

Chasecrown Pty Ltd C/- Future Urban Pty Ltd

Construction of a residential flat building consisting of five building levels and three basement levels, together with associated landscaping

24-25 South Esplanade, Glenelg

Development Application 26016966



DEVELOPMENT NO.:	26016966
APPLICANT:	Chasecrown Pty Ltd C/- Future Urban Pty Ltd
ADDRESS:	25 SOUTH ESPLANADE GLENELG SA 5045 24 SOUTH ESPLANADE GLENELG SA 5045
NATURE OF DEVELOPMENT:	Construction of a residential flat building consisting of five building levels and three basement levels, together with associated landscaping
ZONING INFORMATION:	Zones: • Urban Neighbourhood Overlays: • Airport Building Heights (Regulated) • Affordable Housing • Building Near Airfields

	• Coastal Flooding • Design • Heritage Adjacency • Prescribed Wells Area • Regulated and Significant Tree Technical Numeric Variations (TNVs): • Finished Ground and Floor Levels (Minimum finished ground level is 3.2m AHD; Minimum finished floor level is 3.45m AHD) • Maximum Building Height (Metres) (Maximum building height is 18.5m) • Maximum Building Height (Levels) (Maximum building height is 5 levels) • Interface Height (Development should be constructed within a building envelope provided by a 30 or 45 degree plane, depending on orientation, measured 3m above natural ground at the boundary of an allotment)
LODGEMENT DATE:	3 Jun 2026
RELEVANT AUTHORITY:	State Planning Commission
PLANNING & DESIGN CODE VERSION:	P&D Code (in effect) Version 2026.10 28/05/2026
CATEGORY OF DEVELOPMENT:	Code Assessed - Performance Assessed
NOTIFICATION:	No
RECOMMENDING OFFICER:	Joanne Reid Senior Planning Officer
REFERRALS STATUTORY:	City of Holdfast Bay Government Architect
RECOMMENDATION	Conditional Planning Consent Granted

CONTENTS:**APPENDIX 1:**

1A Planning and Design Code Policy Extract

ATTACHMENT 1: Application Documentation

- 1A Architectural Plans by Chasecrown
- 1B Civil Plans by DMX
- 1C Landscape Concept Plan by Oxigen
- 1D Planning Report by Future Urban and Design Statement by Chasecrown
- 1E Heritage Impact Assessment by Bruce Harry and Associates
- 1F Sustainability Strategy Report by Dsquared Consulting
- 1G Waste Management Plan by Rawtec
- 1H Environmental Noise Assessment by Bestec
- 1I Traffic and Parking Report by CIRQA

ATTACHMENT 2: Referral Agency Responses

- 2A Government Architect
- 2B City of Holdfast Bay
- 2C Applicant responses to Council

EXECUTIVE SUMMARY

Chasecrown Pty Ltd C/- Future Urban Pty Ltd has applied to construct a five-level residential flat building containing 18 dwellings, basement car parking and landscaping.

The State Planning Commission is the relevant authority pursuant to Schedule 6 (4) (1) of the *Planning, Development and Infrastructure (General) Regulations 2017* (the Regulations) for developments that exceed 4 storeys in the City of Holdfast Bay. The proposed scheme is a 'performance assessed' category of development. The application did not require public notification as the building satisfied the maximum desired height for the Zone.

Referrals were issued to the Government Architect (GA) and City of Holdfast Bay (the Council). The Government Architect offered support following changes made through the Design Review process. The City of Holdfast Bay have some reservations in relation to access and parking and waste management, however have acknowledged that the applicant considers these matters to be appropriately addressed and other matters can be resolved in consultation with Council through reserved matters.

The subject site is located within the Urban Neighbourhood Zone, which has a technical and numerical variation (TNV) of 5 levels or 18.5 metres, and the building satisfies this quantitative standard.

The assessment is focused on the quality of the design, its contribution to the public realm, how it integrates with the existing landscape, its impact on the surrounding buildings, including the adjacent Local Heritage Item and its strategic location.

Other assessment matters included coastal flood mitigation, resident amenity, interface between land uses, traffic and access and waste management. These matters were determined to be acceptable when assessed against the relevant Performance Outcomes of the Planning and Design Code (the Code).

Following an assessment against the relevant policies of the Code and considering the building's design in the context of the locality and determining that the proposed development is unlikely to result in unreasonable impacts on nearby land uses, conditional planning consent is recommended.

BACKGROUND:

The site has been the subject of two other applications which also included the allotments at 21 and 22 South Esplanade.

Development application 110/M019/21 for the demolition of existing structures including local heritage places and construction of a 13-storey residential flat building with associated basement car parking and porte cochere, was refused by the SCAP on 30 June, 2021.

DA 22043211 for the demolition of a Local Heritage Place and the construction of a 10-level residential flat building with associated swimming pool, car park and landscaping was refused by the SCAP on 24 January 2024. The subsequent appeal of the decision was withdrawn.

PRE-LODGEEMENT

The applicant participated in the Department for Housing and Urban Development's pre-lodgement service, attending two pre-lodgement panel (PLP) meeting in April and July 2025 and one design review panel meeting facilitated by ODASA April 2025.

Feedback provided by representatives of statutory referral agencies, Council and the Department's Planning and Land Use Services division contributed to the applicant's concept development including generally positive refinements to design quality and streetscape presentation, access arrangements, consideration of pedestrian permeability and improvements to resident amenity.

DETAILED DESCRIPTION OF PROPOSAL:

The proposed application seeks the construction of a five-level residential flat building with ground floor lobby and services, eighteen dwellings, three levels of basement parking and associated landscaping.

The architectural drawings can be found in **Attachment 1A**.

Access to the lobby is gained from Pier Street and includes an airlock and mailroom at the entrance. The ground floor lobby leads to two lifts as well as a stairwell that ascends to three apartments. The waste room is also located on the ground floor and is accessible externally via a pathway adjoining the basement car park driveway.

The remaining upper levels include a central lobby area which disperses into four apartments on levels 1 to 4 and three apartments on level 5.

Vehicle access is gained from Pier Street and descends to three levels of basement car parking comprising a total of 54 car parking spaces. Some spaces are enclosed further with partitions and roller doors.

The building is constructed with a two-level base with glazed facade and a decorative precast concrete frame and columns around the South Esplanade and Pier Street facades. The structure will be built with combination of texture coated finish and aluminium cladding with glazing and clear glass balustrades. The Pier Street entrance incorporates timber detailing and an aluminium copper/bronze canopy over. The remaining three levels above consist predominantly of a glazed facade with smaller precast columns and horizontal banding.

A sandstone block fence and blade fencing atop will sit along the South Esplanade boundary to enclose the open space areas of the ground level apartments.

The development is part of a two-stage masterplan that is proposed to extend to form a cohesive integration with the adjoining site to the north.

Landscaping is proposed around the edges of the building and boundaries of the site.

A summary of the proposal is as follows:

Building Height	5 levels, 18.5m to top of parapet				
Description of levels	Basement Level 3: 21 Car parks, storage, comms and switch Basement Level 2: 18 Car parks Basement Level 1: 15 Car parks, 10 bike parks, hydraulic services Ground/Level 1: Lobby, stair and lift access, 2 x 2-bedroom apartments, 1 x 3-bedroom apartment Levels 2-4: Central lift lobby, 3 x 3-bedroom dwellings with balconies and 1 x 2-bed apartment (12 dwellings in total) Level 5: Central lift lobby, 2 x 3-bedroom dwellings, 1 x 4-bedroom dwelling Total Apartments: 18				
Accommodation Mix	ACCOMMODATION TYPE	LEVEL	UNIT SIZE (M ²)	Bedrooms	POS (M ²)
	Apartment 101	1	130	2	35
	Apartment 102	1	94	2	35
	Apartment 103	1	226	3	27

	Apartment 201	2	172	3	52
	Apartment 202, 402	2 and 4	135	2	25
	Apartment 203	2	224	3	25
	Apartment 204, 304	2 and 3	175	3	30
	Apartment 301	3	195	3	37
	Apartment 302	3	135	2	28
	Apartment 303	3	224	3	27
	Apartment 401	4	195	3	33
	Apartment 403	4	224	3	24
	Apartment 404	4	175	3	32
	Apartment 501	5	247	3	52
	Apartment 502	5	294	4	46
	Apartment 503	5	174	3	32
Building Floor Areas	Building Footprint = 1054m ² (Basement) / 979m ² (Level 1) Total Building Area = 8991m ²				
Site Access	Pier Street for vehicle and pedestrian South Esplanade for Apartments 101, 102 and 103 pedestrian entry				
Car and Bicycle Parking	54 car parks 10 bike parks				

SUBJECT LAND & LOCALITY:**Site Description:**

Location reference: 25 SOUTH ESPLANADE GLENELG SA 5045		
Title ref.: CT 5108/234	Plan Parcel: F7180 AL258	Council: CITY OF HOLDFAST BAY
Location reference: 24 SOUTH ESPLANADE GLENELG SA 5045		
Title ref.: CT 5083/907	Plan Parcel: F7180 AL257	Council: CITY OF HOLDFAST BAY

The two allotments of 24 and 25 South Esplanade, Glenelg as described above and shown in Figure 1 is a trapezoid shaped allotment of approximately 1238m². The site has a frontage to South Esplanade of 36.58m and a frontage to Pier Street of 34.18m. In addition, a narrow strip of land extends from the site to the Oldham Street boundary for a length of 27.43m and a width of 3m.

The site lies adjacent the Glenelg foreshore and is a vacant allotment with no regulated or significant trees on the site. The site has some slight variability, maintaining a gentle slope from the south to the north of approximately 3%.

There is an existing double driveway situated at the north-east corner of the allotment. A bike lane starts at the site along Pier Street and there is a pedestrian walkway and bikeway located in front of the site along South Esplanade.



Figure 1: Subject Site (Source: SAPPA)

Locality

The immediate locality as shown in Figure 2 takes in the beach and extends to Kent Street to the north, Mosely Street to the east, and Robert Street to the west. It is characterised by several predominant built forms within the Urban Neighbourhood Zone, including a twelve-storey residential flat building (Saltram Towers) to the north of the site and one and two-storey residential properties to the east and south of the site. The former Seawall Apartments are located directly to the north on 22-23 South Esplanade and is a Local Heritage Place. South Esplanade and the Open Space Zone abuts the western edge of the building and is open in nature, providing a public landscaped boulevard of high amenity value.

The wider locality stretches north to the Stamford Grand Hotel (14 storey hotel presenting to Mosely Square) and comprises a range of medium to high rise developments of up-to 12-levels in height and various residential apartments between 3-6 levels. The locality includes a range of building heights and styles on narrow frontages. The locality also includes two State Heritage Places, being Albert Hall at 16 South Esplanade and Stormont (dwelling) at 14 South Esplanade.

The eastern part of the locality is the General Neighbourhood Zone and is characterised by predominantly single and two level residential built forms on medium to low density allotments.

Pier Street is located at the southern boundary of the subject site and is a wide no-through road truncating at the junction with South Esplanade. It is distinguished by its mature Norfolk Island Pine Trees, which contribute to a grand streetscape.

To the south of the site lies the Established Neighbourhood Zone and comprises the Historic Area Overlay. Existing built form is generally between 1-3 levels.



Figure 2: Immediate locality and zoning map

CONSENT TYPE REQUIRED:

Planning Consent

CATEGORY OF DEVELOPMENT:

- **PER ELEMENT:**
New housing
Residential flat building: Code Assessed - Performance Assessed
- **OVERALL APPLICATION CATEGORY:**
Code Assessed - Performance Assessed
- **REASON**
P&D Code

PUBLIC NOTIFICATION

- **REASON**

Not required – Residential Flat Building is listed in Column A as excluded from notification and does not meet exemptions listed in Column B.

AGENCY REFERRALS

Pursuant to the Planning and Design Code and Schedule 9 of the *Planning, Development and Infrastructure (General) Regulations 2017*, statutory referrals have been made to the following state agencies and Council:

TABLE 1: Statutory referrals undertaken:

Referral Body	Function	Response
Government Architect (GA)	Advice	The referral response from the GA was received on 25 June 2026. The GA has offered support to the proposal, in particular, the project ambition to deliver a high-quality residential development in this location. The GA recommends that the SCAP may like to consider conditions or reserved matters to protect the following elements of the proposal • Confirmation of safe egress arrangement from the fire stairs • Confirmation of the final planting schedule, including size and quantities of selected species • Final external material selections with consideration given to the high-quality integral finishes supported by the provisions of physical samples. The GA referral response is included in Attachment 2A.
City of Holdfast Bay	Advice	The referral response from City of Holdfast Bay was received on 9 June 2026. The Council's initial comments raised concerns in relation to: • Traffic and access

		○ Storage length at the top of the basement ramp at 3.79m and should typically be 6m in length under AS/NZS 2890.1 ○ Gradient at entrance introduces operational uncertainty and reduced driver control ○ Access arrangements present risks including vehicle overhang to Pier Street footpath and conflict with pedestrian and cyclists ○ Internal car park functionality concerns, in particular tandem parking, garage dimensions and headroom • Waste Management ○ No supporting statement or formal approval has been provided for the on-street loading proposed ○ Practicality and safety of bin transfer arrangements from the bin room to the street remain unclear ○ Potential impacts may occur from on-street collection including removal of on-street parking and obstruction of pedestrian and cyclist movement ○ Strategy relies on unverified on-street infrastructure and assumptions and potential safety and amenity impacts. • Stormwater Management ○ Submitted plans appear at concept level and detailed engineering documentation, calculations and modelling would be required to enable a more comprehensive assessment. • Local Heritage • The Council's heritage advisor, Andrew Stevens has commented and now considers the proposal to be arguably supported due to amendments made to the proposal, taking into account the low integrity of the heritage place and the mixed built form character of the Esplanade. The applicant has responded to the above matters. Whilst Council has acknowledged the applicant's position that the matters have been adequately addressed, Council wishes for their concerns to remain on the record particularly in relation to proposed traffic/parking and waste collection arrangements. The Council's response is included in Attachment 2B.
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The applicant's response to matters raised by referral authorities is provided in **Attachment 2C**.

PLANNING ASSESSMENT

The application has been assessed against the relevant provisions of the Code, which are contained in **Appendix 1A**.

Question of Seriously at Variance

Under section 107(2)(c) of the Act, the development must not be granted planning consent if it is seriously at variance with the Code.

The Zone envisages residential development and identifies residential flat buildings as a dwelling typology that is contemplated in the Zone.

The proposed development represents the medium density residential accommodation types envisaged in the Zone and in particular, in a highly walkable area that is outlined in the desired outcomes of the Zone.

The proposed development is not considered seriously at variance with the relevant Desired Outcomes and Performance Outcomes of the Planning and Design Code pursuant to section 107(2)(c) of the *Planning, Development and Infrastructure Act 2016*.

Quantitative Provisions

TABLE 2: Qualitative Assessment

Design Parameters	Planning and Design Code Guideline	Proposed	Guideline Achieved
Building Height Local Variation Technical Numeric Variation (TNV):	Urban Neighbourhood Zone (UNZ) DPF 2.1 Maximum Building Height (Levels) = 5 Levels Maximum Building Height (Metres) = 18.5m	Five (5) Levels 18.5m to the top of the parapet	TNV satisfied
Front Setback	UNZ DPF 2.5 Where an existing building shares the same primary street frontage – the setback of the existing building Adjacent building at 22-23 South Esplanade is approximately 3.6m.	Setback to South Esplanade – 5m	DPF satisfied
Secondary Street Setback	UNZ DPF 2.6 The average of the setback of the existing building on each adjoining site fronting the same street Setback of 1 Pier Street – 5.4m (approx.)	Varies between 1m to 3m	DPF not satisfied
Rear Setback	UNZ DPF 2.7 5m where subject land abuts a different zone, 0m in all other cases Land does not abut a different zone.	1.5m	DPF satisfied

Side Setbacks	UNZ DPF 2.8 The average setback of the existing building on each adjoining site fronting the same street = Side setback of 22-23 South Esplanade is 7m	Northern side setback – Between 500mm and 2.4m	DPF not satisfied
Habitable Room minimum dimensions	Design in Urban Areas DPF 31.5 Main bedroom – 3m Secondary bedroom – 3m x 2.5m Living room – 3.6m	2-bed apartment Main bedroom – 3.2m minimum Secondary bedroom – 2.8m minimum Living room – 4.8m minimum 3-bed apartment Main bedroom – 3.6m minimum Secondary bedroom – 2.9m minimum Living room – 5.2m minimum 4-bed apartment Main bedroom – 3.5m minimum Secondary bedroom – 3.1m minimum Living room – 7.3m minimum	DPF Satisfied
Private Open Space	Design in Urban Areas DPF 27.1 Dwellings at ground level – 15m²/ minimum dimension 3m Dwellings above ground level: 2 bedrooms: 11 m² / minimum dimension of 2.4 metres 3 + bedrooms: 15m² / minimum dimension 2.6m	Ground level dwellings – No less than 41m² / Minimum dimension 2.3m Above ground 2-bed dwellings – No less than 2m² with 2.5m minimum dimension Above ground 3+ bed dwellings – No less than 24m² with 2.6m minimum dimension	DPF Satisfied for POS Ground floor dimension are less than 3m in depth for their deck areas
Car parking	Table 2 - Off-Street Car Parking Requirements in Designated Area <u>Residential Component of a multi-storey building</u> 2-bedroom = 1 space per dwelling 3-bedroom = 1.25 spaces per dwelling Visitor parking = 0.25 spaces per dwelling • 5 x 2-bed = 5 spaces • 13 x 3+ bed = 16.25 • 14 x 0.25 visitor spaces = 4. spaces Required = 26 (rounded up)	Total Spaces Provided = 54	DPF satisfied

Bicycle Parking	1 space per 4 dwellings Visitor – 1 space per 10 dwellings 4.5 resident spaces 1 visitor space Required = 6 bike parks (rounded up)	10 bicycle parks provided	Surplus of 4 parks
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OVERLAYS

Affordable Housing Overlay

The proposed development does not offer any affordable housing as part of the proposal; however the DPF associated with PO 1.1 encourages this for buildings that provide 20 dwellings or more.

Airport Building Heights (Regulated) Overlay

The Airport Building Heights (Regulated) Overlay seeks the management of potential impacts of buildings and generated emissions to maintain operational and safety requirements of registered and certified commercial and military airfields, airports, airstrips and helicopter landing sites.

The building does not exceed the regulated 44m building height or include any exhaust stacks and is not considered to pose a hazard to the operation of a certified or registered aerodrome.

Building Near Airfields Overlay

The building is adequately separated from runways and other take-off areas and will not impact the operational and safety requirements of aviation landing sites or to aircraft flight movement.

Coastal Flooding Overlay

The Coastal Area Flooding Overlay seeks to protect properties from sea level rise and recommends a minimum finished ground level of 3.2m AHD and a finished floor level of 3.45 AHD.

The lobby has a slab level of 3.5m AHD whilst the Level 1 apartments fronting the coastline have a slab level of 5.5m AHD.

The proposed development has been designed to protect the dwellings from standard sea level flood risk and sea level rise in accordance with the Overlay.

Design Overlay

The Design Overlay seeks development that provides a positive contribution to the liveability, durability and sustainability of the built environment through high-quality design. The design composition of the proposed building is addressed in various sections of the planning assessment, along with the statutory referral comments provided by the Government Architect, noting that the Government Architect has provided their support for the development.

Heritage Adjacency Overlay

The site sits adjacent the Local Heritage Item ID no. 4546, being the Seawall Apartments and notably its original external form and the detailing of the dwellings.

The applicant has engaged Bruce Harry and Associates to undertake a Heritage Impact Assessment to review the impacts of the proposed development on the heritage values of the Local Heritage Place. The report can be found in **Attachment 1E**.

The following points are made by Mr Harry in consideration of PO 1.1 of the Overlay – *Development adjacent to a Local Heritage Place should not dominate, encroach or unduly impact on the setting of the Place*:

- Building modifications undertaken with each change of use have removed much of the original fabric and severely degraded the historical integrity of the LHP;
- In this context, a scale disparity between an adjacent development and a Heritage Place need be of little concern, provided there is sufficient separation to allow the Heritage Place to retain a visually discrete 3-dimensional built form in its contextual setting;
- There are already large variations of building scale along South Esplanade that the scale disparity between the old and new buildings will not directly impact the singular setting of the subject Local Heritage Place.
- The severely degraded historic integrity of the LHP does not warrant the design deference of adjacent development beyond consideration of its physical impact on the LHP's historical setting.
- Preference should be for the proposed development to adopt a contemporary architectural expression that references its corner position and coastal locality as opposed to making unnecessary references to the diminished built form and architecture of the LHP.
- The contrasting design style will have no meaningful impact on the heritage values or its isolated setting in a seafront townscape with a diversity of building scales and styles.

The Heritage consultant for the Council, Andrew Stevens was concerned with a previous iteration of the design which in his view caused the new building to impact on the setting of the adjacent heritage place and to dominate.

Following consultation between the applicant and Mr Stevens, the applicant has made amendments to the design which culminated in changes to the colours to include a more subtle, warmer and recessive material scheme and palette, elimination of some of the horizontal banding and changes to the exposed aggregate concrete finish from a bright white to a sandy colour.

He considers that the amendments result in a two-level podium element that has a better relationship with the historic building and is better defined with less contrast in appearance.

He goes on further to say that imitation wasn't suggested nor sought and it is acknowledged that a relatively robust building appearance might be appropriate and expected in the coastal setting.

Mr Stevens expected that amendments would be more substantial, such as the front setback where he considers that the solid appearance of the balcony spandrel panel, columns and wing walls brings the building forward towards the Esplanade and reduces the apparent front setback, increasing the visual impact of the new building in the context of the LHP.

However, he acknowledges some positive elements such as modest floor to ceiling height which serve to minimise the overall height to the building and the thoughtful addition of landscaping beds and sandstone retaining wall.

In summary, Mr Stevens considers that the proposal is now arguably supportable taking into account the relatively low integrity of the adjacent heritage place and the mixed built form character of the Esplanade.

Overall, both heritage architects agree that the mixed built form on South Esplanade and the diminished condition of the LHP suggest that the proposed development will not unduly impact, dominate or encroach on the heritage values or the setting of the LHP. There is agreement with Mr Barry's assessment approach, and the additional amendments made following discussions with Council's heritage consultant further

solidify the conclusion that the proposed development is satisfactory when assessed against PO 1.1 of the Overlay.

ZONE ASSESSMENT

Urban Neighbourhood Zone

Land Use and Intensity

PO 1.1 seeks to achieve a mix of land uses by suggesting that development within the Zone be of a medium to high density accommodation types, either as part of a mixed-use development or wholly residential. DPF 1.1(m) for the Zone then lists a residential flat building as a land use type that can achieve this outcome.

As the proposed residential flat building is both an expected land use type in the Zone and provides the expected residential density, the proposed development comfortably satisfies the intent for the Zone from a land use and density perspective.

The location is close to public transport and active transport modes to achieve PO 1.4 and likely to generate high levels of pedestrian activity and opportunities for public transport use.

Building Height

The building height from the lowest point of the finished ground level to the finished roof height at its highest point is 18.5m. This does not include the roof plant screening, which is an additional 1.2m, and as it is not covered, does not form part of the roof.

PO 2.2 seeks for the building height to be consistent with the form expressed in the *Maximum Building Height (Levels and Metres)*. The building satisfies the TNV with 5 building levels, at a height of 18.5m.

As the building is consistent with the envisaged built form and scale for the site, the Government Architect has advised that they have no concerns regarding the proposed height.

The building is therefore considered to appropriately address UNZ PO 2.2.

Built form Character and Setbacks

The ground floor to ceiling heights are between 5.2m in the lobby to 3.1m for the first level apartments which are sufficient to provide an adaptable and flexible building that will suit a range of land uses in accordance with Zone PO 2.3.

PO 2.4 seeks for buildings to be designed to create visual connection between the public realm and ground level interior, promote an active human scale interface with the primary road, open space and maximise passive surveillance. The proposed development does this exceptionally well, with the ground floor dwellings having their open space presenting to, and direct access to the Esplanade. The transparent glazing, whilst primarily optimising views to the coast, also provides a visual connection and passive surveillance to the street as desired in Zone PO 2.4.

Primary Street Setback

The primary street setback is 5m and steps back to 5.6m toward the northern boundary. The front setback provides space for an elevated deck and landscaped area and is set further back than the Local Heritage Place and therefore does not obscure its view from the south. The DPF suggests that the building should be setback the same as the existing building on the abutting site and the building respectfully aligns itself

with the original built section of the LHP and provides some space so as not to dominate or diminish it. The primary setback is considered to be generous and offer some relief to the streetscape and softening of the built form which is generally consistent with buildings on South Esplanade and whilst the building could have been setback closer to the primary street boundary in line with the LHP, the proposed setback is considered to contribute more positively to the streetscape in the manner proposed.

Secondary Street Setback

It is acknowledged that the building would be sited closer to the street boundary than the existing two-storey dwellings at 1 and 1A Pier Street, which are setback approximately 5.4m and 4m, respectively. From Pier Street, the building varies to be set back approximately 1.36m at its closest point and a maximum of 3m. Notwithstanding the inconsistencies with the adjoining dwellings, prior to the recent demolition of non-heritage listed buildings on the land, a two-storey building historically abutted the Pier Street boundary (see Figure 3 below).



Figure 3: Pier Street Frontage (prior to demolition)

Additionally, the proposed setback is consistent with the secondary street setback streetscape pattern within the locality. It is further acknowledged that as the entrance is located on Pier Street, it could also be considered that Pier Street is the primary street frontage and warrant consideration against PO 2.5. However, having regard to the site's existing street address, the presentation of the ground floor dwellings with its setback, landscaped front yard and access to the Level 1 dwellings from the street, as well as the siting of the original building, it is considered appropriate to determine Pier Street as the secondary street for the purposes of this assessment.

Accordingly, the intent of PO 2.6 for the secondary street setbacks of buildings to be consistent and compatible with existing and future streetscapes is therefore achieved.

Rear Setback

PO 2.7(a) of the Zone encourages development which minimises impacts on properties in neighbouring zones, and PO 2.7(b) seeks development that maximises the intensity of development within the zone.

This provision is only relevant to the boundary shared with the western side boundary of 1 Pier Street. As 1 Pier Street is located within the Urban Neighbourhood Zone also, PO 2.7(a) is not applicable in this circumstance. This notwithstanding, the 1.6m setback offers some visual relief to the adjoining property and improves access to light and ventilation for that dwelling.

Side Setback

PO 2.8 of the Zone envisages buildings that are set back from side boundaries to minimize and reduce impacts on adjoining properties, namely with respect to bulk/scale, solar access, overshadowing and overlooking.

The DPF, if applied, would seek a generous setback as it seeks the average setback of existing buildings fronting the street. The impacts on the LHP with regard to building bulk has been considered in the Heritage Adjacent Overlay and the building, despite being close to the northern boundary, is still some distance away from the LHP, being 10.675m away.

Although the LHP is not occupied and requires significant restoration to be habitable, in the event that it became functional, the building's setback will not result in impacts to solar access, overshadowing and overlooking given that it is located to the south of the adjoining property and located in the same zone as the subject site, meaning overlooking does not require mitigation.

Interface Height

Zone PO 3.1 seeks for buildings to mitigate the visual impacts of building massing on residential development within a neighbourhood type zone. The Zone boundary to the south is separated by a street and therefore the DPF which seeks to transition the height at the boundaries does not apply. This notwithstanding, the building utilises a number of design techniques to manage building massing through its use of vertical and horizontal columns and banding to break up any repetitiveness of the building's form, using a variety of materials and finishes applying landscaping to the boundary to soften the appearance of the built form.

The dwelling at 1 Pier Street is located in the same Urban Neighbourhood Zone as the subject site. It is not a neighbourhood-type zone and PO 3.1 is not applicable to the adjoining properties to the north.

To this end, the proposed building does not result in unreasonable impacts upon dwellings within the neighbourhood type zone and satisfactorily address UNZ Zone PO 3.1.

Movement, Parking and Access

PO 5.1 seeks for buildings to provide vehicle access via side street, where practical and should be designed to (a) provide space between buildings that reduces mass and creates a more visually diverse public realm, (b) minimises conflict with pedestrian and cyclists and (c) achieve active frontages at a lower intensity than the primary street frontage.

Sufficient space is provided between the building and the street that reduces the impact of the building's mass at ground level whilst creating a more visually diverse public realm as sought by part (a) of the PO.

Vehicle access to the site is provided on Pier Street as the only option available, given the access from Oldham Street at the rear of the site would not be able to accommodate two-way vehicle movements. A storage area for vehicles is provided at the top of the car parking ramp for vehicles to wait for pedestrian and cyclists to move along Pier Street.

There is disagreement between Council and the applicant regarding the gradient of the storage area. There is further discussion in the Traffic, Access and Parking section, however, the intent of the vehicle store is consistent with part (b) of the PO which seeks to minimise conflict with pedestrian and cyclists.

An activated frontage still occurs on Pier Street, with residents of the upper levels utilising the entrance to the lobby. Given that more residents will use this frontage for entry and vehicle access, it is not considered to be lower in intensity, however, given that South Esplanade is only a pedestrian and cycling path, the fact that (c) is only partially achieved is not fundamental given the PO only suggests buildings be designed in this manner where practicable.

GENERAL DEVELOPMENT POLICIES

Clearance from Overhead Powerlines

The applicant has provided a declaration to the effect that the proposal would not be contrary to the regulations prescribed for the purposes of section 86 of the *Electricity Act 1996*.

Design in Urban Areas

External Appearance

The building is designed to have a presentation to South Esplanade and Pier Street, incorporating the entrance to the building on Pier Street to prioritise the beach view for the apartments.

The building is separated into two distinct elements. The lower floors are framed with decorative precast exposed aggregate concrete columns and banding that extends to level three. The banding continues around the facia of the building whilst the columns present to the street elevations only.

Levels 3 to 5 maintain the decorative columns in a thinner style to offer a vertical contrast to the natural white aluminium cladding at the base of the balconies and clear balustrades across the length of the western elevation and to a lesser extent, the southern side. The building curves at the south-eastern corner, addressing and reinforcing its position at the end of the street.

The remainder of the structure is finished in texture coat to the lower levels and aluminium cladding to the upper levels, all in natural white finish and floor to ceiling glazed windows. A low-level sandstone block fence traverses the front boundary on South Esplanade and continues around the southern boundary and for a small section at the north-eastern corner.

The building's entrance is emphasised with a copper/bronze aluminium canopy, held up with timber columns and decorated with aluminium battens above the canopy in a monument finish. Castelated aluminium cladding banding in a warm grey sits below the level 1 southern balconies and provides further articulation at the entrance.

The building demonstrates consistency with Design in Urban Areas PO 1.1 by offering an architectural expression that highlights its corner location through the curved building elements, provides articulation and manages massing through the horizontal and vertical column and banding features and variation in colours and textures.

The public realm facing elevations satisfy PO 1.2 with a defined entry point that conveys purpose and complements the streetscape and the South Esplanade elevation offering an activated frontage with landscaped elements to contribute to the highly pedestrianised frontage.

The Government Architect supports the design development that has been undertaken that has informed the final design. In particular, they consider that the upper and lower levels present in a clear coherent manner and provides a consistent built form composition. Additionally, they consider that the introduction of the canopy at the entrance improves the sense of residential address.

The GA notes the prominent and highly public nature of the site's location and is of the view that any development on this site has a responsibility to generously and positively contribute to the public realm.

Whilst the building has a broadness to it, the light tones, feature banding and mixture of materials at lower buildings levels reinforce the human scale and reduce visual mass by breaking into distinct elements as sought by Design in Urban Areas PO 12.2, 12.3 and 12.4. The building's medium rise height, constrained floor to ceiling heights and datum levels having regard to the LHP as well as the colours and tones that

draw on its coastal location are all considered ways that positively contribute to the context and character of the local area in accordance with Design in PO 12.1.

The materials will need to be durable to manage the coastal conditions, and the GA will review final material selections with consideration given to high quality integral finishes through a reserved matter to satisfy Design in Urban Areas PO 12.5.

Design in Urban Areas POs 12.6 and 12.7 seek for street facing buildings to provide attractive, high quality and pedestrian friendly street frontages and safe, attractive, welcoming, functional entrances that contribute to streetscape character. The South Esplanade and Pier Street frontages, as described above, have been designed to do exactly that, with access provided from both frontages and POS areas overlooking the street thereby activating the streetscape, providing landscaping to enhance the appearance of the built form and designing a distinctive entry point to the lobby.

The roof plant will be located centrally on the roof and will have limited visibility and will be screened using fibre cement sheeting in keeping with the colours and finishes of the building. The waste room is located internally within the building and will not be exposed to the street. Design in Urban Areas POs 1.4, 1.5 and 12.8 relating to screening building services have been met.

Safety

The building provides the following features to maximise safety and provide passive surveillance to the public realm:

- Building incorporates windows, balconies directly overlooking the street and promenade to provide passive surveillance to the public realm;
- Access to dwellings and lobby areas are easily identifiable from street level with perceptible pathways provided to the main entry of the building from the public realm;
- Activated spaces at ground level;
- Clear lines of site around building and delineation of public and private areas.

The proposed building is considered to provide suitable design techniques to satisfactorily address POs 2.1 to 2.5.

Landscaping

A Landscape Concept Design has been prepared by Oxygen (**Attachment 1C**) which provides a design response, concept plan and planting palette for the site.

The concept design identifies the landscaped area around the pathway edges, adjacent the entrance and along the secondary street boundary and along the South Esplanade frontage, which is proposed within raised beds behind the sandstone wall.

The planting palette includes species that are proven to grow well in coastal conditions and the raised planter beds utilise a minimum of 500mm growing depth to ensure plant survival. Garden beds will be appropriately drained and irrigated.

The GA supports the engagement of landscape architect and the concept which also includes the landscape strategy that demonstrates an intent to integrate with the adjoining site to the north. The GA would like confirmation of the final planting schedule of tree selections and this will be included as a reserved matter.

While the development may not provide the deep soil zones desired in Design in Urban Areas PO 13.2 due to its restriction to use planters as a result of the basement parking, it is nonetheless a good spread of trees

and low-level shrubs and ground covers, reducing heat load and importantly, enhancing the appearance of the built form.

The proposed landscaping is considered to satisfactorily achieve POs 3.1, 13.1, 13.2 and 13.3.

Environmental Performance

DIUA POs 4.1 to 4.3 and 14.2 seeks for the building's orientation and design to maximise passive environmental performance to minimise energy consumption and reliance on mechanical systems such as heating and cooling.

A sustainability strategy has been provided by Dsquared consulting (**Attachment 1F**) to outline the ESD initiatives that will be applied to the development to reduce its impact on the environment both construction and operation.

The following sustainability measures are proposed which seek to maximise natural light and ventilation, maximise passive environmental performance and minimise energy consumption and reliance on mechanical systems, and incorporate climate response techniques as sought by Design in Urban Areas PO 4.1 to 4.3:

- Apartments designed to achieve a minimum 6 Star NatHERS rating and 7 stars average for the building as a whole
- Double glazed windows
- Apartments exceeding the minimum NCC/BCA requirements for daylight access
- More than 80% coverage of either landscaping or roofs with a high solar reflective finish to reduce heat island effect as well as light coloured finishes
- Passive design and natural ventilation through openable windows and balconies
- Local supply chain where possible for labour and materials
- Fully electrified cooking appliances
- Minimum 30KW solar PV and inset energy network contract for reduced rate renewable energy
- Energy efficient lighting with automated control systems to common areas and metering for energy management
- Electric heat pumps for hot water systems
- High efficiency reverse cycle multi-head air conditioning systems
- Electric vehicle charging stations (at resident cost)
- Water efficient fittings and storage of rainwater in 14KL reuse tank for irrigation
- Minimise waste through efficient design techniques and off-site fabrication and selection of low embodied carbon products where possible
- Dedicated bike storage and bike racks provided.

Car Parking Appearance

The proposal incorporates basement parking which is located below street level and its visibility on the streetscape minimised. Lift and stairwell to the lobby and dwellings are directly accessible from the car park as well as pedestrian access to the front of the site.

The proposal suitably achieves Design in Urban Areas POs 7.1 to 7.3.

Waste Management

The waste storage area is a separated room located between the lobby and the driveway. The room can be accessed via a door that leads to the driveway.

A Waste Management Plan undertaken by Rawtec (**Attachment 1G**) outlines how waste would be disposed of, managed and collection arranged.

Each level will have a designated waste room with two separated chutes for general waste and organics and a 140/240L co-mingled recycling bin. Ground floor dwellings would either use Level 1 chutes or dispose directly to the bin room.

The following volume of waste is estimated to be generated (based on the *SA Better Practice Guide – Waste Management for Residential and Mixed Use Developments*)

Table 2: Estimated volume of waste generation volumes (Litres per week)

Waste Type	(L/Week)
General Waste	1500
Comingled recycling	1300
Organics	500
Hard Waste	300
E-waste	100
Total	3700

The above waste amounts would require the following bin volumes and collection frequencies:

Table 3: Estimated bin requirements and collections per week

Waste Type	Bin Size (L)	No. of bins required	Service Rate
General Waste	1100	2 (plus chute bin)	Once per week
Comingled recycling	1100	2	Once per week
Organics	660	1 (plus chute bin)	Once per week
Hard waste			As required
E-waste			As required

Based on the estimated volumes of waste and recycling, the development is advised to have 6 bins and 3 collections per week.

It is intended that the bins will be wheeled to a dedicated loading bay on Pier Street. Whilst the area is intended to be discussed with Council, when considering the waste management for DA no. 22043211, Council had not previously raised an objection to the loading bay being located immediately west of the proposed driveway crossover on Pier Street and a loading zone time of 9am to 12 midday, Monday to Friday being allocated. When compared to the previous proposal, the proposed building contains substantially less apartments and will result in less waste being generated. The collection of two bins, three times a week is not considered to take a significant amount of time.

It is noted that Council have now raised concerns with the collection strategy, advising that it relies on unverified on-street infrastructure and operations assumptions, and introduces potential safety and amenity impacts. Despite this, the applicant contends that the 'unverified' information has been provided, including truck turning movements around the end of Pier Street, gradients identified of greater than 1:10 along the transfer route to the street and acknowledgement that one on-street car park will be affected from between 9am to midday, but available for the remainder of the day. Furthermore, bins can be wheeled out by the waste collection contractor at the time of collection and not store on the street as suggested.

The Council does not provide any suggestions for alternative arrangements and whilst it is expected that on-site loading would be preferred, the clearance heights of the access and car park are unlikely to accommodate a rear-lift or flat-bed vehicle up to 4.5m in height. It is also noted that these concerns were not raised during the PLP process despite several meetings that included Council staff.

Whilst Council acknowledges the applicant's position that these matters have been satisfactorily addressed, they would like their original comments to remain on the record.

The applicant has advised that they consider the matter to be capable of being resolved through a reserved matter and as such, a final waste management plan will need to be provided prior to Development Approval, that identifies the confirmed location of the loading bay, in consultation with Council and any other collection arrangements.

Once arrangements are finalised, this will sufficiently address Design in Urban Areas POs 11.4, 11.5 and 35.3 to 35.5.

Overlooking/Visual privacy

PO 16.1 recommends that development mitigates direct overlooking of habitable rooms and private open spaces of adjacent residential uses in neighbourhood-type zones.

The Established Neighbourhood Zone to the south and the General Neighbourhood Zone to the north-east of the building are located more than 15m away and 'direct overlooking' is determined not to occur as defined by the Code.

The applicant was encouraged to provide some screening to the eastern side windows to minimise overlooking, and has applied opaque glazing to the bottom portion of the windows up to 1.2m to minimise downwards views. However, noting that the policy does not require mitigation techniques to be implemented due to the dwellings being in the same zone, the applicant has sufficiently satisfied the requirements of the Code.

Outlook/Occupant Amenity/ POS

The building has been designed to maximise the number of apartments that have an outlook to the beach. Habitable rooms are appropriately separated between dwellings, allow for visual and acoustic privacy and natural ventilation and sunlight infiltration to the interior and outdoor spaces in accordance with Design in Urban Areas PO 28.1.

The balconies form part of the architectural expression of the building and are shaded by the slab of the balcony above or the roof overhang for Level 5 dwellings as well as being responsive to environmental conditions including receipt of sunlight, wind mitigation, acoustic privacy and casual surveillance of the street to satisfy Design in Urban Areas PO 14.3 (wind mitigation) and 28.2.

Each dwelling is afforded with private open space that comply with Design in Urban Areas Table 1 – Private Open Space. Whilst the raised deck areas of the ground floor apartments do not satisfy the minimum dimensions in their depth, the shortfalls are minor, and compensated by the additional landscaped area in front of the deck as well as being located adjacent recreational open space. The balconies are generous and are sized sufficiently to promote indoor/outdoor living in accordance with Design in Urban Areas PO 28.3.

The dwellings have been designed with an open plan design with direct access to the balcony from living rooms and all habitable room have dimensions that will ensure functional living spaces for occupant amenity, furniture placement and household storage to satisfy POs 28.4, 31.1 and 31.5. All dwellings will

face public open space and public streets and there are no balconies that face the internal boundaries, thereby satisfying Design in Urban Areas PO 31.3.

The GA supports the generous apartment planning which has also seen improvements to the include additional apertures on the northern elevation to capitalise on the northern aspect. Additionally, there is strong support for the direct access for the ground floor apartments to South Esplanade providing direct engagement with the public promenade and convenience for residents.

Dwelling Configurations/site facilities

The building provides two-, three-and four-bedroom apartments and contributes to housing diversity in response to Design in Urban Areas PO 29.1.

Although the GA considers the ground floor apartments circuitous, the concern is alleviated due to the small number of apartments affected by this arrangement and their direct access to South Esplanade. The lifts, lobbies and corridors are a sufficient size to accommodate movement of bicycles, strollers, mobility aids and waiting visitors, including a wider section at the ground floor entrance to satisfy Design in Urban Areas 30.1. The communal circulation spaces have increased as part of the design process, as recognised by the GA, who considers that this has improved access to natural light and ventilation as well as a more meaningful built form relief.

The mail room is located directly at the entrance of the building as desired by Design in Urban Areas PO 35.1. Space has not been provided for suitable external clothes drying, however each apartment incorporates laundries with space for dryers, albeit not directly satisfying PO 35.2. The fire hydrant booster and water tanks are discretely located along the boundary fencelines to minimise their visual appearance on the street as best as possible as sought by Design in Urban Areas PO 35.6.

Water Sensitive Urban Design

A civil plan (**Attachment 1B**) has been provided that details on-site detention requirements, discharge arrangements, water quality treatment and relevant flood protection/mitigation measures.

Stormwater is proposed to be discharged to 2 x 7000L rainwater tanks with overflow discharged to the gravity network.

Council have advised that they require further information, calculations and modelling to enable a more comprehensive assessment.

The applicant is understanding of the need to design a stormwater management system that seeks to mitigate peak flows and manage the rate and duration of stormwater discharges in a manner that does not increase the peak flows downstream and minimises pollution to the stormwater system as per Design in Urban Areas POs 36.1 and 36.2.

The applicant is accepting of a reserved matter that will undertake the relevant investigations and provide an updated stormwater management plan in consultation with Council, prior to Development Approval being granted.

Infrastructure and Renewable Energy Facilities

The proposed development will be connected to a mains water supply and approved wastewater service to meet the capacity and requirements of its intended use to achieve POs 11.2 and 12.1 of the module.

Interface Between Land Uses

General Land Use Compatibility

Interface Between Land Uses (IBLU) PO 1.1 states that sensitive receivers are designed and sited to protect residents and occupants from adverse impacts generated by lawfully existing land uses and land uses desired in the zone.

An Environmental Noise Assessment provided by Bestec (**Attachment 1G**) reviews the potential noise emissions at the surrounding noise sensitive receivers and assesses impacts from predicted noise sources from mechanical plant equipment and car parking.

For continuous noise, which is relevant to noise emitted from the proposed development resulting from operation of engineering services plant, car park, deliveries, rubbish collection etc, an assessment was undertaken against the indicative noise factors guidelines for the Environment Protection (Commercial and Industrial Noise) Policy, 2023. The guidelines stipulate that the appropriate indicative noise levels for the nearest residential sensitive receiver in a mixed-use zone such as the Urban Neighbourhood Zone is 57dBA during the day (7am to 10pm) and 50dBA at night (10pm to 7am). In addition, the Environment Protection (Commercial and Industrial Noise) Policy 2023 (Noise Policy) states that the predicted continuous noise due to the proposed development (for application for development authorisation) should not exceed the indicative noise level, minus 5dBA. Based on the indicative noise levels set for the proposed development, minus 5dBA for planning purposes, the applicable day and nighttime noise criteria would be as follows:

- Day time (7:00 a.m. to 10:00 p.m.): 52dBA
- Night time (10:00 p.m. to 7:00 a.m.): 45dBA

The noise impact resulting from the operation of the roof mounted mechanical services units was predicted at the Saltram Towers, which was determined to be the nearest sensitive receiver given its height and relationship to the proposed rooftop plant. Noting the presence of a 1.6m high fibre cement enclosure, the assessment identified that the nighttime criterion at the sensitive receiver would be 40dBA and satisfies the applicable day and night noise criteria identified in the Noise Policy.

The assessment of the impact of noise from fans such as the basement exhaust was predicted at the dwellings on Pier Street and Saltram Towers, as the nearest sensitive receivers. The assessment revealed that with the treatments identified within Table 6 on page 5 of the report, the predicted incident noise level at the boundary of the resident will achieve the stipulated criterion set out in the Noise Policy.

The assessment also included testing for noise intrusion in the level 5 apartments of the subject building and found that with the construction of a 150mm concrete slab roof, it will satisfy the noise level criteria for habitable spaces of apartments as specified in AS/NZS 2107:2016.

The noise goal requirements for mechanical plant equipment have satisfied the relevant Noise Policy goals for daytime and nighttime at the nearest sensitive receivers and therefore IBLU PO 1.1 has been reasonably satisfied.

Overshadowing

IBLU POs 3.1 and 3.2 seeks for overshadowing of habitable room windows and private open space areas of adjacent properties to be minimised to maintain access to direct winter sunlight for adjacent residential land in a neighbourhood-type zone. This is measured through the provision of at least 3 hours direct sunlight between 9am and 3pm on 21 June.

The overshadowing diagrams provided by the applicant demonstrate that the town houses to the south fronting South Esplanade will not be impacted by shadow from the building from 12pm onwards, providing

more than three hours of sunlight to habitable room windows and POS areas during the winter months. The two dwellings located to the rear of the townhouses that front Pier Street will be impacted by shadow from approximately 12pm onwards at ground level to north facing windows but will receive morning sun during the winter months and POS would not be further impacted by the building. The Pier 23 apartments will be impacted from approximately 2pm and therefore have more than 3 hours sunlight during the winter months.

Accordingly, the development will not unreasonably overshadow the habitable rooms and POS of adjacent properties within the Established Neighbourhood Zone as desired by IBLU POs 3.1 and 3.2.

Transport, Access and Parking

CIRQA was engaged to provide a traffic report which can be found in **Attachment 11**. CIRQA have also responded to matters raised by Council which can be found in the response to agencies.

Access

Vehicle access will be provided from a new 5.5m wide two-way crossover on Pier Street, albeit in a similar position to the existing crossover. The entry/egress point will allow vehicles to enter at the same time as a vehicle is stored waiting to exit.

Residents will be able to access the car park by a remote control or similar and will allow visitor access via intercom or remote door control from the apartment.

The driveway leads to a 54-space 3-level basement car parking area. The proposed access point does not result in the loss of on-street car parking or street trees and the applicant will reinstate any redundant crossovers to the upright kerb.

Council has raised concerns in relation to the ramp storage requirements and states that it should be a minimum of 6m without reliance on transition gradients which introduces operational uncertainty of driver behaviour variability and reduced vehicle control on gradients.

In response, the traffic consultant contends that the proposed ramp is safe, if not safer than a ramp that is strictly conformant with AS/NZS 2890.1:2004. As the start of the driveway is at grade and then a nominal transition of 1:16 is within the 6m, when taking a cross section of the proposed ramp, the ramp is effectively at a lesser gradient than a ramp that has its total storage area at the compliant gradient of 1 in 20 for the first 6 metres. The ramp will have an effective grade over the 6m of approximately 1:124 and thus exceeding the minimum standard. As such, the CIRQA concludes that the ramp is considered safe and appropriate and will not result in increased operational uncertainty or reduced vehicle control.

Whilst Council acknowledges the applicant's position, they have not advised that they are satisfied. SPC staff are comfortable with the traffic consultant's response as it is considered that the gradient change is not substantial and drivers should be able to control a vehicle at that grade transition moving into and out of the site and whilst stored at the entrance, including waiting for pedestrians to walk across the footpath. CIRQA has advised that adequate sightlines are provided at the site's access in accordance with AS/NZS 2890.1:2004 and it is not expected to result in notable conflict with pedestrian and cyclists on Pier Street.

Overall, the proposed access is considered to provide safe and convenient access for vehicles associated with the site and is consistent with Traffic, Access and Parking POs 2.1, 2.2 and 3.1 to 3.6.

Vehicle Parking

The following car parking rates relate to the proposed development as specified in Table 2 – Off-Street Car Parking Requirements in Designated Areas:

- Two-bedroom dwellings – 1 space per dwelling (5 spaces)
- Three or more-bedroom dwellings – 1.25 spaces per dwelling (16.25 spaces)
- Visitor parking – 0.25 spaces per dwelling (4.5 spaces)

Based on the above rates, the proposal requires 26 car parks (rounded up).

The proposal provides 54 car parks and therefore exceeds the Planning and Design Code Requirements by 28 and satisfies Traffic, Access and Parking PO 5.1.

There are twelve spaces that will be in a tandem arrangement (although the report erroneously states 8) that will be allocated to designated apartments to ensure that vehicles are not 'double parked'. Whilst Council considers that this arrangement is not well suited to multi-storey apartments, CIRQA disagrees and considers that this actually works well for residential apartments as residents will generally be parking on-site for long durations. On the odd occasion, this may result in a vehicle being parked on the street while waiting for another vehicle to arrive or to change position of vehicles, however, this could also be easily done within the car park itself, with the vehicle temporarily parking in a vacant spot whilst being moved or in the aisle given traffic movements are likely to be low. In fact, this is considered more likely given that on-street parks are limited and may not be in close proximity to the building. Furthermore, if it is found that operationally, the spaces are not being managed appropriately, the surplus car parking provides a buffer for car parks to be eliminated if necessary. As such, the tandem car parks are considered acceptable.

There will also be some spaces enclosed with a 'garage' or cage that do not meet the 5.4m width requirement for multi-space garages but will comply with the car clearance envelope requirement of AS 2890.1:2004 and door openings will be at least 5.2m wide which will exceed the minimum requirements of 4.8m. In response to Council's concerns regarding this, CIRQA advises that manoeuvring is not anticipated to be significantly restricted, and where larger vehicles may have to undertake multi-point movements to access the garages, this is still in accordance with AS/NZS 2890.1:2004. Additionally, once residents are familiar with the conditions of the site, their movements will be adapted to safely enter and exit the spaces. Modern vehicles come ready to assist drivers to manoeuvre into tight spaces and as such, it is considered that the proposed enclosed garages are acceptable.

The car park layout is supported by the traffic consultant, stating that the car park will be designed in accordance with AS/NZS 2890.1:2004 in that:

- Parking spaces will be 2.4m wide and 5.4m long
- Parking aisles will be a minimum of 5.8m wide
- Basement ramp will have a maximum gradient of 1:8
- A level storage space is provided at the top of the ramp
- Columns and other obstructions greater than 150mm in height will be located outside of the car clearance envelope
- A 1m end-of-aisle extension will be provided beyond the last parking space in the aisle
- Clearance height of at least 2.2m will be provided throughout the site (no disabled parking is provided, therefore a 2.5m high clearance is not required)
- Pedestrian sightlines will be provided at the site's access point.

The car park is considered to provide reasonably safe and convenient movements on site, provides sufficient off-street parking for the site and minimises impact on the operation of the public roads, consistent with Transport, Access and Parking POs 5.1, 6.1 and 7.1.

Bike Parking

The Code identifies the following bicycle parking provision requirements for residential flat buildings in a Designated Area:

- 1 space for every 4 dwellings for residents (4.5 spaces)
- 1 space for every 10 dwellings for visitors (2 spaces)

A total of 6 bike parks (rounded up) is desired by the Code.

There are 10 bicycle spaces located in a secure location in the Level 1 basement area which exceeds the desired rate and reasonably satisfies Transport, Access and Parking POs 9.1 and 9.2.

Traffic Generation

CIRQA has forecast traffic generation using the Transport for NSW's *"Guide to Transport Impact Assessment"* which identified a peak period generation rate for high density residential dwellings of 0.19 to 0.53am and 0.15 to 0.32 pm peak hour trips.

The report goes on to say that on the basis of the proposed development yields, the proposal is forecast to generate in the order of 4 to 10 AM and 3 to 6 PM peak hour trips, which is considered to be low and will be readily accommodated on the adjacent road network with minimal impacts upon its operation.

The proposal is therefore considered satisfactory with regard to maintaining a sustainable, efficient and convenient integrated transport system that is accessible to all users as sought by Transport, Access and Parking DO 1.

Site Contamination

The recently demolished buildings on the land was an apartment building and therefore residential. As the proposal does not constitute a change to a more sensitive land use, Site Contamination DO 1 and PO 1 are satisfied. Further, the procedural requirements determined by Practice Direction 14 are not applicable.

CONCLUSION

The proposed residential flat building is anticipated in the Urban Neighbourhood Zone and fosters the Desired Objectives of the zone to support residential facilities which supports medium to high density living, located in this highly walkable and convenient location.

The height of the building satisfies the desired height limits in the zone and its location and siting manages its impacts with the adjacent neighbourhood-type zones as well as recognises its coveted location by incorporating an integrated landscape plan which forms part of a wider masterplan with the adjoining site to the north. The design incorporates architectural features that positively contributes to the streetscape through an articulated façade and a presentation that takes into its consideration the local context and leans into its corner position along Glenelg's main boulevard.

The proposal received support from the Government Architect who acknowledged the positive changes to the design and strongly supported the activated frontages of the development, particularly the connection to the public realm.

It is acknowledged that the Council were not convinced of some elements relating to access, parking and waste management. It was determined that some of these matters could be resolved via reserved matters and others were assessed by a qualified traffic engineer to be acceptable when a number of factors were taken into consideration.

The proposed development is considered to generally satisfy the provisions of the Planning and Design Code with respect to building design and resident amenity, building height, safety, environmental performance, interface management and traffic and access.

Where there are deviations from recommended policy outcomes, they are not detrimental to the outcome of the development or to neighbouring land uses, and the application is not considered to be one that could reasonably be determined to be seriously at variance to the relevant policy provisions. Accordingly, conditional planning consent is recommended, subject to the reserve matters listed below:

RECOMMENDATION

It is recommended that the SCAP resolve that:

1. The proposed development is not considered seriously at variance with the relevant Desired Outcomes and Performance Outcomes of the Planning and Design Code pursuant to section 107(2)(c) of the *Planning, Development and Infrastructure Act 2016*.
2. Development Application Number 26016966, by Chasecrown Pty Ltd C/- Future Urban Pty Ltd is granted Planning Consent subject to the following reserved matters and conditions:

RESERVED MATTERS

Pursuant to section 102 (3) of the Planning, Development and Infrastructure Act of 2016, the following matter(s) shall be reserved for further assessment prior to the granting of Development Approval

Reserved Matter 1

The applicant shall submit a final detailed schedule of external materials and finishes and a physical samples board prepared in consultation with the Government Architect, to the satisfaction of the State Planning Commission.

Reserved Matter 2

The applicant shall submit a final landscape plan that confirms the final planting schedule, including the size and qualities of selected species, in consultation with the Government Architect, to the satisfaction of the State Planning Commission.

Reserved Matter 3

A detailed Stormwater Management Plan with stormwater quantity and quality measures shall be prepared and submitted, in consultation with the City of Holdfast Bay, to the satisfaction of the State Planning Commission.

Reserved Matter 4

A final Waste Management Plan shall be provided, in consultation with the City of Holdfast Bay, which identifies the waste collection area and other negotiated collection arrangements, to the satisfaction of the State Planning Commission.

CONDITIONS

Planning Consent

Condition 1

The development authorisation granted herein shall be undertaken in accordance with the stamped approved plans, drawings, specifications and other documents submitted to the State Planning Commission, except where varied by conditions below (if any).

Condition 2

All on-site vehicle parking be constructed in accordance with AS/NZS 2890.1:2004 and AS 5124:2017

Condition 3

The acoustic treatment shall be implemented in accordance with page 4 and 5 of the Environmental Noise Assessment Report dated 25 March 2026 with reference 58169/6/1 to satisfy the identified noise levels, and shall be installed prior to the commencement of use and maintained for the life of the development to the satisfaction of the Relevant Authority thereafter.

Any variations shall require an updated report to be submitted for consideration and approval of the Relevant Authority.

Condition 4

The eastern upper-level windows of dwelling(s) shall have:

- Fixed and obscured glass to a height of 1.2 metres (minimum) above upper floor level

The obscured glass shall be fitted prior to occupation of the development and maintained at all times thereafter.

ADVISORY NOTES

Planning Consent

Advisory Note 1

The approved development must be substantially commenced within 24 months of the date of Development Approval, and completed within 3 years from the operative date of the approval, unless this period has been extended by the relevant authority.

Advisory Note 2

This consent or approval will lapse at the expiration of 24 months from its operative date (unless this period has been extended by the Relevant Authority).

Advisory Note 3

No works, including site works can commence until a Development Approval has been granted.

Advisory Note 4

The owner/applicant is advised that infrastructure located within Council road reserve (i.e. area between the kerb and allotment boundary) should be designed and constructed (including modified) in accordance with relevant / current Council standards. This includes, but is not limited to, driveway crossovers, alterations to kerbing and footpaths, stormwater easement connections and domestic stormwater connection to the street watertable.

Advisory Note 5

The applicant is reminded of their obligations under the Local Nuisance and Litter Control Act 2016 and the Environment Protection Act 1993, in regard to the appropriate management of environmental impacts and matters of local nuisance. For further information about appropriate management of construction site, please contact the relevant Local Government Authority.

Advisory Note 6

A Construction Environmental Management Plan (CEMP) should be prepared in collaboration with, and to the satisfaction of, the Local Government Authority prior to the issue of Development Approval. The approved CEMP shall be implemented throughout the development and should incorporate, without being limited to, the following matters:

- Car parking and access arrangements for tradespersons
- Siting of materials storage
- Site offices
- Work in the Public Realm
- Hoarding
- Site amenities
- Traffic requirements including construction access/egress and heavy vehicle routes
- Reinstatement of infrastructure
- Site contamination management, if required (prepared by a suitably qualified and experienced site contamination consultant in accordance with EPA guidelines)

Advisory Note 7

If you are a developer or owner-builder, there are important Commonwealth telecommunications rules you need to comply with. For more information visit www.infrastructure.gov.au/tind

Advisory Note 8

If excavating, it is recommended you contact Before You Dig Australia (BYDA) (www.byda.com.au) to keep people safe and help protect underground infrastructure.