrooms	1470	1320
Recycling	25 litres x 49 bedrooms	1225	900
Organic	10 litres x 49 bedrooms	490	900
<b>TOTAL</b>		<b>3185 litres</b>	<b>3120 litres</b>

Source: Calculations based on SA Best Practice Guide: Waste Management in Residential or Mixed Use Developments 2014

Based on the table above, the proposed waste storage area is suitably sized based on twice-weekly collection.

As per the enclosed parking and traffic report, collections occurring via Cochrane Terrace during out-of-peak periods will not pose any traffic safety issues.

Accordingly, CW PDCs 169, 170 and 171 are satisfied.

#### 4.14 Car Parking

A report has been prepared by an experienced parking and traffic consultant, Phil Weaver and Associates.

This application proposes 29 off-street car parking spaces. Phil Weaver identifies a theoretical shortfall of 4 car parking spaces, as a strict interpretation of the Development Plan suggests a demand for 32.5 parking spaces (or 33 parking spaces when rounded up)

In respect of this shortfall of 4 spaces, Mr Weaver identifies that:

- 1 car parking space will be allocated for each of the apartments i.e. a total of 26 spaces. Therefore the long term car parking demands will be fully accommodated on the subject site, leaving 3 on-site car parking spaces for use by visitors.
- As per Clause 5 of Table Pr/5, a car parking discount may be supported based on local circumstances. The proposal achieves such criteria as:
  - > The proposed development is located 230m (3m walk according to Google Maps) from the Ovingham Railway Station on the Adelaide to Gawler railway line. Bus services into the CBD are also available on Churchill Road (Stop 8A is 110m from the land).
  - > On-street car parking is evident in close proximity to the site including unrestricted parking along the eastern side of Churchill Road directly in front of the subject site, with additional car parking also provided along the northern side of Cochrane Terrace.

- > Provision for bike parking facilities is provided to encourage alternate transport modes besides motor vehicle use. There are a total of 26 bicycle parking spaces provided which exceeds the requirements of Table Pr/6, which requires 9 bicycle parking spaces for this proposal.

In addition to the above, Phil Weaver has confirmed that the design of the on-site car parking areas would conform to the requirements of the relevant off-street car parking standard (AS/NZS 2890.1:2004) for a User Class 1A facility.

**Figure 4-6: Subject land is in close proximity to Ovingham Railway Station (source Google Maps)**



#### 4.15 Vehicular access and traffic movement

The Zone and Policy Area seeks for development that minimises access points onto arterial roads. Vehicle access points will be located off side streets where possible, so that vehicle flows, safety and efficient pedestrian movement along Churchill Road are maintained.

The proposal will desirably take vehicular access from Cochrane Terrace as opposed to Churchill Road. Some re-design has occurred during design development where the crossover has been sited further east away from the tangent point of the intersection.

Following review by Phil Weaver, it has been determined that the proposed development should generate at most 13 trips per hour in the morning and evening peak hour periods. Such traffic volumes will not be significant and will not adversely impact the capacity of the adjoining road network. In particular, the intersection of Cochrane Terrace and Churchill Road will not be adversely impacted by such low volumes of traffic.



## 4.16 Ecologically sustainable development

A number of Development Plan policies encourage ecologically sustainable development and increased energy conservation. Council Wide Objective 16 encourages walking, cycling, public transport, water conservation and energy conservation. A number of practical design measures are then suggested by Council Wide Principle 79.

The proposal incorporates a number of ESD features which contribute to energy and water conservation:

- The principal internal living areas and private open space of all 26 apartments will have a northern aspect and north-facing windows. Solar access is thus maximised.
- North facing balconies and windows are covered with canopies and roofs, meaning that these north-facing aspects are granted some protection from summer sunlight.
- Cross ventilation may be achieved as all apartments have north-facing and south-facing windows and doors.
- West-facing windows are minimised, whilst glazing and balconies still provides sufficient presence to the public realm (which is also desired by Development Plan policy).
- The proposed building will have a low/flat pitched roof to facilitate the future installation of rainwater tanks and north-facing solar panels.
- Stormwater is to be collected within rainwater tanks located beneath the visitor car parking spaces.
- Bicycle parking facilities are provided to encourage alternate transport methods to the motor vehicle (1 space per apartment).
- The development naturally encourages the use of public transport given it is within close proximity to high frequency public transport, as detailed later in this report.

## 5.0 Conclusion

The proposal involves the construction of a five-storey residential flat building (RFB) comprising 26 apartments, an undercroft car park and associated landscaping, being an “on-merit” and Category 1 form of development.

The proposal complies with the Development Plan in respect of land use, density, desired character, 15m building height, dwelling configuration, site facilities, storage, waste management, privacy, overshadowing, traffic movements and car park layout. The design and appearance of the proposal is also considered appropriate as it addresses and activates both street frontages,

Identified shortfalls in respect to total car parking numbers, street wall height and side setbacks are considered acceptable in that:

- Whilst there is a shortfall of 4 car parking spaces, the long term parking requirements of 26 apartments are met with 3 spaces also provided for visitors. It is appropriate to also provide a discount to car parking rates in the Urban Corridor Zone where there is access to on-street parking in the locality and public transport, and where bicycle parking is provided in the development. The proposal archives all of these requirements, and thus a shortfall of 4 car parking spaces should be accepted.
- The street wall height is not detrimental to the pedestrian experience and visual amenity of Churchill Road on the basis that Churchill Road is a wide road, the front wall is a fairly slender building element, the verticality of the wall has been counteracted with horizontal elements such as balconies and base, whilst the bulk and mass of this wall has also been reduced through the use of articulated grooves, windows and shading from the overhanging roof. A 4.2m space is also provided in front of the building, allowing for expertly designed landscaping to enhance the development’s streetscape appearance.
- Side setback shortfalls are limited to the southern side stair well and northern side balconies. Their siting benefits the development through greater street activation and better apartment amenity. Visual impacts on the land to the south visually are not unreasonable given the narrow width of the stair well and its front-of-site location. The adjoining land is also located in the Urban Corridor Zone, meaning its future development will ultimately screen view of the stairwell, whilst there is little requirement to manage shadow impacts on other land in the Urban Corridor Zone.

In our view, the proposal exhibits sound planning merit, it contributes to the achievement of the Zone objectives, and it does not conflict with the provisions of the Development Plan to any significant degree. Development Plan consent is warranted accordingly.

Please do not hesitate to contact Matthew King or Joshua Skinner from this office on 8333 7999 if you wish to discuss this matter further.



## Appendix A

The proposal complies with the majority of Development Plan provisions. A summary table of the proposal's compliance with the quantitative provisions is provided below.

### Summary of quantitative assessment

Attribute	Development Plan standard	Proposed	Complies?
Density minimum	100 dwellings per hectare	268 dwellings per hectare	Yes
Maximum podium/street wall height	3 storeys or 11.5m.	14.7m	No
Podium setback	Levels above third storey to be setback 2m behind street wall	Nil	No
Max building height	4 storeys 15 metres	5 storeys 15m	No Yes
Interface	45 degree plane, from 3m height at zone boundary	Staggered rear setbacks to ensure development does not breach 45 degree plane	Yes
Primary road setback	3m	3m	Yes
Northern side setback (secondary street)	2m	2m setback to walls 0.93m to 1.01m setback to balconies	Yes No – but balcony intrusions considered minor
Rear setback	3m	3m	Yes
Southern side setback	0m (up to 2 storeys) and 2m (above two storeys)	0m for undercroft car park, level 1 and 2 Stairwells on boundary for levels 3 and 4	Yes No
Car parking	1.25 x 26 =32.5 car parking spaces	29	No - but supported by traffic and parking consultant
Private open space	8m <sup>2</sup> for 1 beds, 11m <sup>2</sup> for 2 beds	Generally complies with at least 11m <sup>2</sup> of POS	Yes
Waste Storage Area	General: 1470L / week Recycling: 1225L / week Organic 490L / week	General: 1320L Recycling: 900L Organic 900L	Yes, based on twice-weekly collection.
Apartment storage	8m <sup>3</sup>	8m <sup>3</sup>	Yes



## Appendix B

Attachment

APARTMENT SCHEDULE OF PROVISIONS (Includes Provisions of Adelaide City Council Development Plan) - ( April 2016 )

LEVEL	Apt. No.	Name	Beds	AREA - Square Metres						Storage - Cubic Square Metres					Storage Sufficient	Bicycle Park	Carparks	Private Open Deck
				Apartment Size	Min. Unit Space Required	Area Sufficient	Balcony + Court	Private Open Space required	Difference	Apartment Storage	Storage Lockers	Total Storage	Storage required	Difference				
1	101	Apt. 101	2	75	65	√	20.5	11	9.5	9.5	2.3	11.8	10	1.8	√	1	1	
	102	Apt. 102	2	68	65	√	17	11	6	7.1	3.2	10.3	10	0.3	√	1	1	
	103	Apt. 103	2	73	65	√	28.7	11	17.7	8.4	2.3	10.7	10	0.7	√	1	1	
	104	Apt. 104	2	73	65	√	28.7	11	17.7	8.4	2.3	10.7	10	0.7	√	1	1	
	105	Apt. 105	2	65.5	65	√	28	11	17	7.9	2.3	10.2	10	0.2	√	1	1	
	106	Apt. 106	2	65.5	65	√	24	11	13	7.9	2.3	10.2	10	0.2	√	1	1	
	107	Apt. 107	1	53	50	√	15	8	7	5.3	3.2	8.5	8	0.5	√	1	1	
2	201	Apt. 201	2	75	65	√	20.5	11	9.5	9.5	2.3	11.8	10	1.8	√	1	1	
	202	Apt. 202	2	73	65	√	13.5	11	2.5	8.4	2.3	10.7	10	0.7	√	1	1	
	203	Apt. 203	2	73	65	√	19	11	8	8.4	2.3	10.7	10	0.7	√	1	1	
	204	Apt. 204	2	73	65	√	19	11	8	8.4	2.3	10.7	10	0.7	√	1	1	
	205	Apt. 205	2	65.5	65	√	18.5	11	7.5	7.9	2.3	10.2	10	0.2	√	1	1	
	206	Apt. 206	2	65.5	65	√	17	11	6	7.9	2.3	10.2	10	0.2	√	1	1	
	207	Apt. 207	1	53	50	√	15	8	7	5.3	3.2	8.5	8	0.5	√	1	1	
3	301	Apt. 301	2	75	65	√	20.5	11	9.5	9.5	2.3	11.8	10	1.8	√	1	1	
	302	Apt. 302	2	73	65	√	12.5	11	1.5	8.4	2.3	10.7	10	0.7	√	1	1	
	303	Apt. 303	2	73	65	√	12.5	11	1.5	8.4	2.3	10.7	10	0.7	√	1	1	
	304	Apt. 304	2	73	65	√	12.5	11	1.5	8.4	2.3	10.7	10	0.7	√	1	1	
	305	Apt. 305	2	65.5	65	√	12.5	11	1.5	7.9	2.3	10.2	10	0.2	√	1	1	
	306	Apt. 306	2	66.5	65	√	23.2	11	12.2	7.9	2.3	10.2	8	0.2	√	1	1	
4	401	Apt. 401	2	75	65	√	20.5	11	9.5	9.5	2.6	12.1	10	2.1	√	1	1	
	402	Apt. 402	2	73	65	√	12.5	11	1.5	6.7	3.4	10.1	10	0.1	√	1	1	
	403	Apt. 403	2	73	65	√	12.5	11	1.5	8.2	2.6	10.8	10	0.8	√	1	1	
	404	Apt. 404	2	73	65	√	12.5	11	1.5	8.2	2.6	10.8	10	0.8	√	1	1	
	405	Apt. 405	2	65.5	65	√	12.5	11	1.5	8.2	2.6	10.8	10	0.8	√	1	1	
	406	Apt. 406	1	50	50	√	16.9	8	8.9	3	5.2	8.2	8	0.2	√	1	1	

## APARTMENT SCHEDULE OF PROVISIONS (Includes Provisions of Adelaide City Council Development Plan) - ( April 2016 )

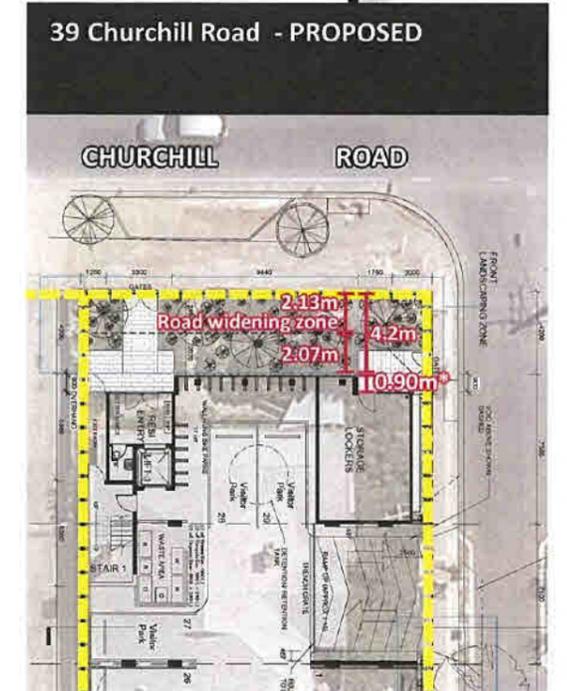
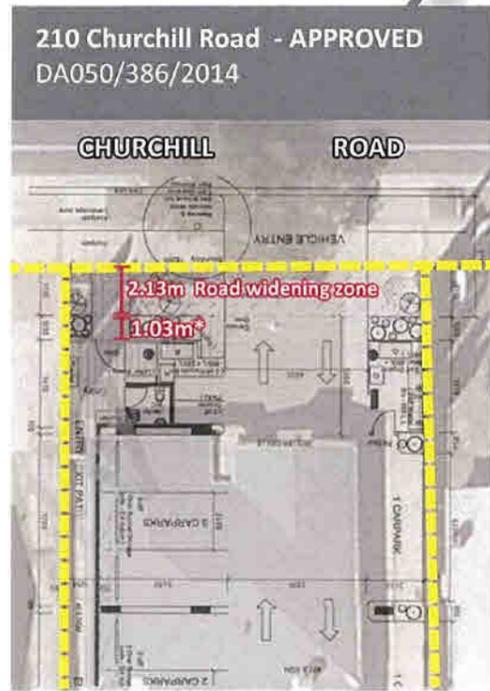
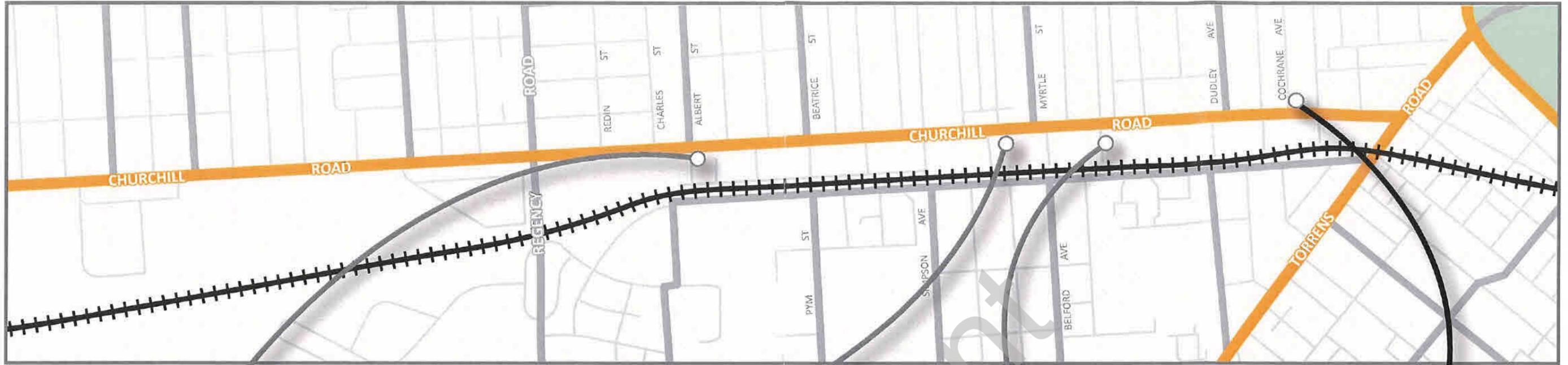
LEVEL	Room No.	Name	Beds	AREA - Square Metres						Storage - Cubic Square Metres					Bicycle Park	Carparks	Private Open Deck	
				Apartment Size	Min. Unit Space Required	Area Sufficient	Balcony + Court	Private Open Space required	Difference	Apartment Storage	Storage Lockers	Total Storage	Storage required	Difference				Storage Sufficient
Ground		Store 24.5 sqm																
<b>TOTALS</b>			49	1786.5	N/A	N/A	465.5	N/A	188.5	204.6	67.7	272.3	N/A	18.3	N/A	26	26	0

**Note:** Storage Areas include: Wardrobes, Linen, Pantry, Miscellaneous Cupboards and Storage Lockers  
Storage cub. m. allowance for all Apartments complies with the Development Plan. Apartment area sizes also comply. ( As indicated on the table)

There is a SURPLUS of Private Open Space for Typical Apartment Balconies between Levels 1 to 4 of +188.5 sqm.

Note: Private Open Space as provided for the Project is more than sufficient

**Note:**  
**APARTMENTS - NO. OFF** - 26 off  
**CARPARKS -NUMBER OFF** - 29 off  
**BIKE PARKS -NUMBER OFF** - 26 off  
**LOCKERS -NUMBER OFF** - 26 off



## APPROVED AND PROPOSED FRONT SETBACK DISTANCES URBAN CORRIDOR ZONE (CHURCHILL ROAD)

PROJECT	39 CHURCHILL ROAD, PROSPECT APARTMENTS
JOB REF.	2016-0018
PREPARED BY.	ML
DATE.	11.05.16
REVISION.	4
DATA SOURCE.	Property Location Browser

**Legend**  
 Property Boundaries

**NOTE:** \*All setbacks are from the Churchill Road boundary and include the relevant Road Widening setback (if the land has not already been acquired). All setbacks are taken from the ground floor.



PHIL WEAVER & ASSOCIATES

Consultant Traffic Engineers  
ABN 67 093 665 680

204 Young Street  
Unley SA 5061

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E: mail@philweaver.com.au

File: 184-15

11 May 2016

Mr Louis Petridis  
Loucas Zahos Architects  
Level 1, 276 Flinders Street  
ADELAIDE SA 5000

Dear Mr Petridis

**PROPOSED RESIDENTIAL DEVELOPMENT - 39 CHURCHILL ROAD, PROSPECT - TRAFFIC AND PARKING ASSESSMENT**

I refer to our recent discussions relating to the proposed construction of a multi-level building to accommodate 26 residential apartments and associated car parking on the above site.

As requested I have undertaken the following review of the traffic and parking related aspects of the subject development.

***Existing Situation***

The subject site is located on the south eastern corner of the intersection of Churchill Road with Cochrane Terrace, Prospect.

The subject site currently accommodates a residential dwelling and garage.

The subject site has frontages of approximately 18m to Churchill Road and approximately 55m to Cochrane Terrace, inclusive of an existing corner cut-off.

There are two existing crossover associated with the subject site located off Cochrane Terrace. The crossovers provide three points of vehicular access via a single pair of gates and two roller doors.

Churchill Road, adjacent to the subject site provides a single traffic lane and a bicycle lane in each direction separated by a painted median.

A right turn lane is located directly in front of the subject site for traffic turning into Cochrane Terrace from Churchill Road. This right turn lane is approximately 25m in length including a 15m taper.

Churchill Road provides single parking embayments at various intervals along its length. One such embayment is located directly in front of the subject site.

Bicycle lanes are provided on both sides of Churchill Road in the vicinity of the site, operating between 7.30am and 9.30am along the eastern side of this road and between 4.30pm and 6.00pm on the western side of this road.

Cochrane Terrace has a kerb to kerb width of approximately 6m. A slow point is located approximately 15m from the western boundary of the site i.e. directly adjacent to the subject site. The length of the slow point is approximately 8m with a carriageway width of approximately 3.5m.

Cochrane Terrace grades up from Churchill Road i.e. rising from west to east. There is a change in level of approximately 3.5 metres from west to east over the length of the subject site.

Parking is prohibited by a No Stopping Anytime restriction along the southern side of Cochrane Terrace. Unrestricted parking is permitted along the northern side of this roadway.

The speed limit on Churchill Road adjacent to the subject site is 60 km/h whereas Cochrane Terrace is located within a 40 km/h area speed limit.

Details of traffic volumes on Churchill Road have been obtained from the Department of Planning, Transport and Infrastructure, (DPTI). From a traffic count undertaken at the intersection of Churchill Road with Torren Road, Ovingham, on Wednesday 29<sup>th</sup> July 2015 it is identified that the two-way Annual Average Daily Traffic (AADT) volume to the immediate south of the subject site is approximately 25,400 vpd on Churchill Road.

### **Traffic Surveys**

In order to determine the current level of traffic using the intersection of Churchill Road with Cochrane Terrace, counts of traffic entering and exiting Cochrane Terrace were conducted over the following periods:-

- From 3.00pm to 6.30pm on Tuesday 2nd February 2016, and
- From 7.30am to 9.30am on Wednesday 3rd February 2016.

It was identified that the peak hour periods occurred between 3.00pm and 4.00pm on the Tuesday afternoon and between 8.00am and 9.00am on the Wednesday morning.

The results of the traffic surveys are attached to this report. Analysis of the survey results has identified that:-

- There were 19 vph entering Cochrane Terrace and 12 vph exiting Cochrane Terrace during the pm peak hour period i.e. a total of 31 vph,
- There were 12 vph entering Cochrane Terrace and 22 vph exiting Cochrane Terrace during the am peak hour period i.e. a total of 34 vph.

The surveys also identified the maximum queues of traffic waiting to turn right on Churchill Road and waiting to turn right / left on Cochrane Terrace. It was identified that:-

- The maximum queue of traffic waiting to turn right on Churchill Road was 1 vehicle in the pm peak hour on the Tuesday and 2 vehicles in the am peak hour period on the Wednesday, and

- The maximum queue of traffic waiting to turn right / left on Cochrane Terrace was 2 vehicles in the pm peak hour on the Tuesday and 2 vehicles in the am peak hour period on the Wednesday.

### ***Proposed Development***

The proposed development is identified on a series of plans prepared by your office including:-

- A Ground Floor Plan (Drawing No. 02),
- A First Floor Plan (Drawing No. 03),
- A Second Floor Plan (Drawing No. 04),
- A Third Floor Plan (Drawing No. 05), and
- A Fourth Floor Plan (Drawing No. 06).

I note that the development includes:-

- Demolition of the existing buildings on the site,
- A car parking area underneath the building providing 29 spaces. This car park will be accessed off Cochrane Terrace via a 5.8m wide access point,
- Twenty four 2 bedroom apartments and two 1 bedroom apartments to be provided over 4 levels,

Pedestrian access is to be provided via a lift and two separate sets of stairs. The lift and stair 1 will be located in the south-western corner of the building with further stairs (Stairs 2) located at the eastern end of the site.

The design of the at-grade car parking area provides: -

- Car parking spaces of mostly 2.4m in width with three wider spaces of 2.6 m width to be allocated for use by visitors,
- Car parking spaces of 5.4m in length, and
- An aisle width of 5.8m.

As such, I consider that the design of the on-site car parking areas would conform to the requirements of the relevant off-street car parking standard (AS/NZS 2890.1:2004) for a User Class 1A facility. Such a design standard would meet the requirements for long term parking associated with residential development as proposed on site.

Given the change in grade along Cochrane Terrace it is proposed that the entry exit point into the on-site car parking area will be located approximately 13 m from the western boundary of the subject site or 17 m from the eastern kerb line of Churchill Road. The location of this access point would meet the requirements of **Figure 3.1 Prohibited Locations of Access Driveways** within the relevant off-street car parking standard.

However the proposed location of the above access point will require either relocation / removal of the existing kerb protuberance / slow point within Cochrane Street adjacent to the subject development. I understand that discussions have occurred between the applicant and Council staff to this effect.

### **Parking Assessment**

**Table Pr/5 Off-Street Vehicle Parking Requirements for the Urban Corridor Zone** within the Prospect (City) Development Plan identifies car parking provisions as follows :-

- Residential flat buildings and residential development in multi-storey buildings should provide vehicle parking in accordance with the following rates:

<b>Rate for each dwelling based on number of bedrooms per dwelling</b>	<b>Plus number of required visitor parking spaces</b>
1 space per studio (no separate bedroom), 1 or 2 bedroom dwelling	0.25 spaces per dwelling

On the above basis i.e. a strict interpretation of the Development Plan provisions there would be a total on-site parking requirement for 32.5 spaces (or 33 spaces when rounded up) associated with the subject development, thereby resulting in a theoretical shortfall of 4 spaces.

It is proposed that one car parking space will be allocated for each of the units i.e. a total of 26 spaces. On this basis, it is considered that the long term car parking demands will be fully accommodated subject site, leaving three on-site car parking spaces for use by visitors.

The areas of on street car parking within close proximity to the site include parking along the northern side of Cochrane Terrace. In my opinion such parking would be suitable for visitor car parking associated with the proposed development.

In relation to the development of buildings within the Urban Corridor Zone the Development Plan specifies that a lesser car parking rate may be appropriate, namely:-

*"a lesser car parking rate than prescribed may be applied where justified based on local circumstances, for example where:-*

- (a) *amalgamation of allotments occurs, or an agreement is formed to integrate and share adjoining parking areas, to create larger more functional and efficient parking areas, as follows:*

- (i) *on sites of greater than 2000 square metres and providing greater than 50 parking spaces;*
- (ii) *side road frontage with two-way access provided; (iii) convenient flow through two-way accessibility created between side roads; (iv) rationalised, minimised or avoidance of vehicle crossovers to roads and optimisation of on-street parking;*
- (iii) *convenient flow through two-way accessibility created between side roads;*
- (iv) *rationalised, minimised or avoidance of crossovers to roads and optimisation of on-street parking;*

- (b) *development includes affordable housing, student accommodation, retirement villages or aged persons' accommodation;*

- (c) sites are located within 200 metres walking distance of a convenient and frequent service fixed public transport stop;
- (d) mixed use development including residential and non-residential development has respective peak demands for parking occurring at different times;
- (e) the proposed development is on or adjacent to the site of a heritage place, or includes retention of a desired traditional building and its features, which hinders the provision of on-site parking;
- (f) suitable arrangements are made for any parking shortfall to be met elsewhere or by other means;
- (g) generous on-street parking and/or public parking areas are available and in convenient proximity, other than where such parking may become limited or removed by future loss of access, restrictions, road modifications or widening".

I consider, that the above matters are relevant to the subject development given that there are significant levels of on street car parking to the subject development together with the site being within very close proximity to major public transport routes. More particularly the subject site is close to bus routes along Churchill Road and Torrens Road with bus stops located on both sides of Churchill Road immediately to the north of Cochrane Terrace.

In my opinion the subject development would therefore meet a number of the above criteria in that:-

- The site is located within 200 metres walking distance of a convenient and frequent service fixed public transport stop, and
- on-street parking is available within convenient proximity to the subject site.

The subject site is also within convenient walking distance of the Ovingham Railway Station on the Adelaide to Gawler railway line. Hence, in my opinion the site of the proposed development is ideally located in terms of proximity to close and convenient public transport networks.

I therefore consider that the anticipated peak parking demands associated with the subject development will be accommodated either by the on-site car parking areas of the proposed development or within on street areas. Furthermore, the transport needs of residents and visitors will be complemented by convenient public transport services.

### ***Bicycle Parking***

**Table Pr/6 Off-Street Bicycle Parking Requirements for the Urban Corridor Zone within the Prospect (City) Development Plan** identifies rates of bicycle parking for residential development, in the form of multi-storey buildings, which I consider applicable to the subject development, including:-

Form of Development	Resident	Visitor /
Residential component	1 for every 4 dwellings	1 for every 10 dwellings

On the above basis it is considered that there would be a requirement to provide 9 bicycle parking spaces for the subject development (6.5 spaces for residents and 2.6 spaces for visitors).

A total of 26 bicycle parking spaces will be provided on site including 17 such spaces within the western end of the ground floor 9 spaces to be provided in the landscaping area in the north-eastern corner of the building.

### ***Traffic Assessment***

The “**Guide to Traffic Generating Developments**” report produced by the former Roads and Traffic Authority of NSW identifies a peak hour traffic generation rate of 0.4 to 0.5 trips per unit for a medium density residential development.

On the above basis, I therefore consider that the residential component of the subject development should generate at most 13 trips in the am and pm peak hour periods.

Traffic movements generated in the am peak hour period would typically involve three quarters of the total movements consisting of drivers leaving the site and one quarter of the total trips consisting of entry movements. On this basis there would typically be 10 exit movements and 3 entry movements in the am peak hour period.

In the pm peak hour period traffic generated by the subject development would typically involve two thirds of the total trips comprising entry movements and one third exit movements. Consequently there would typically be 4 exit movements and 9 entry movements associated with the proposed development in the pm peak hour period.

I consider that the above forecast level of traffic associated with the proposed development would have minimal impact upon the adjoining road network particularly in relation to the capacity of the intersection of Cochrane Terrace with Churchill Road.

I estimate that there would be at most 6 vph turning right from Cochrane Terrace into the subject car park in any one hour period. Based on the results of the traffic surveys identified above it is most unlikely the traffic waiting to exit Cochrane Terrace onto Churchill Road would extend beyond the entry into the on-site car parking area.

Waste and recycling will be collected by private contractor with collections occurring from Cochrane Terrace in front of the site. These collections would be undertaken outside of peak hour periods on the adjoining road network.

### ***Summary and Conclusions***

As identified above the proposed development will provide a total of 29 car parking spaces and on site will accommodate the required levels of on-site bicycle parking for residents of each dwelling.

It is proposed that one car parking space will be allocated for each of the 26 residential units i.e. a total of 26 spaces. Consequently, three on-site car parking spaces will be available for use by visitors with additional visitor car parking to be accommodated on street including potentially a space directly in front of the site on Churchill Road with that of parking embayment.

Subject to the suggested minor amendments to the design, as indicated within this report, I consider that the design of the on-site car parking will provide an appropriate and convenient car parking arrangement for residents and tenants located on site.

In terms of traffic to be generated by the subject development, I calculate that at most there would typically be of the order of 13 vehicles accessing the car park in any one hour period including both entry and exit movements.

I therefore consider that the volumes of traffic to be generated by the subject development will not be significant and will not adversely impact on the capacity of the adjoining road network.

In summary, the proposed development will:-

- Provide a total of 29 car parking spaces on site. While such a car parking provision is less than that required by Council to meet the total residential and visitor car parking demands based on the relevant provisions within the development plan, I note that there are bus services along Churchill Road immediately adjacent to the subject site and additional bus services within close proximity along Torrens Road. The subject site is also ideally located in relation to the Adelaide to Gawler railway line,
- Not result in adverse traffic impacts on the adjacent road network, and
- Provide a design standard which is appropriate and essentially meets the requirement of the relevant Australian / New Zealand Standard for off-street car parking areas.

Yours sincerely



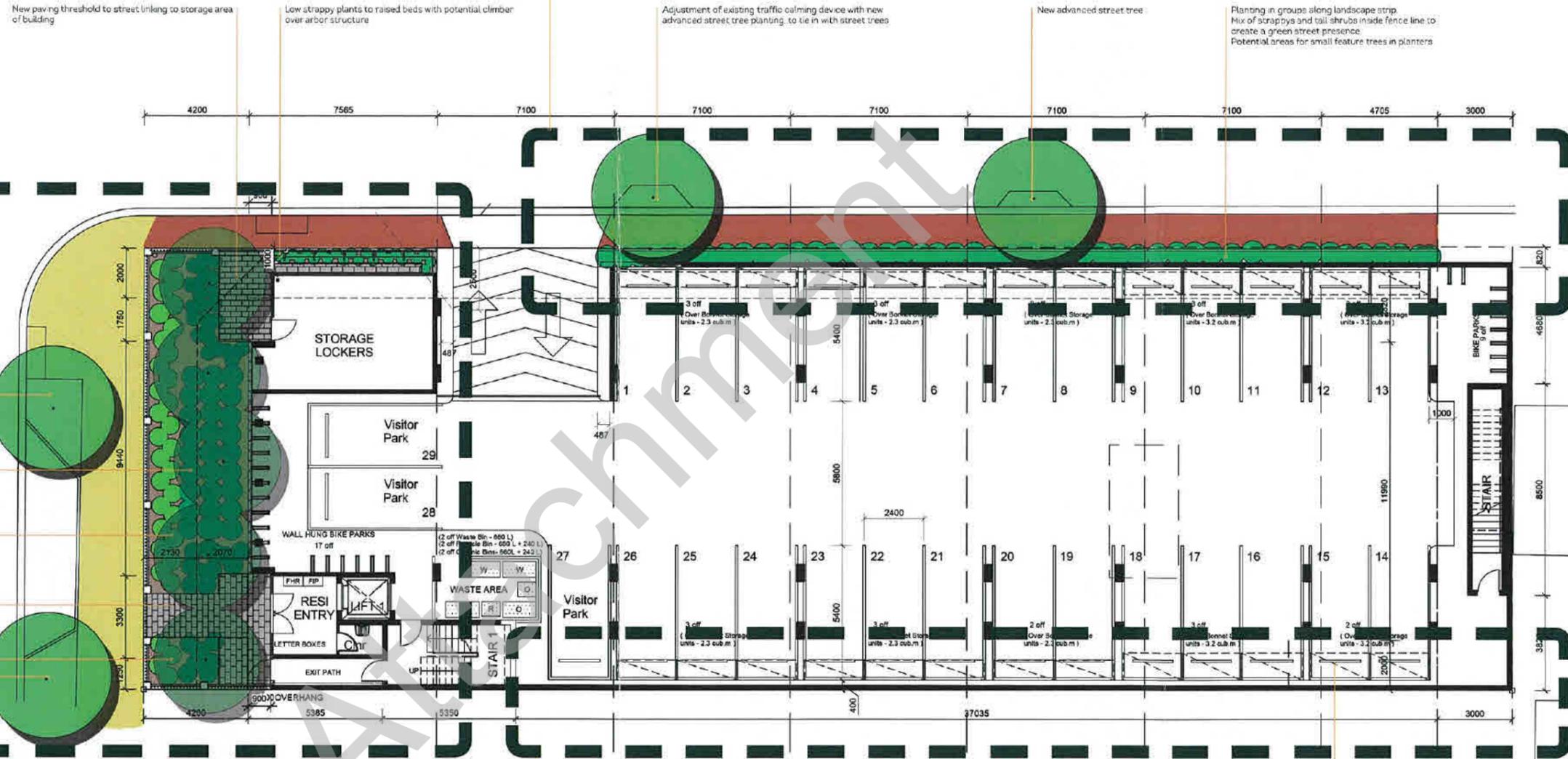
Phil Weaver  
Phil Weaver and Associates Pty Ltd

Attachment



Attachment 53  
NORTHERN LANDSCAPE ZONE

SPECIES	COMMON NAME
Shrubs, Strappys and groundcovers	
Lomandra 'Tanika'	Matt rush
Magnolia 'Little gem'	Dwarf magnolia
Murraya paniculata	Orange jessamine
trachelospermum asiaticum	Groundcover jasmine
Tradescantia pallida	Wandering jew
Westringia 'Mundi'	Native rosemary
Zamia furfuracea	Cardboard palm
Sygium ssp.	Lilly pilly
Trees	
Gingko biloba	Maiden hair tree
Lagerstroemia 'Natchez'	Crepe myrtle
Zelkova serrata 'Green vase'	Japanese zelkova



FRONT LANDSCAPE ZONE

SPECIES	COMMON NAME
Shrubs and Strappys	
Lomandra 'Tanika'	Matt rush
Magnolia 'Little gem'	Dwarf magnolia
Zamia furfuracea	Cardboard palm
Lycas revoluta	Sago palm
Saxus japonica	Japanese box
Trees	
Gingko biloba	Maiden hair tree
Lagerstroemia 'Natchez'	Crepe myrtle
Zelkova serrata 'Green vase'	Japanese zelkova
Pinus ussuriensis ssp.	Manturian pear

- Existing street tree. Potentially replant street trees with new advanced stock to give instant height and greenery to the front of the development and streetscape.
- Low planting to understorey of trees. Strappys and low shrubs planted in groups with accent planting of Cycads, Zamias and Magnolias.
- Advanced deciduous tree planting to front landscape strip. Trees to be 100lt stock approx 3-4m high. Trees to be selected from species list.
- New entry paving threshold. High quality large format stone paving 600x300 stretcher course.
- Low planting to understorey of trees. Strappys and low shrubs.
- Potential new street tree.

SOUTHERN LANDSCAPE ZONE

SPECIES	COMMON NAME
Shrubs, Strappys	
Cycas revoluta	Cardboard palm
Dianella Tas reo	Dianella
Liriope muscari	Lily turf
Phormium tenax 'Sweet mist'	New Zealand flax
Zamia furfuracea	Cardboard palm
Sygium ssp.	Lilly pilly



39 CHURCHILL ROAD APARTMENTS - LANDSCAPE CONCEPT

PROJECT: 39 CHURCHILL ROAD APARTMENTS  
CLIENT: PETER GAMBRINIS

DATE: May 2016  
DRAWING NUMBER: LS016.009.16

SCALE: 1:100@A1

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## **39 Churchill Road**

### **Traffic Noise Assessment**

Attachment

**S4860C3**  
**May 2016**

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## INTRODUCTION

A traffic noise assessment to ensure suitable acoustic amenity for the proposed development at 39 Churchill Road has been conducted based on the following:

- Loucas Zahos "DAC Set" drawings dated May 2016, and;
- the relevant noise criteria provided by the Minister's Specification SA 78B *Construction requirements for the control of external sound* (SA78B), and the associated South Australian Planning Policy Library Technical Information Sheet 08 *Noise and Air Emissions Overlay 3*.

This report summarises the assessment and provides the relevant information to ensure that the dwellings are designed in accordance with SA78B.

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## MINISTER'S SPECIFICATION SA78B

SA78B applies to *"all Class 1, 2, 3, 4 or 9c aged care buildings that are in a designated area identified on the Noise and Air Emissions Overlay in the relevant Development Plan"*.

SA78B ultimately establishes mandatory requirements for the building façade to adequately reduce traffic noise inside a building. These requirements are confirmed at the Building Rules Consent stage of the project, in a similar way to the construction of the party walls is assessed.

For this project, SA78B is being considered at the planning stage of the project to ensure the required construction details are adequately incorporated into the design.

The site is located within a designated area of the Development Plan through the Air and Noise Emissions Overlay of the Plan. Churchill Road is a "Type A" road on the Overlay (a road with the highest priority within the State's transport network). The procedures of SA78B have therefore been used to determine the acoustic treatment to be applied for the proposed façade arrangement.

When assessing a "Type A" road, SA78B requires acoustic treatment to dwellings based on the "sound exposure category" that the various façades of the dwelling fall under. The categories range from 1 to 5, with Category 1 requiring limited acoustic treatment and Category 5 requiring extensive treatment. The category is assigned depending on the distance from the road, the "type" of road, the orientation of the façade relative to the road, any shielding to the traffic and the speed limit of the road. The Figures on the following pages shows how the categories apply to various façades of this development. Where the category is lower than a comparable portion of the building at a similar distance from Churchill Road, then there is shielding of the traffic provided by certain elements of the building.

The requirements of SA78B apply to the construction of external walls, doors and windows, roofs and ceilings and ventilation systems. The Tables detail the acoustic treatment measures required for each sound exposure category as shown in the figures.

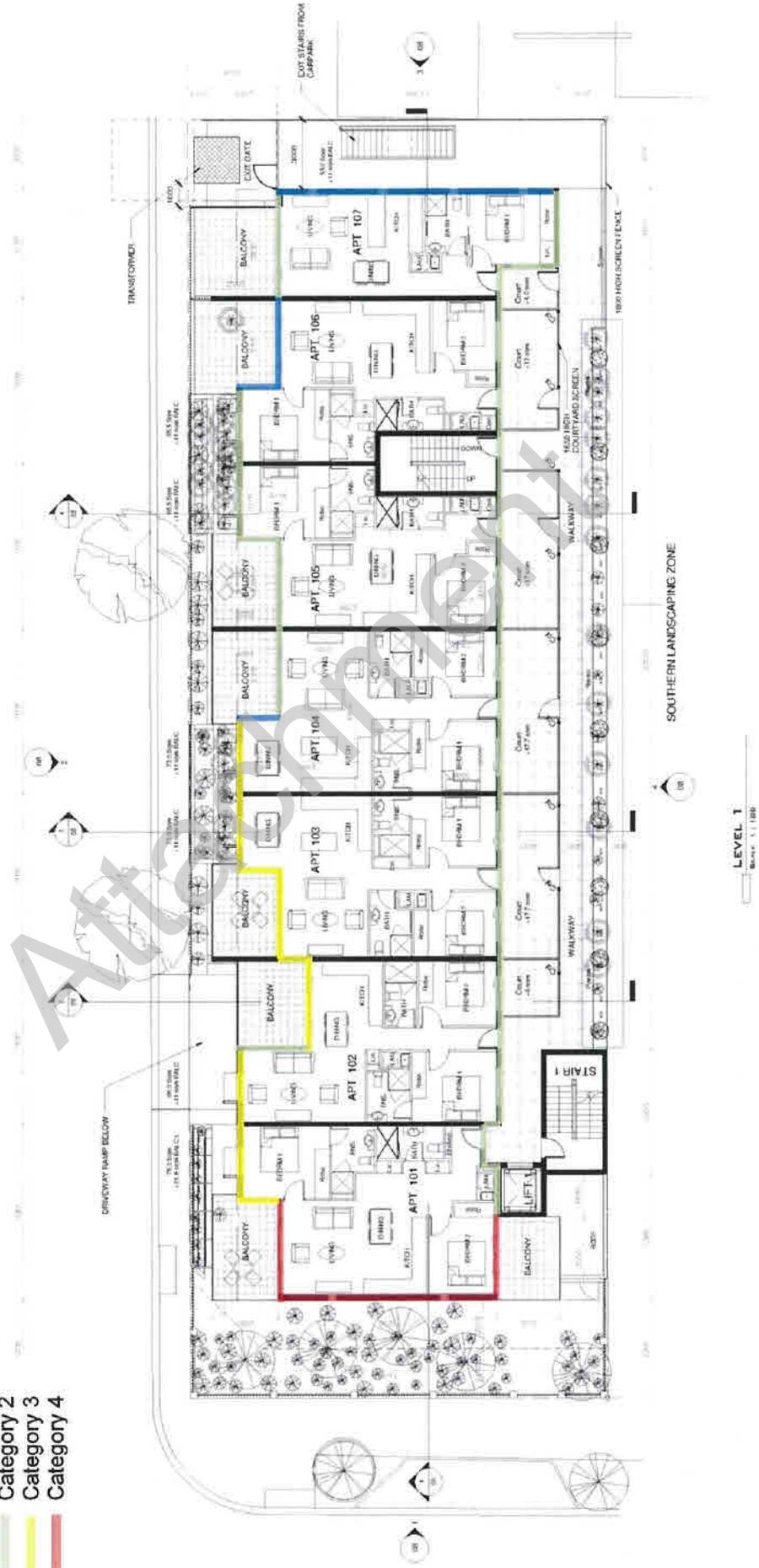


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Figure 1: Level 1 Facade Categories

- Legend**
- Category 1
  - Category 2
  - Category 3
  - Category 4







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Legend

- █ Category 1
- █ Category 2
- █ Category 3
- █ Category 4

**Figure 3: Level 3 Façade Categories**

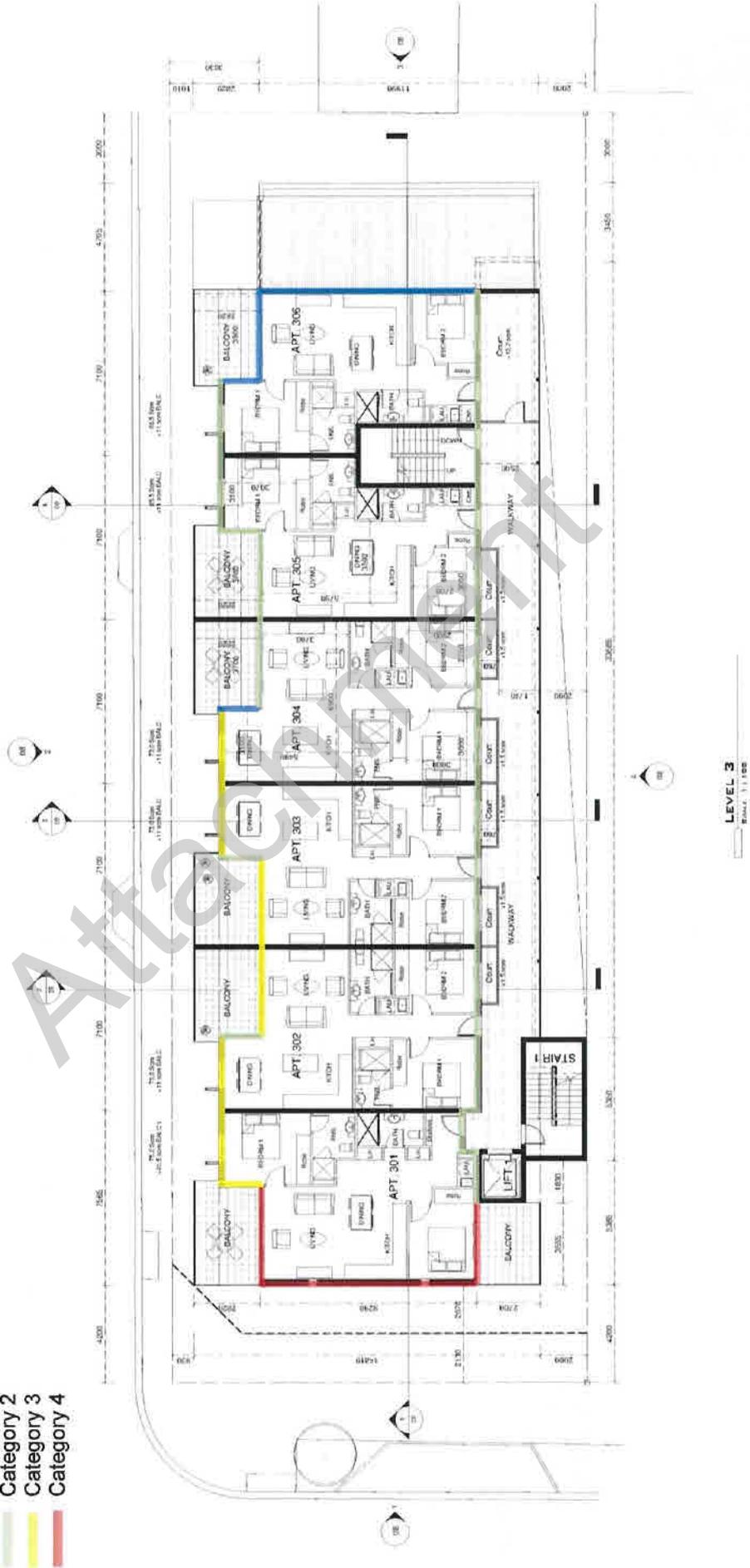
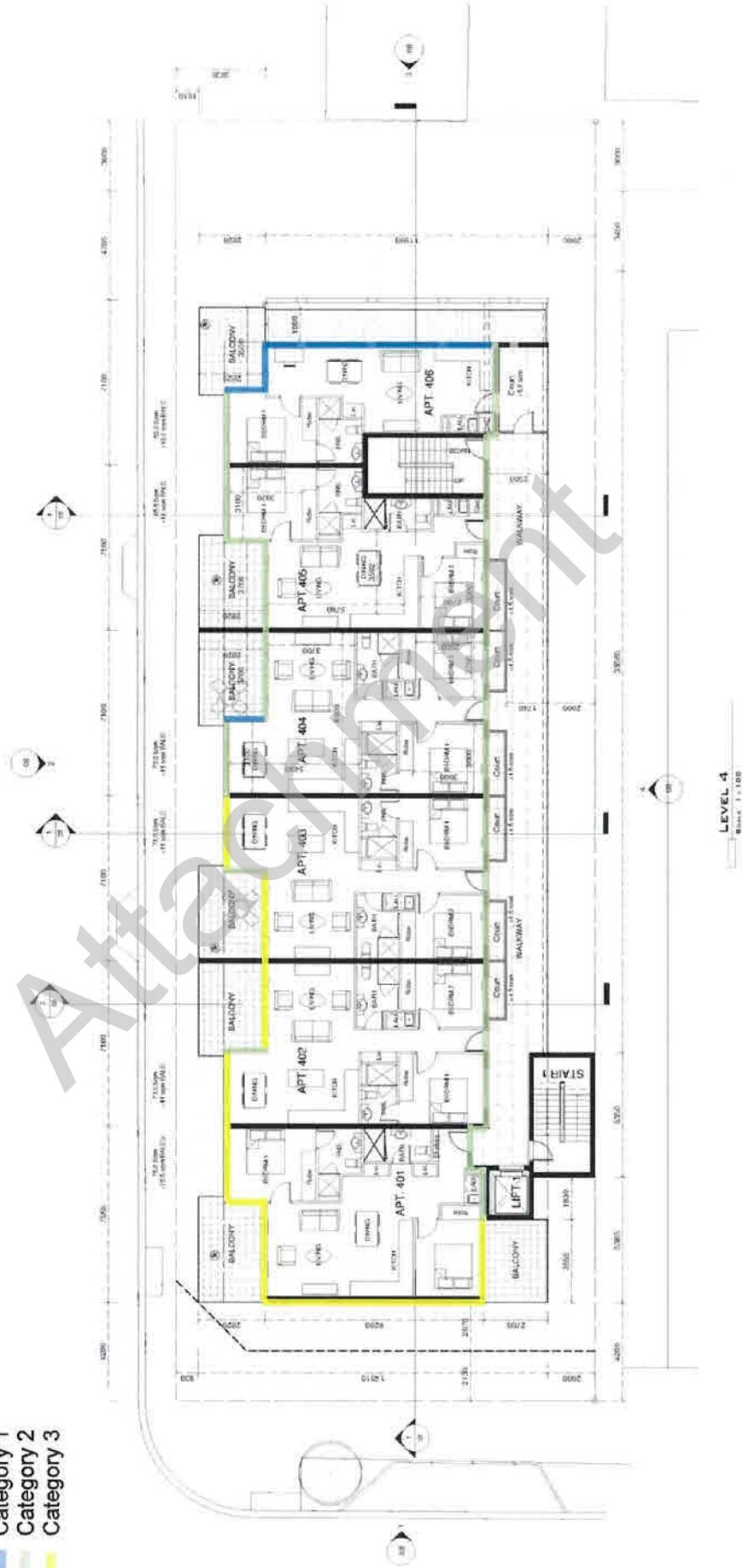




Figure 4: Level 4 Facade Categories

Legend

-  Category 1
-  Category 2
-  Category 3





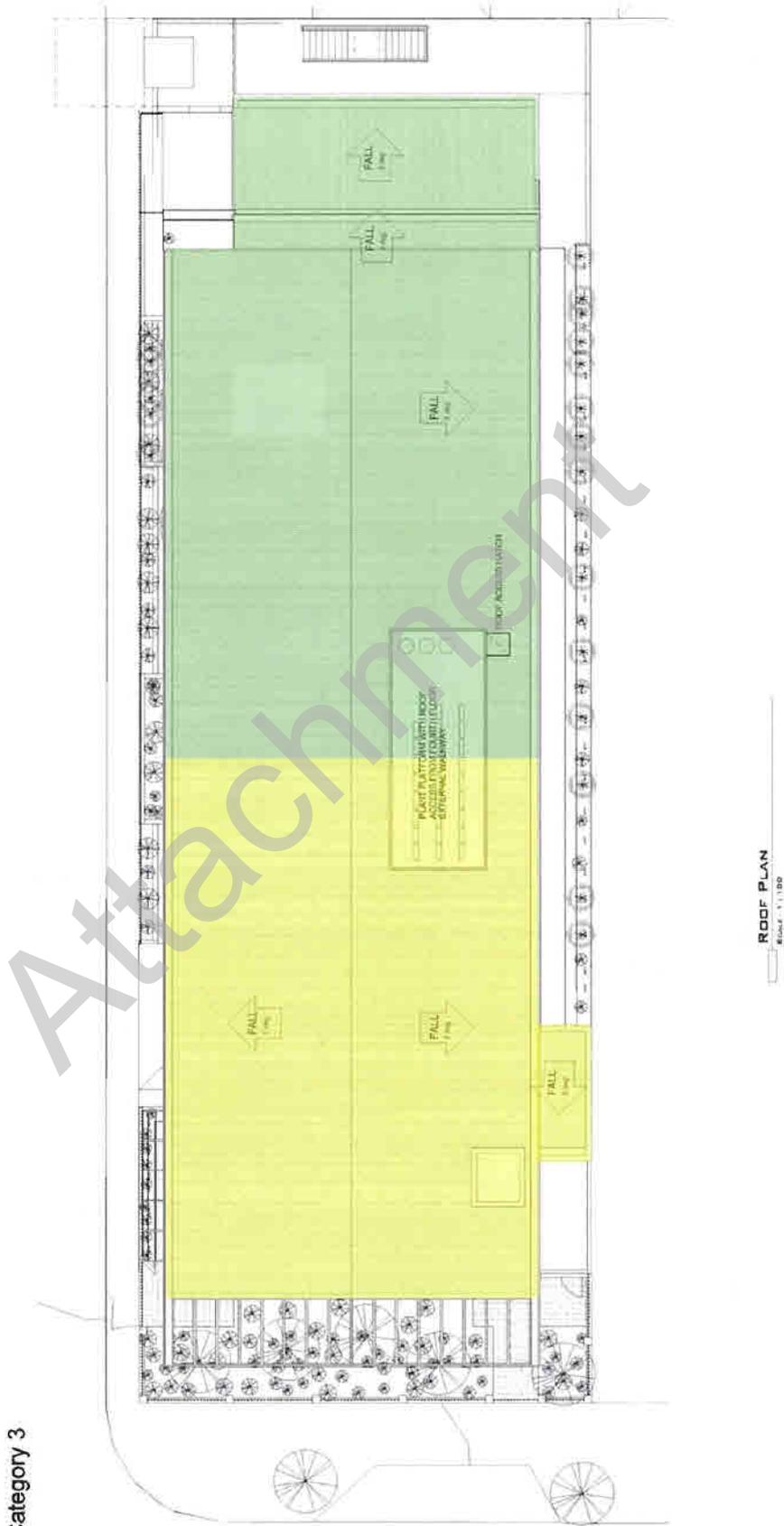
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Legend

-  Category 2
-  Category 3

**Figure 5: Roof and Ceiling Categories**



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Table 1: Sound Exposure Category 4 (shown as red)

BUILDING ELEMENT	ACOUSTIC REQUIREMENTS OF SA78B		
	Room	Area of Glazing	Requirement
Windows and glazed doors	Bedrooms (including attached ensuites and walk-in-robos)	Not more than 20% of the floor area	Glazing that achieves an $R_w+C_{tr}$ of 34 or higher. The acoustic rating can typically be achieved with the following systems: <ul style="list-style-type: none"> <li>• minimum 12.38mm thick laminated glass as fixed panes, or awning or side hung door arrangement; or</li> <li>• minimum 10.5mm "VLAM Hush" as fixed panes, or awning or side hung door arrangement.</li> </ul> Standard sliding door arrangements typically will not achieve an airborne noise rating $R_w + C_{tr}$ of 34 or higher. Options to achieve this rating include using Thermally Broken Sliding Door (such as the AWS "Designer Series ThermalHEART - Series 731") or tandem sliding door arrangements (i.e. two doors with an air cavity between them)
		More than 20% of the floor area	Advice will be required from building certifier on the approach taken as the area of glazing is outside of the "Deemed to Satisfy" Provisions.  Depending on the advice, a likely approach is that the glazing will need to achieve an $R_w+C_{tr}$ of greater than 37, which correlates with double glazing with an air cavity of 100mm to 200mm (requiring tandem sliding doors and/or possibly two window frames).
	Kitchens, living rooms, and laundry spaces	Not more than 20% of the floor area	Glazing that achieves an $R_w+C_{tr}$ of 31 or higher. The acoustic rating can typically be achieved with the following systems: <ul style="list-style-type: none"> <li>• minimum 10mm thick glass in sliding doors ;</li> <li>• minimum 6.38mm thick laminated glass as fixed panes, or awning or side hung door arrangement.</li> </ul>
		Not more than 40% of the floor area	Glazing that achieves an $R_w+C_{tr}$ of 34 or higher (options detailed above).
		More than 40% of the floor area	Advice will be required from building certifier on the approach taken as the area of glazing is outside of the "Deemed to Satisfy" Provisions. Likely options are detailed above.
	External walls	Room	
Habitable rooms			Wall construction which achieves an $R_w+C_{tr}$ of 50 or higher. The acoustic rating can typically be achieved with the following systems: <ul style="list-style-type: none"> <li>• a brick / masonry veneer construction incorporating: <ul style="list-style-type: none"> <li>• a row of 70mm x 35mm timber studs or 64mm steel studs at 600mm centres;</li> <li>• a cavity of 25mm between leaves;</li> <li>• 75mm thick glass or mineral wool insulation with a density of 11kg/m<sup>3</sup> or 75mm thick polyester insulation with a density of 14kg/m<sup>3</sup>, positioned between studs, and;</li> <li>• one layer of 10mm plasterboard fixed to the inside face;</li> </ul> </li> <li>• a lightweight construction incorporating 2 rows of isolated studwork and multiple layers of lining on both sides.</li> </ul>

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**Table 1: Sound Exposure Category 4 (shown as red) (continued)**

	<i>Room</i>	<i>Requirement</i>
<b>Ventilation</b>	<i>All</i>	No outside air ventilation (other than openable windows) should be provided across these façades, unless the ventilation system is designed to achieve an $R_w$ rating of 40 across the outside air path (to be designed once the air conditioning arrangement is detailed).
	<i>Room</i>	<i>Requirement</i>
<b>Entry Doors (other than external glazed doors)</b>	<i>All</i>	Door construction which achieves an $R_w$ of 30 or higher. The acoustic rating can typically be achieved with a 35mm thick solid core doors, fully fitted with Raven "RP8" and "RP10" (or equivalent) acoustic doors seals. These seals should be fitted and adjusted to ensure that the doors are sealed as close as practicable to airtight when closed.

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Table 2: Sound Exposure Category 3 (shown as yellow)

BUILDING ELEMENT	ACOUSTIC REQUIREMENTS OF SA78B		
	Room	Area of Glazing	Requirement
Windows and glazed doors	Bedrooms (including attached ensuites and walk-in-robos)	Not more than 20% of the floor area	Glazing that achieves an $R_w+C_{tr}$ of 31 or higher (options detailed above).
		Not more than 40% of the floor area	Glazing that achieves an $R_w+C_{tr}$ of 34 or higher (options detailed above).
		More than 40% of the floor area	Advice will be required from building certifier on the approach taken as the area of glazing is outside of the "Deemed to Satisfy" Provisions. Likely options are detailed above.
	Kitchens, living rooms, and laundry spaces	Not more than 20% of the floor area	Glazing that achieves an $R_w+C_{tr}$ of 28 or higher. The acoustic rating can typically be achieved with the following systems: <ul style="list-style-type: none"> <li>minimum 6.38mm thick glass.</li> </ul>
		Not more than 40% of the floor area	Glazing that achieves an $R_w+C_{tr}$ of 31 or higher (options detailed above).
		Not more than 60% of the floor area	Glazing that achieves an $R_w+C_{tr}$ of 34 or higher (options detailed above).
		More than 60% of the floor area	Advice will be required from building certifier on the approach taken as the area of glazing is outside of the "Deemed to Satisfy" Provisions. Likely options are detailed above.
	External walls	Room	Requirement
All		See Sound Exposure Category 4 (above)	
Roof and ceiling systems (top level)	Room	Requirement	
	Bedrooms (including attached ensuites and walk-in-robos)	Roof ceiling construction which achieves an $R_w+C_{tr}$ of 40 or higher. The acoustic rating can typically be achieved with the following systems: Sheet metal roofing with: <ul style="list-style-type: none"> <li>Ceiling insulation of 165mm thick glasswool or rockwool insulation with a minimum density of <math>7\text{kg/m}^3</math>, OR 185mm thick polyester insulation with a minimum density of <math>11\text{kg/m}^3</math>; and,</li> </ul> Ceilings constructed from 1 layer of 16mm thick fire rated plasterboard	
	Kitchens, living rooms, and laundry spaces	Roof ceiling construction which achieves an $R_w+C_{tr}$ of 35 or higher. The acoustic rating can typically be achieved with the following systems: Sheet metal roofing with: <ul style="list-style-type: none"> <li>Ceiling insulation as detailed above for Sound Exposure Category 4, and;</li> <li>Ceilings constructed from 1 layer of 10mm thick plasterboard</li> </ul>	
Ventilation	Room	Requirement	
	All	See Sound Exposure Category 4 (above)	
Entry Doors (other than external glazed doors)	Room	Requirement	
	All	See Sound Exposure Category 4 (above)	

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Table 3: Sound Exposure Category 2 (shown as green)

BUILDING ELEMENT	ACOUSTIC REQUIREMENTS OF SA78B		
	Room	Area of Glazing	Requirement
Windows and glazed doors	Bedrooms (including attached ensuites and walk-in-robos)	Not more than 20% of the floor area	Glazing that achieves an $R_w+C_{tr}$ of 28 or higher (options detailed above).
		Not more than 40% of the floor area	Glazing that achieves an $R_w+C_{tr}$ of 31 or higher (options detailed above).
		Not more than 60% of the floor area	Glazing that achieves an $R_w+C_{tr}$ of 34 or higher (options detailed above).
		More than 60% of the floor area	Advice will be required from building certifier on the approach taken as the area of glazing is outside of the "Deemed to Satisfy" Provisions. Likely options are detailed above.
	Kitchens, living rooms, and laundry spaces	Not more than 20% of the floor area	Glazing that achieves an $R_w+C_{tr}$ of 25 or higher. This can be achieved with glass 4mm thick glass in any arrangement.
		Not more than 40% of the floor area	Glazing that achieves an $R_w+C_{tr}$ of 28 or higher (options detailed above).
		Not more than 60% of the floor area	Glazing that achieves an $R_w+C_{tr}$ of 31 or higher (options detailed above).
		Not more than 80% of the floor area	Glazing that achieves an $R_w+C_{tr}$ of 34 or higher (options detailed above).
		More than 80% of the floor area	Advice will be required from building certifier on the approach taken as the area of glazing is outside of the "Deemed to Satisfy" Provisions. Likely options are detailed above.
	External walls	Room	Requirement
Habitable rooms		See Sound Exposure Category 4 (above)	
Roof and ceiling systems (top level)	Room	Requirement	
	Bedrooms (including attached ensuites and walk-in-robos)	Roof ceiling construction which achieves an $R_w+C_{tr}$ of 35 or higher (option detailed above for Sound Exposure Category 3)	
Ventilation	Room	Requirement	
	All	See Sound Exposure Category 4 (above)	
Entry Doors (other than external glazed doors)	Room	Requirement	
	All	See Sound Exposure Category 4 (above)	

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Table 4: Sound Exposure Category 1 (shown as blue)

BUILDING ELEMENT	ACOUSTIC REQUIREMENTS OF SA78B		
	Room	Area of Glazing	Requirement
Windows and glazed doors	Bedrooms (including attached ensuites and walk-in-robos)	Not more than 20% of the floor area	Glazing that achieves an $R_w+C_{tr}$ of 25 or higher (options detailed above).
		Not more than 40% of the floor area	Glazing that achieves an $R_w+C_{tr}$ of 28 or higher (options detailed above).
		Not more than 60% of the floor area	Glazing that achieves an $R_w+C_{tr}$ of 31 or higher (options detailed above).
		Not more than 80% of the floor area	Glazing that achieves an $R_w+C_{tr}$ of 34 or higher (options detailed above).
		More than 80% of the floor area	Glazing that achieves an $R_w+C_{tr}$ of 37 or higher (options detailed above).
	Kitchens, living rooms, and laundry spaces	Not more than 20% of the floor area	Glazing that achieves an $R_w+C_{tr}$ of 22 or higher. This can be achieved with glass 4mm thick glass in any arrangement.
		Not more than 40% of the floor area	Glazing that achieves an $R_w+C_{tr}$ of 25 or higher. This can be achieved with glass 4mm thick glass in any arrangement.
		Not more than 60% of the floor area	Glazing that achieves an $R_w+C_{tr}$ of 28 or higher (options detailed above).
		Not more than 80% of the floor area	Glazing that achieves an $R_w+C_{tr}$ of 31 or higher (options detailed above).
		More than 80% of the floor area	Glazing that achieves an $R_w+C_{tr}$ of 34 or higher (options detailed above).
External walls	Room	Requirement	
	Habitable rooms	<p>Wall construction which achieves an <math>R_w+C_{tr}</math> of 45 or higher. The acoustic rating can typically be achieved with the following systems:</p> <ul style="list-style-type: none"> <li>a lightweight construction comprising one row of 90mm studs at 600mm centres with: <ul style="list-style-type: none"> <li>resilient steel channels fixed to the outside of the studs;</li> <li>9.5mm hardboard or 9mm fibre cement sheeting or 11mm fibre cement weatherboards fixed to the outside of the channels;</li> <li>75mm thick glass or mineral wool insulation with a density of 11kg/m<sup>3</sup> or 75mm thick polyester insulation with a minimum density of 14kg/m<sup>3</sup>, positioned between the studs</li> <li>Two layers of 16mm fire-rated plasterboard fixed to the inside face of the studs</li> </ul> </li> </ul>	
Ventilation	Room	Requirement	
	All	See Sound Exposure Category 4 (above)	

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## CONCLUSION

An assessment has been made of the traffic noise ingress into 39 Churchill Road.

The assessment has been conducted in accordance with the procedures of Minister's Specification SA78B *Construction Requirements for the control of external sound*.

The Figures and Tables of this report detail the acoustic treatment measures that are required to rooms of the proposed dwellings, based on the procedures of SA78B. The measures comprise specific constructions for external walls, doors, and windows, roofs and ceilings, and ventilation systems.

Attachment

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**STORMWATER CALCULATIONS  
 (SWC-A)**

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**Project Title:** Proposed Multilevel Residential Development    **Date:** 5 May 2016  
**Site:** 39 Churchill Rd, Prospect  
**Job Number:** Q1601059

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**ATTACHMENTS:**

SW1 – SW2 – Stormwater Detention Calculations 1:100 Yr ARI, 10 Min 'Peak' Duration

**GENERAL NOTES:**

1. These calculations are to be read in conjunction with the relevant associated Drawings, Footing Construction Report, Civil Drawings and / or details.
2. All work is to comply with relevant SAA Standards and Guides.

AS 2876-1987: Concrete kerbs and channels (gutters) – manually or machine placed  
 AS 2200-2006: Design charts for water supply and sewerage  
 AS/NZS 3500: Plumbing and drainage  
 AS 3798-1990: Guidelines on earthworks for commercial and residential developments  
 AS 4000-1997: and General conditions of contract  
 AS 2124-1992:  
 ARRB Special Report 35: Subsurface drainage of road structures  
 Australian Rainfall and Run-off Volumes 1 and 2: A guide to flood estimation  
 Austroads 2008 – Guide to pavement technology  
 NAASRA 1987 – Pavement design  
 Storm drainage design in small urban catchments: A handbook for Australian practice  
 Water Sensitive Urban Design (WSUD) Engineering Procedure: Stormwater  
 Water Services Association of Australia Code (WSAA).

For and on behalf of  
**TMK Consulting Engineers**

**Robert Pirone**  
 Senior Civil Design Technical Officer



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Page: SW1

**STORMWATER CALCULATIONS - DETERMINATION OF DETENTION TANK SIZES**Design Storm Intensity Table (mm/hr) - (from <http://www.bom.gov.au/cgi-bin/hydro/has/CDIRSWebBasic>)**STORM LOCATION** Adelaide Latitude 34°59'S; Longitude 138°44'E

Adelaide		AVERAGE RETURN INTERVAL (YEARS)						
DURATION	1	2	5	10	20	50	100	
5 mins	52.60	69.00	89.40	104.00	123.00	151.00	175.00	
6 mins	49.10	64.50	83.50	96.70	115.00	141.00	163.00	
10 mins	39.80	52.00	66.90	77.10	91.30	112.00	129.00	
20 mins	28.30	36.80	46.80	53.40	62.80	76.20	87.30	
30 mins	22.70	29.40	37.10	42.30	49.50	59.80	68.30	
1 hour	15.20	19.70	24.60	27.90	32.50	39.00	44.40	
2 hours	10.10	13.00	16.20	18.30	21.20	25.40	28.90	
3 hours	7.92	10.20	12.70	14.30	16.60	19.90	22.50	
6 hours	5.24	6.75	8.37	9.44	11.00	13.10	14.90	
12 hours	3.45	4.44	5.52	6.23	7.23	8.65	9.83	
24 hours	2.22	2.86	3.58	4.05	4.72	5.66	6.44	
48 hours	1.38	1.78	2.24	2.55	2.98	3.60	4.11	
72 hours	1.02	1.32	1.67	1.90	2.23	2.70	3.10	

**PRE-DEVELOPMENT**

Design ARI (yr)	5 yr		
Design Duration (min)	10 min		
Design Storm Intensity (mm/hr)	66.90 mm/hr		
<b>Design Parameters</b>	<b>C</b>	<b>Area (m<sup>2</sup>)</b>	<b>% Area Detained</b>
Roof	0.90	545	0.00
Paving	0.75	256	0.00
Grass / Landscaping	0.12	174	0.00
<b>Total Area</b>		<b>975 m<sup>2</sup></b>	
Weighted C (C <sub>w</sub> )*	0.72		

Max pre-development flow  $Q_p = \Sigma(C_i A_i / 3600)$ :

Roof	9.12 L/s
Paving	3.57 L/s
Grass / Landscaping	0.39 L/s

**Pre-development flow = 13.07 L/s****Use Max Allowable Flow = 13.07 L/s**

**Note:** The weighted average value of the runoff coefficient, C<sub>w</sub>, includes roof, paving, grassed and landscaped areas of the site.

**POST-DEVELOPMENT**

Design ARI (yr)	100 yr		
Design Duration (min)	10 min		
Design Storm Intensity (mm/hr)	129.00 mm/hr		
<b>Design Parameters</b>	<b>C</b>	<b>Area (m<sup>2</sup>)</b>	<b>% Area Detained</b>
Roof	0.90	806	75.00
Paving	0.75	124	0.00
Grass / Landscaping	0.12	45	0.00
<b>Total Area</b>		<b>975 m<sup>2</sup></b>	
Weighted C (C <sub>w</sub> )*	0.84		

**Summary of Design Flows**Undetained flow,  $Q_u = \Sigma(C_i A_i / 3600)$ :

Roof	6.50 L/s
Paving	3.33 L/s
Grass / Landscaping	0.19 L/s

**Design undetained flow = 10.02 L/s****Max. outflows from detention tanks:**

Site water runoff	
Pumped	0.00 L/s
Piped	0.00 L/s
Roof water runoff	
Orifice-restricted	3.04 L/s

**Total Max. Design Outflow = 13.07 L/s****< 13.07 L/s Allowed ∴ OK**



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**STORMWATER CALCULATIONS - STORMWATER RUN-OFF - ORIFICE-RESTRICTED**

**Time of Concentration,  $T_c$**

Design Storm ARI (yr) 100 yr (from page SW1)  
 Design Storm Duration (mins) 10 mins (from page SW1)  
 Design Storm Intensity,  $i$  129.00 mm/hr (from page SW1)

=> For run-off calculations, use  $T_c =$  5.0 mins <=Duration ∴ Use  $T_c = 5$  mins.

Design Parameters	C	Area (m <sup>2</sup> )	% Area Detained
Roof	0.90	806	75.00
Paving	0.75	124	0.00
Grass / Landscaping	0.12	45	0.00

Detained flow,  $Q_d = \Sigma(CiA_d/3600)$ :

Roof	19.50 L/s
Paving	0.00 L/s
Grass / Landscaping	0.00 L/s
<b>Design detained flow =</b>	<b>19.50 L/s</b>

**=> Try the following retention tank design parameters:**

Max Allowable outflow from storage = 3.04 L/s (0.00 L/s is still available for outflow)

Number of orifice detention tanks 1 Each tank volume above orifice 10,000 L

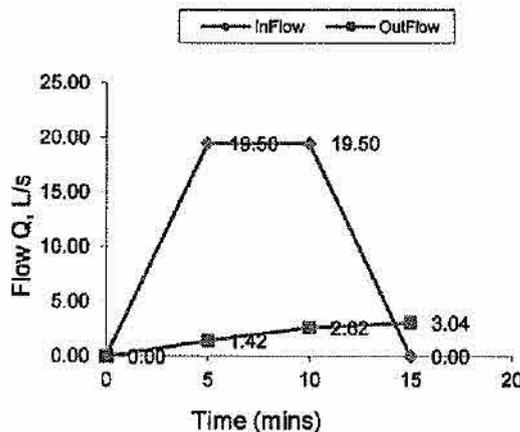
Max. head allowed above orifice 1,800 mm => Each Tank Plan Area = 5.56 m<sup>2</sup>

Outlet coefficient,  $C_o$  0.6

Orifice diameter,  $D_o$  33 mm => Orifice area,  $A_o = \pi \cdot (D_o/2)^2$  855 mm<sup>2</sup>

**Graph Time v Flow:**

Time (mins)	InFlow (L/s)	OutFlow (L/s)
0	0.00	0.00
5	19.50	1.42
10	19.50	2.62
15	0.00	3.04



**Max. Calculated Outflow:**

$Q_{max\_out} = 3.04$  L/s

< 3.04 L/s Max. Allowed ∴ OK

**Max. Calculated Head of Water:**

$H = 1,799$  mm

< 1,800 mm Max. Allowed ∴ OK

**=> Volume of Water To Be Detained:**

$V = 9,995$  L  
 i.e.  $V = 9.99$  m<sup>3</sup>

=>USE

# TMK CONSULTING ENGINEERS

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Job No: Q1601059

May 2016



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## **ENGINEERING DESIGN INTENT**

**PROPOSED MULTILEVEL RESIDENTIAL DEVELOPMENT  
39 CHURCHILL ROAD, PROSPECT, SA**

**PREPARED FOR  
PETER GAMBRANIS / LOUCAS ZAHOS ARCHITECTS**

---



Civil - Environmental - Structural - Geotechnical - Mechanical - Electrical - Fire - Green ESD - Lifts - Hydraulics  
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PROPOSED MULTILEVEL RESIDENTIAL  
39 CHURCHILL ROAD, PROSPECT, SA

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Attachment



## 1 INTRODUCTION

The following report has been prepared as part of the 'Planning' submission, and outlines the proposed building services energy efficiency measures earmarked for the site, along with the associated environmental benefits.

The objective of this report is to:

- Describe and report on the Building Services ESD proposals for this Building
- Outline the 'Green' initiatives associated with the Building

## 2 PROJECT SUMMARY

The project entails the construction of the following:

Type of Building:	Proposed 5 Storey Residential Accommodation Development
Class of Building:	Ground Floor – Carpark, Class 7a Level 1 – Apartments, Class 2 Level 2 – Apartments, Class 2 Level 3 – Apartments, Class 2 Level 4 – Apartments, Class 2
Number of Storeys:	5
Type of Construction:	Type A
Compartmentation:	To BCA Criteria
Floor Area:	Approx 850 m <sup>2</sup> / floor plate

The following engineering disciplines are captured as part of the assessment:



### 3 BUILDING RATING

#### 3.1 GENERAL

The following building rating design rating tool is proposed to be used for the development, to put a measure on the performance of the building:

- Nathers

#### 3.2 'NATHERS' RATING TOOL

- Nathers – 'Nationwide House Energy Rating Scheme'.
- **A Nathers rating of 7 stars is targeted** for each Sole Occupancy Unit, which is in excess of the minimum 6 stars as required for Class 2 Sole Occupancy Units.
- The following sections of the report outline the implementation which contribute to achieving a 7-Star rating.
- The Nathers Rating only assesses the Sole Occupancy Units within the development





## 4 VENTILATION

### 4.1 NATURAL VENTILATION

#### Proposed

- Natural ventilation is proposed to the habitable spaces (Bedrooms/Living area) of the apartments, complying with Part F4 of the BCA, with minimum 5% openable windows/doors, and borrowed ventilation to the living area for compliance.
- Cross ventilation is ideal but difficult to achieve, as is typically the case with Class 2 multi-storey apartment buildings.

#### Benefits

- Compliance with natural ventilation to the habitable areas, eliminates the need for mechanical ventilation, and the associated energy consumption.
- The fact that the ensuites are located within each bedroom, indirectly assists with forced ventilation to the bedrooms, via make-up for the ensuite exhaust traversing from the bedroom via the living area or an openable window.

### 4.2 MECHANICAL VENTILATION

#### Proposed

- Mechanical ventilation in the form of exhaust is to be provided to each ensuite, in accordance with Australian Standard requirements.
- A domestic rangehood over the kitchen cooktop, ducted externally to atmosphere is proposed for each apartment.

#### Benefits

- The fact that the ensuites are located within each bedroom, indirectly assists with forced ventilation to the bedrooms via make-up for the ensuite exhaust traversing from the bedroom via the living area or an openable window.



## 5 MECHANICAL SERVICES

### 5.1 SCOPE OF WORKS

The following is the proposed extent of works:

#### Carpark

- Provision for car park supply air fans complete with electrical and controls and the like for safe and satisfactory operation. In addition, provision for Carbon Monoxide Monitoring Systems designed specifically for car park management systems.
- Provisions for interlocking of the operation of the car park supply fans to all the carbon monoxide (CO) sensors serving the car park. When the CO concentration level exceeds the low setpoint (8 ppm) for 4 minutes the fans shall operate in low speed.

#### Apartments

- Provision for multi-split 'inverter' wall mounted type air conditioning units to serve each Apartment. The system to incorporate multiple indoor units, with a wall mounted indoor unit to each bedroom, and the living room, connected back to a single condensing unit for each Apartment.
- 'Inverter' type air conditioning systems, operating on zero ozone depleting refrigerants are the recommended minimum requirements with respect to energy efficiency and environmental impact.
- All the condensing units to be centrally located at roof level.
- Ducted amenities exhaust from each amenities area in the Apartments comprising of individual duct mounted fan and discharging to atmosphere horizontally.
- Ducted domestic rangehood from each Apartment discharging to atmosphere horizontally.
- Provision for proprietary control panels to control the air conditioning units in the Apartments.
- Provision for interlocking the operation of the toilet exhaust fans to the lights serving the male, female and access toilets. The exhaust fan shall operate whenever the lights are on.

#### Benefits

- Variable Refrigerant Flow (VRF) inverter systems, whilst incurring a capital cost investment of approximately 30% in excess of standard split air conditioning systems, provide improved energy savings compared to split systems.
- VRF systems use the zero ozone depleting refrigerant R410A.
- VRF systems eliminate the need for balcony mounted condensing units, which is common in apartment buildings, as the condensing units are remotely mounted at roof level. The direct benefits of this are the glaring visual impact of no condensing units on balconies, and the noise issues associated with balcony mounted condensing units.



## 6 ELECTRICAL SERVICES

### 6.1 SCOPE OF WORKS

The following is the proposed extent of works:

#### Site Infrastructure & Carpark

- New dedicated 315kVA padmount transformer, located on ground floor on the side of the proposed building, street facing.
- A site main switchboard with group meters for landlord metering, and level 1 & 2 apartments retailer metering. The main switchboard location needs to have a minimum 3.5m separation from the proposed transformer. A second group meter board to be located on Level 3, serving level 3 & 4 apartments.
- Localize distribution boards on first and third floor to serve common area power and lighting circuits.
- Provision of new fibre ready pit and pipe system into the property, ready for NBN connection to each apartment.
- A dedicated communication cabinet to be located in carpark, for housing of NBN.Co fibre distribution hub (FDH). Provision for dedicated NBN fibre supply to each apartment, with dedicated conduits and cable tray to NBN.Co requirement.
- Weatherproof LED lighting to external facade, for general circulation, feature lighting & security. Lighting control via timer & photoelectric cell.
- Weatherproof fluorescent light batten for carpark lighting, to AS1680 requirement. Lighting control via timer & motion sensors.
- Energy efficient and long life LED panels, downlights and feature lights to common area, entry lobby and corridor. Lighting control via timer & motion sensors
- Emergency and exit lighting system throughout, to AS2293 requirement.
- General and specialised power outlets for common area and landlord equipment to AS3000 requirement.
- Intercom and card/fob access control system for access into the building and carpark.

#### Apartment fitout

- Each apartment shall be supplied via a dedicated load centre fed from the respective apartment retailer meter panel.
- General and specialised power outlets throughout, to equipment manufacturer & AS3000 requirement.
- Communication cabling reticulation, to NBN.Co requirement.
- LED downlights, LED bulkhead & joinery lighting throughout to AS1680 requirement, with localised on/off dimmer switches.
- Standalone security system to each apartment.
- Video intercom system to each apartment
- Free to Air to apartments, PAYTV cabling infrastructure only.



## 7 HYDRAULIC SERVICES

### 7.1 SCOPE OF WORKS

The following is the proposed extent of works:

- New sewer reticulation
- New water reticulation
- New hot water reticulation

### 7.2 RECOMMENDATIONS

#### Sewer:

- Upgrade of existing 100mm connection to 150mm sewer connection due to the apartment demand requirements;
- Gravitational sewer reticulation system;

#### Water:

- 1x new 50mm SA Water meter off Churchill Road installed in underground valve box in footpath to cater for the potable water supply load requirement of the new residential building.
- 1x private water meter mounted at high level to be used for each tenancy to enable proportioning of the site's main water account based on tenant usage. The water meter is to be pulse type, suitable for remote monitoring.

#### Hot Water:

##### Central Gas Hot Water Plant System

- A Central hot water plant system comprises the following:
  - Central Location (roof) for gas storage hot water plant
  - Hot Water is reticulated throughout the building with a flow and return system
  - Individual hot water meters within each apartment, to meter the hot water usage within each apartment
  - Hot water to be reticulated at 65°C and tempered down to 45°C in ensuites and personal hygiene areas via thermostatic mixing valves

#### Gas

- A reticulated town mains supply is available for reticulation.
- Gas authority fees & charges now apply, whereas in the past the gas authority undertook this work at a minimal cost.

#### Reclaimed Water

- A portion of the building roof stormwater will be harvested for collection and reticulated to apartment water closet cisterns as appropriate.
- Used correctly, rainwater tanks are an effective way to take the pressure off our limited water resources and at the same time, help manage stormwater run-off. By storing rainwater run-off from the roof, rainwater tanks can provide a valuable water source for flushing toilets.

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- A rainwater tank size in the order of a minimum 3kL is proposed, connected to a minimum of 100m<sup>2</sup> roof area, which would relate to an approximate annual capture volume of 50kL. The 50kL annual capture is approximately 100% of the toilet flushing requirements for 2-3 apartments.
- The rainwater is to be reticulated to the water closet cisterns in approximately 2-3 apartments, via a pressurised pump-set.
- The rainwater system is to be inter-connected to the town mains supply via an automatic controller, to enable town mains supply to be used when rainwater tank levels are low.

Attachment

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## 8 FIRE SERVICES

### 8.1 SCOPE OF WORKS

The following is the proposed extent of works:

- Fire Hydrant protection
- Fire detection systems ;
- Building occupant warning systems;
- Portable fire extinguishers.
- Exit and Emergency Lighting

### 8.2 REQUIREMENTS / RECOMMENDATIONS – INTENT

#### General

The following requirements and recommendations are based on fire & life safety services, fully compliant to the Deemed to Satisfy requirements of the BCA, with alternative solutions as noted.

The proposed systems are required to be discussed and agreed with the Building Certifier and the SA Fire Service.

#### Fire hydrants

- A boosted hydrant system, with internal hydrants of the fire isolated stairwell, at each floor level
- A hydrant booster assembly will be required, with front façade positioning. Location to be confirmed, but facing Churchill Road

#### Smoke Hazard Management

- A smoke detection system to be provided throughout the ground floor and common areas of the building to AS1670.1 requirements
- The smoke detection system to be linked to a "Building Occupant Warning" system, to sound throughout the building, including car park level., and within apartments
- The smoke detection system to be connected to a central Fire Indicator Panel, to be privately monitored (SA Fire Service monitoring not mandatory)

#### Fire sprinkler system

- An automatic fire sprinkler is proposed throughout the building, as part of an alternative solution package, to be discussed and agreed with the certifier

#### Fire Hose Reels

- Fire hose reels are required for the ground floor carpark area, which exceed 500m<sup>2</sup>.
- A single fire hose reels will be required adjacent the central fire stair for coverage to the ground floor

#### Fire extinguishers

- Portable fire extinguishers are required throughout the development to BCA and AS2444 requirements

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## 9 CIVIL

### 9.1 STORMWATER

Site surface drainage system to street water table or council storm water system.

Stormwater from site is to be discharged to council infrastructure or street water table.

Stormwater provisions generally to be in accordance with AS/NZS 3500.3:2003 'Plumbing and drainage. Part 3: Stormwater drainage'.

Refer to separate attachment for determining detention volumes for 1 in 100 ARI storm events.

Attachment

**ITEM NO.:** 6.1

**TO:** Development Assessment Panel (DAP) on 11 July 2016

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

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

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

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

## 1. MATTERS BEFORE DAC

Development Application / Address	Nature of development	Process update
DA 050/438/2015 60-76 Main North Road, Prospect	Seven Storey Mixed Use Building (comprising motel, commercial tenancies and dwellings), with associated Basement Car Parking, Driveway and Landscaping	<p>The application was considered by DAC at its meeting of 17 March 2016. DAC <b>deferred the application</b>, requesting the applicant consider refinement of the building's architectural expression, public realm relationships (including access and landscaping) and waste management. The applicant was also requested to provide an acoustic assessment, detail regarding the servicing of commercial tenancies and serviced apartments, and to provide co-ordinated drawings and information.</p> <p>Amended plans were considered by DAC at its meeting on 26 May 2016. <b>Development Plan Consent was granted</b> subject to conditions and reserved matters.</p>
DA 050/500/2015 225 Prospect Road, Prospect	Two Four Storey Residential Flat Building comprising of 32 dwellings (16 dwellings in each building), with associated site works and landscaping	The application was considered by DAC at its meeting of 10 March 2016. DAC <b>deferred the application</b> , seeking that issues of apartment amenity, building access, setbacks and waste management be addressed, while seeking greater resolution of the building's street façade.

		Amended plans were considered by DAC at its meeting on 12 May 2016. <b>Development Plan Consent was granted</b> subject to conditions.
DA 050/121/2016 60 Belford Avenue, Prospect	Five Storey Mixed Use Building comprising 18 Dwellings, Ground Level Shop (Café) and Roof Terrace	The application is currently being considered by DAC.
DA 050/187/2016 39 Churchill Road, Prospect	Five Storey Residential Flat Building comprising 26 Dwellings, and associated site works and landscaping	Further consideration of this matter is contained in Item 5.5 of this agenda.

## 2. RELEVANT DECISIONS BY DAC

Nil

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

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

**ITEM NO.:** 7.1  
**TO:** Development Assessment Panel (DAP) on 11 July 2016  
**FROM:** Nathan Cunningham, Director Community, Planning & Communications  
**SUBJECT:** Summary of Court Appeals

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

#### **APPEALS**

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