

Karidis Corporation C/- Future Urban Group

Construction of a seven (7) storey mixed-use building with basement car parking including ancillary works to an adjoining retirement living development and alterations to a Local Heritage Place

2-8 Durham Street (including ancillary works to an existing retirement living development at 10-16 Durham Street), Glenelg

110/M003/19

TABLE OF CONTENTS

	PAGE NO
AGENDA REPORT	2 – 22
ATTACHMENTS	
1: APPLICATION PLANS	See separate attachment
2: DEVELOPMENT PLAN MAPS & SITE PHOTOGRAPHY	23-32
3: APPLICATION DOCUMENTS	
a. Development Application Form, Electricity Act Declaration and Certificates of Title	33 – 40
b. Planning Report by Future Urban Group	41 – 64
c. Design Statement by Cheesman Architects	65 – 68
d. Traffic and Parking Assessment by Frank Siow & Associates	69 – 77
e. Heritage Impact Statement by DASH Architects	78 – 96
f. Services Utilities Infrastructure Report by Lucid Consulting	97 – 106
g. Environmental Noise Assessment by Sonus	107 – 114
4: AGENCY COMMENTS	115 – 118
5: COUNCIL COMMENTS	119 – 128
6: RESPONSE TO COUNCIL COMMENTS	129 – 133
7: ADDITIONAL INFORMATION	134 – 135
8: DEVELOPMENT PLAN PROVISIONS	136 - 167



OVERVIEW

Application No	110/M003/19
Unique ID/KNET ID	2019/07014/01 (#14156206)
Applicant	Karidis Corporation Limited C/- Future Urban Group
Proposal	Construction of a seven (7) storey mixed-use building with basement parking including ancillary works to an adjoining retirement living development and alterations to a Local Heritage Place
Subject Land	2-8 Durham Street (including ancillary works to an existing retirement living development at 10-16 Durham Street), Glenelg
Zone/Policy Area	District Centre Zone, Glenelg Policy Area 2
Relevant Authority	State Commission Assessment Panel
Lodgement Date	6 June 2019
Council	Holdfast Bay Council
Development Plan	Holdfast Bay Council Development Plan consolidated 2 June 2016
Type of Development	Merit
Public Notification	Category 2
Representations	No representations
Referral Agencies	Government Architect, City of Holdfast Bay
Report Author	Ben Scholes, Senior Planner
RECOMMENDATION	Development Plan Consent subject to conditions

EXECUTIVE SUMMARY

The application seeks approval for the construction of a seven (7) storey mixed use building comprising ground floor commercial tenancy and café, serviced apartments, residential apartments, car parking in a basement level and alterations to a Local heritage place at 2-8 Durham Street as the third and final stage of retirement living and serviced apartment development.

Pursuant to section 35(5) of the *Development Act 1993* (the Act), the application is a merit type of development subject to Category 2 public notification. The application was referred to the Government Architect pursuant to section 37(1)(a) of the Act and to the City of Holdfast Bay pursuant to Part 7 clause 38(2)(b) of the *Development Regulations 2008*.

Development of up to 5 storeys in height is generally envisaged within Glenelg Policy Area 2, other than where a development site exceeds 1,500 square metres and qualifies as a strategic development site, which the subject land does not. At 7 storeys, the proposal exceeds the Development Plan's anticipated maximum height by two storeys and 6.59 metres.

The proposal has been subject to several iterations throughout the pre-lodgement phase with amendments to respond to matters raised by the Government Architect, Holdfast Bay Council and the Department of Planning, Transport and Infrastructure.

Council's concerns with the proposal primarily relate to excessive height, podium dimensions and boundary setbacks, although these are considered to have been substantially resolved or otherwise reconciled as reasonable departures from quantitative Development Plan policy. Both the Government Architect and DPTI support the proposal.

Overall the applicant has adequately addressed key planning, design and technical issues through design adaptation and accordingly the application is deemed to warrant Development Plan Consent, subject to the assignment of a reserve matter and conditions.

ASSESSMENT REPORT**1. BACKGROUND**

On 26 May 2016, the Minister for Planning approved the Glenelg District Centre (Jetty Road) and Residential High Density Zone Review Development Plan Amendment (DPA) to the Holdfast Bay Council Development Plan.

1.1 Strategic Context

The Ministerial DPA sought to capitalise on initial successes in newly-zoned Urban Corridor areas by encouraging development uplift in proximity to high frequency public transport services through changes to built form policy applying to the District Centre Zone and the Residential High Density Zone, allowing:

- medium and high rise development, depending on location;
- extensions of each zone; and
- new interface policy to minimise impacts on adjacent residential properties that directly abut development sites.

1.2 Pre-lodgement Process

The applicant participated in 3 pre-lodgement meetings convened in May and June 2018 and January 2019, and 2 design review panel sessions March and July 2018 and a single desktop design review session in March 2019.

Over the course of these deliberations the applicant took advice from representatives of the Department of Planning, Transport and Infrastructure, the Government Architect and the City of Holdfast Bay including the Council's Heritage Advisor (Stevens Architects).

The applicant's concept developed significantly through its engagement with the pre-lodgement service resulting in the introduction of a basement level and corresponding decrease in building height and scale, increased boundary setbacks and improved interface with the Local heritage place on the subject land.

This application is the latest in a series involving the subject land dating from 2003 determined by the Holdfast Bay Council and the former Development Assessment Commission (DAC), following the DAC's endorsement of a retirement living building constructed in stages to the north of the site known as 'Bay Waters'.

2. DESCRIPTION OF PROPOSAL

The development would involve the construction of a 7 storey mixed-use development with basement car parking area, adaptive works to a Local heritage place and physical connections to the adjacent Bay Waters development.

The mix of ground floor uses within the development would include a commercial tenancy, café addition to the east façade of the existing Local heritage place which would be altered to continue the existing use of 2 commercial tenancies and an entry foyer / lobby and reception with associated service areas. These are intended as shared uses with the retirement village complex.

Levels 1-3 would contain 48 serviced apartments and levels 4-5 would include 14 residential apartments. Communal facilities at level 6 would incorporate a dining area, servery, recreational space, 2 terrace areas, toilet facilities and service areas.

Secure-access connections to the Bay Waters development would be provided at the basement, ground floor and levels 1-3. Application details are contained in the **Attachment 1** and a summary of the proposal is provided in the table overleaf:

Land Use Description	Basement-level car parking, ground floor commercial tenancy, café and retail tenancies in adapted Local heritage place, 49 serviced apartments over levels 1-3, 14 residential apartments over levels 4-5 and community facilities comprising bar, dining and recreational areas and outdoor terraces at level 6.
Building Height	7 storeys (25.09 metres above ground)
Description of levels	<p>Basement: 22 car parking spaces, secure waste/general storage areas and pedestrian access to adjoining Bay Waters development</p> <p>Ground: commercial tenancy, café and 2 undefined tenancies within an altered Local heritage place, apartment entry lobby, secure waste/general storage areas, toilet facilities, service areas, 1 undercover car park and secure access to adjoining development</p> <p>Level 1: 15 single-bedroom serviced apartments (including 4 dual-key units) and 2 x 2-bedroom serviced apartments, 1 to be located within an adapted Local heritage place</p> <p>Levels 2-3: 16 single-bedroom serviced apartments (including 4 dual-key units)</p> <p>Levels 4-5: 1 single-bedroom residential apartment and 6 x 2-bedroom residential apartments</p> <p>Level 6: community facilities comprising bar, dining area, recreational area and external terraces</p> <p>Rooftop: mechanical equipment, lift overrun</p>
Apartment floor area (excluding balconies)	<p>Serviced apartments: Single-bedroom units: between 31m² and 46m²</p> <p>2-bedroom units (dual key): between 46m² and 111m²</p> <p>Residential apartments: Single-bedroom dwellings: 73m²</p> <p>2-bedroom dwellings: between 75m² and 88m²</p>
Site Access	<p>Vehicle access (one-way) via Chittleborough Lane</p> <p>Pedestrian access via Durham Street and Chittleborough Lane</p>
Vehicle Parking	<p>23 on-site car parking spaces (22 car parking spaces in basement and 1 spaces at-grade) with 16 surplus spaces existing in the adjacent Bay Waters development to be utilised</p> <p>4 visitor bicycle parking spaces at the Durham Street frontage</p>

3. SITE AND LOCALITY

3.1 Site Description

The site consistent of 2 contiguous, rectangular allotments encompassing approximately 1,180m² in area with a combined frontage to Durham Street of approximately 34 metres, and secondary frontages to Chittleborough Lane of roughly 35 metres to the south and 17 metres to the east. The property parcels comprising the subject land are legally described in the following table:

Lot No	Plan No	Street	Suburb	Hundred	Title
A173	F6526	Durham	Glenelg	Noarlunga	5085/911
A200	D85068	Durham	Glenelg	Noarlunga	6190/560

A 2 storey sandstone building with brick quoins formerly known as "Durham House" is situated on western portion of allotment 173 at the southwest corner of the subject land. This former residential building currently accommodates 2 commercial tenancies

at ground floor and a residence at first floor, and is recognised as a place of Local heritage significance attributed to its external form, materials and original detailing. The remaining vacant portion of the land is utilised as an unsealed (compacted gravel) car park capable of accommodating roughly 30 car parks.

The proposed development site is located to the immediate south of an existing 4 storey retirement living building (with basement car parking) at 10-16 Durham Street, Glenelg known as the “Bay Waters” development which was granted staged planning consent by the former DAC in the early 2000s.

The southern portion of that building operates as the “Glenelg Pacific Apartments” consequent to a temporary change of use application (residential to serviced apartments) endorsed by the DAC in 2014, with the northern portion currently operating in accordance with the *Retirement Villages Act 2016*.



Figure 1 – Location Map

Land to the immediate east across Chittleborough Lane comprises residential and retail development in the form of single and 2 storey dwellings originating from the mid-Victorian period, some of which are recognised as Contributory Places reflecting their historic significance.

A 10 storey residential flat building known as Colley Court is located across Durham Street to the west at 5 Colley Terrace, with additional residential buildings situated to the north along Colley Terrace varying in scale of between 3 and 12 storeys.

Single-storey development accommodating several retail tenancies exists to the southwest at the corner of Colley Terrace and Jetty Road, collectively forming the site of a 7 storey mixed-use development proposed by the Taplin Group (authorised by the former Development Assessment Commission in July 2017).

Properties to the south and southeast across Chittleborough Lane feature a mix of 2 storey buildings including 3 Local heritage places originating from the 1870s accommodating a range of tenancies comprising fast food outlets, retail tenancies, a convenience store and a first floor tattoo parlour.

3.2 Locality

Durham Street is a single-lane local road allowing northbound vehicle movement with car parking permitted on both sides of the street and a temporary loading zone situated on the east side adjacent the junction with Jetty Road. Chittleborough Lane is a one-way local road allowing eastbound vehicle movement.

Durham Street features predominantly tourist accommodation and residential uses, whereas the broader locality is characterised by retail and restaurants/cafés along Jetty Road with a mix of uses operating along intersecting side streets including consulting rooms, retail, shops and speciality stores.

Jetty Road is characterised by single and 2 storey premises providing a wide range of services, significant pedestrian activity, 2 way vehicle traffic and high frequency public transport in the form of bus and tram services.

The Jetty Road shopping strip is typified by masonry parapet wall detailing or largely solid upper level facades, continuous canopies and inconsistent advertising signage incorporated within a mix of contemporary structures and more established building stock.

4. STATUTORY REFERRAL BODY COMMENTS

The Government Architect (GA) is a mandatory referral in accordance with Schedule 8 of the *Development Regulations 2008*; the State Commission Assessment Panel must have regard to the advice received.

4.1 Government Architect

The GA reviewed application details and advised of her overall support for the development. A series of design refinements are suggested and one condition regarding external materials and finishes has been recommended as discussed further in Section 8. The GA's full referral response is included in **Attachment 4**.

5. COUNCIL COMMENTS or TECHNICAL ADVICE

5.1 Holdfast Bay Council

The Holdfast Bay Council reviewed application details and acknowledged what it considered positive aspects of the development including retention and upgrade of the former Durham House, well-articulated building design and on-site parking provision. Council recommended reduction in proposed heights of the podium and tower, and introduction of greater setbacks from the adjacent Residential Character Zone.

Should consent be granted, the Council recommends assessment of additional details regarding alteration and conservation of the Local heritage place as a reserved matter, which is considered appropriate. Other technical matters raised by Council administration would be addressed conditionally. The Council's full referral response is included in **Attachment 5**.

6. PUBLIC NOTIFICATION

The application was notified as a Category 2 development pursuant to Schedule 9 Part 2 Clause 18(c) of the *Development Regulations 2008*, on account of it constituting a building where the site of the proposed development is adjacent land to land in a zone under the relevant Development Plan which is different to the zone that applies to the site of the development.

Public notification was undertaken (by directly contacting adjoining owners and occupiers of the land). No valid representations were received.

7. POLICY OVERVIEW

The development site is situated in the District Centre Zone, Glenelg Policy Area 2 as described within the City of Holdfast Bay Development Plan Consolidated 2 June 2016. The subject land abuts the Residential Character Zone to the east and is separated from the Residential High Density Zone to the west by Durham Street as shown in Figure 3.

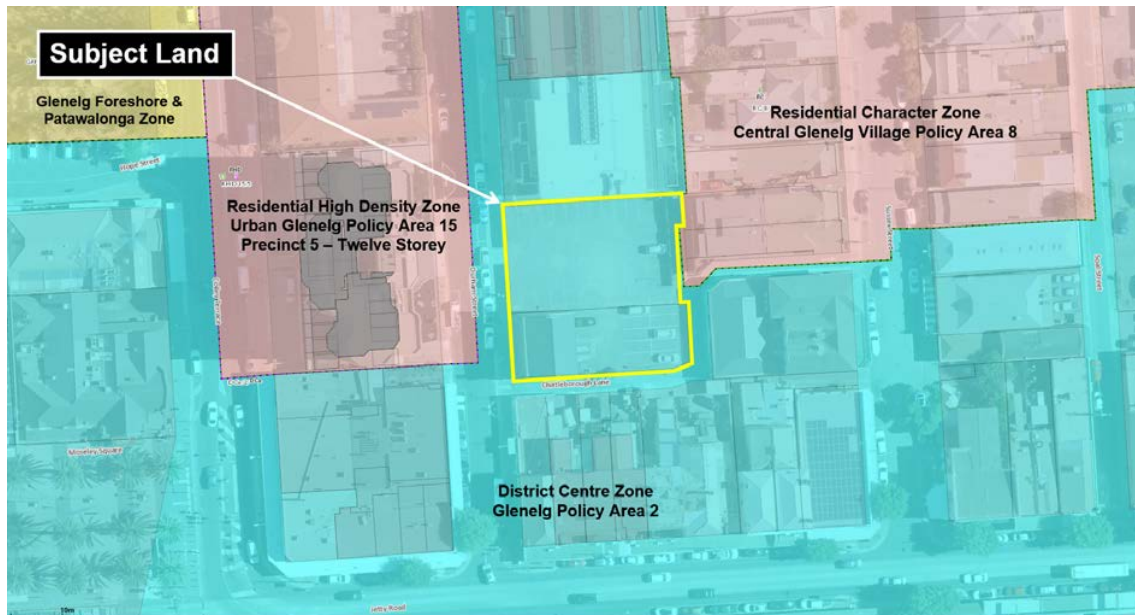


Figure 3 – Zoning Map

Relevant planning policies are contained in **Attachment 8** and are summarised below.

7.1 Glenelg Policy Area 2

This Policy Area seeks:

- a distinctive and attractive shopping strip character based on low-scale buildings, with a predominance of shop windows and entrances, sited close to street frontages;
- an integrated district shopping and business centre that enhances the metropolitan significance of Moseley Square and the foreshore as seaside recreation, entertainment and leisure places for the broader population and visitors to Adelaide; and
- a high degree of pedestrian activity and a vibrant street-life with well-lit and engaging shop fronts and business displays including alfresco seating and dining facilities and licensed areas.

7.2 District Centre Zone

This Zone generally seeks:

- a range of retail facilities, offices, consulting rooms, and cultural, community, public administration, entertainment, educational, religious and residential facilities to serve the community and visitors within the surrounding district;
- visual and functional cohesiveness;
- medium to high-density residential development in conjunction with non-residential development;
- a distinctive and attractive shopping strip character, with a predominance of shop windows and entrances, sited close to street frontages;

- development of public and private car parking areas located and designed to be convenient to the users of the centres with a minimum of impact upon adjoining residential areas; and
- the provision of facilities to enhance the function and amenity of the zone for pedestrians.

7.3 Council Wide (General Section)

Relevant General Section policy provisions seek:

- orderly and economic development;
- safe and convenient vehicle movements;
- a high level of built form design;
- minimisation of impacts on residential amenity;
- appropriate car and bicycle parking provision; and
- appropriate management of impacts from development on state and local heritage places.

7.4 Overlays

7.4.1 Affordable Housing

The proposal is subject to the affordable housing overlay which seeks 15 percent affordable housing where more than 20 dwellings are proposed in a development.

7.4.2 Noise and Air Emissions

This site is located within the Urban Emissions Designated Area in relation to an Urban Emissions Rail (being the adjacent Jetty Road tram line) in the Noise and Air Emissions Overlay.

As such the proposal requires assessment against *Minister's Specification SA 78B for Construction Requirements for the Control of External Sound* and policies seek that built form design minimise potential noise intrusion impacts.

7.4.3 Airport Building Heights

The site is located within the Airport Building Height Overlay where all structures are restricted to the height identified on Development Plan maps (44 metres above existing ground level for this location, measured from the top of the nearest roadside curb).

8. PLANNING ASSESSMENT

The application has been assessed against the relevant provisions of the Holdfast Bay Council Development Plan, which are contained in **Attachment 8**. The State Commission Assessment Panel is the relevant authority as per Schedule 10 of the *Development Regulations 2008*:

4C (1) (c) any part of the area of the City of Holdfast Bay defined in the relevant Development Plan as District Centre Zone, Glenelg Policy Area 2 or Residential High Density Zone

8.1 Quantitative Provisions

	Development Plan Guideline	Proposed	Guideline Achieved	Comment
Land Use	Ground floor uses will be non-residential with upper levels utilised for residential, serviced apartments, tourist accommodation and compatible non-residential uses.	Commercial uses at ground floor, serviced apartments over Levels 2-3 and residential apartments over Levels 4-5	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> PARTIAL <input type="checkbox"/>	
Affordable Housing	Affordable Housing overlay seeks a minimum of 15% affordable housing.	No affordable housing is proposed	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> PARTIAL <input type="checkbox"/>	
Building Height	Should not exceed 5 storeys or 18.5m unless certain criteria apply to the site and/or it is a Strategic Development Site	7 storeys/25.09 metres to top of roofline	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> PARTIAL <input type="checkbox"/>	Refer to Section 8.3
Podium Height	Podium or street wall fronting main roads not exceeding 2 storeys or 8.5 metres	3 storeys/12.6 metres to top of balcony parapet	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> PARTIAL <input type="checkbox"/>	Refer to Section 8.4
Car Parking	<u>Commercial</u> 3 to 6 spaces per 100m ² of floor area – 8 spaces (minimum) <u>Residential</u> 1 space per dwelling up to 2 bedrooms – 14 spaces 0.25 visitor parks per dwelling – 3.5 spaces <u>Serviced Apartments</u> 1 space per 4 bedrooms – 12 spaces Equates to: 38 spaces (rounded up)	39 spaces (comprised of 23 spaces to be included in new development and 16 surplus spaces within the existing Bay Waters development)	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> PARTIAL <input type="checkbox"/>	Refer to Section 8.9
Bicycle Parking	No minimum outlined however policies generally seek 'adequate' provision	4 bicycle racks at ground floor	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> PARTIAL <input type="checkbox"/>	
Frontage Setback	No setback for lower levels to create 'street wall'	Zero setback	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> PARTIAL <input type="checkbox"/>	
Private Open Space	<ul style="list-style-type: none"> • 1 b/r apartment – 8m² • 2 b/r apartment – 11m² • Minimum 2m dimension 	<ul style="list-style-type: none"> • 1 b/r apartment – 12m² • 2 b/r apartments – 12m² to 15m² 	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> PARTIAL <input type="checkbox"/>	

8.2 Land Use and Character

Development in the Policy Area will reinforce and integrate the dining, district shopping and business status of Jetty Road with the recreation, entertainment and leisure function of Moseley Square and the foreshore as Adelaide's premier seaside tourist destination. The District Centre Zone will have a distinct and attractive shopping strip character and accommodate medium to high-density residential development in conjunction with non-residential development.

The proposal would directly accord with envisaged land uses sought by providing additional commercial/retail and café uses at ground floor, a considerable tourist accommodation offering and discrete residential dwellings at upper levels. The GA is

supportive of the proposed land use mix including ground floor commercial tenancies and communal recreation space at the top floor, and the Council advocates for the retention of the Local heritage place on the land for combined retail and residential use.

The development would appropriately complement the established tourism and recreational atmosphere of the Jetty Road and Moseley Square precincts, thus satisfying the Development Plan's land use and character policy for this location.

8.3 Building Height

Glenelg Policy Area 2 PDC 7 sets out that development should not exceed 5 storeys in height (or 18.5 metres) above natural ground level unless the proposal were to occur on a 'Strategic Development Site' exceeding 1,500m² and having a frontage to Jetty Road or Brighton Road, where additional height of up to 7 storeys (25.5 metres) would be envisaged.

These exceptions do not apply to the subject land, which the applicant intends to develop to a height of 7 storeys or 25.09 metres to the top of the building's roofline. The applicant suggests the following circumstances constitute reasonable grounds to support a departure from the Policy Area's recommended 5 storey height limit:

- substantially taller built form exists and is envisaged (by virtue of a development authorisation and Development Plan policy) along the western side of Durham Street;
- a 7 storey building on the subject land would present a more subtle change in gradation from the (up to) 12 storeys anticipated in the Residential High Density Zone to the lower scale of development recommended in the adjoining Residential Character Zone;
- the proposed Level 6 (top floor) is modest in scale and is positioned and designed such that views from the surrounds would be minimal; and
- interface impacts from overlooking, overshadowing/sunlight penetration and wind tunnelling have been appropriately addressed.

Council believes the development would introduce a substantial scale difference into the locality which would diminish the prominence of the Local Heritage place on the subject land, and that a reduction in building scale should occur at the Residential Character Zone's boundary to the east across Chittleborough Lane.

The Policy Area's Desired Character Statement describes the intent of the Council Area's over-height policy as it applies to strategic development sites as follows:

"Strategic development sites provide opportunities for integrated developments on large sites to assist in the transformation of a locality. Such developments will facilitate growth in the residential population of the Policy Area, while also activating the public realm and creating a vibrant street feel".

Despite the subject land being ineligible for the concessions available to development of a 1,500m² land holding, the collective features of the proposal (as described in the following sections) would arguably meet the intent of the strategic site policy, such that the development's vertical scale should not be the only factor to consider in determining whether an over-height outcome should be accepted.

The GA has endorsed the proposed building height on the basis of it being appropriate to the existing and anticipated future context. While the Council's concerns regarding the over-height concept are acknowledged, it should be noted the applicant committed to carefully considered design development during the pre-lodgement phase which was a significant advance in preparing the application, notably incorporating the addition of a basement car parking level and reduction of boundary setbacks to mitigate impacts of bulk and scale.

Although the proposed departure from the Policy Area's building height guideline is a material factor to evaluate in this assessment, in my view it ought not be considered fatal to the application's overall merit. The proposed variance to the recommended maximum building height in this location is therefore supported, on balance.

8.4 Design and Appearance

Development within Glenelg Policy Area 2 will achieve the highest possible standards of urban design and buildings in the Zone should incorporate verandas, parapet wall treatments and traditional window display frontages consistent with a traditional, linear shopping centre providing public walkways and sheltered public and private spaces.

Pedestrian scale at street level should be maintained through the use of clearly defined podiums or street walls no greater than 2 storeys or 8.5 metres in height, with upper levels setback a minimum of 2 metres from the podium/street wall edge.

The building's base would present to Durham Street with glazed frontages to a commercial tenancy and an external colonnade space beneath a 3 storey masonry podium structure over the west façade of the serviced apartment levels, featuring a framed balcony and verandah referencing the form and scale of both the Bay Waters development to the north and the adjacent heritage place.

An entry lobby would provide a junction between the new structure and the heritage place and display the heritage building's sandstone northern façade as an internal feature.

Above the podium, the residential apartment tower would be setback from frontages to Durham Street and Chittleborough Lane providing physical separation from the heritage place. The building's middle section would be composed of solid and void sections composed of precast brightonlite-finish concrete, dark grey precast concrete and extensive areas of glazing with selected painted finishes.

The sixth level would contain a communal activity area designed to be setback from the building's lower edges to minimise potential for external views, and composed of similar materials as the tower. Secure pedestrian connections to the Bay Waters development would be provided in the basement car park, ground floor and over the serviced apartment levels.

Council recognises the podium design would exceed the maximum recommended height of 2 storeys and considers this would be inconsistent with the adjacent Local heritage place. It is noted that the Council's heritage adviser believes this scale would be ameliorated by the second storey balcony with a framed verandah.

The applicant asserts the 3 storey podium would be a suitable response to the streetscape context which varies in built form scale but is dominated by the Bay Waters development for an extent of approximately 100 metres to the north; the GA acknowledges the applicant's rationale and supports the 3 storey podium feature.

Council considers the departures from policy related to height and scale support an argument of overdevelopment of the site. Conversely, the GA has indicated support for built form articulation and materiality of the podium element referencing both the heritage place and the Bay Waters development, provision of basement car parking and interconnectivity between existing and proposed developments.

Overall the development is considered a highly resolved design proposition which would display high standards of architectural expression and design quality, and is expected to respond to and reinforce positive aspects of the local environment and as desired by Development Plan policy.

The GA suggests assignment of a condition requiring provision of a material samples board and schedule to demonstrate selections appropriate to Glenelg's coastal environment; such a condition would be attached to any consent granted.

8.5 Heritage

Development on land adjacent to a heritage place should be sited and designed to reinforce the historic character of the place and maintain its visual prominence, and the design of multi-storey buildings should not detract from the form and materials of adjacent heritage places.

The applicant engaged DASH Architects to assess the visual and physical relationship between the development and the former Durham House at 2 Durham Street, a Local heritage place. DASH considers that the place retains a high level of external integrity and is generally in good condition, recognising it has been modified to increase the width of ground floor openings to provide more contemporary shopfronts.

DASH had regard to relevant Development Plan policy and the characteristics of Durham Street including view corridors and vantage points. DASH made the following observations as part of its assessment:

- the difference in scale between the new and historic building is neither overbearing nor incompatible with the heritage place;
- the lower podium element has a direct visual relationship with the heritage place's width and streetscape presentation;
- a consistent boundary setback pattern would be maintained with the heritage place and other development in the vicinity;
- the proposed built form articulation including colonnades, masonry podium and framed verandah would establish a compatible rhythm, scale and proportion with the heritage place;
- integration between the new and historic buildings will provide for continued and meaningful use of the heritage place in a way considered compatible with its historic use as a combined residence and retail tenancy; and
- the development would have a negligible impact on the character of the adjacent Residential Character Zone and is expected to read as a backdrop to existing development in that location.

Council obtained advice from heritage architect Andrew Stevens following a review of the proposal's impact on Local heritage places on the site and in the surrounding locality. Council made the following comments in response to Andrew Stevens' review:

- retention of the Local heritage place on the subject land for residential/retail use, including internal/external alterations and removal of contemporary additions, is considered appropriate and acceptable;
- a 2 storey podium would relate better to the scale of the historic building and a 7 storey tower would have greater impacts on the context and setting of the heritage place and adjoining Conservation Area than a 5 storey structure;
- important views of the place would be retained and the development would not directly impact other Local heritage places in the locality (with frontage to Jetty Road);
- the development would provide separation between the old and new buildings enabling an understanding of the historic building's 3 dimensional qualities to be maintained; and
- proposed detailing and materiality would relate reasonably well with that of the historic building and, subject to appropriate junction details, the impact of the adjacent new elements would be acceptable.

The GA advocates for the proposed integration of the Local heritage place including provision of direct internal access and internal exposure of the heritage façade at ground floor, and built form setbacks providing curtilage to the heritage place.

In light of these views and despite Council's recommendation to reduce the height of the podium and tower portion, and introduce larger setbacks to the Residential Character Zone, the proposed treatment of the Local heritage place is expected to satisfactorily achieve the Development Plan's heritage policy outcomes and is supported.

The GA considers that refinement of the design of the balcony verandah balustrade is warranted to further strengthen the contextual relationship with the heritage place, and the Council has requested provision of additional information detailing alterations to and conservation of the heritage place be reserved as a matter for further assessment.

Accordingly, an appropriately worded reserve matter is recommended to be assigned to any consent granted to ensure the Council is consulted on the final details of built form junctions and physical connections between the new and historic buildings.

8.6 Interfaces

Development in the Council Area should minimise direct overlooking of habitable rooms and private open spaces of dwellings through measures such as offsetting the location of opposing living areas and windows, boundary setbacks and screening devices.

Policy Area PDC 8 recommends development exceeding 2 storeys being contained within a building envelope defined by a 30 degree plane measured from a point 3 metres above natural ground level at the Zone boundary with the Residential Character Zone, unless it can be demonstrated that interface impacts on adjoining residential development would be minimised.

Potential for privacy impacts caused by overlooking is considered greatest at the subject land's eastern boundary with the Residential Character Zone. The applicant has addressed this through the inclusion of a combination of 600mm deep steel bench projections and wide planter boxes on east facing balconies to mitigate potential views into adjacent residences as demonstrated in a section diagram included in application details.

The Colley Court development on the opposite side of Durham Street is not considered susceptible to direct views into apartment interiors due to the absence of habitable room windows over that building's east elevation. Overshadowing impacts on property to the south during the winter solstice will be relatively insignificant as these properties feature car parking and service areas, with the primary frontages oriented to Jetty Road.

On the basis of the above, interface conditions are expected to be reasonable and the intent of PDC 8 is considered to have been achieved; there is not considered to be a fundamental need to impose the building envelope guideline recommended at the Zone boundary, as doing so would likely result in a disjointed built form outcome as the envelope would effect approximately half the width of the combined allotments' extent.

8.7 Public Realm

Buildings in the Policy Area should be sited with little or no set-back from public streets to achieve continuity of building alignments with occasional section of building set back at ground level to create outdoor dining areas and opportunities for display of goods, visually interesting building entrances and intimate but active spaces.

The configuration of the ground floor is expected to result in an activated frontage formed by a glazed commercial tenancy and the apartment lobby which would close the gap existing between the Local heritage place and the Bay Waters development,

offering sheltered outdoor dining opportunities within the colonnade area adjacent to 4 bicycle parking racks.

The GA is supportive of the applicant's inclusion of a discrete canopy into the main entrance design contributing to the sense of address, providing a visual link to the interior and a positive built form interface with the heritage place. A separate entry to the café tenancy accessible from Chittleborough Lane would provide a secondary glazed frontage and improvement to current uninviting conditions along the laneway.

The development is expected to make positive public realm contributions consistent with the shopping strip character sought within the District Centre and Jetty Road precinct. The infill proposal would be sited ensure continuity in a fragmented streetscape and integrate well with existing development in this location.

8.8 Occupant Amenity

The Development Plan's General Section policy envisages residential development providing a high standard of amenity and adaptability for a variety of accommodation and living needs, with strategies recommended for appropriate dwelling configuration, site facilities, occupant storage, private open space, outlook and visual privacy.

The proposed offering of 49 serviced apartments over levels 1-3 would include of dual-key options and balconies to provide greater flexibility and future adaptability. The 14 residential apartments to be provided over levels 4-5 would predominantly include 2 bedroom dwellings with balcony areas exceeding minimum recommended requirements for private open space.

The GA is supportive of the generous residential apartment sizes and layouts and shared circulation spaces providing access to external views, natural light and ventilation over all building levels. The communal area on Level 6 would incorporate a bar, servery, dining, games area and outdoor terraces, providing a valuable community asset and congregation space supplement by the ground floor commercial tenancy and café.

The GA also endorses secure interconnectivity between the new and existing Bay Waters developments including shared servicing, generous corridor connections and foyer spaces accessible to residents via key card.

The development is expected to offer a range of quality short-stay tourist and residential accommodation opportunities with associated on-site non-residential activities which collectively are considered positive responses to applicable Development Plan policy.

8.9 Traffic Impact, Access and Parking

Development Plan policy encourages buildings designed to provide equitable access to a range of public, community and private transport modes ensuring a high level of safety and efficiency, integration with existing transport networks and minimal negative impacts on the community and the environment.

The applicant commissioned Frank Siow & Associates to undertake a traffic and parking assessment which formed part of the application details. Mr Siow's report had regard to expected road network impacts of the development as outlined in the following sections.

8.9.1 Site Access

The development would rely on one-way vehicle access to a down-ramp to the basement car park at the building's south eastern corner via Chittleborough Lane. Pedestrian access would be provided to the development from all street frontages, but primarily Durham Street and Chittleborough Lane.

Frank Siow concluded motorists would have adequate sight lines along Chittleborough Lane which, with the intended one-way access arrangement, would result in lesser potential for conflict between vehicles and pedestrians.

The applicant proposes modification to an existing loading zone on the eastern side of Durham Street approximately 6 metres to the south of the site for use as a temporary stop for refuse collection vehicles to service the development. Specifically, the applicant seeks the Council's approval to extend loading zone operation hours to 6AM to 9AM weekdays.

Council has indicated the proposed amendments to the loading zone on Durham Street are generally supportable but would be subject to public notification. Council does not consider there would be serious objections to the proposed change as observed parking demand on Durham Street during the likely waste collection periods is considered to be low.

The modification to the loading zone would be pursued by the applicant separately to this application and accordingly, the proposed site access arrangements are considered suitable.

8.9.2 Vehicle Parking

Development Plan Table HoB/1B establishes a requirement for a total of 38 parking spaces to service the proposed mix of uses, although a lesser car parking rate can be contemplated where justified on local circumstances such as proximity to high frequency public transport. It is noted Frank Siow's assessment did not have regard to the uses proposed within the former Durham House, on account of existing use rights attributed to that development.

Mr Siow's assessment concludes that 39 parking spaces would be available for use to service the development including 16 surplus spaces existing within the adjoining Bay Waters development.

No minimum requirement for bicycle parking is provided for development within the Zone or Policy Area. The applicant proposes to include 4 bicycle parking racks at the Durham Street frontage, on the basis of an expectation that some apartment occupants would store their bicycles within their apartments or within storage spaces provided in the basement.

Council agrees that the on-site vehicle parking provision and layout is considered acceptable and accordingly, the proposed parking arrangements would meet minimum requirements of Development Plan policy as defined in Table HoB/1B.

8.9.3 Traffic Impact

Frank Siow indicates the mix of uses to be included in the development would be a relatively low traffic generator that would not be any greater than that taking place in the use of Chittleborough Lane through the current use of the subject land as a temporary car park.

The number of cars to be accommodated on the site would actually be approximately 10 less than the capacity of the existing temporary car park and as such, the anticipated traffic impacts arising from the development are considered reasonable and unlikely to cause concern in the local community.

8.10 Environmental Factors

Development within the Council area should be designed to ensure that community safety and security are maintained, micro-climatic impacts are minimised and the development is compatible with the long term sustainability of the environment. The applicant engaged a range of consultants to provide advice to address environmental matters associated with the development as summarised in the following sections.

8.10.1 Crime Prevention

General Section (Crime Prevention) policy provides guidance concerning design of new development having regard to maximising casual surveillance through clear lines of sight, appropriate lighting, opportunities for overlooking of public and communal open spaces and avoidance of pedestrian entrapment spots.

The applicant asserts the proposed development would accord with the relevant provisions of the Development Plan by:

- introducing a considerable residential and tourist population with associated 24 hour-visitation and activity promoting passive observation of the public realm;
- promoting surveillance of the public realm from upper level balconies and windows;
- maintaining clear lines of sight to Durham Street and Chittleborough Lane;
- use of robust and durable materials to discourage vandalism and instances of graffiti;
- use of secure roller shutters at the vehicle entry points off Chittleborough Lane preventing unauthorised entry to the development; and
- incorporation of adequate lighting in frequently used spaces.

On this basis the development would adequately satisfy the Development Plan's expectations for crime prevention and environmental design.

8.10.2 Noise and Air Emissions

The proposed development is located within a 'Designated Area' adjacent to the Adelaide to Glenelg Tram Line (on Jetty Road) in the Noise and Air Emissions overlay in the City of Holdfast Bay Development Plan.

As the development is within the Air and Noise Emissions Overlay within the Holdfast Bay Council Development Plan, an assessment under the Minister's Specification 78B – Construction requirements for the control of external sound is required for Building Rules Consent.

Sonus Pty Ltd was commissioned by the applicant to undertake an environmental noise assessment which considered the design of the building including proposed construction materials and noise associated with mechanical plant, commercial activity and vehicle movements including waste collection.

Sonus concluded that the design of the proposal will be capable of complying with the Minister's Specification. Accordingly, the application is considered to adequately address the Noise Emission Overlay policies.

Sonus recommend waste collection be restricted to the times listed in Division 3 of the *Environment Protection (Noise) Policy 2007* in the interests of limiting unreasonable interference to the least sensitive period of the day. This recommendation would be assigned as a condition of any consent granted.

Air emissions generated in the locality are unlikely to be problematic given the development is expected to benefit from ample access to natural ventilation in individual apartments and also in circulation areas, such that adequate occupant amenity is expected to be maintained.

8.10.3 Waste Management

General Section (Medium and High-Rise Development – 3 or More Storeys) policy encourages development which provides a dedicated area for the on-site collection and sorting of recyclable materials and refuse. Substantial development with a gross floor area of 2,000 square metres or more should provide for the communal storage and management of waste.

Colby Phillips Advisory advises the residential waste generated by the development will be amalgamated with the current waste collection procedure in place for the Bay Waters development, which takes place from the hardstand area to the north of the existing building. Colby Phillips also estimates commercial bin collection would occur infrequently, up to 2 times per day.

The applicant seeks Council's permission to modify an existing loading dock on Durham Street and a separate 1P parking zone at the subject land's immediate frontage to accommodate commercial waste collection from that location. Council has no in-principle objection to the proposal although it notes consultation will be necessary with the nearby property owners and businesses to obtain consent.

In the event the Council does not permit the modification to on-street parking and loading arrangements, Frank Siow notes that an alternative method could be possible whereby a waste removal truck driver would manually collect commercial waste bins from the vehicle ramp entry off of Chittleborough Lane.

Based on previous observations by Frank Siow this exercise is expected to take in the order of 5 minutes to complete, and would be unlikely to obstruct traffic in the locality. This would be a feasible alternative to the amendments sought and would satisfactorily achieve the intent of relevant Development Plan policy.

8.10.4 Energy Efficiency

General Section policy encourages development designed to benefit from efficient solar access throughout the year, with buildings sited and designed to ensure availability of adequate natural light including winter sunlight within main activity areas of adjacent buildings.

The proposed design is considered to have had appropriate regard to passive design strategies enabling access to natural light and ventilation to internal habitable spaces and circulation areas. Accordingly, the application is considered to adequately address General Section policy related to energy efficiency and sustainable design principles.

8.10.5 Wind Analysis

The Development Plan seeks that development of 5 or more storeys, or 21 metres or more in building height should be designed to minimise the risk of wind tunnelling effects on adjacent streets by adopting one or more of the following:

- (a) a podium at the base of a tall tower and aligned with the street to deflect wind away from the street
- (b) substantial verandas around a building to deflect downward travelling wind flows over pedestrian areas

(c) the placement of buildings and use of setbacks to deflect the wind at ground level.

All these features have been incorporated in the design of the building as shown by considerable upper level setbacks above the street wall (podium base) and in canopies over the Durham Street footpath and as such, potential for wind tunnelling has been adequately addressed.

8.10.6 Stormwater

General Section (Coastal Areas) policy envisages development that enables the disposal of stormwater runoff in a manner that will not cause pollution or other detrimental impacts on the marine and on-shore environment of coastal areas.

Council administration would be satisfied with a stormwater disposal system capable of accommodating a 1 in 10-year rainfall event with post-development flow not exceeding pre-development flow, with excess flow being retained on the subject land. A requirement to prepare a final stormwater plan in consultation with the Council is proposed to be assigned as a condition of any consent granted.

8.11 Signage

Modest signage identifying the site as 'Bay Waters Glenelg' is proposed adjacent the ground floor lobby entry along the western elevation. Additional signage is likely to identify the ground floor commercial tenancy and café, but no details have been included within the application.

The entry lobby signage will be backlit to contribute to the development's sense of address in a restrained manner, according with the intent of the Advertisements General Section policy module. An advisory note is recommended to indicate that any additional signage would require a separate application and assessment.

8.12 Site Contamination

The Development Plan advocates for appropriate assessment and remediation of site contamination to ensure land is suitable for the proposed use and provides a safe and healthy living and working environment.

Application details provide no evidence of any measures undertaken to ascertain whether potential exists for site contamination caused by previous use of the land. A standard condition is proposed to be assigned to any consent requiring provision of a statement from an appropriately qualified environmental engineer confirming suitability of the site for its intended use, prior to the commencement of construction.

9. CONCLUSION

Whilst the proposal exceeds the recommended maximum 5 storey height applying land that fails to qualify as a to 'strategic development sites' as defined by the Holdfast Bay Council Development Plan, it is considered the application exhibits a high level of design and amenity for future occupants and would make a positive contribution to the locality in which it will be located.

The proposed mix of land uses accords with relevant policies for the land and locality, and would integrate with the existing Bay Waters retirement living and serviced accommodation development, providing a continuous built form edge to a currently incomplete and fragmented streetscape.

Council acknowledges positive aspects of the development, namely the retention and reuse of the Local heritage place, well-articulated building design and on-site parking provision.

Council remains concerned with departures from Development Plan policy relating to building height, podium dimensions and setbacks from the adjacent Residential Character Zone, suggesting the proposal constitutes an overdevelopment of the site.

Council's concerns regarding departures from quantitative Development Plan policy are valid, however they are not considered fatal to the collective merit of the application.

The Government Architect's continued support is contingent on the scheme presented in application details and in particular the below ground car parking, built form setbacks and articulated podium.

Overall the applicant has adequately addressed key planning, design and technical issues through design adaptation and accordingly the application is deemed to warrant Development Plan Consent, subject to the assignment of a reserved matter (concerning details of the works proposed to the Local heritage place) and conditions.

10. RECOMMENDATION

It is recommended that the State Commission Assessment Panel:

- 1) RESOLVE that the proposed development is NOT seriously at variance with the policies in the Development Plan.
- 2) RESOLVE that the State Commission Assessment Panel is satisfied that the proposal generally accords with the related Objectives and Principles of Development Control of the Holdfast Bay Council Development Plan.
- 3) RESOLVE to grant Development Plan Consent to the proposal by Karidis Corporation C/- Future Urban Group for construction of a seven (7) storey mixed-use building with basement car parking including ancillary works to an adjoining retirement living development and alterations to a Local Heritage Place at 2-8 Durham Street (including ancillary works to an existing retirement living development at 10-16 Durham Street), Glenelg subject to the following reserved matter and conditions of consent.

RESERVED MATTER

1. Pursuant to Section 33(3) of the *Development Act 1993*, the following matters shall be reserved for further assessment, to the satisfaction of the State Commission Assessment Panel, prior to the granting of Development Approval:

- 1.1 Final details of alterations and conservation works proposed to the Local heritage place at 2 Durham Street, Glenelg in consultation with the City of Holdfast Bay. This information shall include (but not be limited to) the following items:

- extent of internal and external demolition and 'make good' work;
- details of new openings;
- details of replacement shopfronts;
- details of physical junctions and connections between the new and existing building fabric including material specification;
- extent of repainting and colour scheme; and
- extent of cleaning, repair and repointing of stonework.

PLANNING CONDITIONS

1. That the development granted Development Plan Consent shall be undertaken and completed in accordance with the stamped plans and documentation, except where varied by conditions below.

Reason for condition: to ensure the development is constructed in accordance with endorsed plans and application details

Environment

2. The recommendations provided in the Environment Noise Assessment by Sonus Pty Ltd (Reference S5622C2) dated March 2019 forming part of this consent shall be fully incorporated into the development to the reasonable satisfaction of the State Commission Assessment Panel.

Reason for condition: to ensure the recommended acoustic attenuation measures are incorporated in the detail design and construction of the development

3. The hours for commercial waste collection shall be scheduled to occur only between 9:00AM-7:00PM on a Sunday (or public holiday) and 7:00AM-7:00PM on any other day.

Reason for condition: To accord with the recommendations set out in the Sonus Environmental Noise Assessment to reduce the potential impacts on the amenity of the locality.

4. The development shall be designed and constructed to achieve the requirements of Minister's Specification SA 78B – Construction requirements for the control of external sound.

Reason for condition: to protect occupants and users of the development from the impact of existing or future road and rail sound and mixed land use sound sources in the locality

5. Prior to Development Approval for substructure works, the applicant shall submit a final stormwater management plan prepared in consultation with the City of Holdfast Bay and to the reasonable satisfaction of the State Commission Assessment Panel.

Reason for condition: to ensure stormwater infrastructure is designed and constructed in accordance with the requirements of the City of Holdfast Bay

6. All external lighting on the site shall be designed, constructed and installed to confirm to Australian Standard - AS 4282-1997 (Control of the obtrusive effects of outdoor lighting).

Reason for condition: to ensure external lighting does not introduce undue nuisance for occupants of adjacent land or potential for hazards to users of the adjacent road network in accordance with the necessary standard

External Materials

7. Prior to Development Approval for superstructure works the applicant shall submit, in consultation with the Government Architect, and to the reasonable satisfaction of the State Commission Assessment Panel, a final detailed schedule of external materials and finishes along with a physical materials board with documented performance to demonstrate suitability of the specified products and materials within a coastal area.

Reason for condition: to ensure the specified external materials and finishes are appropriate for a coastal environment and are consistent with the architectural drawings

Infrastructure

8. All Council, utility or state-agency maintained infrastructure (i.e. roads, kerbs, drains, crossovers, footpaths etc.) that is demolished, altered, removed or damaged during the construction of the development shall be reinstated to Council, utility or state agency specifications. All costs associated with these works shall be met by the proponent.

Reason for condition: to ensure appropriate reinstatement of any Council, utility or state-agency maintained infrastructure affected by construction activities

9. Any obsolete crossovers/accesses shall be closed and reinstated to Council's kerb and gutter standards at the applicant's cost. This work shall be completed prior to operation of the development.

Reason for condition: to ensure any obsolete or redundant vehicle crossovers closed and the associated kerb and gutter are reinstated to Council's requirements

Site Contamination

10. Prior to Development Approval for superstructure works, a statement by a suitably qualified professional that demonstrates that the land is suitable for its intended use (or can reasonably be made suitable for its intended use) shall be submitted to the State Commission Assessment Panel.

Reason for condition: to ensure appropriate investigation into possible contamination of the subject land and any remediation work necessary to accommodate the intended use

ADVISORY NOTES

- a. This Development Plan Consent will expire after 12 months from the date of this Notification, unless final Development Approval from Council has been received within that period or this Consent has been extended by the State Commission Assessment Panel.
- b. The applicant is also advised that any act or work authorised or required by this Notification must be substantially commenced within 1 year of the final Development Approval issued by Council and substantially completed within 3 years of the date of final Development Approval issued by Council, unless that Development Approval is extended by the Council.
- c. The applicant has a right of appeal against the conditions which have been imposed on this Development Plan Consent. Such an appeal must be lodged at the Environment, Resources and Development Court within two months from the day of receiving this notice or such longer time as the Court may allow. The applicant is asked to contact the Court if wishing to appeal. The Court is located in the Sir Samuel Way Building, Victoria Square, Adelaide (telephone number 8204 0289).
- d. As work is being undertaken on or near the boundary, the applicant should ensure that the boundaries are clearly defined, by a Licensed Surveyor, prior to the commencement of any building work.
- e. No additional advertising signage shall be displayed upon the subject land other than those identifying the building entry point at the Durham Street frontage. If any further signs are required, these shall be the subject of a separate application.

- f. The applicant should ensure there is no objection from any of the public utilities in respect of underground or overhead services and any alterations that may be required are to be at the applicant's expense.
- g. 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 sites, please contact the City of Holdfast Bay on (08) 229 9999 or email mail@holdfast.sa.gov.au.
- h. You are advised of the following requirements of the *Heritage Places Act 1993*:
 - (a) If an archaeological artefact believed to be of heritage significance is encountered during excavation works, disturbance in the vicinity shall cease and the SA Heritage Council shall be notified; and
 - (b) Where it is known in advance (or there is reasonable cause to suspect) that significant archaeological artefacts may be encountered, a permit is required prior to commencing excavation works.
- i. If Aboriginal sites, objects or remains are discovered during excavation works, the Aboriginal Heritage Branch of the Aboriginal Affairs and Reconciliation Division of the Department of the Premier and Cabinet (as delegate of the Minister) should be notified under Section 20 of the *Aboriginal Heritage Act 1988*.



Ben Scholes
SENIOR PLANNER
PLANNING AND LAND USE SERVICES
DEPARTMENT OF PLANNING, TRANSPORT and INFRASTRUCTURE



Subject land – view from west



Local heritage place at 2 Durham Street (north façade)



Local heritage place at 2 Durham Street (west façade)



Subject land – view from west



Bay Waters development – south façade



Subject land – view from north west



Subject land – view from north



Adjacent residential development



View to south along Durham Street



View to east along Chittleborough Lane



Rear of Local Heritage places fronting Jetty Road



Subject land – view from south east



View to north along Chittleborough Lane



View to north along Chittleborough Lane



View to west across subject land



View to west towards subject land



Residences along Sussex Street



Residences along Sussex Street



Development along Sussex Street



Residences along Sussex Street

DEVELOPMENT APPLICATION FORM

AUTHORITY: STATE COMMISSION ASSESSMENT PANEL

APPLICANT: KARIDIS CORPORATION LIMITED

Postal Address: C / - FUTURE URBAN PTY LTD

GPO BOX 2403, ADELAIDE, SOUTH AUSTRALIA, 5001

OWNER: KARIDIS CORPORATION LIMITED

Postal Address: C / - FUTURE URBAN PTY LTD

GPO BOX 2403, ADELAIDE, SOUTH AUSTRALIA, 5001

BUILDER: TO BE CONFIRMED

Postal Address: _____

Licence No: _____

CONTACT PERSON FOR FURTHER INFORMATION:

Name: MR TONY KELLY

Telephone: (08) 8221 5511

Email: TONY@FUTUREURBANGROUP.COM

Mobile: 0439 830 028

EXISTING USE:

COMMERCIAL BUILDING AND CAR PARK

FOR OFFICE USE

Development No: _____

Previous Development No: _____

Assessment No: _____

<input type="checkbox"/> Complying	Application forwarded to SCAP/Council on: _____ / /
<input type="checkbox"/> Non-complying	
<input type="checkbox"/> Notification Cat 2	
<input type="checkbox"/> Notification Cat 3	
<input type="checkbox"/> Referrals/Concurrence	
<input type="checkbox"/> SCAP	Decision: _____
	Type: _____
	Date: _____ / /

	Decision	Fees	Receipt No	Date
Planning:	YES			
Building:				
Land Division:				
Additional:				
Dev Approval:				

DESCRIPTION OF PROPOSED DEVELOPMENT:

CONSTRUCTION OF A SEVEN (7) STOREY MIXED USE BUILDING WITH BASEMENT AND REFURBISHMENT OF LOCAL HERITAGE PLACE

LOCATION OF PROPOSED DEVELOPMENT:

House No: 2 -8 Lot No: 200 & 173 Road: DURHAM STREET Suburb: GLENELG

Hundred: NOARLUNGA Volume: 6190 Folio: 560

Volume: 5085 Folio: 911

DOES EITHER SCHEDULE 21 OR 22 OF THE DEVELOPMENT REGULATIONS, 2008 APPLY?

YES: ☐ NO: ☒

HAS THE CITB LEVY BEEN PAID?

YES: ☐ NO: ☒

DEVELOPMENT COST (Do not include any fit-out costs): \$12,772,270.00

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

SIGNATURE:



FOR KARIDIS CORPORATION LIMITED

Dated: 28 MAY 2019

DEVELOPMENT REGULATIONS 1993

Form of Declaration
(Schedule 5 clause 2A)

To: STATE COMMISSION ASSESSMENT PANEL

From: KARLOIS c/- FUTURE URBAN PTY LTD.
CORPORATION LIMITED

Date of Application: 28/05/2019

Location of Proposed Development:

House No: 2-8 Lot No: 200 and 173 Street: DURHAM Town/Suburb: GLENELG

Section No (full/part):Hundred: NOARLUNGA

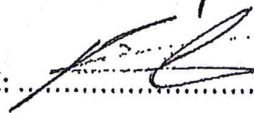
Volume: 6190 Folio: 560

VOLUME: 5085 FOLIO: 911

Nature of Proposed Development: CONSTRUCTION OF SEVEN (7)
STOREY MIXED USE BUILDING WITH BASEMENT.

I PAT CALISTO — DIRECTOR AUSTRALIA
..... LUCID CONSULTING being the applicant/
a person acting on behalf of the applicant (delete the inapplicable statement) for
the development described above declare that the proposed development will
involve the construction of a building which would, if constructed in accordance
with the plans submitted, not be contrary to the regulations prescribed for the
purposes of section 86 of the *Electricity Act 1996*. I make this declaration under
clause 2A(1) of Schedule 5 of the *Development Regulations 1993*.

Date: 10/5/2019

Signed: 

Note 1

This declaration is only relevant to those development applications seeking
authorisation for a form of development that involves the construction of a building
(there is a definition of 'building' contained in section 4(1) of the *Development Act*
1993), other than where the development is limited to —

- a) an internal alteration of a building; or
- b) an alteration to the walls of a building but not so as to alter the shape of the
building.

Note 2

The requirements of section 86 of the *Electricity Act 1996* do not apply in relation to:

- a) a fence that is less than 2.0 m in height; or
- b) a service line installed specifically to supply electricity to the building or structure by the operator of the transmission or distribution network from which the electricity is being supplied.

Note 3

Section 86 of the *Electricity Act 1996* refers to the erection of buildings in proximity to powerlines. The regulations under this Act prescribe minimum safe clearance distances that must be complied with.

Note 4

The majority of applications will not have any powerline issues, as normal residential setbacks often cause the building to comply with the prescribed powerline clearance distances. Buildings/renovations located far away from powerlines, for example towards the back of properties, will usually also comply.

Particular care needs to be taken where high voltage powerlines exist; where the development:

- is on a major road;
- commercial/industrial in nature; or
- built to the property boundary.

Note 5

Information brochures 'Powerline Clearance Declaration Guide' and 'Building Safely Near Powerlines' have been prepared by the Technical Regulator to assist applicants and other interested persons. Copies of these brochures are available from council and the Office of the Technical Regulator. The brochures and other relevant information can also be found at www.technicalregulator.sa.gov.au

Note 6

In cases where applicants have obtained a written approval from the Technical Regulator to build the development specified above in its current form within the prescribed clearance distances, the applicant is able to sign the form.

REAL PROPERTY ACT, 1986



South Australia

The Registrar-General certifies that this Title Register Search displays the records maintained in the Register Book and other notations at the time of searching.



Certificate of Title - Volume 6190 Folio 560

Parent Title(s)	CT 5079/219		
Creating Dealing(s)	RTC 12716901		
Title Issued	05/05/2017	Edition 2	Edition Issued 14/12/2017

Estate Type

FEE SIMPLE

Registered Proprietor

BAY WATERS RETIREMENT LIVING PTY. LTD. (ACN: 007 854 702)
OF 49 ANGAS STREET ADELAIDE SA 5000

Description of Land

ALLOTMENT 200 DEPOSITED PLAN 85068
IN THE AREA NAMED GLENELG
HUNDRED OF NOARLUNGA

Easements

NIL

Schedule of Dealings

Dealing Number	Description
12338665	APPLICATION PURSUANT TO RETIREMENT VILLAGES ACT, 1987 THE LAND IS TO BE USED AS A RETIREMENT VILLAGE

Notations

Dealings Affecting Title	NIL
--------------------------	-----

Priority Notices	NIL
------------------	-----

Notations on Plan	NIL
-------------------	-----

Registrar-General's Notes

TEXTUAL AMENDMENT VIDE 12837880

Administrative Interests	NIL
--------------------------	-----

D85068

SHEET 2 OF 2

25606_pland_1_V03_Version_8

BEARING DATUM: MGA 94 ZONE 54
DERIVATION: PM 6628/7747 TO PM 6628/7765
TOTAL AREA:

Alexander & Symonds Pty.Ltd.

11 KING WILLIAM STREET, KENT TOWN
P.O. BOX 1000 KENT TOWN 5071
Tel (08) 8130 1666 Fax (08) 8362 0099 A.B.N. 93 007 753 988

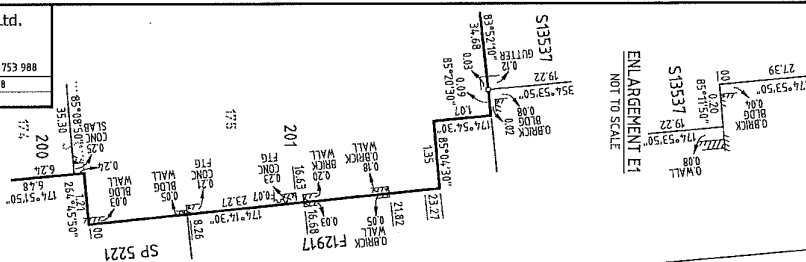
REFERENCE A030605LT02(B) FB: CB278

JG 10/11/2009

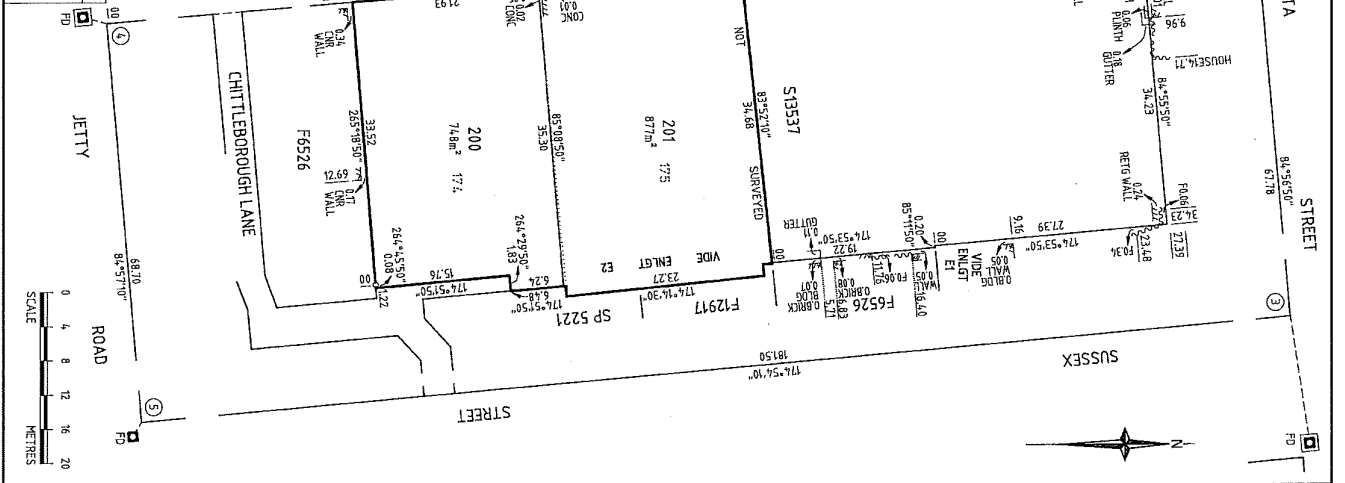
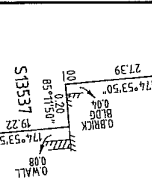
REFERENCE MARKS

CNR	BEARING	FROM	DIST	PM NO
1	174°56'	PM FD	2.67	6628/7837
2	130°03'	PM FD	1.28	6628/7745
3	261°30'	PM FD	15.19	6628/7747
4	40°04'	PM FD	1.30	6628/7765
5	307°39'	PM FD	1.52	6628/7763


ENLARGEMENT E2 NOT TO SCALE



ENLARGEMENT E1 NOT TO SCALE



SCALE
0 4 8 12 16 20
METRES

PURPOSE: DIVISION MAP REF: 6628/50/J LAST PLAN:	AREA NAME: GLENELG COUNCIL: CITY OF HOLDFAST BAY DEVELOPMENT NO: 110/D065/08/001/45383	RE-APPROVED: BILL SHEEKY 03/05/2017 DEPOSITED: MARK MCNEIL 04/05/2017	 <div style="font-size: 24pt; font-weight: bold; margin: 5px 0;">D85068</div> <div style="font-weight: bold; margin: 5px 0;">SHEET 1 OF 2</div> <div style="font-size: 8pt; margin: 0 0 0 20px;">25686_text_01_v08_Version_8</div>																																	
AGENT DETAILS: ALEXANDER & SYMONDS PTY LTD 1ST FLOOR 11 KING WILLIAM ST KENT TOWN SA 5087 PH: 81301666 FAX: 83620099 AGENT CODE: ALSY REFERENCE: A030605LTO2(B)		SURVEYORS CERTIFICATION: I FRANCO REA, a licensed surveyor do hereby certify - 1) That this plan has been made from surveys carried out by me or under my personal supervision and in accordance with the Survey Act 1992. 2) That the field work was completed on the 3rd day of May 2017 3rd day of May 2017 Franco Rea Licensed Surveyor																																		
SUBJECT TITLE DETAILS: <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">PREFIX</th> <th style="text-align: left;">VOLUME</th> <th style="text-align: left;">FOLIO</th> <th style="text-align: left;">OTHER</th> <th style="text-align: left;">PARCEL</th> <th style="text-align: left;">NUMBER</th> <th style="text-align: left;">PLAN</th> <th style="text-align: left;">NUMBER</th> <th style="text-align: left;">HUNDRED / IA / DIVISION</th> <th style="text-align: left;">TOWN</th> <th style="text-align: left;">REFERENCE NUMBER</th> </tr> </thead> <tbody> <tr> <td>CT</td> <td>5279</td> <td>495</td> <td></td> <td>ALLOTMENT(S)</td> <td>175</td> <td>F</td> <td>6526</td> <td>NOARLUNGA</td> <td></td> <td></td> </tr> <tr> <td>CT</td> <td>5079</td> <td>219</td> <td></td> <td>ALLOTMENT(S)</td> <td>174</td> <td>F</td> <td>6526</td> <td>NOARLUNGA</td> <td></td> <td></td> </tr> </tbody> </table>				PREFIX	VOLUME	FOLIO	OTHER	PARCEL	NUMBER	PLAN	NUMBER	HUNDRED / IA / DIVISION	TOWN	REFERENCE NUMBER	CT	5279	495		ALLOTMENT(S)	175	F	6526	NOARLUNGA			CT	5079	219		ALLOTMENT(S)	174	F	6526	NOARLUNGA		
PREFIX	VOLUME	FOLIO	OTHER	PARCEL	NUMBER	PLAN	NUMBER	HUNDRED / IA / DIVISION	TOWN	REFERENCE NUMBER																										
CT	5279	495		ALLOTMENT(S)	175	F	6526	NOARLUNGA																												
CT	5079	219		ALLOTMENT(S)	174	F	6526	NOARLUNGA																												
OTHER TITLES AFFECTED: CT 5733/449 , CT 5733/450 , CT 5733/451 , CT 6017/962																																				
<table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">EASEMENT DETAILS:</th> <th style="text-align: left;">STATUS</th> <th style="text-align: left;">LAND BURDENED</th> <th style="text-align: left;">FORM</th> <th style="text-align: left;">CATEGORY</th> <th style="text-align: left;">IDENTIFIER</th> <th style="text-align: left;">PURPOSE</th> <th style="text-align: left;">IN FAVOUR OF</th> <th style="text-align: left;">CREATION</th> </tr> </thead> <tbody> <tr> <td>EXTINGUISH</td> <td>CT 5279/495</td> <td>SHORT</td> <td>FREE AND UNRESTRICTED RIGHT(S) OF WAY</td> <td>B IN S13537</td> <td></td> <td>1.2.3.COMMON PROPERTY IN S13537</td> <td></td> <td></td> </tr> </tbody> </table>				EASEMENT DETAILS:	STATUS	LAND BURDENED	FORM	CATEGORY	IDENTIFIER	PURPOSE	IN FAVOUR OF	CREATION	EXTINGUISH	CT 5279/495	SHORT	FREE AND UNRESTRICTED RIGHT(S) OF WAY	B IN S13537		1.2.3.COMMON PROPERTY IN S13537																	
EASEMENT DETAILS:	STATUS	LAND BURDENED	FORM	CATEGORY	IDENTIFIER	PURPOSE	IN FAVOUR OF	CREATION																												
EXTINGUISH	CT 5279/495	SHORT	FREE AND UNRESTRICTED RIGHT(S) OF WAY	B IN S13537		1.2.3.COMMON PROPERTY IN S13537																														
ANNOTATIONS: NO OCCUPATION ON SUBJECT LAND BOUNDARIES UNLESS OTHERWISE SHOWN. THE DATE OF THE FIELD WORK IS INCORRECT AND SHOULD BE THE 22ND DAY OF DECEMBER 2008.																																				

REAL PROPERTY ACT, 1886



South Australia

The Registrar-General certifies that this Title Register Search displays the records maintained in the Register Book and other notations at the time of searching.



Certificate of Title - Volume 5085 Folio 911

Parent Title(s)	CT 2565/47			
Creating Dealing(s)	CONVERTED TITLE			
Title Issued	28/08/1992	Edition 7	Edition Issued	14/12/2017

Estate Type

FEE SIMPLE

Registered Proprietor

BAYWATERS RETIREMENT LIVING PTY. LTD. (ACN: 007 854 702)
OF 49 ANGAS STREET ADELAIDE SA 5000

Description of Land

ALLOTMENT 173 FILED PLAN 6526
IN THE AREA NAMED GLENELG
HUNDRED OF NOARLUNGA

Easements

TOGETHER WITH FREE AND UNRESTRICTED RIGHT(S) OF WAY OVER ALLOTMENT 239 IN FP 6526

Schedule of Dealings

Dealing Number	Description
12338665	APPLICATION PURSUANT TO RETIREMENT VILLAGES ACT, 1987 THE LAND IS TO BE USED AS A RETIREMENT VILLIAGE

Notations

Dealings Affecting Title	NIL
--------------------------	-----

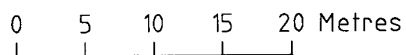
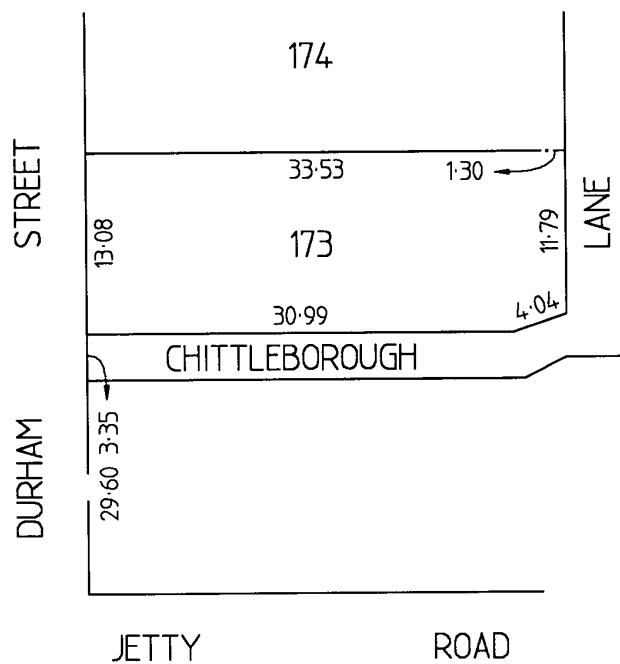
Priority Notices	NIL
------------------	-----

Notations on Plan	NIL
-------------------	-----

Registrar-General's Notes

TEXTUAL AMENDMENT VIDE 12837880

Administrative Interests	NIL
--------------------------	-----





PLANNING REPORT

2 – 8 DURHAM STREET, GLENELG

CONSTRUCTION OF A SEVEN (7) STOREY MIXED USE BUILDING WITH BASEMENT AND
REFURBISHMENT OF LOCAL HERITAGE PLACE

Prepared for:
Karidis Corporation Limited

Date:
28.05.2019



© Future Urban Pty Ltd, 2019

Proprietary Information Statement

The information contained in this document produced by Future Urban Pty Ltd is solely for the use of the Client identified on the cover sheet for the purpose for which it has been prepared and Future Urban Pty Ltd undertakes no duty to or accepts any responsibility to any third party who may rely upon this document.

All rights reserved. No section or element of this document may be removed from this document, reproduced, electronically stored or transmitted in any form without the written permission of Future Urban Pty Ltd.

Document Control

Revision	Description	Author	Date
V1	Draft	TK	08/05/2019
V2	FINAL	TK	28/05/2019



CONTENTS

1.	INTRODUCTION	1
2.	SITE AND LOCALITY	2
3.	PROPOSAL	3
4.	PLANNING ASSESSMENT	4
4.1	LAND USE AND ZONING	6
4.2	DESIGN AND APPEARANCE	6
4.3	BUILDING HEIGHT	8
4.4	HERITAGE PLACES	10
4.5	TRANSPORTATION AND ACCESS	10
4.6	INTERFACE BETWEEN LAND USES	10
4.7	ORDERLY AND SUSTAINABLE DEVELOPMENT	11
4.8	CRIME PREVENTION	11
5.	CONCLUSION	12

1. INTRODUCTION

The proponent seeks development plan consent to erect and complete a seven (7) storey mixed use building with basement and refurbish the existing local heritage place.

In preparing this report we have undertaken an inspection of the site and locality, reviewed and considered the various consultant's reports and assessed the development, as a whole, against the relevant provisions of the Holdfast Bay Council Development Plan consolidated 2 June 2016.

The following supporting documentation is submitted with this report:

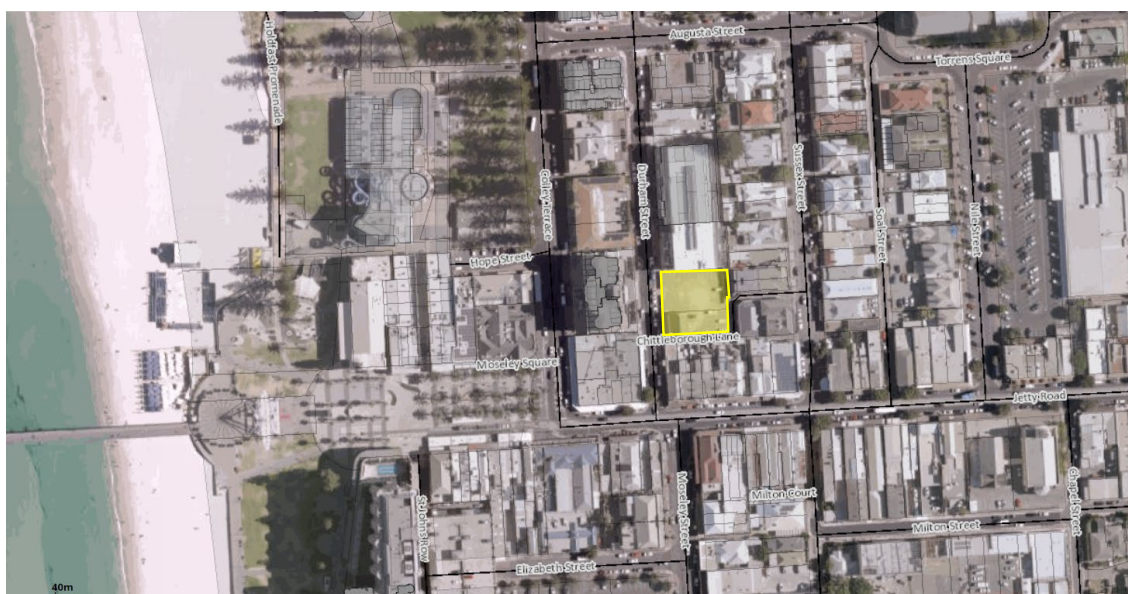
- signed Development Application form;
- signed Electricity Declaration form;
- Certificates of Title;
- Design Statement prepared by Cheesman Architects;
- plans and elevations prepared by Cheesman Architects and dated May 2019;
- Traffic and Parking Assessment prepared by Frank Siow & Associates dated 21 May 2019;
- Heritage Impact Assessment prepared by DASH Architects dated 13 May 2019;
- Services Utilities Infrastructure Report prepared by LUCID Consulting Australia dated 10 May 2019; and
- Environmental Noise Assessment prepared by Sonus dated March 2019.

2. SITE AND LOCALITY

The subject land is located on the eastern side of Durham Street at the corner of Chittleborough Lane, has a frontage of 35.01 metres to Durham Street, an average depth of 34.415 metres and an area of approximately 1,185.76 square metres. A two (2) storey local heritage listed building adapted for commercial use is existing on the corner of Durham Street and Chittleborough Lane and the remainder of the site is currently used as an open lot car park.

The land is formally described in two (2) Certificates of Title, Register Book Volume 5085, Folio 911 and Volume 6190, Folio 560 being allotment 173 in Filed Plan 6526 and allotment 200 in Deposited Plan 85068 in the area named Glenelg, Hundred of Noarlunga.

Figure 2.1 *Site and Locality*



The locality has a mixed character.

The lands immediately to the north of the subject land comprise the now completed Stages 1 and 2 of the Bay Waters Project.

The lands to the east and to the north of Chittleborough Lane are primarily residential in nature comprising a mix of single and two (2) storey dwellings some of which are listed as heritage items, both local and contributory.

To the south of Chittleborough Lane is generally commercial in nature forming part of the Jetty Road shopping precinct.

The lands to the west comprise multi-storeyed, medium to high density residential development. These lands are within the Residential High Density Zone within which twelve (12) storey buildings are envisaged. A ten (10) storey building exists directly opposite the subject land on the western side of Durham Street.

3. PROPOSAL

It is proposed to erect and complete a seven (7) storey mixed use building with basement comprising:

- 22 car parks, storage areas and inter-connection to Stage 2 at basement level;
- entry foyer/reception area, toilet facilities (male, female and access), storage and services areas, cleaner's room and inter-connection to Stage 2 and the heritage building and 1 car park at ground floor level;
- 48 serviced apartments through levels 1 to 3 with inter-connection to Stage 2;
- 14 apartments through levels 4 and 5; and
- community facilities at level 6.

It is also proposed to refurbish the existing heritage building for use as commercial tenancies on the ground floor and as an apartment on the upper level.

The proposal is more fully detailed in the plans accompanying the application prepared by Cheesman Architects and dated May 2019.

4. PLANNING ASSESSMENT

The subject land is within the District Centre Zone and more particularly Glenelg Policy Area 2 under the Holdfast Bay Council Development Plan consolidated 2 June 2016 within which the proposal is neither complying nor non-complying and, accordingly, is for consideration on its merits.

The following provisions of the Development Plan have been taken into consideration in the preparation of this assessment.

GENERAL SECTION

Centres and Retail Development

Objectives: 4, 8 and 9.

PDC's: 1, 3 and 10.

Crime Prevention

Objective: 1.

PDC's: 1 – 5, 7, 8 and 10.

Design and Appearance

Objectives: 1 and 2.

PDC's: 1 – 6, 8 – 21.

Energy Efficiency

Objective: 1

PDC's: 1, 2 and 4.

Heritage Places

Objectives: 1 – 3.

PDC's: 1 – 7, 8 and 10.

Infrastructure

Objectives: 1, 4 and 5.

PDC's: 1 – 5, 8 and 9.

Interface between Land Uses

Objectives: 1 and 2.

PDC's: 1 – 5 and 12.

Medium and High Rise Development (3 or More Storeys)

Objectives: 1 – 4.

PDC's: 1 – 3, 5, 6, 8 – 14..

Natural Resources

Objectives: 2, 5 – 7, 10.

PDC's: 1, 5, 7 – 12, 14, 15 and 38.

Orderly and Sustainable Development

Objectives: 1 – 4.

PDC's: 1 – 3, 5, 7 and 9.

Residential Development

Objectives: 1 – 3.

PDC's: 31, 35 – 38, 40 – 42 and 44.

Tourism Development

Objectives: 1 – 3 and 6.

PDC: 4.

Transportation and Access

Objective: 2.

PDC's: 2, 8, 9, 11, 14, 20, 21, 23, 28, 29, 37, 39 – 45, 47 – 49 and 53.

Waste

Objectives: 1 and 2.

PDC's: 1 – 6, 10 and 13.

DISTRICT CENTRE ZONE

Objectives: 1 – 8.

PDC's: 1, 3, 4, 6-9, 13 – 14.

GLENELG POLICY AREA 2

Objectives: 4.

PDC's: 2, 4 – 8, 10, 14 – 15, 17 – 19.

In consideration of the above the following have been identified as the primary matters to be addressed:

- Land Use and Zoning;
- Design and Appearance;
- Building Height;
- Heritage Places;
- Transportation and Access;
- Interface between Land Uses;
- Orderly and Sustainable Development; and
- Crime Prevention;

4.1 LAND USE AND ZONING

Zone Objectives 1 and 3 and Zone PDC 1 envisage this form of development and the Desired Character for Glenelg Policy Area 2 encourages short term accommodation in the form of serviced apartments and tourist accommodation in locations where it does not compromise the amenity of longer-term residents.

Zone Objectives 4, 5, 6 and 7 promote:

- a distinctive and attractive shopping environment with shop windows and entrances sited close to the street;
- uses that service local and tourists needs;
- private parking areas located and designed to be convenient to users with minimum impact upon adjoining residential areas; and
- provision of facilities to enhance the function and amenity of the zone for pedestrians.

Policy Area Objective 3 seeks a high degree of pedestrian activity and a vibrant street-life with well lit and engaging shopfronts and business displays including alfresco seating and dining facilities.

The present proposal respects these guidelines and is in general accord with the overall intent and purposes of the zone and policy area.

4.2 DESIGN AND APPEARANCE

The proposed development has been consciously designed to respect its setting and respond in an appropriate manner to the relevant aspects of the local environment and built form.

The attached Design Statement, prepared by Cheeseman Architects, sets out how the proposed development addresses the key design criteria to deliver a high standard of architecture and landmark presence.

The project team has participated in a number of pre-lodgement and design review sessions and in response to the issues raised the project has been substantially amended, including but not necessarily limited to:

- reduction in building height from 8 to 7 storeys with an overall building height of 24.485m;
- introduction of basement in lieu of upper level parking;
- integration of heritage building into overall scheme;
- replacement of curved elements with rectilinear expression;
- upper level setbacks increased to express the podium and reduce/minimise potential interface impacts;
- increased separation between the heritage building at the rear and the new building;
- maintenance of vertical and horizontal building alignments and solid to void relationships;
- rhythm of street colonnade continued;
- introduction of materials that are durable and more conducive to the corrosive coastal environment;
- north facing wall of the heritage building emphasised by glazing;
- creation of more active street frontages; and
- creation of natural light and cross ventilation opportunities on the upper levels.

We submit that the amended proposal is now in general accord with the overall intent and purposes of the Development Plan in that the proposed development:

- is of a high standard of architectural design and appearance;
- achieves a high standard of external appearance by the use of high-quality materials and finishes;
- provides a high degree of visual interest through articulation and ensures that the lower levels are integrated with and contribute to a vibrant public realm;
- relates to the scale and particular built form context of the locality;
- provides a human scale at street level;
- creates a well-defined and continuity of frontage;
- gives definition to and establishes an architectural form on this corner site;
- restores the urban fabric;
- respects the value and setting of the local heritage place and its built form contribution to the locality; and
- responds to and compliments its surroundings in consideration of the existing and potential built form.

Visual impacts are strongly influenced by the viewers position, the angle of view and the viewers movements, described as ‘serial vision’ a concept developed by the English Architect and Urban Designer, Gordon Cullen and used to describe what a pedestrian experiences when moving through built environments. Cullen believed that a place could become more visible in a deeper sense if vivid contrasts could be felt as *“the human mind reacts to difference between things”* or *“the drama of juxtaposition”*

The proposal has adopted various and extensive articulation and modelling techniques, all of which reduce the perceived bulk and scale and positively improve the appearance of this otherwise underutilised site and rectifies the existing undesirable ‘gap’ in the urban fabric. The proposal blends in a coherent manner with its surroundings and reflects the standard of development envisaged in the locality. That is to say that the visual impacts that pedestrians will experience when moving through the locality will be positively influenced by the proposed development; more visible in a deeper sense.

The proposed building is effectively separated from surrounding properties by thoroughfares, namely Durham Street and Chittleborough Lane. In this instance overshadowing of residences to the east of the subject site and fronting Sussex Street will only occur in the late afternoon. The main living areas of the ten (10) storey building directly opposite understandably face the foreshore and the rear elevation is essentially a blank wall punctuated by relatively small vertically aligned windows possibly servicing bedrooms. In these circumstances it is considered that any overshadowing will be of limited effect. Further, the properties immediately to the south of the subject land and fronting Jetty Road, three (3) of which are local heritage listed, present somewhat unkempt parking and service yard areas the overshadowing of which is considered not to be unreasonable.

Overlooking is properly managed by permanently fixed horizontal planter boxes and strategically placed screening that restrict any direct and unreasonable overlooking.

4.3 BUILDING HEIGHT

PDC 7 of Glenelg Policy Area 2 provides that, subject to certain exceptions, development should not exceed 5 storeys (or 18.5 metres) in height above natural ground level; noting that the exceptions do not apply in this case.

As noted in *Pawmac (No 1) P/L v Corp. of the City of Adelaide No ERD-98-1235 SAERDC 539 (24 December 1998)* ... *“It is important to keep in mind the purpose for which a building height limit is prescribed”*.

There are various reasons height limits are prescribed including, but not necessarily limited to:

- reinforce the established character of an area;
- maximise sunlight penetration to streets, public places and general pedestrian areas;
- provide appropriate transition of building heights at an interface;
- protection of vistas, views and important landmarks;
- manage wind tunnelling effects;
- minimise overshadowing; and
- aircraft flight safety.

Obviously, these are guidelines as there is no real doctrine, as such.

In this instance, it is understood that the height limit was set primarily to provide a transition from the 12 storeys (or 43 metres) allowed within the adjacent Residential High Density Zone and to minimise interface impacts on the adjoining residential development within the Residential Character Zone to the east of the subject land.

It is established law that the zoning intentions and existing character of a locality are to be properly balanced and a proposed development must be judged in its historical and factual context. A conclusion that a proposal is not consistent with a particular development standard is not necessarily decisive of the matter. For example, the existing character of a particular locality may mean that certain development standards have limited relevance.

In this instance it is considered that there are reasonable grounds to support a departure from the recommended 5 storey height limit in that:

- directly opposite the subject site on the western side of Durham Street is a 10 storey apartment building;
- a 7 storey mixed use building has recently been approved on the land at the corner of Durham Street, Jetty Road and Colley Terrace diagonally opposite the subject site;
- 12 storey buildings are envisaged on the western side of Durham Street;
- Durham Street is a relatively narrow one-way street and the Development Plan encourages building to street boundaries;
- in our opinion, a 7 storey building presents a less abrupt and more subtle change in gradation from the 12 storeys envisaged on the western side of Durham Street to the 5 storeys on the eastern side, over a relatively short distance of approximately 14 metres;
- pursuant to PDC 8 of Glenelg Policy Area 2 likely interface impacts, such as overshadowing and overlooking have been appropriately addressed;
- level 6 is modest in scale and positioned and designed such that little of it will be visible from the street and surrounding properties;
- sunlight penetration to the public realm is generally maintained;
- the risks of wind tunnelling effects on Durham Street and Chittleborough Lane have been minimised; and
- the subject land is only 3.35 metres from land that qualifies for Strategic Development Site status where increased height opportunities are available.

In *Town of Gawler v Impact Investments* the Supreme Court of South Australia had reason to consider the correct legal approach to the assessment of a development that failed to comply with a clear policy intent. The Court noted the earlier decision of *Angaston District Council v Hamilton* where it was stated that *“...one would normally expect that a planning authority, having proper regard to the Plan, to respect what it says unless, as a matter of planning judgement, there is some good reason to justify a different conclusion”* (emphasis added)

In this instance, we say that the site and locality characteristics, as outlined above, provide, in the circumstances, sound reason for departing from the policy intent of the Plan. That is to say that *“...as a matter of planning judgement there is some good reason to justify a different conclusion”*.

4.4 HERITAGE PLACES

A Heritage Impact Statement prepared by DASH Architects, appropriately qualified experts, accompanies the application.

This Statement concludes that the proposed development has been designed to respond to the existing varied streetscape and establishes both a strong visual relationship and deference to the local heritage place.

The resultant design not only addresses the relevant heritage provisions of the Council's Development Plan but also provides a well-considered final piece to the redevelopment of this section of Durham Street.

4.5 TRANSPORTATION AND ACCESS

A comprehensive Traffic and Parking Assessment, prepared by Frank Siow & Associates, a respected and appropriately qualified expert in this field, accompanies the application. There is no need to rehearse the detail here, suffice it to say that all relevant traffic matters have been properly addressed.

In summary the report concludes that:

- based on the parking rates specified in the Development Plan the parking provision exceeds the parking requirement, noting that the proximity of the site to multiple transport options and opportunities for shared parking would likely result in a lower parking requirement than calculated;
- the collection of commercial bins would be of a very infrequent nature;
- having regard to the low traffic generating nature of the proposed development and the possible use of non-car modes of transport, the traffic impacts are anticipated to be minor in nature; and
- the traffic usage of Chittleborough Lane is likely to be less than that generated by the current use of the site as a short-term car park.

4.6 INTERFACE BETWEEN LAND USES

The proposed development has been designed to minimise adverse impact and conflict between land uses.

PDC 1 General Section, *Interface between Land Uses*, of the Development Plan provides that development should not detrimentally affect the amenity of the locality or cause unreasonable interference through, *inter alia*, the emission of noise.

An Environmental Noise Assessment has been carried out by Sonus, a respected and suitably qualified expert in this field. The Assessment notes that the existing acoustic environment at the site is heavily influenced and dominated by noise from traffic and trams on Jetty Road and the surrounding mixed use activities. Noise sources at the site do not differ significantly from other noise sources already existing.

Notwithstanding, the Assessment recommends specific and appropriate conditions to minimise any likely noise impacts from mechanical plant and rubbish collection. The proponent accepts the recommended conditions.

4.7 ORDERLY AND SUSTAINABLE DEVELOPMENT

Having regard to the localised pattern of development including the now completed Stages 1 and 2 of the Bay Waters Project and surrounding multi-storeyed medium and high density residential development it is considered that the present proposal is not out of keeping with the established character of the locality, respects the relevant policy intent and contributes to the ongoing development of the City in an orderly and sustainable manner.

The proposed development will occur in an orderly sequence and compact form to enable the efficient provision of public services and facilities, does not jeopardise the continuance of adjoining authorised land uses and does not prejudice the achievement of the provisions of the Development Plan.

4.8 CRIME PREVENTION

The building has been designed to maximise surveillance of public spaces and create an environment that is resistant to and deters crime.

The proposed development respects the relevant provisions of the Development Plan by:

- promoting natural surveillance of the public realm from upper level balconies and windows;
- maintaining clear lines of sight;
- use of robust and durable materials to discourage vandalism and graffiti;
- avoiding pedestrian entrapment spots; and
- including adequate lighting in frequently used spaces.

5. CONCLUSION

Having due regard to the nature of the site and its factual context and the relevant provisions of the Holdfast Bay Council Development Plan consolidated 2 June 2016, it is our opinion that the proposed development is not seriously at variance with the provisions of the Plan and is a reasonable form of development that:

- is orderly and sustainable;
- is well designed and sited and responds in an appropriate manner to its setting and locality;
- will not detract from the value and setting of surrounding development;
- has due regard to its neighbours;
- will enhance the visual amenity of the locality;
- conserves and successfully integrates the local heritage place into the development as a whole;
and
- adopts appropriate energy efficiency and crime prevention measures.

For these reasons it is considered that the proposed development has sufficient merit to warrant consent.



APPENDIX 1. DEVELOPMENT APPLICATION FORM



APPENDIX 2. ELECTRICITY DECLARATION FORM



APPENDIX 3. CERTIFICATES OF TITLE



APPENDIX 4. DESIGN STATEMENT

PREPARED BY CHEESMAN ARCHITECTS



APPENDIX 5. PLANS AND ELEVATIONS

PREPARED BY CHEESMAN ARCHITECTS



APPENDIX 6. TRAFFIC AND PARKING ASSESSMENT

PREPARED BY FRANK SIOW & ASSOCIATES



APPENDIX 7. HERITAGE IMPACT ASSESSMENT
PREPARED BY DASH ARCHITECTS



APPENDIX 8. SERVICES UTILITIES INFRASTRUCTURE REPORT
LUCID CONSULTING AUSTRALIA



APPENDIX 9. ENVIRONMENTAL NOISE ASSESSMENT

PREPARED BY SONUS

15 May 2019

Mr. Romano Mihailvic
Projects Manager
Karidis Corporation
49 Angas Street
Adelaide S.A. 5000

Dear Romano,

As discussed, please find the below Architectural Design Statement provided for the inclusion in the Planning Report being prepared by Tony Kelly.

DESIGN STATEMENT

Executive Summary

The drawings and diagrams presented in association with this statement describe the proposed design for a mixed use development at 2-8 Durham Street, Glenelg in the City of Holdfast Bay.

The design has evolved during the course of approximately 12 months and has included consultation with the Office for Design and Architecture South Australia, Heritage Consultants and meetings with the State Commission Assessment Panel. This rigorous design process has resulted in a well-defined and resolved proposal that has addressed the various queries, prescribed conditions and required approval parameters.

During the development of the design the team has specifically addressed issues relating to;

- Site context including the relationship with the places of local heritage interest
- Scale of the built form
- Articulation of the overall building mass
- Vertical and horizontal proportions
- Public and Private amenity
- Car parking and waste collection movement streams.

Site

The site is on the corner of Durham Street and Chittleborough Lane Glenelg, and is currently utilised as an open, unpaved, public carpark with an existing two storey, un-listed, building of local heritage interest, located in its south-western corner. On the adjacent northern site on Durham Street is Stage 1 and 2 of the 4 storey Bay Waters Retirement complex which is proposed to extend into this development. The other adjacent properties along Durham Street include buildings ranging from 3 to 10 storeys in height typically regarded as Class 3 residential buildings. To the Southern and Eastern boundaries of the site is Chittleborough Lane which is a one way road largely acting as service access to the rear of properties fronting Jetty Road,

The site is located close to good public amenities being adjacent to Jetty Road with the retail, shopping, entertainment and public transport opportunities located therein.

Building Accommodation

The proposed development is for a 7 storey building of mixed use with basement car parking, ground floor commercial opportunities, 3 levels of serviced apartments, 2 levels of retirement apartments and a community facility located on level 7. From the Basement to Level 3 the development will provide direct physical connections to Stages 1 and 2 of Bay Waters, allowing the residents to access services provided on both sites including;

- The basement car parks, waste and storage zones.
- The existing gymnasium and pool
- The proposed level 7 community centre
- Ground floor commercial tenancies

It is proposed that the existing 2 storey building on the site (currently being used both commercially and residentially) will be maintained and integrated into the new development. The commissioned Heritage Report included within the Planning Report details the planned restoration works to the existing building as part of this application.

Basement

The building has been provided with a basement, accessed off Chittleborough Lane, which provides 22 car parks, waste sorting and storage rooms, general storage opportunities for the retirement apartments and direct access to the existing Stages 1 and 2 basement.

Ground Floor

The proposed ground floor consists of;

- Two commercial tenancies within the new construction
- Public toilets, bin and cleaners facilities
- A reception and entry foyer for the residents of both the serviced and retirement apartments.
- On the eastern side of the site vehicular circulation ramps take cars from Chittleborough lane to the basement.
- Commercial tenancies in the existing heritage building with access to the main entry and support facilities.

Serviced Apartments – Floors 1 – 3

Serviced Apartments are provided on levels 1 through 3 of the new development. These apartments range in size from 31 to 45 m² with several apartments linked through dual key arrangements to provide greater flexibility. It is proposed to provide 16 apartments per floor provided with either balconies or large, full width, bi-folding windows providing good access to light, views and natural ventilation.

Level 1 of the development will also provide access to communal corridors, lifts and stairs to the second storey tenancies/ apartments accommodated within the existing heritage building.

Generously sized circulation corridors have been provided on all three levels with good access to natural light, ventilation and views. As noted previously these corridors also provide direct links to Stages 1 and 2 enabling the residents to access vertical circulation to either the level 7 community space or the ground floor facilities.

Retirement Apartments - Floors 5-6

Seven retirement apartments are provided on both the fifth and sixth levels. Ranging from 73 to 84m², a mix of 1 plus study and 2 bedroom apartments have been provided all with good access to light and good sized, useable balconies. As per the serviced apartment levels, the public circulation zones are generously sized providing excellent access to light, views and cross ventilation.

Community Centre – Floor 7

Level 7 of the development provides a spacious community centre for the two floors of retirement apartments in the new development and also to residents from stages 1 and 2. This space has been planned to be as flexible as possible to cater for large resident gatherings/ events and smaller intermit uses. Access to light and views are provided by full height glazing to the bulk of the perimeter with outdoor decks/ balconies provided on various sides of the building to ensure a sheltered outdoor options are available.

Building Form and Materiality

Whilst designing the form of the building there were several factors that required particular attention including height, its relationship to the immediate and broader streetscape and materiality. An exploration of these issues has been detailed within the drawings included and are summarised below;

Height

At seven stories the building is two stories over the prescribed maximum permissible height as detailed in the City of Holdfast Development Plan. In addressing this issue the team noted the following points;

- Durham Street is a narrow one way road and on the opposite side to this development, construction up to 12 storeys is permitted. Directly to the West of this site is a current 10 storey building. At 7 levels this proposal would provide a more gradual reduction in height versus a more abrupt drop.
- Given the narrow nature of Durham Street and the resulting restricted views of perspective, the apparent height of the building would not be overbearing due to the planned setbacks of the floors. The seventh floor would be all but screened from view from all immediate vantage points.

Bulk/ Massing

In addressing the overall bulk of the building in relationship to its neighbours, namely the existing 4 storey Bay Waters village to the north and the existing 2 storey building on the site, the design included;

- A three storey masonry podium was provided to the building, picking up on the height of the predominant street form of the Stage 1 and 2 Bay Waters development to the north. The massing of the proposed and existing structures have been kept in the same plane. This podium is also of comparable height to that of the adjacent heritage place to the south.
- In regards to the heritage building, the element that is most pronounced within the streetscape, to both pedestrian and vehicular

observers, is the framed balcony and verandah. This form sets up a vertical colonnaded rhythm within the street, whilst projecting horizontally on two planes. This form has been reinterpreted on the new development, both in scale and rhythm as a new balcony to the level 2 serviced apartments,

- Providing increasingly deeper floor setbacks as the building rises including large setbacks from the existing heritage building, and rear boundaries further helped reduce the apparent height of the building.
- The overall all form has been broken down into a base, middle and top. This is strategy along with the varied building setbacks reinforces the lower elements of the buildings form.

Materiality

The materials selected for the development have been chosen to help reinforce the principals developed above.

- To help draw the observers eye down to ground level and to reinforce the lower scale elements of the building, warmer materials offering both tactile and visual detail have been utilised on the podium. The dominate material being red masonry which offers a direct relationship to the heritage building and the properties on the southern side of Chittleborough Lane.
- The interface between the new and the old has been articulated through a negative joint expressed with an increased building set back and by selecting darker materials with a more 'cleaner' fenestration. This expression looks to not detract from the street presence of the existing building whilst denoting the entry to the foyer space through its simple canopy design and point of difference.
- The colour/ material selections to the upper floors have been chosen as a direct contrast to the podium level architecture to help break down the overall form and to emphasise the bulk of the street level massing.

Yours sincerely,

Name
Title

cc
enc.

FRANK SIOW & ASSOCIATES

Traffic and Parking Consultants

P.O. Box 253
Kensington Park SA 5068
Tel: (08) 8364 1351
Email: frank@franksiow.com.au

21 May 2019

Mr Romano Mihailovic
Project Manager
Karidis Corporation
49 Angas Street
ADELAIDE SA 5000

Dear Mr Mihailovic,

12-16 DURHAM STREET, GLENELG – BAY WATERS STAGE 3 (REVISED) PROPOSED SERVICED APARTMENTS, RETIREMENT UNITS AND COMMERCIAL USE - TRAFFIC AND PARKING ASSESSMENT

We refer to the proposed development for serviced apartments, retirement units and commercial tenancy on the subject site as shown in the set of drawings by Cheesman Architects, including Drawing 17126_SK002 Revision A8 (Proposed Ground). The proposal is the third stage of the overall development, with Stages 1 and 2 having been constructed and occupied for a number of years. The Stage 3 building would be linked to the adjoining buildings on the ground floor and basement level, thereby integrating the proposed development with the existing complex to the north.

The subject land is located at Durham Street, with frontage also to Chittleborough Lane.

We understand that there was a previous development plan consent issued for an earlier version of the Stage 3 development on the same site some time in 2014, which comprises of 27 units, basement parking and basement car park access via Chittleborough Lane. The current proposal is a modified development with 48 serviced apartments, 14 retirement units and three small commercial tenancies, together with an at-grade and basement car parking arrangement. Access to the car parking is similarly proposed from the laneway.

There is an existing heritage listed building located adjacent to the subject site.

Durham Street is a one-way street in the northbound direction where parking is permitted on both sides of the street. At the Jetty Road end on the eastern side of Durham Street, there is a two-space length of Loading Zone which operates between 9am and 5pm Monday to Saturday (it reverts to a 1P time limit zone on Sunday and public holidays). North of this Loading Zone, there is a 1P time limit zone adjacent to the development.

On the western side at the Jetty Road end, there is an existing disabled parking space. North of this disabled parking space, there is a 1P time limit zone.

Chittleborough Lane is a one-way street in an eastbound direction. The laneway width varies from 3.3m (Durham Street end) to 4.95m (where the right angled bend is) to 3.6m for the section near Sussex Street. The laneway provides rear access to neighbouring properties and also the current at-grade ticket parking area of the subject site. Due to the laneway constraints and the location of the heritage building, trucks are prohibited from entering Chittleborough Lane (NO TRUCK sign installed by Council).

1.0 THE PROPOSAL

The subject site is currently vacant land that is used for car parking (ticket parking area). Access to this current parking area is from Chittleborough Lane.

The proposal comprises of:

- 48 serviced apartments.
- 14 retirement units.
- Ground floor commercial tenancy (approximately 268m² total floor area).
- At-grade ground level: 1 parking spaces with one way entry and exit to Chittleborough Lane.
- Basement level car parking (total of 22 spaces) with two-way access ramp to ground level.

It is also proposed that the Stage 3 development be integrated with the existing heritage building via connections on the ground level and Level 1. We understand that the existing heritage building enjoys existing use rights and has operated with no on-site parking provision. Having regard to existing use rights, we have not included the land uses within the heritage building in the parking assessment for Stage 3.

We are advised that the existing Bay Waters Stages 1 & 2 have 55 units in total with 72 basement car parks provided. At the allocation of 1 space per unit which was approved by Development Assessment Commission at the time, there are 17 spare spaces used as public parking and available for future developments (see ATTACHMENT 1 showing the approved parking plan).

The overall parking availability for the Stage 3 development would therefore be:

- 1 space at the ground level
- 22 spaces on the basement level
- 16 spaces from the surplus parking in Stages 1 and 2 (lose one space with the new Stage 3 connection)
- TOTAL 39 spaces

We understand that not all retirees of the Stages 1 and 2 required a car park, as some do not own a car and some only lease a car park space. Therefore, there are additional surplus parking spaces from Stages 1 and 2 that would also be available for the overall site.

2.0 PARKING ASSESSMENT

The subject site is located within the *District Centre Zone Policy Area 2* of the Holdfast Bay Council Development Plan.

A parking rate of 1 space per serviced apartment is commonly referenced for such a land use. However, we note that the Development Plan specifically refers to the number of bedrooms in the parking rates for this policy area in Tables *HoB/1A* and *HoB/1B*:

Tourist accommodation should provide off-street vehicle parking in accordance with the following rates:

Minimum number of required vehicle parking spaces

- 1 space for every 4 bedrooms up to 100 bedrooms and 1 space for every 5 bedrooms over 100 bedrooms

Maximum number of vehicle parking spaces

- 1 space for every 2 bedrooms up to 100 bedrooms and 1 space for every 4 bedrooms over 100 bedrooms

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

Studio (no separate bedroom), 1, or 2 bedroom dwelling

- *1 per dwelling (resident parking) and 0.25 per dwelling (visitor parking)*

Non-residential development excluding tourist accommodation

Minimum number of required vehicle parking spaces

- *3 to 6 spaces per 100 square metres of gross leasable floor area*

Maximum number of vehicle parking spaces

- *6 spaces per 100 square metres of gross leasable floor area*

For this particular policy area, the Development Plan also states that 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 1500 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*
- (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.*

Levels 1 to 3 would be occupied by the serviced apartments. A total of 48 bedrooms would be accommodated by the serviced apartments. The parking requirement would be 12 spaces based on Table HoB/1B.

Levels 4 to 5 would be occupied by 14 retirement units. The parking requirement would be 14 spaces for residents and 3.5 spaces for visitors based on Table HoB/1B.

The commercial land use (approximately 268m² total floor area) would require 8 spaces (minimum) based on Table HoB/1A.

In summary, the parking required would be:

- 12 spaces for the serviced apartments.
- 14 spaces for the residents of the retirement units.
- 3.5 spaces for the visitors of the residents of the apartment units.
- 8 spaces for the commercial land use (minimum).
- TOTAL of 38 spaces (rounded up).

The parking availability of 39 spaces on-site would exceed this requirement.

In previous work that we have undertaken, we have adopted discounts to the parking requirements, having regard to the proximity to multiple transport options in the vicinity (trams and buses) and proximity to

many services available in the immediate area, which would encourage walking (including shops and supermarkets).

In our opinion and, consistent with our previous approach for other developments, it would not be unreasonable to assume a 20% discount to the parking requirement, which would reduce the overall parking to:

- 10 spaces (rounded up) for the serviced apartments
- 14 spaces for the residents of the retirement units (assuming allocated parking for residents)
- 3 spaces (rounded up) for the visitors of the residents of the apartment units.
- 6 spaces (rounded down) for the commercial land use.
- TOTAL of 33 spaces

The parking availability of 39 spaces on-site would exceed this requirement.

Given the mixed use nature of the development and the different peak parking times between commercial and visitors of the retirement village, it is not uncommon to consider parking at various time periods to assess overall parking demands. This concept of shared parking is typically adopted to assess mixed use developments. Visitor parking is likely to occur after hours on weekdays and on weekends when the commercial tenancy would be closed.

Weekday daytime periods

- 10 spaces for the serviced apartments occupants
- 14 spaces for residents of the retirement units (allocated spaces)
- Visitor parking minimal
- 6 spaces for the commercial tenancy
- 30 spaces total
- Parking provision of 39 spaces

Weekday after hours

- 10 spaces for the serviced apartment occupants
- 14 spaces for residents
- 3 spaces for visitors
- Commercial tenancy closed
- 27 spaces total
- Parking provision of 39 spaces

Weekends

- 10 spaces for the serviced apartment occupants
- 14 spaces for residents
- 3 spaces for visitors
- 6 spaces for the commercial tenancy
- 33 spaces total
- Parking provision of 39 spaces

The above assessment by time periods also show that there would be adequate parking provided for the development on-site.

Based on our previous parking surveys in the nearby streets and public car parks for Council in July 2016 and January 2017, we observed that there were significant numbers of vacant parking spaces available in the Beach House car park and Hope Street car park in Colley Terrace (both public car parks with a total

of 169 spaces) during weekday periods. We have also observed vacant spaces being available on-street in Durham Street and Sussex Street during weekday business hours.

While bicycle parking is not specifically referenced in the Development Plan, 2 parallel bicycle rails could be provided alongside the wall outside the entry foyer and 2 parallel bicycle rails alongside the wall outside the commercial tenancy entrance. In our experience, it is not uncommon to assume that some apartment occupants could store their bicycles within their apartments or within the storage spaces adjacent to their allocated parking spaces.

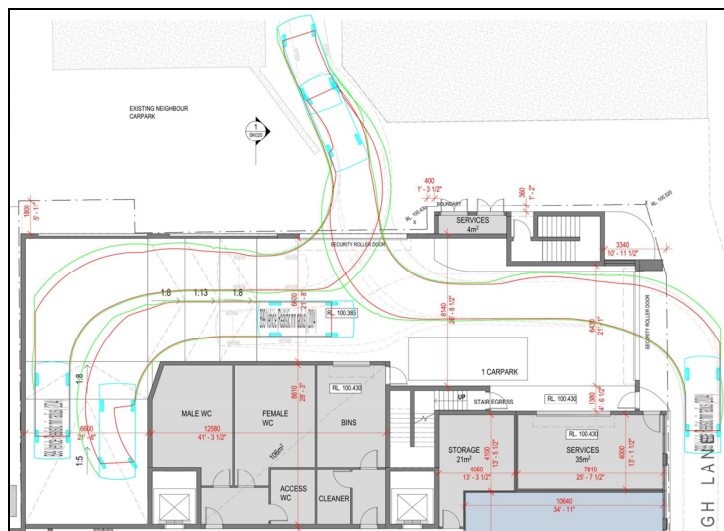
Based on the above assessment, we are of the opinion that adequate parking would be provided for the Stage 3 development.

3.0 PARKING LAYOUT

The parking layout for Level 1 has been designed in accordance with the requirements of the parking standard, AS/NZS 2890.1-2004:

- Parking space dimensions of 2.5m width (clear of columns) and 5.4m length for serviced apartment occupants;
- One disabled space compliant with AS2890.6-2009
- Aisleway width of 5.8m minimum;
- Column locations set back at least 0.75m from the start of the space
- Ramp width of 6.6m minimum (between walls); and
- Ramp grades of 1 in 5 with transitions of 1 in 8 transitions.

The proposed ramp design would enable entry and exit movements to occur concurrently. The turn path diagram below shows the movements for the B99 design car. There is also one space proposed at ground level, which could be designated for STAFF parking only.



The proposed access to and from the laneway would be via a one-way arrangement. As the entering driver and exiting driver would have good sight lines along the laneway, the one-way access arrangement would result in a lesser potential for conflict between vehicles of the development and pedestrians who might be walking on the laneway.

4.0 SERVICING

4.1 Refuse collection for residential bins

We note from the Waste Management Plan report by Colby Phillips Advisory (29 March 2019) that the residential bins of the Stage 3 development would be amalgamated with the current and long-standing manner of refuse collection for the Stages 1 and 2 development.

4.2 Refuse collection for commercial bins

We understand that servicing of the commercial bins is proposed to be undertaken using Durham Street. The proposed bin room would be located in close proximity to Durham Street.

We understand that there is an existing Loading Zone on the eastern side of Durham Street at Jetty Road that could be used for refuse trucks to stop when picking up bins. If the bin pick up times were to occur during off-peak periods when parking demand in the area is low (eg early morning period), then the impact of the infrequent use of the existing Loading Zone should not be significant for other users of the Loading Zone during the day.

We have previously discussed the possibility of amending the Loading Zone times with Council's Traffic and Transport Section (in July 2018) for an earlier scheme for the Stage 3 development. In our submission to Council we indicated that, to assist with the infrequent waste collection for the development, the Applicant wished to seek Council approval to extend the Loading Zone hours to include the time period from 6am to 9am Monday to Saturday. On the Sunday, the request is to have a 'Loading Zone 6am to 9am Sunday'.

We made the observation to Council that the zone changes would not affect the current Loading Zone and 1P zone or expected to have any adverse impact on car parking at that time of the morning when the demand is quite low, nor would it affect the current Loading Zone for businesses.

By email dated 23/7/2018, Council's Traffic and Transport Section confirmed that it had no objections to the proposed extension to the hours of the loading zone to include 6am-9am all days, subject to consultation/notification of businesses when the building is approaching completion.

Council also indicated that it does not anticipate businesses will object to the minor change, as the observed parking demand on Durham Street at that time of the morning is quite low.

We note that in the Waste Management Plan report by Colby Phillips Advisory, the number of commercial bin collections would only be 1-2 times per day, which is considered to be of a very infrequent nature.

4.3 Alternative refuse collection arrangement for the commercial bins

We understand that at the pre-lodgement panel meeting for the current proposal, the Panel requested that an alternative arrangement be considered should Council not elect to modify the loading zone's hours of operations.

We note that there is no opportunity for refuse trucks to enter Chittleborough Lane because of the constraints posed by the laneway width and heritage listed building at the corner. The laneway is also prohibited for use by trucks as sign-posted by Council.

We have undertaken site observations in Durham Street on Wednesday 13/3/2019 to check parking demands between 7.30am and 9am (early morning periods) adjacent to the subject site. We observed the following:

- A refuse truck arrived for commercial bin collection for existing business at approximately 8.30am and parked adjacent to the existing crossover (see photo below). The driver walked to Chittleborough Lane to bring out commercial bins from the businesses fronting Jetty Road. At the same time, the second personnel from the truck walked towards the coffee shop at the corner of Jetty Road/Durham Street to bring out the two large commercial bins from the premises. The refuse collection was over in 5 minutes. At no time was traffic delayed from passing the stopped truck.



- Our recording of vacant spaces in Durham Street, between Jetty Road and Augusta Street, showed the following: 730am (11 vacant spaces); 800am (17 vacant spaces); 830am (19 vacant spaces); 900am (13 vacant spaces). There appears to be significant numbers of vacant parking spaces in the existing 1P zones in the street during the early morning periods.

An alternative to amending the current Loading Zone hours would be to amend the 1P zone instead. In this instance, if say two of the 1P spaces in front of the heritage building were to be amended to include a Loading Zone 6am to 9am Monday to Sunday, this would provide a similar type arrangement to the one that Council had not objected to for the current Loading Zone. The advantage of this alternative is that the amendment suggested above should not result in adverse parking impacts to users, given that there are significant numbers of vacant parking spaces within the 1P zones during these early morning periods, and does not require the existing Loading Zone to be amended.

We are of the opinion that this alternative 1P parking zone change, to assist with the commercial bin collection of the development, would be feasible.

4.4 Servicing of the commercial tenancies

Due to the small scale nature of the proposed commercial tenancy, we believe that the existing Loading Zone would be able to accommodate the infrequent servicing requirements of the commercial tenancies.

5.0 TRAFFIC IMPACT

The proposed development would be a reasonably low traffic generator, given the proposed land uses associated with retirement units, serviced apartments and small commercial tenancies.

In having regard to the traffic impact of the new vehicle trips on Chittleborough Lane, it should be noted that the existing site is already generating traffic usage in the laneway, due to its current use as an at-grade short-term car park. That is, traffic is already generated by the subject site and using the laneway.

We note that the subject site, currently used as a short-term car park, could accommodate in excess of 30 vehicles. The proposed car park would have a lesser number of parking spaces that would require use of the laneway (23 spaces) compared to the current site being used as a short-term car park (in excess of 30 spaces).

In this regard, we are of the opinion that the traffic usage of the laneway should not be any greater than the current use of the laneway from the subject site being used as a short-term public car park. The traffic impact should therefore be insignificant, compared to the current usage.

The car park access has been designed to allow vehicles to conveniently enter and exit in a forward direction. Given the very low speed environment of the one-way directional laneway, there should be adequate sight distance available for the exit driver to view on-coming vehicle from the right when exiting the car park.

6.0 SUMMARY

The proposed development comprises of 48 serviced apartments, 14 retirement units and several small commercial tenancies of 268m² total floor area.

Twenty-three (23) parking spaces are proposed as part of the development. With the previous surplus parking provision of 16 spaces from the Stages 1 and 2 development, the total parking availability for the proposed development would be 39 spaces.

Based on the Development Plan parking rates specified for the District Centre Zone Policy Area 2, the parking provision would exceed the parking requirements. Opportunities for shared parking between land uses and the proximity of the site to multiple transport options should also result in a lower parking requirement than calculated.

Two options for servicing of the commercial bins have been considered in Durham Street: by amending the existing Loading Zone hours and by amending the 1P parking zone. The collection of the commercial bins would be of a very infrequent nature.

The traffic impact of the proposed development is anticipated to be minor in nature, having regard to the low traffic generating characteristics of the proposed land uses and the likelihood of use of non-car modes of transport for residents, occupants and staff. The traffic usage of the laneway from the proposed development is likely to be less than the current use of the site as a short-term car park.

On the basis of the above assessment, we are of the opinion that the proposed development would be supportable from a traffic and parking perspective.

Yours sincerely,

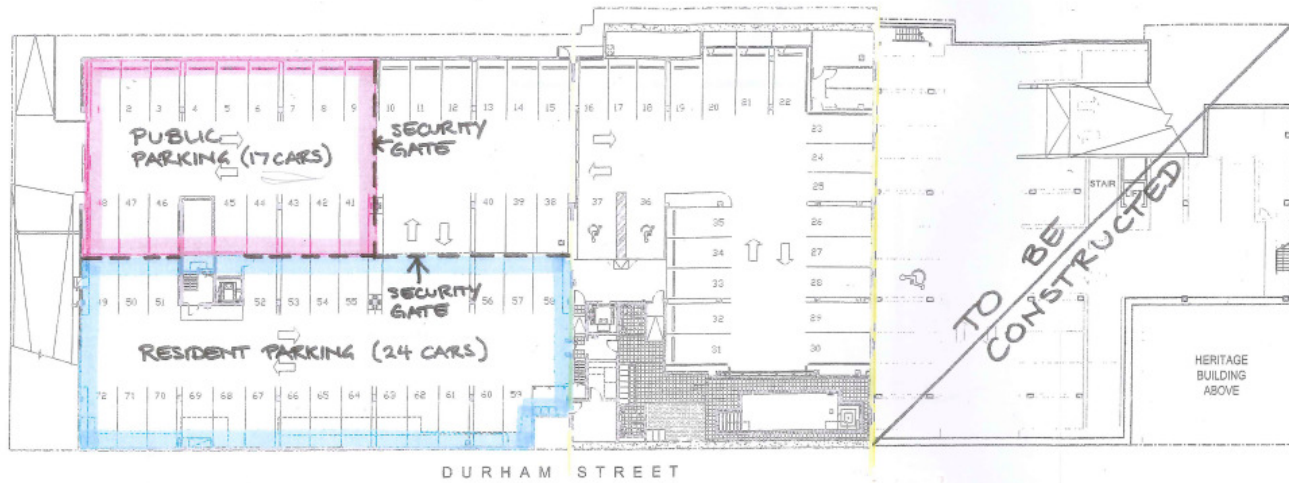
Frank Siow

FRANK SIOW

Principal Consultant

ATTACHMENT 1

COPY



STAGE 1

STAGE 2

STAGE 3



KARIDIS CORPORATION LIMITED
BUILDING BETTER CITIES

Bay Waters
durham street glenelg

BASEMENT

These plans are indicative of proposed sizes and layout and may be altered without notice.

north

Bay Waters Stage 3

2-8 Durham Street, Glenelg

Heritage Impact Statement

DA183576 Issue –

13.05.19

1.0 Introduction

DASH Architects is one of South Australia's leading architectural practices specialising in the provision of professional heritage services. The Practice's expertise includes:

- Heritage and character assessments;
- The conservation and preservation of places of heritage significance;
- Conservation and management policy development;
- The provision of expert witness services to the Environment Resources and Development Court; and
- Heritage advisory services.

In addition to this, the Practice's director Jason Schulz (author of this report) is a past member of the Local Heritage Advisory Committee, and a current member of the South Australian Heritage Council.

DASH Architects has been engaged by the Karidis Corporation to provide heritage advice with regard to the proposed Bay Waters Stage 3 redevelopment, 2-8 Durham Street, Glenelg (The Subject Site). This advice has extended to include:

- Identification of key heritage issues associated with the application;
- Provision of advice, during the design development process on key heritage issues; and
- Preparation of this Heritage Impact Assessment.

This Heritage Impact Assessment is based on the following documentation:

As prepared by Cheesman Architects:

Drawings (project 17126)

- SK000-8 (A7) Site and Context Analysis (May 19);
- SK000-9 (A8) Design & Shadow Diagrams (May 19);
- SK001 (A7) Proposed Basement (May 19);
- SK002 (A8) Proposed Ground (May 19);
- SK003 (A8) Proposed Level 1 (May 19);
- SK004 (A8) Proposed Level 2 (May 19);

*dash*architects

L2, 141-149 Ifould Street

Adelaide SA 5000

t 8223 1655

adelaide@dasharchitects.com.au

www.dasharchitects.com.au

ABN 82 059 685 059

- SK005 (A8) Proposed Level 3 (May 19);
- SK006 (A8) Proposed Level 4 & 5 (May 19);
- SK007 (A8) Proposed Level 6 (May 19);
- SK010 (A8) Elevation 1 – Durham Street (May 19);
- SK011 (A8) Elevation 2 – Chittleborough Lane (South) (May 19);
- SK012 (A7) Elevation 3 – Chittleborough Lane (East) (May 19);
- SK020 (A8) Section Sheet 1 (May 19);
- SK021 (A7) Section Sheet 2 (May 19);
- SK030 (A8) Perspectives (May 19);
- SK031 (A8) Perspectives 2 (May 19);
- SK032 (A8) Perspectives 3 (May 19);
- SK035 (A8) Materials Selection (May 19);

Disclaimer: This HIA has been based on the information scheduled above. Any changes to these scheduled items may result in differing heritage impacts to those considered and assessed in the below report. It is recommended that the above issue dates and revision numbers be confirmed to those lodged for Development Plan Consent when considering the findings are recommendations of this report.

2.0 Subject Site / Locality

The Subject Site is located at 2-8 Durham Street, Glenelg, and falls within the District Centre Zone, Glenelg Policy Area 2.

The site consists of several titles, one of which (2 Durham Street) accommodates a two storey building that has been identified by Council's Development Plan as a Local Heritage place as follows (Table HoB/4):

Property Address

2 Durham Street, Glenelg

Description and/or Extent of Listed Place

Shops (Former Residences); external form, materials and original detailing

The site is also adjacent the Local Heritage place at 25 Jetty Road, Glenelg, and interfaces with the boundary of a Historic Conservation Area to its eastern side.



Figure 1: Locality Plan, showing nearby heritage places. Base image source: Location SA.

The 1983 Glenelg Heritage Survey provided the following statement of Heritage Significance for the Local Heritage place on the Subject Site:

"Durham House" was built in 1881 on an allotment 40' x 110' and was part of the estate of William Parkin. It had 14 rooms. William Parkin built eleven houses in this area (see also Item 310).

"Durham House" was to be demolished in the early 70's to make way for a six storey motel.

Two storey building built of coarse random sandstone with brick quoins. Openings have been reconstructed but the originals remaining are segmentally arched with brick surround. The roof is gable ended and has a low parapet and balusters.

Durham House appears to retain a high level of external integrity and is generally in good condition. Most notably, the openings to either side of the ground level entrance appear to have been modified to increase their width, and currently accommodate non-original shopfronts.

The setting of Durham House is primarily to Durham Street, a relatively narrow roadway that runs parallel to Colley Terrace off Jetty Road. Land to the western side of Durham Street typically extend through to Colley Terrace, and have developed in a generally intensive manner. The site opposite Durham House accommodates a 10 storey residential tower (with lift overrun).



Figure 2: Durham House, Local Heritage place on Subject Site, 2019



Figure 3: Durham House (identified with red arrow) showing 10 storey residential tower opposite, 2019

The Local Heritage place at 25 Jetty Road stands in a compromised state of integrity. Primarily set to Jetty Road, its frontage has been modified, as too has half of the side (Durham Street) façade at the interface with the Local Heritage place on the Subject Site.



Figure 4: 25 Jetty Road, Local Heritage place, with frontage and portion of façade interfacing with the Subject Site in compromised integrity.

The northern end of the eastern boundary of the site interfaces with a Historic Conservation Area, and associated Contributory Items. This interface, however, is to the rear boundary of the Contributory Items, which have themselves been developed in a contemporary manner.



Figure 5: Subject Site to left (open carpark) with rear of adjacent Contributory Items to right of frame.

3.0 Proposed Development

The planning report prepared by Future Urban provides the following description for the proposed development:

It is proposed to erect and complete a seven (7) storey mixed use building with basement comprising:

- *22 car parks, storage areas and inter-connection to Stage 2 at basement level;*
- *entry foyer/reception area, toilet facilities (male, female and access), storage and services areas, cleaner's room and inter-connection to Stage 2 and the heritage building and 1 car park at ground floor level;*
- *48 serviced apartments through levels 1 to 3 with inter-connection to Stage 2;*
- *14 apartments through levels 4 and 5; and*
- *community facilities at level 6.*

It is also proposed to refurbish the existing heritage building for use as commercial tenancies on the ground floor and as an apartment on the upper level.



Figure 6: Render of Proposed Development. Source: Cheesman Architects

4.0 Heritage Impact Assessment

The District Centre Zone seeks to *accommodate a range of retail facilities, offices, consulting rooms, and cultural, community, public administration, entertainment, educational, religious and residential facilities to serve the community and visitors within the surrounding district* [DCZ Obj 1]. Built form should be *articulated, and use materials and colours that blend with or complement, without copying, those used on the predominant historic buildings* [DCZ PDC 8].

The development plan goes on to seek new development to respond to heritage places as follows:

City Wide: Heritage Places

Obj 1: The conservation of State and local heritage places.

Obj 2: The continued use, or adaptive re-use of State and local heritage places that supports the conservation of their cultural significance.

Obj 3: Conservation of the setting of State and local heritage places.

The manner by which the Development Plan seeks to achieve these objectives can be categorised as follows:

4.1 Demolition

CW Heritage Places

PDC 1: A heritage place spatially located on Overlay Maps – Heritage and more specifically identified in Table HoB/5 - State Heritage Places or in Table HoB/4- Local Heritage Places should not be demolished, destroyed or removed, in total or in part, unless either of the following apply:

- (a) that portion of the place to be demolished, destroyed or removed is excluded from the extent of the listing identified in the Table(s)*
- (b) the structural condition of the place represents an unacceptable risk to public or private safety and the place cannot reasonably be rehabilitated.*

The proposed development retains the Local Heritage place on the Subject Site, including all principle elevations, roof, chimneys and key features. The only external form of the building proposed for removal is the later rear ablutions addition. This addition is constructed from concrete block and appears to date c1970s (Figure 7). It is not considered to be of any heritage value, and accordingly is consistent with the above Development Plan provision.

In addition to this, the proposal also seeks to remove (and replace) the two existing shopfronts on either side of the entry door off Durham Street (Figure 8). These shopfronts are not original and their replacement is not considered to have any adverse heritage impacts. These openings were likely to have originally been considerably smaller and accommodated sash windows, given the historic residential use and pattern of remaining render surrounds.



Figure 7: Existing c1970 concrete block addition proposed for removal



Figure 8: Later shopfronts (in modified openings) proposed for replacement

4.2 Conservation

CW Heritage Places

PDC 2: Development of a State or local heritage place should retain those elements contributing to its heritage value, which may include (but not be limited to):

- (a) principal elevations...*
- (d) building materials*
- (e) outbuildings and walls*
- (f) trees and other landscaping elements*
- (g) access conditions (driveway form/width/material)*
- (h) architectural treatments*
- (i) the use of the place*

PDC 4: Original unpainted plaster, brickwork, stonework, or other masonry of existing State or local heritage places should be preserved, unpainted.

As noted in Section 4.1 above, the proposal retains all of the original form, materials and architectural treatments of the heritage place.

The Local Heritage place on the site appears to have been well maintained by the current building owners, and is not in any specific need of immediate conservation or repair. That noted, it is our understanding that the proposal will include some general cleaning and maintenance of the Local Heritage place to ensure it not only physically, but visually integrates with the standard of the new works. These maintenance works include:

- Painting maintenance, with all painted surfaces to be cleaned and repainted;
- All stonework to be cleaned; and
- Repair / repoint ant stonework showing decay.

These works are consistent with PDC 4 cited above.

4.3 Setting / Compatible relationship

CW Heritage Places

PDC 2: Development of a State or local heritage place should retain those elements contributing to its heritage value, which may include (but not be limited to):

- (b) important vistas and views to and from the place*
- (c) setting and setbacks*

PDC 6: Development that materially affects the context within which the heritage place is situated, including development on adjoining properties and on nearby properties where there would be an influence upon the character, integrity and setting, should be

compatible with the heritage place. It is not necessary to replicate historic detailing, however design elements that should be compatible include, but are not limited to:

- (a) scale, bulk and form*
- (b) width of frontage*
- (c) boundary setback patterns*
- (d) proportion and composition of design elements such as rooflines, window and door openings, fencing and landscaping*
- (e) colour and texture of external materials.*

PDC 7 Multi-storey additions to a State or local heritage place should be compatible with the heritage value of the place through a range of design solutions such as:

- (a) extending into the existing roof space or to the rear of the building*
- (b) retaining the elements that contribute to the building's heritage value*
- (c) distinguishing between the existing and new portion of the building*
- (d) stepping in parts of the building that are taller than the front facade.*

PDC 10: Development of a State or Local Heritage Place, or development on land adjacent to a State or Local Heritage Place should conserve, maintain, enhance and reinforce the historic character of individual buildings and/or the existing streetscape character by exhibiting architectural and roof-form designs, street frontage widths, front and side boundary set-backs, materials, colours, fences and landscape settings which complement and give prominence to historic buildings or their detailing.

District Centre Zone

PDC 8: Buildings should display:

- (a) articulated surfaces to visible walls*
- (b) a traditional pattern of wall areas and window spaces*
- (c) use of materials and colour finishes which blend with or complement, without copying, those used on the predominant historic buildings.*

As noted in Section 0 above, the setting of the Local Heritage place is primarily to Durham Street, a relatively narrow roadway that runs parallel to Colley Terrace off Jetty Road. Land to the western side of Durham Street typically extends through to Colley Terrace, and has developed in a generally intensive manner. The site opposite Durham House accommodates a 10 storey residential tower.

This setting results in the following primary view corridors to the heritage place:

- Oblique views down Durham Street, with the heritage place forming part of an otherwise complex streetscape (Figure 3);
- Close views within the immediate proximity of the heritage place (Figure 2);
- Glimpses down Durham Street from Jetty Road (Figure 4).

In summary, the subject Local Heritage place is a remnant historic element within a narrow streetscape that has undergone significant regeneration in recent years / decades.

The proposed development does not fundamentally impact or affect any of these views and vista to the Local Heritage place. While the proposal will restrict some views to the current side (northern) façade (Figure 9), we note:

- Such views are only present due to the vacant nature of the adjacent site (which the Development Plan envisages / encourages to be developed); and
- The proposed development provides a generous setback to the northern interface with the heritage place (Figure 10). This setback not only provides 'breathing space' between the two structures, but also retains much of the existing views to the noted northern façade.



Figure 9: Existing views of the northern façade of the Local Heritage place



Figure 10: Proposed retention of views to the northern façade of the Local Heritage place. Source: Cheesman Architects

The Development Plan also seeks proposals adjacent a heritage place to establish a *compatibility* with the heritage place (noting it is *not necessary to replicate historic detailing*), that enables *distinguishing between existing and new portions of the building*. The proposal achieves through the use of a wide range of design mechanisms including:

Scale Bulk and Form

While at seven storeys in height the proposal is clearly taller than the two storey heritage place, this difference in scale is neither overbearing nor incompatible with the heritage place for the following reasons:

- The broader context of the heritage place within Durham Street is characterised by a widely varied scale of built form, including the 10 storey residential tower opposite the Subject Site. The scale of the proposed development is not inconsistent with this existing context;
- The design architects have developed an overall built form that has been carefully articulated to provide a transition and compatibility to its immediate surrounds, including the residential development to the north, heritage place to the south, and higher scale residential development to the west (Figure 11);
- Setting back of the upper most storey largely obscures views of this level;
- The proposal provides a substantial setback to the northern interface with the heritage place.

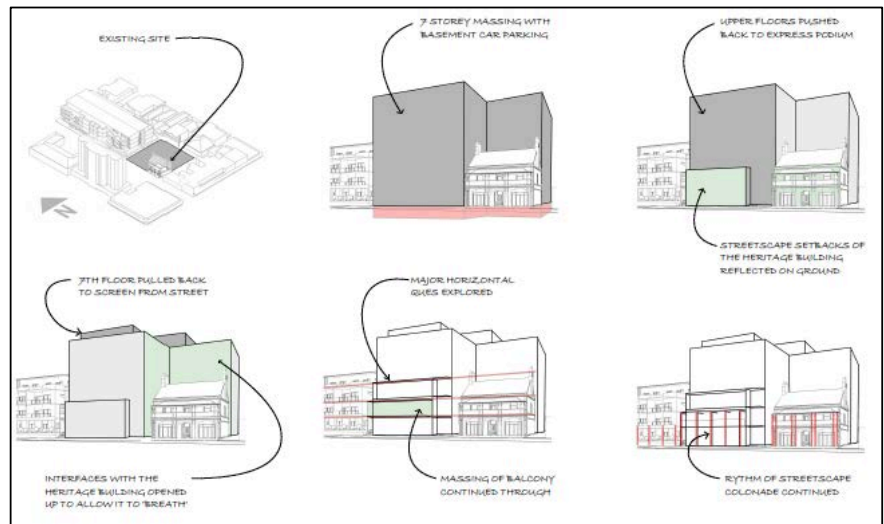


Figure 11: Architectural modelling of building form. Source: Cheesman Architects.

Width of Frontage

While the overall frontage of the proposal is dictated by the existing site title, the built form has been articulated, and materials selected, to establish a lower podium element that has a direct visual relationship with the width of frontage of the heritage place.

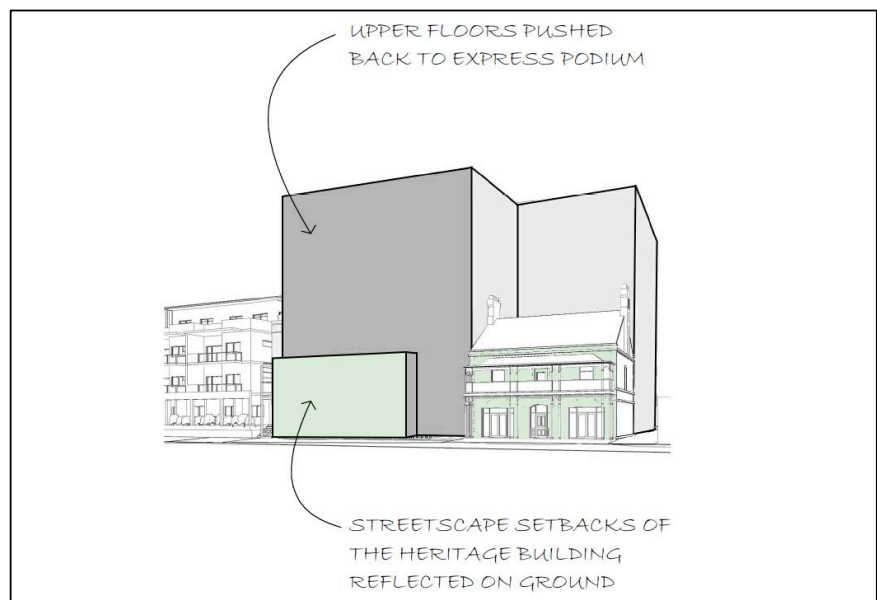


Figure 12: Architectural modelling of building form. Source: Cheesman Architects.

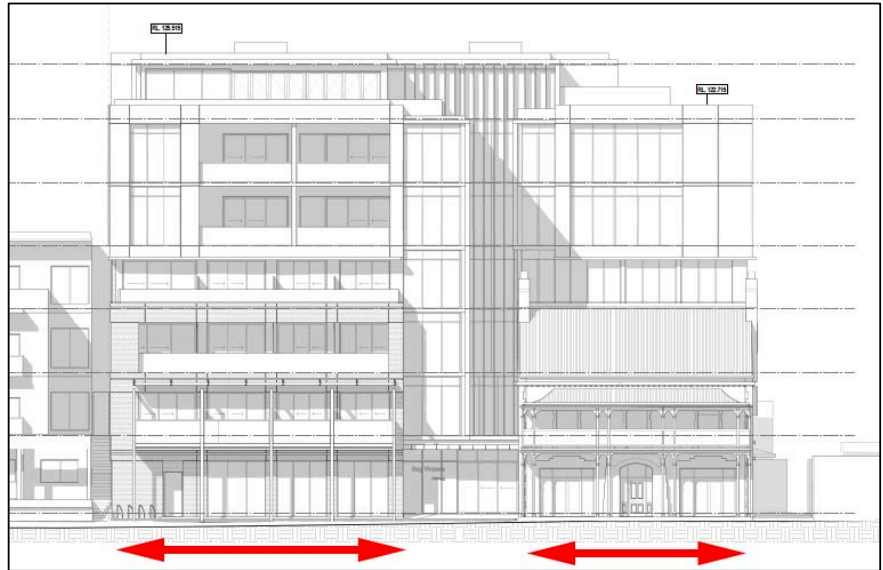


Figure 13: Compatibility of frontage width. Source: Cheesman Architects with red arrows included by author.

Boundary Setback Patterns

The proposed development maintains a consistent boundary setback pattern with the adjacent Local Heritage place and prevailing built form within the locality. The proposal is generally set to the street frontage, with verandah / balcony structure provided over. Elements, in this instance the building entrance, are setback, providing not only a compatible overall articulation within the streetscape but also deference to the interface with the heritage place.

Side setbacks within Durham Street are negligible, with development generally being of an intensive manner. The proposal is consistent with this.

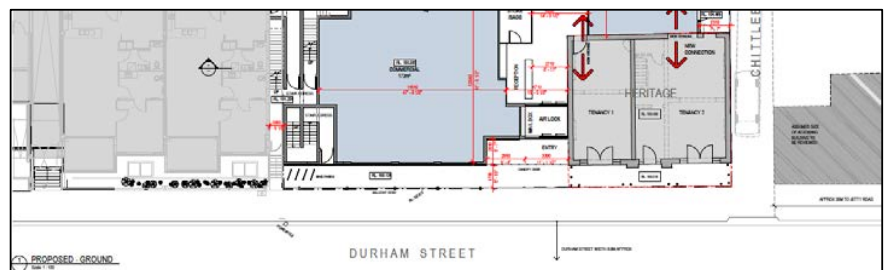


Figure 14: Setback pattern of proposed development and broader streetscape. Source: Cheesman Architects.

Proportion and Composition of Design Elements

As noted under Scale Bulk and Form, the design architects have carefully articulated the overall built form to establish a scale and proportion that responds to the built form context of the immediate precinct. This articulation extends through to the design elements of the proposal (refer Figure 15Figure 17), and in particular:

- The proposal incorporates a verandah structure that establishes a similar overall form to that on the heritage place, but with a contemporary design language. This element closely aligns with the scale and proportion of the heritage balcony. It provides a strong visually compatible element within the streetscape, especially when viewed from the primary oblique views from Jetty Road and down Durham Street;
- The proposal provides a generous side and rear setback to the heritage place;
- The repetition of shopfronts across both the new development and the heritage building provides an active and visually consistent streetscape; and
- The red brick podium of the proposal has an overall articulation that is comparable with the heritage place.

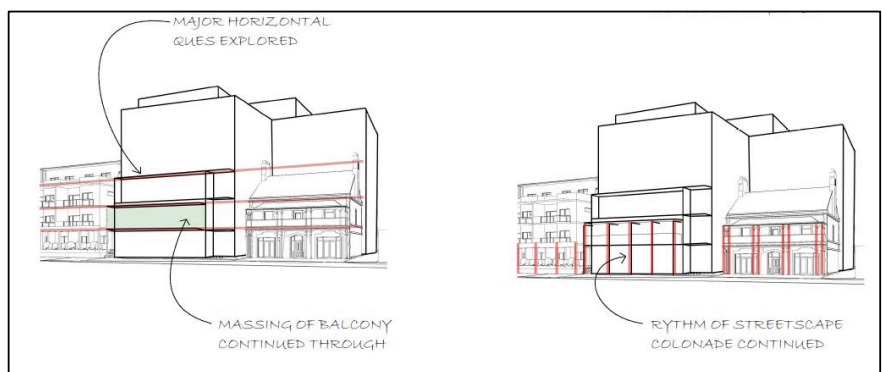


Figure 15: Alignment and articulation of design elements. Source: Cheesman Architects.



Figure 16: Alignment and articulation of design elements. Source: Cheesman Architects.



Figure 17: Alignment and articulation of design elements. Source: Cheesman Architects.

Colour and Texture of Material

The colour and texture of materials selections integrates with the overall articulation considerations noted above, namely:

- Red brick is used in the lower podium to provide a finer grain material at street level and reinforce the visual compatibility of the podium with the adjacent heritage place;
- The new verandah structure will be painted to match the verandah on the heritage building, reinforcing its visual relationship;
- New development interfacing with the heritage building is both setback, and utilises dark colour materials to reduce its visual prominence and establish a deference with the heritage place;
- Upper storeys are articulated in contrasted lighter colours to break down the scale of the overall proposal and reinforce its overall articulation.

Summary

The design concept was developed in close consultation with the Pre Lodgement Panel (PLP) and the ODASA Design Review Panel (DRP). Much of its development and amendments were undertaken in response to queries raised by both (and Council via PLP) to the visual and physical relationship of the proposal with the adjacent Local Heritage place.

The result of this process is a design that establishes a very strong visual compatibility with the heritage place, while maintaining and reinforcing its historic character contribution to the streetscape. For these reasons the proposal is considered to be consistent with the above Development Plan provisions.

4.4 Reuse / compatible use

PDC 3: Development of a State or local heritage place should be compatible with the heritage value of the place.

The proposal integrates the existing Local Heritage place into the overall development through the provision of retail tenancies to the Ground Floor, and residential accommodation to the first floor.

While originally constructed as a residence, the ground floor spaces have been utilised for several decades (with varying degrees of success) as retail premises. This use has seen the original ground floor openings on either side of the entrance modified into widened shopfronts.

The proposal seeks to replace the later infill shop fronts with new to match the detailing and style of that proposed in the new development. This approach will provide a compatible and consistent row of ground floor retail tenancies to Durham Street.

The residential use of the first floor is both compatible with the historic use, and the external configuration of the building. Further, the use will provide meaningful activation of the first floor balcony.

For these reasons the proposed use within the heritage place is considered to be consistent with the above Development Plan provision.

4.5 Summary

As noted, the design concept has been carefully developed in close consultation with the PLP and DRP, and feedback raised by Council's heritage advisor as part of early feedback on the proposal. This process has resulted in a design concept that achieves the Heritage Places objectives of Council's Development Plan (and is in accord with the respective Principles), namely:

Obj 1: The conservation of State and local heritage places.

Obj 2: The continued use, or adaptive re-use of State and local heritage places that supports the conservation of their cultural significance.

Obj 3: Conservation of the setting of State and local heritage places

5.0 Interface with Residential Character Zone

While the proposed development is located within the District Centre Zone, the northern end of the eastern boundary of the site interfaces with a Historic Conservation Area, and associated Contributory Items. As noted in Section 0, interface of the site occurs to the rear of these Contributory Items, who's primary (sole) setting remains to their street frontage, Sussex Street. The rear of the Contributory Items have been developed with contemporary additions (Figure 5).

While the proposed development will be visible from Sussex Street, it will have a negligible impact on the overall character of the adjacent Zone, and historic character contribution of the interfacing Contributory Items. Instead, the proposed development will be read as a 'backdrop' to the Residential Character Zone. This is consistent with the historic pattern of development within the broader locality, and as zoned / envisaged by Council's Development Plan. Land in closer proximity to the coast is developed in a more intensive manner and as a result goes on to form a visual backdrop to the built form of the Residential Character Zone, which remains as a remnant example of the lower scale nature of early historic development within the locality.



Figure 18: Sussex Street Residential Character Zone with higher scale development forming a backdrop behind. Source: Google Maps.

6.0 Summary

The proposal seeks to develop a large portion of vacant land (that also accommodates a Local Heritage place) into a multi storey mixed use development with underground carparking. The application has been developed in close consultation with the Approval Authority and ODASA, and has resulted in substantial amendments from earlier proposals. Many of these changes have been in response to key issues associated with the setting of the heritage place, and the manner by which the proposed development establishes a compatible relationship to the historic buildings.

The final design integrates the heritage building into the overall development and in doing so ensures its ongoing use and activation. The new development has been designed to respond to the existing varied streetscape, and establishes both a strong visual relationship, and deference, to the Local Heritage place.

The resulting design not only addresses the relevant heritage provisions of Council's Development Plan, but also provides a well-considered final piece to the redevelopment of this section of Durham Street.

BAY WATERS STAGE 3

SERVICES UTILITIES INFRASTRUCTURE REPORT

Date: 24 May 2019

Document Number: LCE14136-005

DOCUMENTATION ISSUE REGISTER

REVISION	DESCRIPTION	DATE ISSUED	ENGINEER	REVIEWED
-	Issued for Client Approval	10 May 2019	PC	-

CONTENTS

1	INTRODUCTION	2
1.1	PROJECT OVERVIEW	2
2	ELECTRICAL INFRASTRUCTURE.....	3
2.1	EXISTING SA POWER NETWORKS SERVICES & PROPOSED UPGRADE	3
2.2	OVERHEAD POWER CABLING.....	3
3	COMMUNICATIONS INFRASTRUCTURE	4
3.1	EXISTING COMMUNICATIONS INFRASTRUCTURE.....	4
4	SEWER INFRASTRUCTURE	5
4.1	EXISTING SEWER INFRASTRUCTURE	5
4.2	NEW SEWER CONNECTIONS.....	5
5	DOMESTIC COLD WATER INFRASTRUCTURE.....	6
5.1	EXISTING DOMESTIC COLD WATER INFRASTRUCTURE AND PROPOSED UPGRADE	6
6	NATURAL GAS INFRASTRUCTURE.....	7
6.1	EXISTING NATURAL GAS INFRASTRUCTURE & PROPOSED UPGRADE	7
7	FIRE SERVICES INFRASTRUCTURE	8

1 INTRODUCTION

The purpose of this report is to provide preliminary information in relation to the Services Utilities infrastructure located adjacent the subject development site, and in particular to confirm that sufficient investigations have been carried out with the Services Utilities to verify that sufficient capacity is available or can be made available to service the proposed residential development which will form part Stage 3 of the Bay Waters Retirement Complex at 12-16 Durham Street Glenelg.

1.1 PROJECT OVERVIEW

The proposed multi-storey residential development will be configured as follows;

Basement	Carpark (22 carpark spaces included) Bin Store Lift Access to upper levels Link to existing Stage 2 building
Ground Level:	Entry Foyer & Reception Commercial Tenancy(168sqm) Café Tenancy with connection to existing Heritage building. Ablution area Bin Store Link to Stage 2 building
Level 1,2 & 3:	16 x Serviced Apartments per level (total 48 off)
Levels 4 & 5	7 x 2-bedroom Apartments per level (total 14 off)
Level 6	Community Centre to service the entire Bay Waters Retirement complex. Common ablutions area

2 ELECTRICAL INFRASTRUCTURE

2.1 EXISTING SA POWER NETWORKS SERVICES & PROPOSED UPGRADE

The existing Bay Waters Retirement Complex (Stages 1 and 2) is currently fed via a SAPN transformer positioned adjacent the Stage 2 part of the building off Durham Street. The existing transformer is 750Kva (1000 amps) capacity which services the Bay Waters complex and an out-going street feed.

SAPN were requested to undertake a load test to the existing transformer to obtain an understanding of the current load and to assess the project request to increase the site power allocation to the Bay Water Complex (Stages 1 -3 inclusive) to 497kva (720 amps). SAPN have since confirmed that the existing transformer is sufficient to cater for the increased site power demand and have provided a firm offer to undertake the minor works required to provide an upgraded connection point within the transformer low voltage cubicle.



Figure 1: Existing Transformer – Durham Street (adjacent Bay Waters Stage 2)

2.2 OVERHEAD POWER CABLING

There is no SAPN overhead cabling within the vicinity of the existing or new stage of development of the Bay Waters Retirement Complex.



Figure 2: Google Street view – Durham Street (across all stages of the Bay Waters complex)

3.1 EXISTING COMMUNICATIONS INFRASTRUCTURE

The Heritage building is serviced a separate 10 pair Telstra connection. As part of the Stage 3 works the existing Telstra connection to the Heritage building will be disconnected and new communication services cabling provided as part of the Stage 3 Communication Services installation.

There is expected to be sufficient capacity in the existing site communication services connection and site infrastructure to extend communication services cabling to serve the proposed Stage 3 of the development.

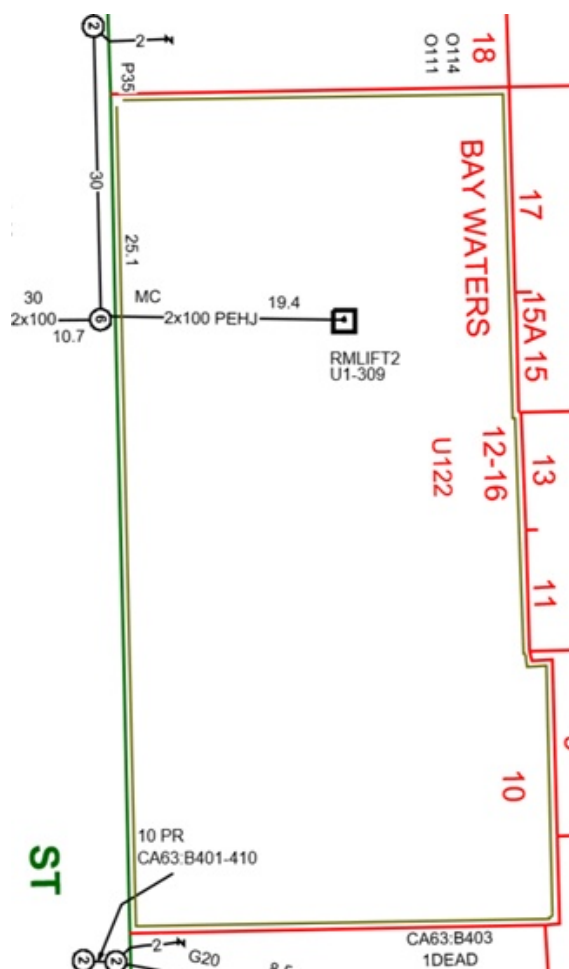


Figure 3: Existing communications infrastructure

4 SEWER INFRASTRUCTURE

4.1 EXISTING SEWER INFRASTRUCTURE

SA Water Corporation (SAWC) were requested to investigate the capacity of the existing waste water (sewer) infrastructure adjacent the subject development site, based on advice in relation to increased site fixture loading as related to the planned residential development. SA Water Corporation have since confirmed that the infrastructure has sufficient capacity to cater for the development without need for upgrade to the existing street sewer mains.

Current discussions with SAWC are based on the establishment of two (2) new sewer connections to service the Bay Waters Stage 3 building via connection to the existing 600mm diameter sewer mains in Durham Court.

4.2 NEW SEWER CONNECTIONS

The proposed 2 x new 150mm sewer connections to service this development will incorporate a government inspection point in the adjoining council footpath. Refer Figure 3 below for details of existing SAWC sewer infrastructure located in Durham Street and adjoining Chittleborough Lane.

SAWC have confirmed approval and costing for the upgrade to the sewer connection.

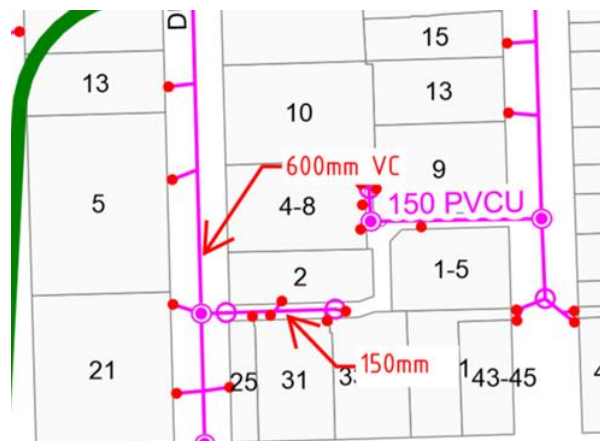


Figure 4: Existing SA Water Sewer Map

5 DOMESTIC COLD WATER INFRASTRUCTURE

5.1 EXISTING DOMESTIC COLD WATER INFRASTRUCTURE AND PROPOSED UPGRADE

SA Water Corporation (SAWC) were requested to investigate the capacity of the existing town water mains infrastructure adjacent the subject development site, based on advice in relation to increased site peak water demand, as related to the planned development.

The existing building is currently serviced via one (1) off 50mm water meter with connection to a 300mm diameter SA Water Corporation towns water main in Durham Street.

Results of Network Analysis undertaken by SA Water Corporation indicates that the existing large bore towns mains has sufficient capacity to service Stage 3 of the Bay Waters retirement complex and accordingly SAWC will be requested to establish a dedicated 50 mm diameter domestic water connection to service Bay Waters Stage 3.

The new water meter will be housed in a cast iron footpath box by SAWC.

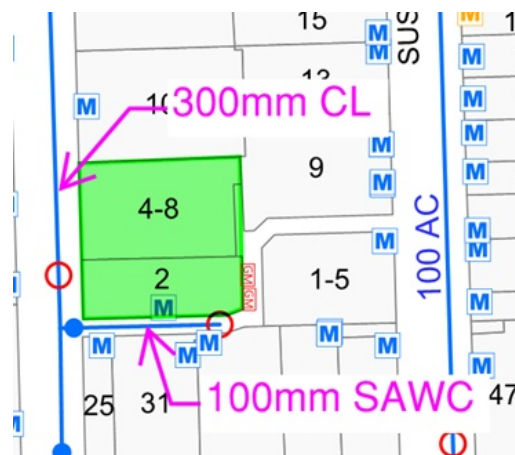


Figure 5: Existing SAWC infrastructure in Durham Street and Chittleborough Lane

6.1 EXISTING NATURAL GAS INFRASTRUCTURE & PROPOSED UPGRADE

Preliminary advice from APA is that the meter enclosure size to service the development will be 1200mm Wide x 1500mm High x 800mm deep, pending formal application.

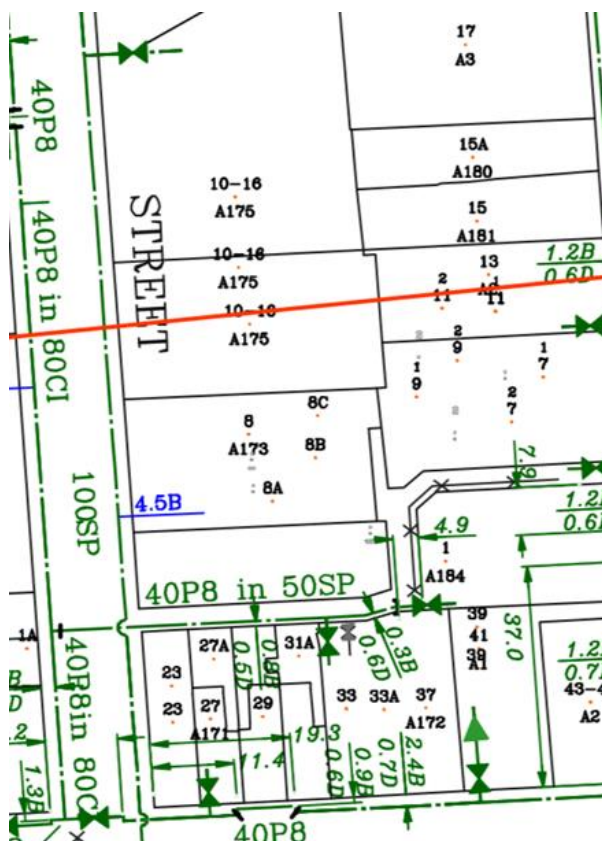


Figure 6: Existing APA Natural Gas Infrastructure.

7 FIRE SERVICES INFRASTRUCTURE

The existing Bay Waters retirement complex (Stages 1 and 2) is currently serviced by a 150mm fire service connection which derives its feed off the 300mm SA Water Corporation towns mains in Durham Street.

The proposed Stage 3 building fire protection services will derive its feed from the existing fire hydrant pipework located in the Basement level of Stage 2. A 150mm feed will be extended via the Basement to Stage 3.

The site fire protection services will incorporate the following:

- SAMFS booster (existing) located off Durham Street with 24/7 access for the SAMFS. (Booster enclosure door signage to be upgraded to meet current requirements). Fire Protection Services feed to be extended to Stage 3;
- A Fire Indicator Panel (existing) located within the ground floor foyer area with 24/7 access for the SAMFS. Additional circuits to be added to existing panel and extended to Stage 3;
- A fire pump room shall be located on Ground Floor of Stage 3 incorporating one (1) off diesel fire pump to provide for hydrant attack pressure requirements.
- Fire hydrant riser in each of the stairwells (2 off) in Stage 3 with hydrant landing valves on each landing (except Ground Floor).
- External hydrants as required to provide hydrant coverage to Ground floor.



Figure 7: Existing SAMFS Booster in foreground (to left of the Entry Stairs to Stage 1)

Bay Waters Stage 3

Environmental Noise Assessment

March 2019

sonus.

Chris Turnbull
Principal
Phone: +61 (0) 417 845 720
Email: ct@sonus.com.au
www.sonus.com.au

Document Title : Bay Waters Stage 3
Environmental Noise Assessment

Document Reference : S5622C2

Date : 29 March 2019

Author : Jason Turner, MAAS

Reviewer : Chris Turnbull, MAAS

© Sonus Pty Ltd. All rights reserved.

This report may not be reproduced other than in its entirety. The report is for the sole use of the client for the particular circumstances described in the report. Sonus accepts no responsibility to any other party who may rely upon or use this report without prior written consent.

INTRODUCTION

An environmental noise assessment has been made of the proposed Bay Waters Stage 3 residential development, located at 2 - 8 Durham Street Glenelg. The assessment has been based on the *Cheesman Architects* drawings received via email on 13 March 2019.

The proposed development is located at 2 - 8 Durham Street Glenelg, and comprises basement car-parking, a café and commercial tenancy on the ground floor, serviced apartments on levels 1 to 3, residential apartments on levels 4 and 5, and a community common area on level 6.

The proposed development is located in a District Centre Zone of the Holdfast Bay Council Development Plan (the Development Plan). The nearest surrounding noise sensitive receivers (residences) are shown in Figure 1 and located in a Residential Character Zone (to the east) and a Residential High Density Zone (to the west).

The assessment considers the environmental noise at existing residences from car-park activity, commercial activity, mechanical plant operation and waste collection at the development.



Figure 1: Proposed development and surrounding land use

CRITERIA

The existing acoustic environment at the site is dominated by noise from traffic and trams on Jetty Road, and noise from mixed use activity in the commercial district surrounding Jetty Road.

Noise sources at the development, comprising vehicle movements, small scale commercial activity and mechanical plant operation do not differ significantly from activities already occurring in the locality. Notwithstanding this, objective criteria to prevent adverse impacts at the nearest existing residences have been considered and are summarised below.

Development Plan

The subject site is located in the *District Centre Zone* and *Glenelg Policy Area 2* of the Holdfast Bay Council Development Plan¹ (the Development Plan). The nearest noise sensitive receivers (residences) to the east are located in a *Residential Character Zone* and *Central Glenelg Village Policy Area*. The nearest residences to the west are located in a *Residential High Density Zone* and *Urban Glenelg Policy Area*. The Development Plan has been reviewed and particular regard given to the following relevant provisions:

General Section - Interface between Land Uses

OBJECTIVES

1. Development located and designed to prevent adverse impact and conflict between land uses.
2. Protect community health and amenity and support the operation of all desired land uses.

PRINCIPLES OF DEVELOPMENT CONTROL

1. Development should not detrimentally affect the amenity of the locality or cause unreasonable interference through any of the following:
...
(b) noise
....

Noise Generating Activities

7. Development that emits noise (other than music noise) should include attenuation measures that achieve the relevant "Environment Protection (Noise) Policy" criteria when assessed at the nearest existing noise sensitive premises.

District Centre Zone

OBJECTIVES

1. Centres that accommodate a range of retail facilities, offices, consulting rooms, and cultural, community, public administration, entertainment, educational, religious and residential facilities to serve the community and visitors within the surrounding district.

¹ Consolidated 2 June 2016

Glenelg Policy Area 2

OBJECTIVES

1. *A policy area that has a distinctive and attractive shopping strip character based on low-scale buildings, with a predominance of shop windows and entrances, sited close to street frontages.*
2. *An integrated district shopping and business centre that enhances the metropolitan significance of Moseley Square and the foreshore as seaside recreation, entertainment and leisure places for the broader population and visitors to Adelaide.*
3. *A high degree of pedestrian activity and a vibrant street-life with well lit and engaging shop fronts and business displays including alfresco seating and dining facilities and licensed areas.*
4. *Development that contributes to the desired character of the policy area.*

Environment Protection (Noise) Policy 2007

Council Wide Interface between Land Uses Principle of Development Control 7 specifically references the *Environment Protection (Noise) Policy 2007* (the Policy). The Policy provides criteria for noise from general activity and noise from rubbish collection.

Noise from General Activity

The Policy establishes goal noise levels for general activity based on the land use principally promoted by the Development Plan Zone and Policy Area in which the noise source (the development) and noise sensitive receivers (the nearest existing residences) are located. For a proposed development in a Zone and Policy Area principally promoting commercial use, and residences in Zones and Policy Areas principally promoting residential use, the policy recommends the following goal noise levels:

- an average (L_{eq}) noise level of 52 dB(A) during the day (7am to 10pm);
- an average (L_{eq}) noise level of 45 dB(A) during the night (10pm to 7am);
- a maximum (L_{max}) noise level of 60 dB(A) at night.

The Policy allows these goal levels to be relaxed where there is an existing noise source in the environment with a similar character and level. For example, where the maximum noise from a vehicle on a public road is higher than the maximum noise from a vehicle on private land, the maximum noise from the vehicle on the private land will not have a detrimental impact on the amenity.

When measuring or predicting noise levels for comparison with the Policy, penalties may be applied to the average goal noise levels for each characteristic of tone, impulse, low frequency and modulation of the noise source. In order to apply a penalty, the characteristic must be dominant when considered within the context

of the existing acoustic environment at the receivers. In this circumstance, the noise sources at the site are similar in character to existing noise sources in the vicinity. As such, a penalty is not warranted.

Noise from Rubbish Collection

The Policy deals with rubbish collection by limiting collection hours to the least sensitive period of the day. Division 3 of the Policy requires rubbish collection to occur only between 9am and 7pm on a Sunday or public holiday, and between 7am and 7pm on any other day, except where it can be shown that the maximum (L_{max}) noise level from such activity is less than 60 dB(A).

ASSESSMENT

Car Park Noise

Car parking facilities are located in the basement of the development. As such, they are well located from an acoustic perspective and unlikely to impact the amenity of surrounding residences.

Notwithstanding the above, an assessment has been made of the noise from vehicles on the site; entering, travelling down the access ramp, parking in the basement, returning up the ramp and exiting. The Policy deals with the average noise (L_{eq}) and maximum instantaneous (L_{max}) noise separately. As the vehicles on the site are further from residences than vehicles on the public road, the maximum noise (L_{max}) from an individual vehicle on the site will be lower than a vehicle on the public road. Therefore, this maximum noise will not have an adverse impact on amenity.

To account for the number of vehicles using the car park, an assessment has been made of the average noise (L_{eq}). The noise level predictions have been based on the following:

- Previous noise measurements of car park activity including people talking as they vacate or approach their vehicles, the opening and closing of vehicle doors, vehicles starting, vehicles idling, and vehicles moving into and accelerating away from their park position.
- The closest noise sensitive residences being 7 and 9 Chittleborough Lane, which include habitable rooms on the upper floors and car-parking on the ground floor.
- 10 cars arriving and leaving the site within any 15 minute period².

Based on the above, the average (L_{eq}) noise level at the nearest residences will be no greater than 42 dB(A). As such, the Policy criteria will be achieved with no specific acoustic treatment measures.

² the default assessment period of the Policy

Noise from Mechanical Plant

At the development application stage of a project, the mechanical plant is generally not designed or selected. As such detailed noise level predictions cannot be made until the detailed design stage of a development when appropriate details are finalised.

Notwithstanding the above, indicative noise level predictions have been made based on typical mechanical plant selections for this type of development. The predictions have also been based on the understanding that all plant and equipment will be located in the designated 'services' area on the level 6 roof top. If alternate locations are proposed, additional treatment measures may be required.

Based on the predictions, noise from the plant can achieve the Policy criteria at the nearest existing residences, provided suitable acoustic treatment measures are incorporated into the design. Such treatments may include the following:

- constructing noise barriers that block line of sight to the nearest residences; and/or
- restricting units to operate in low noise mode at night time.

It is noted that the above assessment is based on indicative plant selections only. As such it is recommended that a detailed assessment of mechanical services noise be carried out following the final selection of mechanical plant.

At this stage, a suitable condition to ensure compliance with the Policy is as follows:

Noise levels at the nearest existing residences, when determined in accordance with the *Environment Protection (Noise) Policy 2007*, should be no greater than the following:

- an average noise level (L_{eq}) of no more than 52 dB(A) during the day (7am to 10pm); and
- an average noise level (L_{eq}) of no more than 45 dB(A) during the night (10pm to 7am).

Noise from Commercial Activity

At the development application stage of a project, the final tenants of any proposed commercial tenancies are generally not known. As such a detailed noise assessment cannot be conducted.

Existing commercial properties directly surrounding the development comprise a range of activities, including cafés and restaurants, hair salons, retail outlets and a yoga studio. As such it is unlikely that the noise character from the proposed commercial premises will be different to those which already exist in the vicinity.

Noise from Rubbish Collection

To ensure there is not unreasonable interference from the noise associated with rubbish collection, it is recommended that the hours of rubbish collection from the site be restricted to those of Division 3 of the *Environment Protection (Noise) Policy 2007*. That is, only between 9:00am and 7:00pm on a Sunday or public holiday, and 7:00am and 7:00pm on any other day.

File No:
2014/11235/01

5 July 2019

Ref No:
14203916

Mr Benjamin Scholes
Planning Officer
Planning and Land Use Services
Department of Planning, Transport and Infrastructure
Level 5, 50 Flinders Street
Adelaide SA 5000

Benjamin.Scholes@sa.gov.au

For the attention of the State Commission Assessment Panel

2-8 Durham Street, Glenelg

Further to the referral 110/M003/19 received 7 June 2019 pertaining to the development application at the above address and in my capacity as a statutory referral in the State Commission Assessment Panel (SCAP), I am pleased to provide the following comments informed by the Design Review process for your consideration.

The proposal was presented to the Design Review panel two times, over which period the design response progressed significantly. A pre-lodgement agreement was not reached in advance of lodgement.

I acknowledge the willingness with which the project team has engaged and the positive progression of the design through the Design Review process. I also strongly support the location of car parking below ground, integration of the Local heritage place into the development and built form setbacks. This proposal presents a significant opportunity due to the site's key location in proximity to the beach, Moseley Square and Jetty Road, and I strongly support the aspiration to deliver a mixed use development that brings residential accommodation into this part of Glenelg. I am of the opinion that the proposed development should capitalise on the potential of the unique and varied context, and deliver a high benchmark for design. Fulfilling this responsibility will be contingent on achieving a high quality outcome particularly in regards to scale, massing, residential amenity and the relationship of the built form to its context including the Local heritage place.

The subject site is located on the corner of Durham Street and Chittleborough Lane, and currently operates as an open car park. Durham Street is a one way road accessed from Jetty Road. Development on its western side includes a ten storey apartment building, three storey motor inn, the rear of historic residences fronting Colley Terrace and a six storey apartment building. Its eastern side includes the site's two storey Local heritage place and the four storey Bay Waters Retirement Living complex. Chittleborough Lane is a one way lane that wraps around the east and south site boundaries, and services businesses fronting Jetty Road.

Level 1
26-28 Leigh Street
Adelaide SA 5000

GPO Box 1533
Adelaide SA 5001

DX 171

T- +61(0)8 8402 1884
E- odasa@sa.gov.au



Government
of South Australia

File No:
2014/11235/01

Ref No:
14203916

The carport of a residential development adjoining the site's eastern boundary is also accessed from the laneway. Sussex Street to the east of the site falls within the Residential (Character) zone and features single storey freestanding and semi-detached cottages and shopfronts.

The proposal is for a seven storey mixed use development comprising basement car parking, adaptive reuse of the Local heritage place, ground floor commercial tenancies, serviced apartments as well as retirement living accommodation and a rooftop community centre as an extension to the existing Bay Waters Retirement Living complex located on the adjacent site. I support the proposed mix of uses, including the commercial ground floor tenancies that facilitate activation of both Durham Street and Chittleborough Lane, and the inclusion of shared communal recreation space for the broader retirement living complex. I also commend the strategy employed by the previous stages where serviced apartments have been converted to retirement living in response to market demands. The proposal requires complex circulation routes to accommodate the different user groups and shared servicing requirements with the existing Bay Waters Retirement Living complex. I support the consideration given to the interconnectivity of the two developments, including shared servicing, generous corridor connections and foyer spaces.

The site includes a Local heritage place, which is to be incorporated into the proposed development through its ground floor tenancies and existing first floor apartment. I strongly support the integration of the heritage place, including provision of direct internal access. I also support the exposure of the heritage facade internally on the ground floor level. Serviced apartment number 1-11 on level one adjoins the eastern facade of the heritage place, and I urge exploration of opportunities to expose and celebrate the heritage facade from within the apartment and shared circulation space through the next stage of design development.

The proposed building height is seven storeys (approximately 25 metres). I note this height exceeds the five storey (18.5 metre) height limit envisaged by the Development Plan for this site, however I also acknowledge the site adjoins a policy area that allows for development up to 12 storeys to the west, and the precedent for taller buildings set by existing and approved developments in the locality. I support the proposed building height, as I consider it to be appropriate to the existing and anticipated future context. The top level is also setback on all sides to minimise its visual impact. My ongoing support for development of this scale in this sensitive location is contingent on delivery of the scheme presented, in particular the below ground car parking, built form setbacks and articulated podium.

The proposal includes a three storey red brick podium to Durham Street with a balcony verandah providing a colonnade space for outdoor dining at ground level. The proposed built form interfacing the heritage place is expressed as a negative element, through dark coloured materiality and setback. The existing streetscape context varies in height, where the adjacent Local heritage place presents a two storey parapet wall to Durham Street and the Bay Waters Retirement Living complex presents as three storeys with a partially setback fourth level. I acknowledge the project team's rationale for the three storey podium height, namely that the taller Bay Waters development is a dominating element in the streetscape being approximately 100 metres long.

Level 1
26-28 Leigh Street
Adelaide SA 5000

GPO Box 1533
Adelaide SA 5001

DX 171

T- +61(0)8 8402 1884
E- odasa@sa.gov.au



Government
of South Australia

File No:
2014/11235/01

Ref No:
14203916

I also support the strategies to reference the Local heritage place, including the proposed red brick materiality, the relationship between the width of the red brick podium and width of the heritage place, the setback and recessive expression of the interfacing built form and the design of the balcony verandah element that references the rhythm and proportions of the heritage verandah. I urge further testing of the design of the balcony verandah balustrade through the next stage of design development, with the view to further strengthening its contextual relationship in a subtle and contemporary way, while also improving privacy from street level.

The proposal includes a recessed entry off Durham Street, which comprises an airlock, reception desk, and foyer and bag storage room. The entry recess includes a canopy that aligns with the front facades of the heritage building and proposed red brick podium element. I support inclusion of a discrete canopy and the overall design of the entrance, as it reinforces the recessive expression of the built form interface to the heritage place, while also providing a good visual link to the reception area and sense of address.

The built form above the podium is set back on the west (Durham Street) and east (Chittleborough Lane) frontages and provides curtilage to the heritage place, which I support. I also support the orthogonal contemporary approach for the architectural expression, and the recessive expression of the setback element interfacing the heritage place. Level six containing the community centre is setback approximately 6.7 metres from the west, approximately 4.1 metres from the south (to the services enclosure) and between 5.5 metres and 7.7 metres from the east. I support the proposed setbacks that minimise the visual impact of the top floor, which has been demonstrated through street view perspectives. The proposed material palette includes Brighton Lite precast concrete, dark grey precast concrete, glazed aluminium framed balustrades, high performance glazing (grey), spandrel glazing (grey) and black powdercoated aluminium window frames. I support the use of materials that are durable and appropriate for the corrosive coastal environment, with an integral finish for longevity and maintenance reasons.

The proposed development includes three levels of serviced apartments (levels one to three), two levels of retirement living apartments (levels four and five) and a rooftop community centre. In regards to the serviced apartments, I support the inclusion of dual key options to allow for greater flexibility. The east and west facing and south east corner serviced apartments also include balconies, which I support for amenity and future adaptability reasons. In regards to overlooking from balconies generally, I support the strategy that mitigates overlooking through 600mm deep steel bench projections and wide planters. In regards to the retirement living apartments, I support the generous sizes and layouts that achieve natural light and ventilation access to habitable rooms. The shared corridor spaces are generously sized and include access to light, outlook and ventilation in multiple directions, which I strongly support. I support the inclusion of a rooftop community facility that offers highly desirable views in all directions and provision of indoor and outdoor recreation areas.

Level 1
26-28 Leigh Street
Adelaide SA 5000

GPO Box 1533
Adelaide SA 5001

DX 171

T- +61(0)8 8402 1884
E- odasa@sa.gov.au



Government
of South Australia

File No:
2014/11235/01

Ref No:
14203916

In regards to vehicle access, servicing and waste, the development splits ramp access and egress between Chittleborough Lane South and Chittleborough Lane. I support the resolution of the access arrangement, which mitigates impacts on the narrow and congested nature of the laneway.

I recommend incorporation of the principles of Ecologically Sustainable Development (ESD) in the ongoing design development including opportunities for innovative technologies and passive design techniques that suit the environmental conditions specific to this site.

To ensure the most successful design outcome is achieved the State Commission Assessment Panel (SCAP) may like to consider particular aspects of the project, which would benefit from protection as part of the planning permission, such as:

- Provision of a material samples board and schedule to demonstrate selections appropriate to the coastal environment

Yours sincerely



Kirsteen Mackay
South Australian Government Architect

cc Ellen Liebelt ODASA ellen.liebelt@sa.gov.au

Level 1
26-28 Leigh Street
Adelaide SA 5000

GPO Box 1533
Adelaide SA 5001

DX 171

T- +61(0)8 8402 1884
E- odasa@sa.gov.au



Government
of South Australia

TO: STATE COMMISSION ASSESSMENT PANEL
 DATE: 18 JULY 2019
 SUBJECT: DEVELOPMENT ASSESSMENT COMMENTS
 AUTHOR: CRAIG WATSON
 TEAM LEADER DEVELOPMENT ASSESSMENT
 ATTACHMENTS: STEVENS ARCHITECTS - HERITAGE ASSESSMENT

DA NO.	:	110/M003/19
APPLICANT	:	KARIDIS CORPORATION LIMITED
LOCATION	:	2-8 DURHAM STREET, GLENELG
DEVELOPMENT PLAN	:	CONSOLIDATED 2 JUNE 2016
ZONE AND POLICY AREA	:	DISTRICT CENTRE, GLENELG POLICY AREA 2
NATURE OF DEVELOPMENT:		MERIT
PROPOSAL	:	CONSTRUCTION OF A SEVEN STOREY MIXED-USE BUILDING COMPRISING SERVICED AND RESIDENTIAL APARTMENTS WITH BASEMENT CAR PARKING AND ALTERATIONS TO A LOCAL HERITAGE PLACE
EXISTING USE	:	PRIVATE CAR PARK AND TWO STOREY COMMERCIAL BUILDING

1. Introduction

This report does not include a full assessment of the application. It considers local impact, storm water, waste removal and traffic management. It highlights some areas of concern and suggests possible improvements.

2. Assessment

Building Scale/Height

Council notes that the development is at variance with a number of policies relating to bulk, scale and setbacks within the District Centre Glenelg Policy Area 2. Principle 6 requires clearly defined podiums fronting the main road and side streets where appropriate no greater than two storeys or 8.5 metres with levels above the podium setback 2 metres. Principle 7 states that development should not exceed 5 storeys or 18.5 metres in height. Principle 8 requires a setback to the northern boundary for buildings above two storeys prescribed by a 30 degree plane measured from a point 3 metres above ground at the rear boundary.

The proposed building is 7 storeys and 24.5 metres in height. The Development Plan only offers height dispensations to either specifically identified sites or strategic sites (larger than 1500m² and have a frontage to Jetty road or Brighton Road). The subject site is significantly smaller than 1500m² and is not otherwise identified as a site that may accommodate higher forms of development. Comparisons within the Future Urban planning report to existing and recently approved developments are noted however the development at the corner of Jetty Road and Partridge Street is on a strategic site and the existing apartments facing Colley Terrace are within the Residential High Density Zone. While the argument regarding transition in heights is understandable there is no specific support within the Development Plan for the subject location unlike for example properties

facing South Esplanade within the Residential High Density Zone Precinct 4. If the transitional height argument is accepted it should equally apply to a height reduction for that portion adjacent to the Residential Character Zone to the east. Indeed Principle 8 of the Glenelg Policy Area 2 within the District centre Zone anticipates a reduction in height adjacent to the Residential Character Zone. The proposal is significantly at variance with Principle 8. Although complete compliance may be unrealistic given the size of the site, the extent of the variation together with non-compliances with other principles of development control support an argument of over development.

The proposed podium while providing visual relief to the building and a pedestrian scale at street level, exceeds the maximum height (2 storeys or 8.5 metres required, 3 storeys and over 11 metres proposed). Although the podium scale is relieved by a protruding balcony and is of a similar scale to the building to the north its scale is inconsistent with the adjacent local heritage place, considered in more detail below.

Local Heritage

There are two local heritage places within the locality, located at 2 Durham Street within the development site and 25-39 Jetty Road. The north eastern portion of the subject site also adjoins a historic conservation area within the Residential Character Zone. Relevant Development Plan policies include:

- Design and Appearance Principles 8 and 9 regarding the design and siting of multi-story buildings which should not detract from and designed to reinforce the historic character and visual prominence of adjacent heritage places;
- Heritage Places Objectives 1 and 2 and Principles 2, 6, 7 and 10, which have regard to conservation and continued or re-use of heritage places, development on or adjacent to heritage places to retain elements contributing to the heritage value and be compatible in terms of scale, setbacks, design, materials, colours while distinguishing between existing and new portions and stepping in parts of buildings that are taller than the front façade.

Council has engaged Andrew Stevens, heritage architect to assess the impacts on nearby local heritage places. Andrew's comments are attached to this report and are summarised as follows:

- The development will not directly impact the local heritage place at 25-39 Jetty Road.
- Retention of the local heritage place on the subject site is positive and its use for retail and residential is appropriate;
- The removal of non-original elements at the rear is acceptable;
- Alterations to rear façade and internal alterations are acceptable;
- Insufficient information has been provided regarding alterations to the historic building regarding shopfront replacements and retention or removal of fanlights and sidelights etc and the nature and extent of conservation works, materials to be used and techniques to be employed;
- Amendments following a preliminary review have improved the relationship between the new building and heritage place at 2 Durham Street;
- Important views of the heritage place are retained;
- The proposed building is stepped in adjacent the heritage place thereby providing space between the new and old building elements and maintaining an understanding of the tree-dimensional qualities of the historic building;
- Subject to appropriate detailing of junctions between new and historic fabric, the impact of the adjacent new elements is acceptable;
- The detailing and materials relate reasonably well with that of the historic building;

- The scale of the new building is of concern. While larger building elements step back from the historic building, there is a substantial scale difference which diminishes the prominence of the historic building;
- Although the podium height is ameliorated by a two storey balcony/verandah an inconsistency in scale remains between the podium element and the historic building. It is higher than the ridge line of the historic building and substantially more pronounced in the streetscape because it rises vertically from the front boundary while the roof of the historic building recedes away from the streetscape. A two storey podium consistent with Policy Area PDC 6 would better relate to the scale of the historic building and maintain its streetscape prominence;
- The seven storey building has greater impacts on the context and setting of the historic building and adjoining Historic Conservation Area than a five storey building. Although the seventh storey is well setback the scale in the streetscape context of the historic building is still substantial and diminishes the visual prominence of the historic building.

Access/ Parking/loading bay

Council notes the traffic and parking assessment by Frank Siow & Associates and considers the on-site parking and layout is satisfactory. For information Council will be considering a range of options for Stage 2 of the Jetty Road Masterplan (Moseley Street to Colley Terrace) including the potential closure of Durham Street at the Jetty Road end, which would result in the street reverting to a two way carriageway. If approved it may result in increased traffic movements in Chittleborough Lane.

Council generally supports the proposed amendments to the loading zone in Durham Street although this would be subject to public notification. Council prefers to amend the hours of the existing loading zone rather than creating a new loading zone in front of the subject site. To minimise impacts on nearby residential properties however it is likely the hours will be extended to 7am rather than 6am.

Storm Water Management/other

Council's City Asset's Department advise that:

- The proposed storm water disposal system will be satisfactory if it caters for a 10 year rainfall event;
- Post development flows should not exceed pre-development flows with any excess to be detained on site;
- Any damaged footpath, kerb or road related to the development shall be repaired at the applicant/owners expense;

Council's Environmental Health section advise that:

- Food businesses must comply with *The Food Act 2001, Food Regulations 2002 and the Food Safety Standards, Australian Standard AS 4674- Design, Construction and Fit-out of food premises* provides criteria on design and construction to assist with compliance with the Standard 3.2.3 for new buildings.
- The proprietor of the food business must provide a completed Food Business Notification Form 14 days prior to commencing any food handling activities.
- The applicant will need to contact SA Water regarding the requirements for trade waste connections.

- If a cooling tower is proposed to be installed for an air-conditioning system it must comply with the South Australian Public Health Act 2001 and South Australian Public Health (Legionella) Regulations 2013.

3. Conclusion

Council acknowledges some positive aspects of the development particularly the retention and upgrade of the heritage place, the well-articulated building design and on-site parking provision. Council has concern however regarding the combination of non-compliances with total building height, setback requirements to the eastern boundary and the height of the podium adjacent Durham Street. It is recommended that the heights of the podium and the tower portion of the building be reduced and larger setbacks to the Residential Character Zone be provided.

If approved it is recommended that additional information regarding alterations and conservation of the heritage place be required and assessed as a reserved matter. It is also requested that information from Council's City Asset's and Environmental Health sections as detailed in this report be conveyed to the developer by conditions or notes as relevant.

Craig Watson

28 June 2019

City of Holdfast Bay
PO Box 19
BRIGHTON SA 5048

Attention: Craig Watson
Team Leader - Development Assessment

Dear Craig

PROPOSED DEVELOPMENT, 2 - 8 DURHAM STREET, GLENELG

I have reviewed the plans and reports forwarded to me under cover of your email dated 7 June 2019. Having previously visited the subject site, attended two pre-lodgement panel meetings and viewed previous iterations of the proposed development, I now offer, for your consideration, the following heritage advice in relation to the impact of the proposed development on the heritage value of nearby local heritage places and their context and setting with reference to relevant development plan policy relating to heritage impact.

THE SUBJECT SITE

The subject site is located at 2 - 8 Durham Street, on the corner of Chittleborough Lane, Glenelg, a short distance north of Jetty Road.

The subject site is vacant except for a two-storey building in the south-western corner of the allotment.

THE PROPOSED DEVELOPMENT

The proposed development is a building of seven stories in height above ground level. It comprises basement carparking, ground floor shops, five levels of residential apartments and a community facility on the seventh (top) level. The proposed development is associated with the existing Bay Waters apartments adjacent and to the north of the subject site.

POTENTIAL HERITAGE IMPACT

There are two local heritage places affected by the proposed development. They are located at 2 Durham Street (within the subject site) and 25 -39 Jetty Road, respectively.

According to the heritage assessment sheet that informed its heritage listing, the two-storey building at 2 Durham Street was constructed in 1881 as a pair of dwellings. It was one of eleven dwellings which William Parkin built in the area in the late 1800s. It is typically late Victorian in style with stone walls, rendered embellishments, a steeply-pitched gabled roof and a verandah/balcony. It has reasonably high integrity with much of its early form and fabric remaining apart from enlargement and alteration of ground floor windows to form shop fronts.

According to the heritage assessment sheet that informed its heritage listing, the building at 25-39 Jetty Road was constructed by William Parkin in 1871. It is a two-storey building of several attached

shop/residences and was built as ground floor retail tenancies with residences above. Historical photographs show its original form as a long building with substantial street frontage and two gables either end with a verandah between. The building has been substantially altered since and the extent of original fabric is difficult to discern from the street. As a consequence, its integrity is low.

The northern part of the eastern side of the subject site is adjacent an Historic Conservation Area and the Central Glenelg Village Policy Area 8 designated, amongst other things, to maintain the historic streetscape character of an early part of Glenelg.

The subject site is located within the Glenelg Policy Area 2 of the District Central Zone.

IMPACT OF THE PROPOSED DEVELOPMENT ON THE LOCAL HERITAGE PLACE AT 2 DURHAM STREET

Amongst other things, relevant development plan policy seeks the conservation of local heritage places and the continued use or adaptive re-use of local heritage places that supports the conservation of their cultural significance, (General Section, Heritage Places, Objectives 1 and 2 respectively).

It is therefore positive that the two-storey local heritage place on the subject site is retained and integrated in the proposed development. Proposed retail use on the ground floor and residential use on the first floor are appropriate in that they require no alteration to significant historic fabric.

Heritage Places PDCs 1, 2, 3 and 4 provide more detailed guidance in relation to development that affects the fabric of a local heritage place. The following comments are provided in the context of that policy.

The proposed removal of non-original elements at the rear of the local heritage place is acceptable. Built around the 1960s, they have no heritage value.

Alterations to, and new openings in, the rear façade are relatively minor and assist in underpinning the upgrade and ongoing use of the local heritage place.

Internal alterations are more substantial but do not affect the external appearance of the historic building that is the subject of the heritage listing.

It is mentioned in the reports accompanying the application that there is an intention to remove and replace the two existing shopfronts either side of the main entrance of the historic building. While the shopfronts are not original and the openings have clearly been enlarged, new shopfronts should be compatible with the heritage value of the place. It is therefore to be expected that new shopfronts would be timber-framed and detailed in a way that complements the historic façade. There is however insufficient detail in the documentation to understand what is proposed in the new shopfronts.

The main entrance suite including fanlights and sidelights and upper storey doors and fanlights of the historic building are not shown in their current configuration and appearance on the drawings but there is no mention of any proposed change. In accordance with relevant policy, early historic fabric should be retained and conserved, not altered. There is insufficient detail in the drawings to determine whether or not this is the case.

It is understood that the intention is to clean and repaint all painted surfaces on the historic building, clean all stonework and repair and repoint any stonework showing decay. It is important that this work is carried out using appropriate materials and techniques. Furthermore, stonework on the front façade and parts of the northern and eastern façade has been painted and would benefit from paint removal using an appropriate non-aggressive technique. Cast iron elements require appropriate measures to retain their intricate detail and protect against rust. Additional information

is required in relation to the proposed nature and extent of conservation works, the materials to be used and the methods and techniques to be employed.

Finally, in relation to physical impact on the local heritage place, it is also important that junctions between new and historic fabric are detailed in ways that minimise impact on historic fabric. The relevant details have not yet been resolved.

Additional information is therefore required to properly assess the heritage impact of the proposed development on the local heritage place at 2 Durham Street, Glenelg. Should the development application be supported, appropriate conditions or reserved matters may be an efficient way of dealing with these matters.

HERITAGE IMPACT ON THE CONTEXT AND SETTING OF THE LOCAL HERITAGE PLACES AT 2 DURHAM STREET AND 25 – 39 JETTY ROAD AND THE BROADER LOCALITY

Relevant development plan policy provides guidance for development adjacent to or in proximity to heritage places.

Relevant development plan provisions include General Section, Design and Appearance PDC 8 which states:

“The design of multi-storey buildings should not detract from the form and materials of adjacent State and local heritage places listed in Table HoB/5 – State Heritage Places or in Table HoB/4 – Local Heritage Places.”

and PDC 9 which states:

“Development on land adjacent to a State or local heritage place, as listed in Table HoB/5 – State Heritage Places or in Table HoB/4 – Local Heritage Places, should be sited and designed to reinforce the historic character of the place and maintain its visual prominence.”

Policy in the General Section, Heritage Places is also relevant including Objectives 1 and 3 and PDC 2 which states:

“Development of a State or local heritage place should retain those elements contributing to its heritage value, which may include (but not be limited to):

- (a) principal elevations*
- (b) important vistas and views to and from the place*
- (c) settings and setbacks*
- (d) building materials*
- (e) outbuildings and walls*
- (f) trees and other landscaping elements*
- (g) access conditions (driveway form/width/material)*
- (h) architectural treatments*
- (i) the use of the place*

PDC 6 which states:

“Development that materially affects the context within which the heritage place is situated, including development on adjoining properties and on nearby properties where there would be an influence upon the character, integrity and setting, should be compatible with the heritage place. It is not necessary to replicate historic detailing, however design elements that should be compatible include, but are not limited to:

- (a) scale, bulk and form*
- (b) width of frontage*
- (c) boundary setback patterns*
- (d) proportion and composition of design elements such as rooflines, window and door openings, fencing and landscaping*

(e) colour and texture of external materials.”

PDC 7 which states:

“Multi-storey additions to a State or local heritage place should be compatible with the heritage value of the place through a range of design solutions such as:

- (a) extending into the existing roof space or to the rear of the building*
- (b) retaining the elements that contribute to the building’s heritage value*
- (c) distinguishing between the existing and new portion of the building*
- (d) stepping in parts of the building that are taller than the front façade.”*

And PDC 10 which states:

“Development of a State or local heritage place, or development on land adjacent to a State or local heritage place should conserve, maintain, enhance and reinforce the historic character of individual buildings and/or the existing streetscape character by exhibiting architectural and roof-form designs, street frontage widths, front and side boundary set-backs, materials, colours, fences and landscape settings which complement and give prominence to historic buildings or their detailing.”

The proposed development does not directly impact on the local heritage place at 25–39 Jetty Road which faces Jetty Road and is separated from the subject site by Chittleborough Lane. The context and setting of the building at 25–39 Jetty Road is largely defined by its relationship with the Jetty Road streetscape and its intersection with Durham Street. The impact of the proposed development on the context and setting of the building is therefore relatively minor and not to the extent that it compromises the remaining heritage value of the place.

The proposed development has been through a formal and comprehensive design review process which has informed a series of amendments that have improved the relationship between the new building component of the proposed development and the local heritage place of 2 Durham Street.

In accordance with General Section Heritage Places PDC 2, important vistas and views of the local heritage place at 2 Durham Street, which are the predominant streetscape views from Durham Street and Chittleborough Lane, are retained.

Importantly, the proposed development is stepped in adjacent the local heritage place on both the Durham Street and Chittleborough Lane facades, thereby maintaining an understanding of the three-dimensional qualities of the historic building and sufficient space to provide it with some context in the streetscape. At higher levels, the proposed development steps back and around the historic building and the upper storeys are setback 1.8 metres or more from the front boundary, providing space between new and old building elements.

The proposed development attaches to both the northern (side) and eastern (rear) facades of the historic building. With substantial glazing and relatively dark opaque components, the elements of the new building immediately adjacent the historic building recede and are visually subservient to the historic building. Subject to appropriate detailing of junctions between new and historic fabric, the impact of these elements on the historic building is acceptable. The linking elements described above also provide an appropriate transition in scale between the historic building and the new development.

In addition, the proposed development is well-modulated with massing arranged in a way that breaks down building bulk, a combination of receding and projecting elements to provide light shade and visual relief on building facades and a combination of materials that further assists in breaking down bulk and scale.

A finer grain of detailing on the podium element along with a relatively high solid to void ratio relates reasonably well to the fine grain detail and appearance of the historic building while

appropriately avoiding too literal references or imitation of historic detail. In the same way, the soft red/brown brickwork of the podium element relates reasonably well with the stonework of the historic building while maintaining the integrity of both.

The scale of the proposed new building is however of some concern. While larger building elements step back and away from the historic building, there is a substantial difference in scale which diminishes the prominence of the historic building and adversely impacts on its context and setting. It is also relevant that Glenelg Policy Area 2, PDCs 6 and 7 seek a lower scale of development than that proposed.

Policy Area PDC 6 states:

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

- (a) include a clearly defined podium or street wall fronting the main road and side streets where appropriate, of a height consistent with traditional one and two storey facades and no greater than two storeys or 8.5 metres in height*
- (b) have levels above the defined podium or street wall setback a minimum of 2 metres from that wall."*

Policy Area PD7 states:

"Development should not exceed 5 storeys (or 18.5 metres) in height above natural ground level, except

- (a) development for residential purposes located above a public car parking structure on the south western corner of Moseley Street and Elizabeth Street (as far west as, but not including, the existing Grand Hotel car parking structure), which should not exceed 5 storeys (or 18.5 metres) in height above the top level of the car park*
- (b) where located on the northern side of Moseley Square, where new buildings should be of a scale and height that does not exceed that of existing adjacent development*
- (c) where located on land bounded by Brighton Road, Augusta Street, Rosa Street and Jetty Road, where new buildings can be built up to 6 storeys (or 22 metres) in height above natural ground level, with the exception of parts of buildings directly adjacent to Jetty Road which should comprise a front wall height of 5 storeys (or 18.5 metres) before stepping up to 6 storeys*
- (d) where located on Strategic Development Sites (sites greater than 1500 square metres (which may include one or more allotments) and have a frontage to Jetty Road or Brighton Road."*

The podium of the proposed development is three storeys and in excess of 11 metres in height. The impact of this inconsistency with the policy mentioned above is ameliorated by a two-storey verandah/ balcony element that reflects, to some degree, the scale and proportions of the two-storey verandah/balcony element on the historic building. The entry space between the historic building and proposed commercial tenancies also provides visual separation between the buildings.

Despite these things and although the podium is of similar height to the existing three-storey building to the north of the subject site, an inconsistency in scale remains between the podium element of the proposed development and the historic building.

Furthermore, the podium element is higher than the ridge line of the historic building and is substantially more pronounced in the streetscape because it rises almost vertically from the front boundary while the roof of the historic building recedes away from the streetscape. A two-storey podium element consistent with Policy Area PDC 6 would better relate to the scale of the historic building and maintain its streetscape prominence.

The height of the proposed development is also of concern. The proposed seven storey building impacts more on the context and setting of the historic building than, say, a five storey building of similar design. This also applies to the broader context including the adjacent Historic Conservation Area although it is acknowledged that in the broader context, the proposed development is viewed as

a backdrop to nearby historic streetscapes and, in this respect, is not dissimilar to existing relatively tall buildings in the area.

The impact of the building height of the proposed development is tempered in close proximity to the subject site because the seventh storey is well setback from the building margins and has low impact when viewed from the confines of Durham Street near the historic building. Nevertheless, the scale of the proposed development in the streetscape context of the historic building is still substantial and diminishes the visual prominence of the historic building.

SUMMARY

The proposed development has been the subject of intensive, thorough and positive design review process.

Subject to appropriate resolution of detail design matters mentioned herein there are many positive aspects to the proposed development in respect of heritage impact.

The overall height of the proposed development, (seven storeys instead of five), and the podium element, (three storeys instead of two), are of concern. Consistency with these aspects of relevant policy would better maintain the prominence of the historic building, provide a more appropriate context and setting and enable a more appropriate scale relationship between the proposed development and the historic building.

I would be pleased to answer any questions that you may have regarding this heritage advice.

Yours faithfully

STEVENS ARCHITECTS PTY. LTD.



Andrew Stevens RAlA
(Director)



13 August 2019

Ms Yasmine Alliu
Planning Officer – Strategic Development Assessment
Planning and Development (Performance Support Services, People and Business)
Department of Planning, Transport and Infrastructure
PO Box 1815
ADELAIDE SA 5001

Ground Floor,
89 King William Street
GPO Box 2403
Adelaide SA 5001
PH: 08 8221 5511
W: www.futureurbangroup.com
E: info@futureurbangroup.com
ABN: 34 452 110 398

Dear Yasmine,

**RESPONSE TO REFERRAL COMMENTS IN RELATION TO DA 110/M003/19 AT
2 – 8 DURHAM STREET, GLENELG.**

I refer to Council's comments and provide the following response.

From the outset it is important to keep in mind that the Development Plan is a practical document calling for practical application. It is established law that the provisions of a Development Plan are advisory and not mandatory; they are not a set of hard and fast rules.

The task of the relevant authority is to weigh-up the 'pros' and 'cons', having due regard to any guidance provided by the Plan and make a planning judgement as to whether or not the proposal accords with the overall intent and purposes of the Plan. The zoning intentions and existing character of a locality are to be properly balanced and a proposed development must be judged in its historical and factual context.

For this purpose, and as noted in *Hickinbotham Blue Gum Pty Ltd v Corporation of the City of Campbelltown* (1981):

"There is scarcely any planning proposal, however good, to which some legitimate objection cannot be taken, but that does not mean that it has to be refused. On the contrary, the duty of the Planning Appeal Board is to look at the proposal as a whole, to consider all evidence, including the opinion of expert planners, in support of the proposal as a desirable and sensible form of land use and development, to weigh the legitimate objections and criticisms, with due regard to the public interest, but not ignoring private interests if both such interests can be satisfactorily reconciled, and to determine in the end whether the balance lies in favour of granting or refusing approval."

In this instance, it is worthy of note and fair to say that, following a number of interactive Pre-Lodgement and Design Review Panel meetings, the proposed development has undergone a holistic review and major redesign resulting in a more favourable outcome, supported generally by the relevant planning policies and expert opinion.

The following substantial changes have been made:

- the local heritage place, previously excluded, has now been integrated into the overall development scheme in a sensitive and responsive way and, as noted by Council's Heritage Advisor *"...there are many positive aspects to the proposed development in respect of the heritage impact."* The heritage building re-purpose will be well integrated into the development including salon or other value-added service for retirees and neighbours, an integrated café for the retirees and serviced apartments and an upper level integrated directly into the serviced apartment offering.
- the proposed building has been reduced in height;

- a basement car park has been introduced in lieu of upper level parking at considerable additional cost (\$1m +);
- upper level setbacks have been increased and corresponding floor plans reconfigured, to express the podium level and reduce/minimise potential interface impacts and improve built form relationships which has resulted in the loss of a significant number of four (4) retirement dwellings and three (3) serviced apartments, again at considerable cost;
- vertical and horizontal building alignments and solid to void relationships have been maintained;
- the rhythm of the street colonnade has been continued;
- materials that are durable and more conducive to the corrosive coastal environment have been introduced;
- more active street frontages are now proposed;
- natural light and cross ventilation opportunities have been increased on the upper levels; and
- a premium light filled and readily accessible community centre, in preference to dwellings, is now located on the top floor to take advantage of the wonderful scenic views of the sea and Adelaide Hills, in lieu of the previously approved centre which was located on the ground floor with not much natural light.

Good design responds and contributes to its context. Understanding the local context is a key step in the process of establishing a robust urban design response that supports change in a particular situation. The present proposal respects this approach. The Project Architect has thoughtfully reviewed and assessed the locality and skilfully adapted these typologies to the current design whilst providing for the adaptive re-use and conservation of the cultural significance of the local heritage place.

We say that the proposal is a high standard contemporary architectural design that shows a commendable practical understanding of, and sits comfortably within, the streetscape.

BUILDING SCALE/HEIGHT

PRINCIPLE 6

As detailed in the Project Architect's Design Statement, design cues were taken from the existing Stage 1 and 2 of the Bay Waters Project, being the dominant built form feature on this eastern side of Durham Street.

"A three storey masonry podium was provided to the building, picking up on the height of the predominant street form of the Stage 1 and 2 Bay Waters development to the north. The massing of the proposed and existing structures have been kept in the same plane. This podium is also of comparable height to that of the adjacent heritage place to the south."

"The overall form has been broken down into a base, middle and top. This strategy along with the varied building setbacks reinforces the lower elements of the buildings form."

PRINCIPLE 7

We readily acknowledge that the recommended height limit is exceeded. However, in this instance, and as previously detailed, we say that the site and locality characteristics provide, in the particular circumstances of this case, sound reasoning for departing from the policy intent of the Plan.

With all due respect, it appears that Mr Watson has placed considerable, and in our opinion undue, weight on the quantitative guidelines set out in the Development Plan. The fact that, *inter alia*, a large-scale development is directly opposite the subject site and 12 storey buildings are envisaged in close proximity are relevant considerations as they contribute to the character of the locality and the assessment of how the proposed development will affect the character and amenity of the locality.

PRINCIPLE 8

Principle 8 of the Glenelg Policy Area 2 states:

PDC 8 Any portion of a development above 2 storeys (8 metres) in height should be constructed within a building envelope provided by a 30 degree plane measured from a point above natural ground level at the boundary with the Residential / Residential Character Zone (except where this boundary is a primary road corridor i.e. Brighton Road), as illustrated in Figure 1, unless it is demonstrated that the proposed development minimises interface impacts including from building massing, overshadowing and overlooking with adjoining residential development.

(emphasis added)

In our opinion, and as previously detailed, building massing, overshadowing and overlooking have all been properly and appropriately addressed. That is to say that it has been demonstrated that the proposed development minimises interface impacts.

Further, and as noted in the Minutes of Pre-lodgement Panel meetings held on 8 May and 29 June 2018 respectively:

"the Panel conceded the Policy Area's interface recommendations to maintain a 30 degree building envelope would be difficult to achieve for the totality of the subject land"; and

"The Panel concedes the District Centre Zone's guidance for preferred building envelope interfacing with the Residential Conservation Zone would be likely result in a poor development outcome and should not be applied in this circumstance."

LOCAL HERITAGE

Without denigrating from Local Heritage, it is but one factor, amongst other relevant factors, for consideration in the assessment and not necessarily decisive in balancing all relevant matters.

In this instance, our reading of the Council's Heritage Architects advice is that it is generally supportive of the proposal. However, we note what appear to be certain inconsistencies. For example, on page 4 it clearly states that:

- *"important vistas and views of the local place at 2 Durham Street, which are the predominant streetscape views from Durham Street and Chittleborough Lane, are retained";*

- *“importantly, the proposed development is stepped in adjacent the local heritage place on both the Durham Street and Chittleborough Lane facades, thereby maintaining an understanding of the three-dimensional qualities of the historic building and sufficient space to provide it with some context in the streetscape. At higher levels, the proposed development steps back and around the historic building and the upper storeys are setback 1.8 metres or more from the front boundary, providing space between new and old building elements”;*
- *“the linking elements described above also provide an appropriate transition in scale between the historic building and the new development”;* and
- *“the proposed development is well-modulated with massing arranged in a way that breaks down the building bulk, a combination of receding and projecting elements to provide light shade and visual relief on building facades and a combination of materials that further assists in breaking down bulk and scale”;*

whereas on page 6 it states that:

“The overall height of the proposed development, (seven storeys instead of five), and the podium element, (three storeys instead of 2), are of concern. Consistency with these aspects of relevant policy would better maintain the prominence of the historic building, provide a more appropriate context and setting and enable a more appropriate scale relationship between the proposed development and the historic building.”

On the face of it we see these as both competing and potentially contradictory statements. On the one hand, important and predominant streetscape views are retained, there is an appropriate transition in scale between the historic building and the new development and the new buildings bulk and scale are broken down. On the other hand, the fact that the recommended numerical standards are not met remains of concern.

This would suggest that as a matter of practical reality the proposed development is acceptable but not from a theoretical perspective; noting that the Development Plan is a practical document calling for practical application.

That is to say that, whilst we note that Council’s planner and Heritage Advisor recognise that the proposed development contains desirable elements both resort to the quantitative provisions of the Plan, without providing any information whether the non-compliance in relation to height and building setback, have any detrimental impacts from a planning point of view. We would emphasise that failure to meet the quantitative provisions, when they do not have any adverse impacts, should not be used as a basis for recommending refusal of the whole development.

For this purpose, your attention is drawn to pages 7-9 of our original report dated 28 May 2019 which set out, as a matter of planning judgement, sound reasons for departing from the quantitative provisions of the Plan.

TRAFFIC, STORMWATER MANAGEMENT / OTHER

All comments have been duly noted.



Should you require any further information and/or clarification then do not hesitate to contact me.

Yours sincerely

A handwritten signature in black ink that reads "A. Kelly." with a large, sweeping flourish at the end.

Tony Kelly
Principal

Scholes, Benjamin (DPTI)

From: Alliu, Yasmine (DPTI)
Sent: Tuesday, 13 August 2019 1:55 PM
To: Scholes, Benjamin (DPTI)
Subject: FW: 110/M003/19 2-8 Durham Street, Glenelg - Construction of a seven (7) storey mixed-use building with basement car parking and alterations to a Local Heritage place - Karidis Corporation Limited C/- Future Urban Group -

From: Tony Kelly [mailto:tony@futureurbangroup.com]
Sent: Tuesday, 13 August 2019 12:24 PM
To: Alliu, Yasmine (DPTI)
Subject: RE: 110/M003/19 2-8 Durham Street, Glenelg - Construction of a seven (7) storey mixed-use building with basement car parking and alterations to a Local Heritage place - Karidis Corporation Limited C/- Future Urban Group -

Yasmine,

Further to my previous email I provide the following information as provided by the proponent.

The subject land is as previously described with interconnecting linkages to the existing Stages 1 & 2 as shown on the plans.

The existing floors will be linked to the new building through doors accessible via a key card access system. Residents will be able to freely access the new building but access into the existing building will be by key card.

The community centre and common areas of the retirement village will be for the exclusive use of residents.

The new car park will be accessible by residents and commercial users however access to the existing Stages 1 & 2 car parks will be restricted via use of key cards.

The serviced apartments will not have shared use of existing facilities such as the community centre, gym, pool and the like.

The serviced apartments will be accessed only through the southern lift via the use of key cards to the serviced apartment floors. The serviced apartments will not have access to the northern lift.

The residents will have access to the serviced apartment lifts if required.

I trust the above addresses your queries. Should you require any clarification and/or further information then do not hesitate to contact me.

Regards,

Tony Kelly



Ground Floor, 89 King William Street
GPO Box 2403
Adelaide SA 5001
PH: (08) 8221 5511
M: 0439 830 028
E: tony@futureurbangroup.com
W: www.futureurbangroup.com

Note: This email and any attachments are confidential, privileged or private and intended solely for the use of the individual or entity to whom they are addressed. If you have received this email in error, please notify the sender immediately and delete the email. Future Urban Group disclaims liability for the contents of private emails.

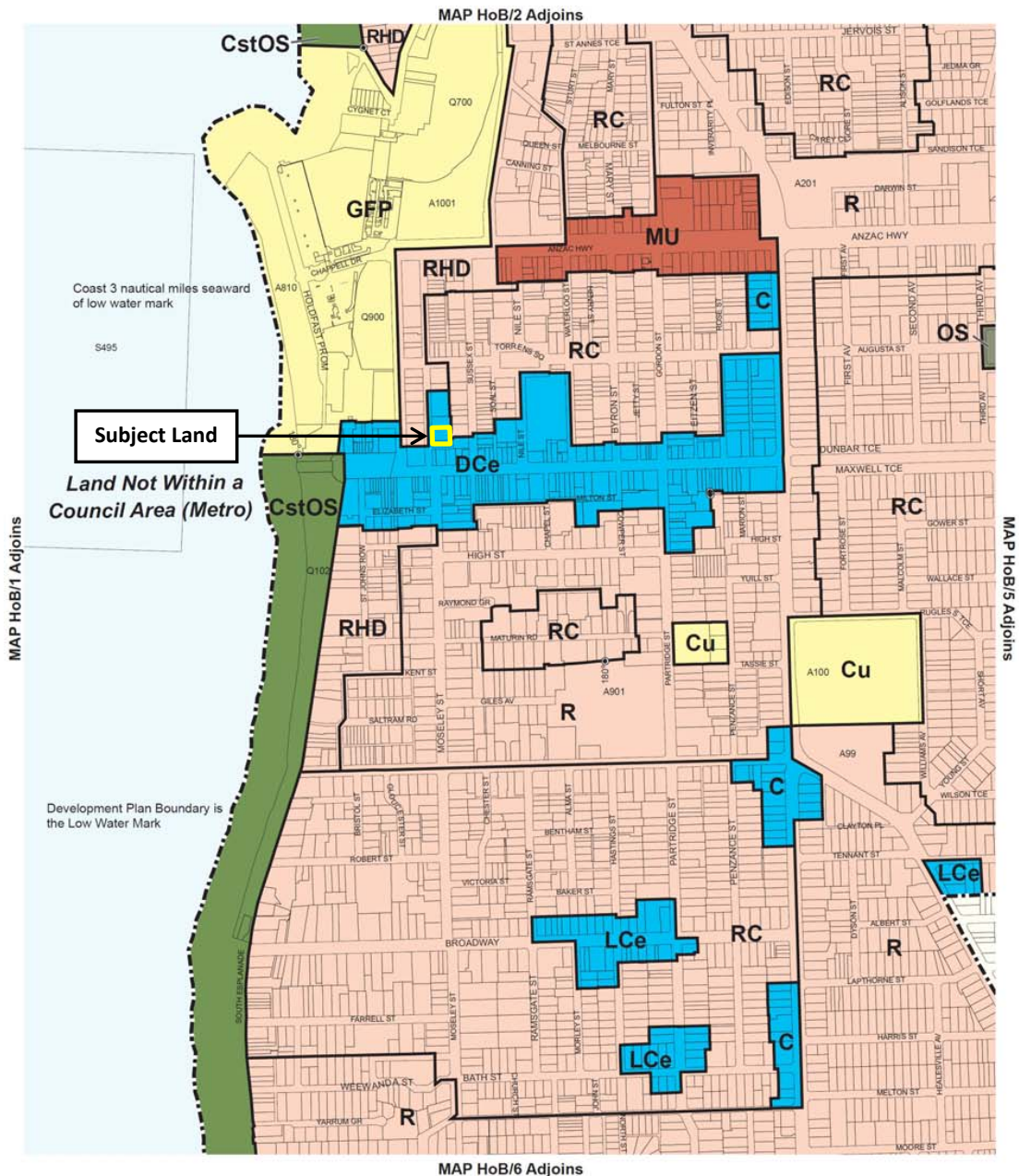
From: Alliu, Yasmine (DPTI) <Yasmine.Alliu@sa.gov.au>
Sent: Tuesday, 16 July 2019 12:18 PM
To: Tony Kelly <tony@futureurbangroup.com>
Cc: McMahon, Gabrielle (DPTI) <Gabrielle.McMahon@sa.gov.au>
Subject: 110/M003/19 2-8 Durham Street, Glenelg - Construction of a seven (7) storey mixed-use building with basement car parking and alterations to a Local Heritage place - Karidis Corporation Limited C/- Future Urban Group

Hi Tony

Due to the re- notification process and so that SCAP is really clear, can you please provide a description of the land and the nature of the proposed development and how it relates to the whole of the site (stages 1 & 2) i.e. the linkages between buildings, access to common areas, use of the car park (restricted or shared use) , use of the community space, the swimming pool/ gym facilities and lifts etc. Do the serviced apartments also have shared use of the retirement village facilities.

Kind regards

Yasmine Alliu
Planning Officer
Strategic Development Assessment
Planning and Development (Performance Support Services, People and Business)
Department of Planning, Transport and Infrastructure
T 08 7109 7076 • E yasmine.alliu@sa.gov.au
Level 5, 50 Flinders Street, Adelaide SA 5000 PO Box 1815, Adelaide SA 5001 • DX967 • www.dpti.sa.gov.au



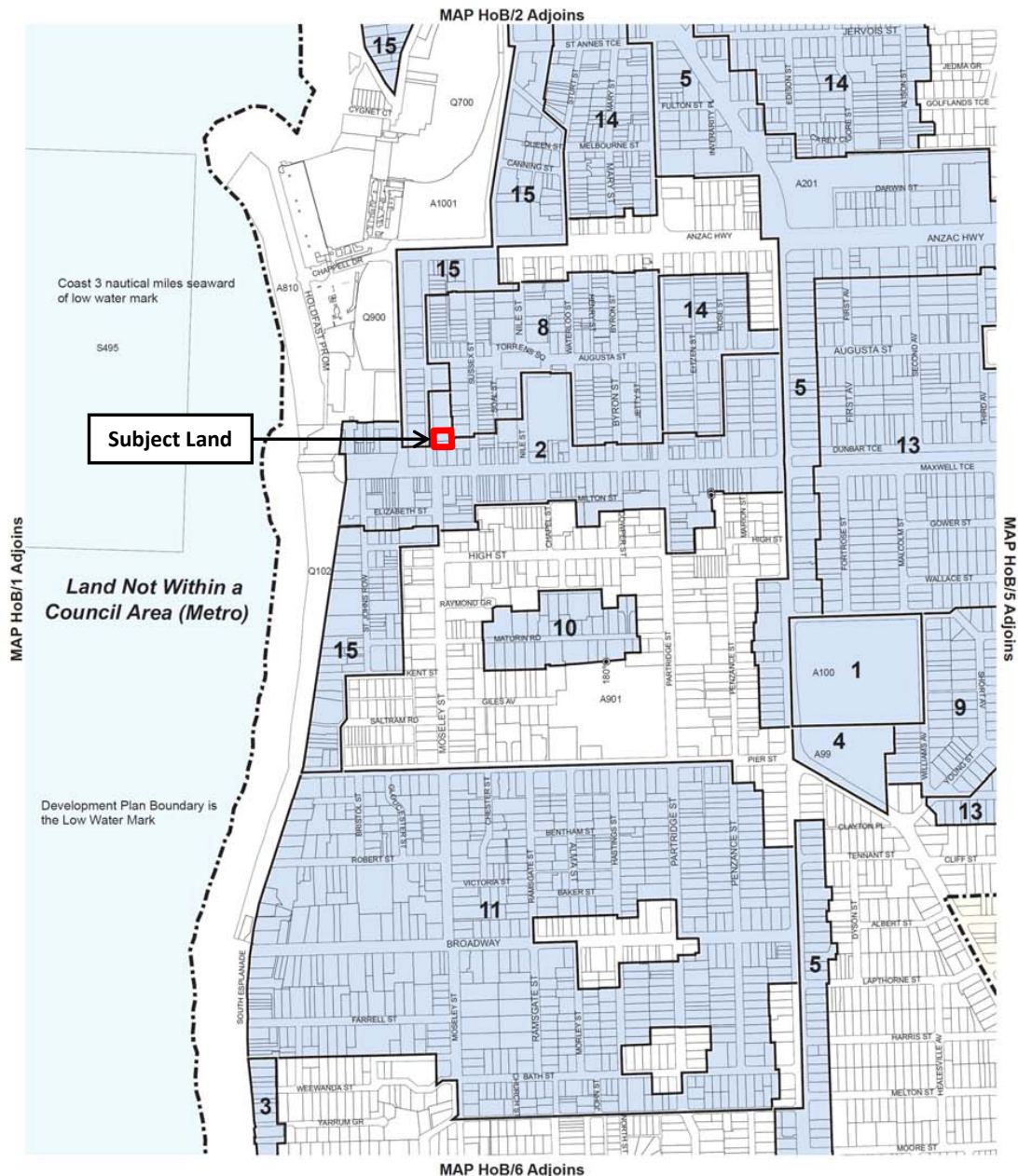
Lamberts Conformal Conic Projection, GDA94



Zones	
CstOS	Coastal Open Space
C	Commercial
Cu	Community
DCE	District Centre
GFP	Glenelg Foreshore and Patawalonga
LCe	Local Centre
MU	Mixed Use
OS	Open Space
R	Residential
RC	Residential Character
RHD	Residential High Density
	Zone Boundary
	Development Plan Boundary

Zone Map HoB/4

HOLDFAST BAY COUNCIL
Consolidated - 2 June 2016



Lamberts Conformal Conic Projection, GDA94

Policy Area

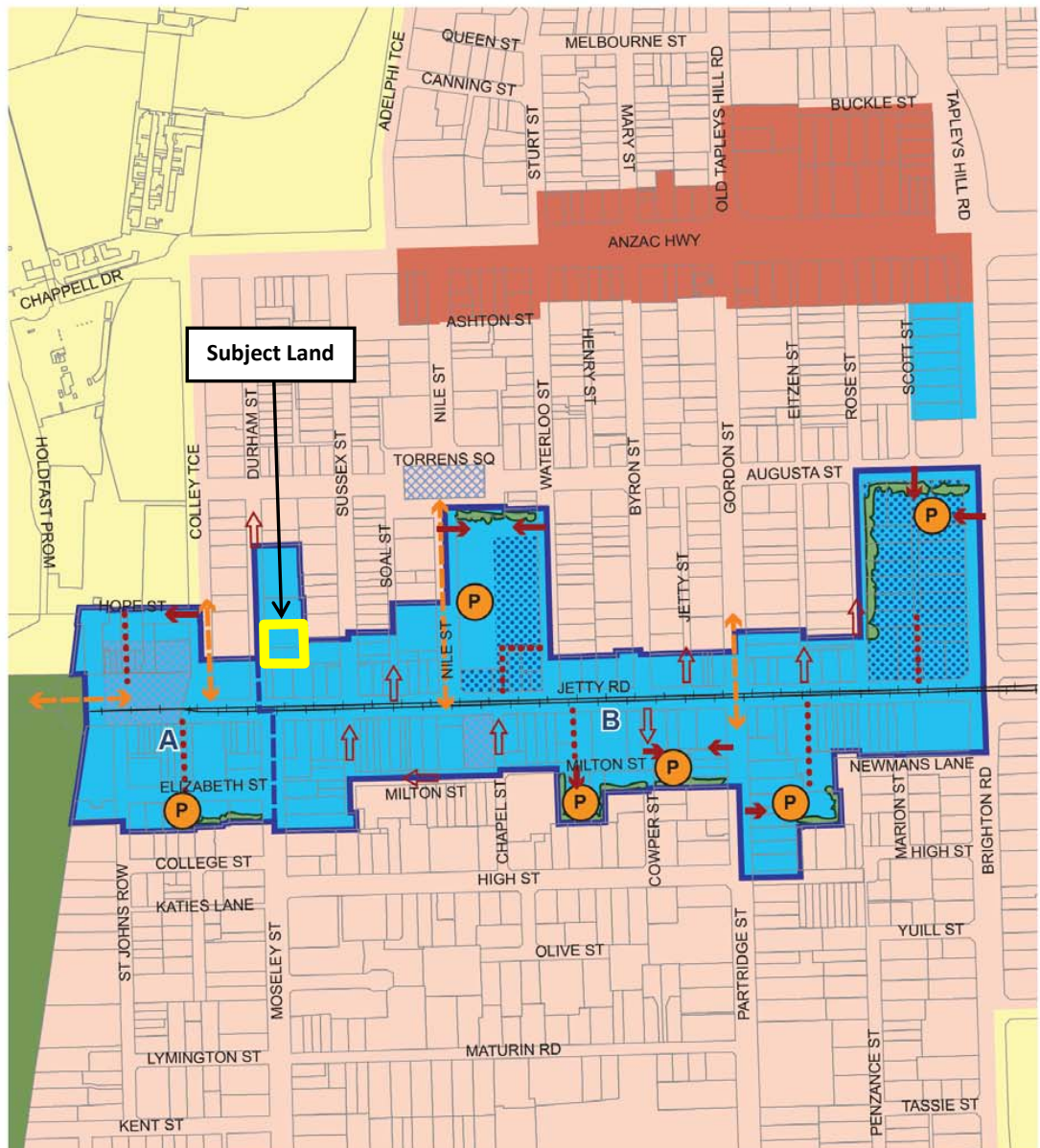
- 1 Recreation
- 10 Maturin Road
- 11 New Glenelg
- 13 Streetscape Character (Brighton and Glenelg East)
- 14 Streetscape Character (Glenelg and Glenelg North)
- 15 Urban Glenelg
- 2 Glenelg
- 3 Central West
- 4 Institution
- 5 Medium Density
- 8 Central Glenelg Village
- 9 Da Costa Park

- Policy Area Boundary
- Development Plan Boundary



Policy Area Map HoB/4

HOLDFAST BAY COUNCIL
Consolidated - 2 June 2016



Glenelg Policy Area 2

Refer to the [Map Reference Tables](#) for a list of the maps that relate to this policy area.

OBJECTIVES

- 1 A policy area that has a distinctive and attractive shopping strip character based on low-scale buildings, with a predominance of shop windows and entrances, sited close to street frontages.
- 2 An integrated district shopping and business centre that enhances the metropolitan significance of Moseley Square and the foreshore as seaside recreation, entertainment and leisure places for the broader population and visitors to Adelaide.
- 3 A high degree of pedestrian activity and a vibrant street-life with well lit and engaging shop fronts and business displays including alfresco seating and dining facilities and licensed areas.
- 4 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

Development within the **Glenelg Policy Area 2** will reinforce and integrate the dining, district shopping and business status of Jetty Road with the seaside recreation, entertainment, dining and leisure function of Moseley Square and the foreshore - maintaining the area as Adelaide's premier seaside tourist destination.

Development within the policy area will integrate with the existing wide range of activities within this unique setting, providing for the day-to-day and weekly shopping needs and commercial functions of the surrounding community, to high-end and specialty retail, offices, consulting rooms, restaurants and entertainment establishments servicing the southern and western regions of Greater Metropolitan Adelaide. Development of the policy area will evolve to meet the demand for new attractions, activities and uses that support the district and its role as terminus of the Glenelg tram line and a major tourist destination, while balancing those metropolitan roles with its local function and the amenity of adjacent residential areas.

Ground floor uses in the parts of a development that directly abut Jetty Road will be non-residential with upper levels utilised for residential, serviced apartments, tourist accommodation and compatible non-residential uses.

Buildings will provide visual interest for pedestrians and contain frequent pedestrian entries and clear windows to the street. Buildings will continue the established width, rhythm and pattern of façades that support a variety of tenancies generally with narrow footprints, while the height of buildings will increase. Buildings will be built with zero set back from the main street, with the occasional section of building set back to create outdoor dining areas, visually interesting building entrances and intimate but active spaces. The footpath will be sheltered with verandas and shelters to enhance the pedestrian experience. Safe, landscaped pedestrian walkways between buildings will encourage permeability to neighbouring streets and enhance the sense of place and identity of the policy area. Basement or undercroft car parking is contemplated where site circumstances allow appropriate design and integration with the streetscape / built form. Where ventilation is required for basement car parks, vehicles should be screened and landscaped.

The boundaries of the policy area should create a clearly defined centre thereby minimising negative impacts on adjacent residential areas. All centre type activities will be contained within the defined policy area.

Residential development will generally occur above ground level and will incorporate a range of dwelling sizes and a portion of affordable housing. Short term residential accommodation in the form of serviced apartments and tourist accommodation is also desired in locations where it does not compromise the amenity of longer term residents.

Development will achieve the highest possible standards of urban design. In particular, development will acknowledge the increasing importance of pedestrian movements within the centre and access to the centre by bicycle through the provision of services, facilities and amenities aimed at specifically satisfying these users. Car parking will be enhanced progressively through the development of a number of strategically located sites, in both public and private ownership, to meet the car parking needs of the centre whilst encouraging more sustainable modes of transportation.

Strategic Development Sites

Strategic development sites provide opportunities for integrated developments on large sites to assist in the transformation of a locality. Such developments will facilitate growth in the residential population of the Policy Area, while also activating the public realm and creating a vibrant street feel.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

1 Amusement machine centres and purpose built gaming and coin operated facilities should not occur within the policy area.

Form and Character

2 Development should not be undertaken unless it is consistent with the desired character for the policy area.

3 The built-form of development should be compatible with and reinforce the traditional shopping strip character of the zone, including where appropriate, features that complement and conserve existing buildings which are of historic or streetscape significance.

4 Buildings should be sited to achieve continuity of building alignments to the street frontages.

5 Development should be undertaken in accordance with the [Concept Plan Map HoB/1 - Jetty Road and Moseley Square](#).

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

- (a) include a clearly defined podium or street wall fronting the main road and side streets where appropriate, of a height consistent with traditional one and two storey facades and no greater than two storeys or 8.5 metres in height
- (b) have levels above the defined podium or street wall setback a minimum of 2 metres from that wall.

7 Development should not exceed 5 storeys (or 18.5 metres) in height above natural ground level, except:

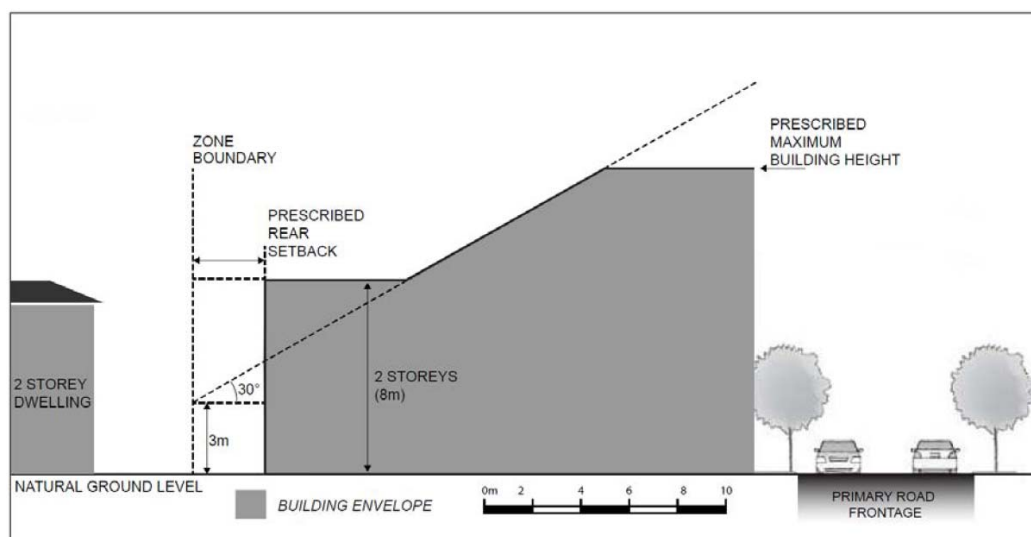
- (a) development for residential purposes located above a public car parking structure on the south western corner of Moseley Street and Elizabeth Street (as far west as, but not including, the existing Grand Hotel car parking structure), which should not exceed 5 storeys (or 18.5 metres) in height above the top level of the car park
- (b) where located on the northern side of Moseley Square, where new buildings should be of a scale and height that does not exceed that of existing adjacent development
- (c) where located on land bounded by Brighton Road, Augusta Street, Rosa Street and Jetty Road, where new buildings can be built up to 6 storeys (or 22 metres) in height above natural ground level, with the exception of parts of buildings directly adjacent to Jetty Road which

should comprise a front wall height of 5 storeys (or 18.5 metres) before stepping up to 6 storeys

- (d) where located on Strategic Development Sites (sites greater than 1500 square metres [which may include one or more allotments] and have a frontage to Jetty Road or Brighton Road).

8 Any portion of a development above 2 storeys (8 metres) in height should be constructed within a building envelope provided by a 30 degree plane measured from a point 3 metres above natural ground level at the zone boundary with the **Residential / Residential Character Zone** (except where this boundary is a primary road corridor i.e. Brighton Road), as illustrated in Figure 1, unless it is demonstrated that the proposed development minimises interface impacts including from building massing, overshadowing and overlooking with adjoining residential development:

Figure 1



9 Development of land fronting Torrens Square should be designed and sited to achieve the following:

- (a) enhance the spatial qualities of the square by preserving its sense of enclosure and ensure the harmonious relationship of buildings with St Peters Church
- (b) maximise views over the square
- (c) not provide vehicular access onto the square
- (d) enclose and define the square utilising minimal building setbacks.

10 Development within the area marked 'Jetty Road Core Shopping Area' on [Concept Plan Map HoB/1 - Jetty Road and Moseley Square](#) should be designed and sited to achieve the following:

- (a) create a transit-orientated primary retail and business centre, including speciality shops aimed at servicing the tourist industry and visitors
- (b) locate shopping and service related activities (including restaurants and banks), in ground floor tenancies that have a frontage to Jetty Road
- (c) primarily locate offices, consulting rooms and personal service establishments above the ground level and on side streets within the centre in a manner compatible with development in adjacent residential zones

- (d) locate residential uses on upper floor levels and on side streets within the centre in a manner compatible with development in adjacent residential zones.

11 Development within the area marked 'Moseley Square Civic/Tourist Area' on [Concept Plan Map HoB/1 - Jetty Road and Moseley Square](#) should:

- (a) consist of land uses that specifically service the needs of tourists and visitors to the foreshore area along with comprising the civic centre for the City
- (b) comprise primarily of restaurants and take-away food outlets on the southern side of the square and civic functions and community/entertainment uses (including hotels and cinemas) on the northern side of the square.

12 Buildings on the northern side of Moseley Square should respect the civic character of existing buildings and reinforce the contrast of built form with open spaces in Moseley Square.

13 Wherever practicable, and particularly on the southern side of the Moseley Square Civic/Tourist Area, development should utilise existing building stock and should upgrade and restore frontages in a manner sympathetic to the original building form.

14 Development should provide pedestrian, bicycle and vehicular access in accordance with [Concept Plan Map HoB/1 - Jetty Road and Moseley Square](#) and may extend beyond the 'Commercial' area.

15 Development should provide on-site car parking areas to the rear of the site and where possible, be linked to form shared parking areas which have access from side streets.

16 Public car parking areas should be developed in suitable locations but not restricted to those, both private and public, as shown on [Concept Plan Map HoB/2 - Car Parking Areas](#).

17 Development should provide car parking within the policy area in accordance with [Table HoB/1 - Off Street Vehicle Parking Requirements](#), [Table HoB/1A - Off-street Vehicle Parking Requirements for Designated Areas](#) (whichever applies), or [Table HoB/1B - Off Street Vehicle Parking Requirements for the Residential High Density Zone or for Residential Uses in the District Centre Zone Glenelg Policy Area 2](#) (whichever applies).

18 Whilst residential development should provide sufficient car parking having regard to the above standards either on the site of the development or on another convenient and accessible site in the locality of the development site, a lesser amount of parking may be appropriate dependent upon:

- (a) the nature of the development and the past use of the development site
- (b) the design merits of the development, particularly with respect to the provision of public facilities such as sheltered pedestrian facilities, open space, bicycle facilities and public conveniences
- (c) existing built-form on or adjacent to the development site which dictates the development of the site in a manner which hampers the provision of onsite car parking
- (d) the opportunity to exploit shared car parking areas between uses based upon compatible hours of peak operation
- (e) suitable arrangements for any parking short-fall to be met elsewhere or by other means, being entered into.

19 Buildings should be sited with little or no set-back from public streets and spaces in order to achieve continuity of building alignments to the street frontages, with the occasional section of building set back at ground level to create outdoor dining areas and opportunities for display of goods, visually interesting building entrances and intimate but active spaces.

Strategic Development Sites

20 Development on strategic development sites (sites with a frontage to Jetty Road or Brighton Road and over 1500 square metres in area, which may include one or more allotment) should:

- (a) be constructed in accordance with the building envelope requirement specified in the policy area
- (b) not exceed 7 storeys (or 25.5 metres) in height, or 8 storeys (or 29 metres) in height on land bounded by Brighton Road, Augusta Street, Rosa Street and Jetty Road.
- (c) ensure the massing of taller building elements above 5 storeys (or 18.5 metres) in height are distributed across the site to minimise impacts on the streetscape and residential uses in adjacent zones.

District Centre Zone

Refer to the [Map Reference Tables](#) for a list of the maps that relate to this zone.

OBJECTIVES

- 1 **Centres** that accommodate a range of retail facilities, offices, consulting rooms, and cultural, community, public administration, entertainment, educational, religious and residential facilities to serve the community and visitors within the surrounding district.
- 2 Development of visually and functionally cohesive and integrated district centres.
- 3 Centres accommodating medium to high-density residential development in conjunction with non-residential development.
- 4 District centres that have a distinctive and attractive shopping strip character, with a predominance of shop windows and entrances, sited close to street frontages.
- 5 Uses and activities providing, in convenient and accessible groupings, convenience goods and comparison goods to serve the day-to-day, weekly and tourist needs of the community.
- 6 Development of public and private car parking areas located and designed to be convenient to the users of the centres with a minimum of impact upon adjoining residential areas.
- 7 The provision of facilities to enhance the function and amenity of the zone for pedestrians.
- 8 Development that contributes to the desired character of the zone.

DESIRED CHARACTER

Development of the **District Centre Zone** will achieve lively, vibrant places that provide for a wide range of retail, commercial, administrative, and community uses, services and functions. It will create inviting pedestrian and cycle friendly centres distinguished by historic architecture, high-quality functional spaces and ease of access.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the zone:
 - affordable housing
 - bank
 - child care centre

- civic centre
- consulting room
- discount department store
- dwelling in conjunction with non-residential development
- educational establishment
- emergency services facility
- entertainment facility
- health facility
- hospital

hotel

- indoor games centre
- library
- office
- place of worship
- playing field
- pre-school
- primary school
- public transport terminal
- residential flat building in conjunction with non-residential development
- restaurant
- shop
- supermarket
- swimming pool.

2 Development listed as non-complying is generally inappropriate.

3 Development comprising a variety of medium density residential (including affordable housing) and non-residential uses should be developed only if it does not prejudice the operation of existing or future non-residential activity within the zone.

Form and Character

4 Development should not be undertaken unless it is consistent with the desired character for the zone.

5 Development should be sited and designed to promote linkages between the various developments within the centre and adjoining main roads.

6 Facilities within the **zone** should be sited and designed with a view to promoting after-hours use to reinforce the centres as the **foci** of social activity in the district.

7 Dwellings **and residential flat buildings** should be located only behind or above non-residential uses on the same allotment.

8 Buildings should display:

- (a) articulated surfaces to visible walls
- (b) a traditional pattern of wall areas and window spaces
- (c) use of materials and colour finishes which blend with or complement, without copying, those used on the predominant historic buildings
- (d) clearly and appropriately defined public entry points.

9 Development should incorporate verandas, parapet wall treatments and traditional window display frontages consistent with a traditional, linear shopping centre, providing public walkways and sheltered public and private spaces.

10 Outdoor advertisements should be designed and located to be in keeping with the building to which they relate, the character of the area, and the streetscape of a traditional linear shopping centre.

11 Advertisements should be designed and erected as follows:

- (a) under canopy signs should comprise the predominant form of signage in the zone and should be rectangular in shape
- (b) flat wall signs located above canopy level should be of a size and shape relative to the building facade so as not to dominate the facade or appear disproportionate with respect to sign/wall area ratios
- (c) fascia signs should not obscure the alignment of curved or bull nose verandas nor if they project beyond the alignment of the structure to which they are affixed
- (d) projecting signs above canopy level should only serve to identify the predominant use, name or function of a building and should be in a form which conserves and reinforces the character of the building and the streetscape
- (e) pylon signs should not be erected within the zone.

12 Advertisements should be not erected upon:

- (a) public footways, veranda posts or public utility poles located on public footways
- (b) roof tops or on the skyline
- (c) a vehicle adapted and exhibited primarily as an advertisement
- (d) a building so as to extend above the silhouette of the building
- (e) land or a building not in use for or related to the message denoted on the advertisement unless located on a building fascia not fronting Jetty Road Glenelg or Moseley Square where the advertisement provides discrete directional and identification signage to an adjacent premises.

13 Development should, wherever practicable, provide or make adequate provision for all of the following:

- (a) pedestrian linkages from public to private spaces
- (b) usable, pleasant and safe, open areas
- (c) street furniture including seating and rubbish bins
- (d) appropriate plantings
- (e) bicycle parking.

Vehicle Parking

14 Vehicle parking should be provided in accordance with the rates set out in [Table HoB/1 - Off Street Vehicle Parking Requirements](#) or [Table HoB/1A - Off Street Vehicle Parking Requirements for Designated Areas](#) (whichever applies).

Land Division

15 Land division in the zone is appropriate provided new allotments are of a size and configuration to ensure the objectives of the zone can be achieved.

PROCEDURAL MATTERS

Complying Development

Complying developments are prescribed in schedule 4 of the *Development Regulations 2008*.

In addition, the following forms of development (except where the development is non-complying) are complying:

A change of use to a shop, office, consulting room or any combination of these uses where all of the following are achieved:

- (a) the area to be occupied by the proposed development is located in an existing building and is currently used as a shop, office, consulting room or any combination of these uses
- (b) the development is located inside any of the following area(s):
 - 'Jetty Road Core Shopping Area' as shown on [Concept Plan Map HoB/1 – Jetty Road and Moseley Square](#) of **Glenelg Policy Area 2**
 - **Brighton and Hove Policy Area 16**
- (c) the building is not a State heritage place
- (d) it will not involve any alterations or additions to the external appearance of a local heritage place as viewed from a public road or public space
- (e) if the proposed change of use is for a shop that primarily involves the handling and sale of foodstuffs, it achieves either (i) or (ii):
 - (i) all of the following:
 - (A) areas used for the storage and collection of refuse are sited at least 10 metres from any Residential Zone boundary or a dwelling (other than a dwelling directly associated with the proposed shop)
 - (B) if the shop involves the heating and cooking of foodstuffs in a commercial kitchen and is within 30 metres of any Residential Zone boundary or a dwelling (other than a dwelling directly associated with the proposed shop), an exhaust duct and stack (chimney) exists or is capable of being installed for discharging exhaust emissions
 - (ii) the development is the same or substantially the same as a development, which has previously been granted development approval under the *Development Act 1993* or any subsequent Act and Regulations, and the development is to be undertaken and operated in accordance with the conditions attached to the previously approved development
- (f) if the change in use is for a shop with a gross leasable floor area greater than 250 square metres and has direct frontage to an arterial road, it achieves either (i) or (ii):
 - (i) the primary vehicle access (being the access where the majority of vehicles access / egress the site of the proposed development) is from a road that is not an arterial road
 - (ii) the development is located on a site that operates as an integrated complex containing two or more tenancies (and which may comprise more than one building) where facilities for off-street vehicle parking, vehicle loading and unloading, and the storage and collection of refuse are shared

- (g) off-street vehicular parking is provided in accordance with the rate(s) specified in [Table HoB/1 - Off Street Vehicle Parking Requirements](#) or the desired minimum rate in [Table HoB/1A - Off Street Vehicle Parking Requirements for Designated Areas](#) (whichever table applies) to the nearest whole number, except in any one or more of the following circumstances:
- (i) the building is a local heritage place
 - (ii) the development is the same or substantially the same as a development, which has previously been granted development approval under the *Development Act 1993* or any subsequent Act and Regulations, and the number and location of parking spaces is the same or substantially the same as that which was previously approved
 - (iii) the development is located on a site that operates as an integrated complex containing two or more tenancies (and which may comprise more than one building) where facilities for off-street vehicle parking, vehicle loading and unloading, and the storage and collection of refuse are shared.

Non-complying Development

Development (including building work, a change in the use of land, or division of an allotment) for the following is non-complying:

Form of development

Bus depot
Caravan park
Cemetery
Crematorium
Dwelling

Exceptions

Except where in conjunction with a non-residential development.

Electricity generating station
Fuel depot
Gas infrastructure
Industry
Major public service depot
Motor repair station
Residential flat building

Except where in conjunction with a non-residential development.

Road transport terminal
Service trade premises
Store
Timber yard
Telecommunications facility above 30 metres in height
Warehouse
Waste reception, storage, treatment or disposal
Water treatment plant
Wrecking yard

General Section Policy

Crime Prevention

OBJECTIVES

- 1 A safe, secure, crime resistant environment where land uses are integrated and designed to facilitate community surveillance.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should be designed to maximise surveillance of public spaces through the incorporation of clear lines of sight, appropriate lighting and the use of visible permeable barriers wherever practicable.
- 2 Buildings should be designed to overlook public and communal streets and public open space to allow casual surveillance.
- 3 Development should provide a robust environment that is resistant to vandalism and graffiti.
- 4 Development should provide lighting in frequently used public spaces including those:
 - (a) along dedicated cyclist and pedestrian pathways, laneways and access routes
 - (b) around public facilities such as toilets, telephones, bus stops, seating, litter bins, automatic teller machines, taxi ranks and car parks.
- 5 Development, including car park facilities should incorporate signage and lighting that indicate the entrances and pathways to, from and within sites.
- 6 Landscaping should be used to assist in discouraging crime by:
 - (a) screen planting areas susceptible to vandalism
 - (b) planting trees or ground covers, rather than shrubs, alongside footpaths
 - (c) planting vegetation other than ground covers a minimum distance of two metres from footpaths to reduce concealment opportunities.
- 7 Site planning, buildings, fences, landscaping and other features should clearly differentiate public, communal and private areas.
- 8 Buildings should be designed to minimise and discourage access between roofs, balconies and windows of adjoining dwellings.
- 9 Public toilets should be located, sited and designed:
 - (a) to promote the visibility of people entering and exiting the facility (eg by avoiding recessed entrances and dense shrubbery that obstructs passive surveillance)
 - (b) near public and community transport links and pedestrian and cyclist networks to maximise visibility.
- 10 Development should avoid pedestrian entrapment spots and movement predictors (eg routes or paths that are predictable or unchangeable and offer no choice to pedestrians)

Design and Appearance

OBJECTIVES

- 1 Development of a high design standard and appearance that responds to and reinforces positive aspects of the local environment and built form.
- 2 Roads, open spaces, paths, buildings and land uses laid out and linked so that they are easy to understand and navigate.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Buildings should reflect the desired character of the locality while incorporating contemporary designs that have regard to the following:
 - (a) building height, mass and proportion
 - (b) external materials, patterns, colours and decorative elements
 - (c) roof form and pitch
 - (d) façade articulation and detailing
 - (e) verandas, eaves, parapets and window screens.
- 2 Where a building is sited on or close to a side boundary, the side boundary wall should be sited and limited in length and height to minimise:
 - (a) the visual impact of the building as viewed from adjoining properties
 - (b) overshadowing of adjoining properties and allow adequate sun light to neighbouring buildings.
- 3 The external walls and roofs of buildings should not incorporate highly reflective materials which will result in glare to neighbouring properties or drivers.
- 4 Structures located on the roofs of buildings to house plant and equipment should form an integral part of the building design in relation to external finishes, shaping and colours.
- 5 Building form should not unreasonably restrict existing views available from neighbouring properties and public spaces.
- 6 Balconies should:
 - (a) be integrated with the overall form and detail of the building and make a positive contribution to the external and external amenity of residential buildings
 - (b) be sited adjacent to the main living areas, such as the living room, dining room or kitchen to extend the dwelling's living space
 - (c) include balustrade detailing that enables line of sight to the street
 - (d) be recessed where wind would otherwise make the space unusable
 - (e) have a minimum dimension of 2 metres for upper level balconies or terraces.

Development Adjacent Heritage Places

- 7 The design of multi-storey buildings should not detract from the form and materials of adjacent State and local heritage places listed in [Table HoB/ 5 - State Heritage Places](#) or in [Table HoB/4- Local Heritage Places](#).
- 8 Development on land adjacent to a State or local heritage place, as listed in [Table HoB/5 - State Heritage Places](#) or in [Table Hob/4 - Local Heritage Places](#), should be sited and designed to reinforce the historic character of the place and maintain its visual prominence.

Overshadowing

- 9 The design and location of buildings should enable direct winter sunlight into adjacent dwellings and private open space and minimise the overshadowing of:

- (a) windows of habitable rooms
- (b) upper-level private balconies that provide the primary open space area for a dwelling
- (c) solar collectors (such as solar hot water systems and photovoltaic cells).

Visual Privacy

- 10 Development should minimise direct overlooking of habitable rooms and private open spaces of dwellings through measures such as:
 - (a) off-setting the location of balconies and windows of habitable rooms with those of other buildings so that views are oblique rather than direct
 - (b) building setbacks from boundaries (including building boundary to boundary where appropriate) that interrupt views or that provide a spatial separation between balconies or windows of habitable rooms
 - (c) screening devices (including fencing, obscure glazing, screens, external ventilation blinds, window hoods and shutters) that are integrated into the building design and have minimal negative effect on residents' or neighbours' amenity.
- 11 Permanently fixed external screening devices should be designed and coloured to complement the associated building's external materials and finishes.

Relationship to the Street and Public Realm

- 12 Buildings (other than ancillary buildings or group dwellings) should be designed so that their main façade faces the primary street frontage of the land on which they are situated.
- 13 Buildings, landscaping, paving and signage should have a coordinated appearance that maintains and enhances the visual attractiveness of the locality.
- 14 Buildings should be designed and sited to avoid creating extensive areas of uninterrupted walling facing areas exposed to public view.
- 15 Building design should emphasise pedestrian entry points to provide perceptible and direct access from public street frontages and vehicle parking areas.
- 17 Outdoor lighting should not result in light spillage on adjacent land.

Building Setbacks from Road Boundaries

- 16 Except in areas where a new character is desired, the setback of development from public roads should be:
 - (a) screened from public view by a combination of built form, solid fencing and/or landscaping
 - (b) conveniently located and designed to enable the manoeuvring of service and delivery vehicles
 - (c) sited away from sensitive land uses.

Energy Efficiency

OBJECTIVES

- 1 Development designed and sited to conserve energy.

- 2 Development that provides for on-site power generation including photovoltaic cells and wind power.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should provide for efficient solar access to buildings and open space all year around.
- 2 Buildings should be sited and designed:
 - (a) to ensure adequate natural light and winter sunlight is available to the main activity areas of adjacent buildings
 - (b) so that open spaces associated with the main activity areas face north for exposure to winter sun
 - (c) to promote energy conservation by maintaining adequate access to winter sunlight to the main ground level of living areas of existing dwellings on adjoining land.
- 3 Except for buildings that take advantage of coastal views, development should promote the efficient consumption of energy through the use of larger but appropriately shaded windows on the north and east building surfaces and smaller windows on the south and west building surfaces.

On-site Energy Generation

- 4 Development should facilitate the efficient use of photovoltaic cells and solar hot water systems by:
 - (a) taking into account overshadowing from neighbouring buildings
 - (b) designing roof orientation and pitches to maximise exposure to direct sunlight.
- 5 Public infrastructure and lighting, should be designed to generate and use renewable energy.

Heritage Places

OBJECTIVES

- 1 The conservation of State and local heritage places.
- 2 The continued use, or adaptive re-use of State and local heritage places that supports the conservation of their cultural significance.
- 3 Conservation of the setting of State and local heritage places.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 A heritage place spatially located on *Overlay Maps – Heritage* and more specifically identified in [Table HoB/5 - State Heritage Places](#) or in [Table HoB/4- Local Heritage Places](#) should not be demolished, destroyed or removed, in total or in part, unless either of the following apply:

- (a) that portion of the place to be demolished, destroyed or removed is excluded from the extent of the listing identified in the *Table(s)*
 - (b) the structural condition of the place represents an unacceptable risk to public or private safety and the place cannot reasonably be rehabilitated.
- 2 Development of a State or local heritage place should retain those elements contributing to its heritage value, which may include (but not be limited to):
 - (a) principal elevations
 - (b) important vistas and views to and from the place
 - (c) setting and setbacks
 - (d) building materials
 - (e) outbuildings and walls
 - (f) trees and other landscaping elements
 - (g) access conditions (driveway form/width/material)
 - (h) architectural treatments
 - (i) the use of the place.
- 3 Development of a State or local heritage place should be compatible with the heritage value of the place.
- 4 Original unpainted plaster, brickwork, stonework, or other masonry of existing State or local heritage places should be preserved, unpainted.
- 5 New buildings or building additions should not be placed or erected between the front street boundary and the façade of existing State or local heritage places.
- 6 Development that materially affects the context within which the heritage place is situated, including development on adjoining properties and on nearby properties where there would be an influence upon the character, integrity and setting, should be compatible with the heritage place. It is not necessary to replicate historic detailing, however design elements that should be compatible include, but are not limited to:
 - (a) scale, bulk and form
 - (b) width of frontage
 - (c) boundary setback patterns
 - (d) proportion and composition of design elements such as rooflines, window and door openings, fencing and landscaping
 - (e) colour and texture of external materials.
- 7 Multi-storey additions to a State or local heritage place should be compatible with the heritage value of the place through a range of design solutions such as:
 - (a) extending into the existing roof space or to the rear of the building
 - (b) retaining the elements that contribute to the building's heritage value
 - (c) distinguishing between the existing and new portion of the building

- (d) stepping in parts of the building that are taller than the front facade.
- 8 The introduction of advertisements and signage to a State or local heritage place should:
 - (a) be placed on discrete elements of its architecture such as parapets and wall panels, below the canopy, or within fascias and infill end panels and windows
 - (b) not conceal or obstruct historical detailing of the heritage place
 - (c) not project beyond the silhouette or skyline of the heritage place
 - (d) not form a dominant element of the place.
- 9 The division of land adjacent to or containing a State or local heritage place should occur only where it will:
 - (a) create an allotment pattern that maintains or reinforces the integrity of the heritage place and the character of the surrounding area
 - (b) create an allotment or allotments of a size and dimension that can accommodate new development that will reinforce and complement the heritage place and the zone or policy area generally
 - (c) be of a size and dimension that will enable the siting and setback of new buildings from allotment boundaries so that they do not overshadow, dominate, encroach on or otherwise impact on the setting of the heritage place
 - (d) provide an area for landscaping of a size and dimension that complements the landscape setting of the heritage place and the landscape character of the locality
 - (e) enables the State or local heritage place to have a curtilage of a size sufficient to protect its setting.
- 10 Development of a State or Local Heritage Place, or development on land adjacent to a State or Local Heritage Place should conserve, maintain, enhance and reinforce the historic character of individual buildings and/or the existing streetscape character by exhibiting architectural and roof-form designs, street frontage widths, front and side boundary set-backs, materials, colours, fences and landscape settings which complement and give prominence to historic buildings or their detailing.
- 11 The development of local heritage places which are public open spaces should:
 - (a) conserve, respect, complement and reinstate where appropriate the particular built and landscape characteristics which establish the historic significance of the relevant place; and
 - (b) retain the open space nature of the relevant place.

Interface between Land Uses

OBJECTIVES

- 1 Development located and designed to prevent adverse impact and conflict between land uses.
- 2 Protect community health and amenity and support the operation of all desired land uses.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should not detrimentally affect the amenity of the locality or cause unreasonable interference through any of the following:
 - (a) the emission of effluent, odour, smoke, fumes, dust or other airborne pollutants
 - (b) noise
 - (c) vibration
 - (d) electrical interference
 - (e) light spill
 - (f) glare
 - (g) hours of operation
 - (h) traffic impacts.
- 2 Development should be sited and designed to minimise negative impact on existing and potential future land uses considered appropriate in the locality.
- 3 Development adjacent to a **Residential Zone** should be designed to minimise overlooking and overshadowing of nearby residential properties.

Noise Generating Activities

- 4 Development that emits noise (other than music noise) should include noise attenuation measures that achieve the relevant *Environment Protection (Noise) Policy* criteria when assessed at the nearest existing noise sensitive premises.
- 5 Development with the potential to emit significant noise (e.g. industry) should incorporate noise attenuation measures that prevent noise from causing unreasonable interference with the amenity of noise sensitive premises.

Air Quality

- 6 Development with the potential to emit harmful or nuisance-generating air pollution should incorporate air pollution control measures to prevent harm to human health or unreasonable interference with the amenity of sensitive uses within the locality.
- 7 Chimneys or exhaust flues associated with commercial development (including cafes, restaurants and fast food outlets) should be designed to ensure they do not cause a nuisance or health concerns to nearby sensitive receivers by:
 - (a) incorporating appropriate treatment technology before exhaust emissions are released to the atmosphere
 - (b) ensuring that the location and design of chimneys or exhaust flues maximises dispersion and takes into account the location of nearby sensitive uses.

Landscaping, Fences and Walls

OBJECTIVES

- 1 The amenity of land and development enhanced with appropriate planting and other landscaping works, using locally indigenous plant species where possible.
- 2 Functional fences and walls that enhance the attractiveness of development.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should incorporate open space and landscaping and minimise hard paved surfaces in order to:
 - (a) complement built form and reduce the visual impact of larger buildings (eg taller and broader plantings against taller and bulkier building components)
 - (b) enhance the appearance of road frontages
 - (c) screen service yards, loading areas and outdoor storage areas
 - (d) minimise maintenance and watering requirements
 - (e) enhance and define outdoor spaces, including car parking areas
 - (f) maximise shade and shelter
 - (g) assist in climate control within and around buildings
 - (h) minimise heat absorption and reflection
 - (i) maintain privacy
 - (j) maximise stormwater re-use
 - (k) complement existing vegetation, including native vegetation
 - (l) contribute to the viability of ecosystems and species
 - (m) promote water and biodiversity conservation
 - (n) establish buffers to adjacent development and areas.
- 2 Landscaping should:
 - (a) include mature vegetation, the planting of locally indigenous species where appropriate and species tolerant of salt-laden winds near the coast
 - (b) be oriented towards the street frontage
 - (c) result in the appropriate clearance from powerlines and other infrastructure being maintained.
- 3 Landscaping should not:
 - (a) unreasonably restrict solar access to adjoining development
 - (b) cause damage to buildings, paths and other landscaping from root invasion, soil disturbance or plant overcrowding
 - (b) introduce pest plants

- (c) increase the risk of bushfire
 - (d) remove opportunities for passive surveillance
 - (e) increase leaf fall in watercourses
 - (f) increase the risk of weed invasion
 - (g) obscure driver sight lines
 - (h) create a hazard for train or tram drivers by obscuring sight lines at crossovers.
- 4 Existing substantial vegetation should be retained and incorporated within landscaping of new development where practicable.
- 5 Fences and walls, including retaining walls, should:
- (a) not result in damage to neighbouring trees
 - (b) be compatible with the associated development and with existing predominant, attractive fences and walls in the locality
 - (c) enable some visibility of buildings from and to the street to enhance safety and allow casual surveillance
 - (d) incorporate articulation or other detailing where there is a large expanse of wall facing the street
 - (e) assist in highlighting building entrances
 - (f) be sited and limited in height, to ensure adequate sight lines for motorists and pedestrians especially on corner sites
 - (g) in the case of side and rear boundaries, be of sufficient height to maintain privacy and/or security without adversely affecting the visual amenity or access to sunlight of adjoining land
 - (h) be constructed of non-flammable materials.
- 6 Retaining walls should be constructed as a stepped series of low walls, incorporate landscaping to soften the appearance of the retaining wall and use locally indigenous plant species where possible.
- 7 Front fencing should be open in form to allow cross ventilation and access to sunlight.

Medium and High Rise Development (3 or More Storeys)

OBJECTIVES

- 1 Medium and high rise development that provides housing choice and employment opportunities.
- 2 Residential development that provides a high standard of amenity and adaptability for a variety of accommodation and living needs.
- 3 Commercial, office and retail development that is designed to create a strong visual connection to the public realm and that contributes to the vitality of the locality.

- 4 Buildings designed and sited to be energy and water efficient.

PRINCIPLES OF DEVELOPMENT CONTROL

Design and Appearance

- 1 Buildings should:
 - (a) achieve a human scale at ground level through the use of elements such as canopies, verandas or building projections
 - (b) provide shelter over the footpath where minimal setbacks are desirable
 - (c) ensure walls on the boundary that are visible from public land include visually interesting treatments to break up large blank facades.
- 2 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.
- 3 Entrances to multi-storey buildings should:
 - (a) be oriented towards the street
 - (b) be clearly identifiable
 - (c) provide shelter, a sense of personal address and transitional space around the entry
 - (d) provide separate access for residential and non-residential land uses.

Visual Privacy

- 4 The visual privacy of ground floor dwellings within multi-storey buildings should be protected through the use of design features such as the elevation of ground floors above street level, setbacks from street and the location of verandas, windows porticos or the like.

Building Separation and Outlook

- 5 Residential buildings (or the residential floors of mixed use buildings) should:
 - (a) have adequate separation between habitable room windows and balconies from other buildings to provide visual and acoustic privacy for dwelling occupants and allow the infiltration of daylight into interior and outdoor spaces
 - (b) ensure living rooms have, at a minimum, a satisfactory short range visual outlook to public or communal space.

Dwelling Configuration

- 6 Buildings comprising more than 20 dwellings should provide a variety of dwelling sizes and a range in the number of bedrooms per dwelling.
- 7 Dwellings with 3 or more bedrooms located on the ground floor of medium and high rise buildings should, where possible, have the windows of habitable rooms overlooking internal courtyard space or other public space.

Adaptability

- 8 Multi-storey buildings should include a variety of internal designs that will facilitate adaptive reuse.

Environmental

- 9 Multi-storey buildings should:

- (a) minimise detrimental micro-climatic and solar access impacts on adjacent land or buildings, including effects of patterns of wind, temperature, daylight, sunlight, glare and shadow
 - (b) incorporate roof designs that enable the provision of rain water tanks (where they are not provided elsewhere), photovoltaic cells and other features that enhance sustainability.
- 10 Green roofs (which can be a substitute for private or communal open space provided they can be accessed by occupants of the building) are encouraged on all new residential, commercial or mixed use buildings.
- 11 Development of 5 or more storeys, or 21 metres or more in building height (excluding the rooftop location of mechanical plant and equipment), should be designed to minimise the risk of wind tunnelling effects on adjacent streets by adopting one or more of the following:
- (a) a podium at the base of a tall tower and aligned with the street to deflect wind away from the street
 - (b) substantial verandas around a building to deflect downward travelling wind flows over pedestrian areas
 - (c) the placement of buildings and use of setbacks to deflect the wind at ground level.

Site Facilities and Storage

- 12 Dwellings should provide a covered storage area of not less than 8 cubic metres in one or more of the following areas:
- (a) in the dwelling (but not including a habitable room)
 - (b) in a garage, carport or outbuilding
 - (c) within an on-site communal facility.
- 13 Development should provide a dedicated area for the on-site collection and sorting of recyclable materials and refuse.
- 14 Development with a gross floor area of 2000 square metres or more should provide for the communal storage and management of waste.

Residential Development

OBJECTIVES

- 1 Safe, convenient, pleasant and healthy-living environments that meet the full range of needs and preferences of the community.
- 2 A diverse range of dwelling types and sizes available to cater for changing demographics, particularly smaller household sizes and supported accommodation.
- 3 Medium and high-density residential development in areas close to activity centres, public and community transport and public open spaces.
- 4 The revitalisation of residential areas to support the viability of community services and infrastructure.
- 5 Affordable housing, student housing and housing for aged persons provided in appropriate locations.

- 6 Increased affordable housing opportunities through land division and the conversion of buildings to a residential use.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Residential allotments and sites should maximise solar orientation and have the area and dimensions to accommodate:
 - (a) the siting and construction of a dwelling and associated ancillary outbuildings
 - (b) the provision of landscaping and private open space
 - (c) convenient and safe vehicle, pedestrian and cycling access and parking
 - (d) water sensitive design systems that enable the storage, treatment and reuse of stormwater.

Design and Appearance

- 2 Dwellings and accommodation at ground floor level should contribute to the character of the locality and create active, safe streets by incorporating one or more of the following:
 - (a) front landscaping or terraces that contribute to the spatial and visual structure of the street while maintaining adequate privacy for occupants
 - (b) individual entries for ground floor accommodation
 - (c) opportunities to overlook adjacent public space.
- 3 Residential development should be designed to ensure living rooms have an external outlook.

Street and Boundary Setbacks

- 4 Dwelling setbacks from side and rear boundaries should be progressively increased as the height of the building increases to:
 - (a) minimise the visual impact of buildings from adjoining properties
 - (b) minimise the overshadowing of adjoining properties.
- 5 Residential development (other than where located on a boundary) should be setback from side and rear boundaries in accordance with the following parameters:

Parameter	Value
Side walls with a height up to (and including) 3 metres at any point above the natural ground level	1 metre
Side walls with a height exceeding 3 metres and up to (and including) 6 metres at any point above the natural ground	1.5 metres plus an additional 500 millimetres for every metre in height above 4 metres
Side walls greater than 6 metres at any point above the natural ground level	2.5 metres plus the increase in wall height above 6 metres
Rear boundary setback for single storey buildings with a wall height 3 metres or less above natural ground level	4 metres
Rear boundary setback for a building of two or more storeys with a wall height more than 3 metres above	6 metres

Parameter	Value
natural ground level	

- 6 Side boundary walls in residential areas should be limited in length and height to:
 - (a) minimise their visual impact on adjoining properties
 - (b) minimise the overshadowing of adjoining properties.
- 7 Walls with a height of up to (and including) 3 metres above natural ground level (excluding veranda, porch and balcony structures) should be setback 2 metres from the secondary street frontage.
- 8 Walls with a height of more than 3 metres above natural ground level (excluding veranda, porch and balcony structures) should be setback 4 metres from the secondary street frontage.
- 9 Carports and garages should be set back from road and building frontages so as to:
 - (a) contribute to the desired character of the area
 - (b) not adversely impact on the safety of road users
 - (c) provide safe entry and exit
 - (d) not dominate the appearance of dwellings from the street.

Private Open Space

- 10 Private open space (land available for exclusive use by residents of each dwelling) should be provided for each dwelling (including a dwelling within a residential flat building) and should be sited and designed:
 - (a) to be accessed directly from the habitable rooms of the dwelling
 - (b) to be generally at ground level (other than for residential flat buildings) and to the side or rear of a dwelling and screened for privacy
 - (c) to take advantage of, but not adversely affect, natural features of the site
 - (d) to minimise overlooking from adjacent buildings
 - (e) to achieve separation from bedroom windows on adjoining sites
 - (f) to have a northerly aspect to provide for comfortable year-round use
 - (g) to not be significantly shaded during winter by the associated dwelling or adjacent development
 - (h) to be shaded in summer
 - (i) to minimise noise and air quality impacts that may arise from traffic, industry or other business activities within the locality
 - (j) to have sufficient area and shape to be functional, taking into consideration the location of the dwelling, and the dimension and gradient of the site.

- 11 Dwellings located above ground level should provide private open space in accordance with the following table:

Dwelling type	Minimum area of private open space
Studio (where there is no separate bedroom)	No minimum requirement
One bedroom dwelling	8 square metres
Two bedroom dwelling	11 square metres
Three + bedroom dwelling	15 square metres

- 12 Private open space located above ground level should have a minimum dimension of 2 metres and be directly accessible from a habitable room.
- 13 Private open space may be substituted for the equivalent area of communal open space where:
- (a) at least 50 per cent of the communal open space is visually screened from public areas of the development
 - (b) ground floor communal space is overlooked by habitable rooms to facilitate passive surveillance
 - (c) it contains landscaping and facilities that are functional, attractive and encourage recreational use.

Communal Open Space

- 14 Communal open space should be shared by more than one dwelling, not be publicly accessible and exclude:
- (a) private open space
 - (b) public rights of way
 - (c) private streets
 - (d) parking areas and driveways
 - (e) service and storage areas
 - (f) narrow or inaccessible strips of land.
- 15 Communal open space should only be located on elevated gardens or roof tops where the area and overall design is useful for the recreation and amenity needs of residents and where it is designed to:
- (a) address acoustic, safety, security and wind effects
 - (b) minimise overlooking into habitable room windows or onto the useable private open space of other dwellings
 - (c) facilitate landscaping and food production
 - (d) be integrated into the overall facade and composition of buildings.

Visual Privacy

- 16 Except for buildings of 3 or more storeys in the Minda Incorporated Brighton Campus, upper level windows, balconies, terraces and decks that overlook habitable room windows or private open space of dwellings should maximise visual privacy through the use of measures such as sill heights of not less than 1.7 metres or permanent screens having a height of 1.7 metres above finished floor level.

Noise

- 17 Noise generated by fixed noise sources such as air conditioning units and pool pumps should be located, designed and attenuated to avoid causing potential noise nuisance to adjoining landowners and occupiers.
- 18 External noise and artificial light intrusion into bedrooms should be minimised by separating or shielding these rooms from:
- (a) active communal recreation areas, parking areas and vehicle access ways
 - (b) service equipment areas and fixed noise sources on the same or adjacent sites.
- 19 Residential development close to high noise sources (eg major roads, railway lines, tram lines, industry, and airports) should be designed to locate bedrooms, living rooms and private open spaces away from those noise sources, or protect these areas with appropriate noise attenuation measures.

Site Facilities and Storage

- 20 Site facilities for group dwellings, residential parks and residential flat buildings and should include:
- (a) mail box facilities sited close to the major pedestrian entrance to the site
 - (b) bicycle parking for residents and visitors
 - (c) household waste and recyclable material storage areas away from dwellings
 - (d) external clothes drying areas, which are readily accessible to each dwelling and complement the development and streetscape character for dwellings which do not incorporate ground level private open space
 - (e) a storage area of not less than 8 square metres for each dwelling.

Affordable Housing

- 21 Affordable housing should be well integrated and complementary in design and appearance to other dwellings within the development.

Transportation and Access

OBJECTIVES

- 22 Development that:
- (a) provides safe and efficient movement for all transport modes
 - (b) ensures access for vehicles including emergency services, public infrastructure maintenance and commercial vehicles

- (c) provides off-street parking
 - (d) is appropriately located so that it supports and makes best use of existing transport facilities and networks
 - (e) provides convenient and safe access to public transport stops.
- 23 Provision of safe, pleasant, accessible, integrated and permeable pedestrian and cycling networks that are connected to the public transport network.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 Land uses arranged to support the efficient provision of sustainable transport networks and encourage their use.

Movement Systems

- 2 Development should be integrated with existing transport networks, particularly major rail, road and public transport corridors as shown on *Location Maps and Overlay Maps - Transport*, and designed to minimise its potential impact on the functional performance of the transport network.
- 5 Land uses that generate large numbers of visitors such as shopping centres, places of employment, schools, hospitals and medium to high density residential uses should be located so that they can be serviced by the public transport network and encourage walking and cycling.
- 8 Development should provide safe and convenient access for all anticipated modes of transport.
- 3 Development at intersections, pedestrian and cycle crossings, and crossovers to allotments should maintain or enhance sightlines for motorists, cyclists and pedestrians to ensure safety for all road users and pedestrians.
- 4 Driveway crossovers affecting pedestrian footpaths should maintain the level and surface colour of the footpath.
- 5 Driveway crossovers should be separated and the number minimised to optimise the provision of on-street visitor parking (where on-street parking is appropriate).
- 6 Development should provide for the on-site loading, unloading and turning of all traffic likely to be generated.

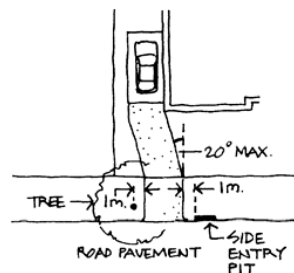
Cycling and Walking

- 7 Development should ensure that a permeable street and path network is established that encourages walking and cycling through the provision of safe, convenient and attractive routes with connections to adjoining streets, paths, open spaces, schools, pedestrian crossing points on arterial roads, public and community transport stops and activity centres.
- 8 Development should provide access, and accommodate multiple route options, for pedestrians and cyclists by enhancing and integrating with:
 - (a) open space networks, recreational trails, parks, reserves, and sport and recreation areas
 - (b) Adelaide's Metropolitan Open Space System
 - (c) Adelaide's principal cycling network (Bikedirect), which includes arterial roads, local roads and off-road paths as depicted in *Overlay Maps - Transport*.

- 9 Cycling and pedestrian networks should be designed to be permeable and facilitate direct and efficient passage to neighbouring networks and facilities.
- 10 New developments should give priority to and not compromise existing designated bicycle routes.
- 11 Where development coincides with, intersects or divides a proposed bicycle route or corridor, development should incorporate through-access for
- 12 On-site secure bicycle parking facilities should be:
 - (a) located in a prominent place
 - (b) located at ground floor level
 - (c) located undercover
 - (d) located where surveillance is possible
 - (e) well lit and well signed
 - (f) close to well used entrances
 - (g) accessible by cycling along a safe, well lit route.
- 13 Pedestrian and cycling facilities and networks should be designed and provided in accordance with relevant provisions of the *Australian Standards and Austroads Guides*.

Car Parking and Access

- 14 Driveway crossovers should be:
 - (a) single width and appropriately separated, to preserve and enhance street character, and facilitate opportunities for landscaping, fencing and street tree planting
 - (b) minimised in number so as to optimise the provision of on-street visitor parking
 - (c) placed to avoid relocation of street trees, utility and infrastructure inspection points, poles and equipment
 - (d) a maximum of 30 per cent of the frontage of the site (except in **Institution Policy Area 4**, **South West Policy Area 7** and **Seacliff Policy Area 12**).
 - (e) located a minimum of 1 metre from property boundaries, existing street trees, stormwater side entry pits and above ground utility and infrastructure equipment and poles. Where trees or infrastructure require deviation in the crossover, the maximum deviation between the garage / carport and the crossover at the boundary is 20 degrees, as illustrated in the following figure:



*Crossovers should have a 1m clearance to street trees,
stobie poles and stormwater side entry pits*

- 15 Development should have direct access from an all-weather public road.
- 16 Development should be provided with safe and convenient access which:
 - (a) avoids unreasonable interference with the flow of traffic on adjoining roads
 - (b) provides appropriate separation distances from existing roads or level crossings
 - (c) accommodates the type and volume of traffic likely to be generated by the development or land use and minimises induced traffic through over-provision
 - (d) is sited and designed to minimise any adverse impacts on the occupants of and visitors to neighbouring properties.
- 17 The number of access points for cyclists and pedestrians onto all adjoining roads should be maximised.

Access for People with Disabilities

- 18 Development should be sited and designed to provide convenient access for people with a disability.
- 19 Where appropriate and practical, development should provide for safe and convenient access to the coast and beaches for disabled persons.
- 20 **Parking for people with a disability should be located conveniently to major entrances and ramps and adequately signposted or identified as being for people with a disability only.**

Vehicle Parking

- 21 Development should provide off-street vehicle parking and specifically marked accessible car parking places to meet anticipated demand in accordance with [Table HoB/1 – Off Street Vehicle Parking Requirements](#) (with resultant numerical figure rounded to the nearest whole number) unless all the following conditions are met:
 - (a) the site is located within the **Glenelg Policy Area 2**
 - (b) an agreement is reached between the Council and the applicant for a reduced number of parking spaces
 - (c) a financial contribution is paid into the Council Car Parking Fund specified by the Council, in accordance with the gazetted rate per car park.
- 22 Development should be consistent with *Australian Standard AS: 2890 - Parking facilities*.
- 23 Vehicle parking areas should be sited and designed **in a manner that will:**
 - (a) facilitate safe and convenient pedestrian linkages to the development and areas of significant activity or interest in the vicinity of the development
 - (b) include safe pedestrian and bicycle linkages that complement the overall pedestrian and cycling network
 - (c) not inhibit safe and convenient traffic circulation
 - (d) result in minimal conflict between customer and service vehicles
 - (e) avoid the necessity to use public roads when moving from one part of a parking area to another

- (f) minimise the number of vehicle access points onto public roads
 - (g) avoid the need for vehicles to reverse onto public roads.
 - (h) where practical, provide the opportunity for shared use of car parking and integration of car parking areas with adjoining development to reduce the total extent of vehicle parking areas and the requirement for access points
 - (i) not dominate the character and appearance of a site when viewed from public roads and spaces
 - (j) provide landscaping that will shade and enhance the appearance of the vehicle parking areas
 - (k) include infrastructure such as underground cabling and connections to power infrastructure that will enable the recharging of electric vehicles.
- 24 Vehicle parking areas that are likely to be used during non-daylight hours should provide floodlit entry and exit points and site lighting directed and shaded in a manner that will not cause nuisance to adjacent properties or users of the parking area.
- 25 Vehicle parking areas should be line-marked to delineate parking bays, movement aisles and direction of traffic flow.
- 26 On-site visitor parking spaces for group and multiple dwellings and residential flat buildings should be sited and designed to:
- (a) not dominate internal site layout
 - (b) be clearly defined as visitor spaces not specifically associated with any particular dwelling
 - (c) be accessible to visitors at all times.

Vehicle Parking for Residential Development

- 27 On-site vehicle parking should be provided having regard to:
- (a) the number, nature and size of proposed dwellings
 - (b) proximity to centre facilities, public and community transport within walking distance of the dwellings
 - (c) the anticipated mobility and transport requirements of the likely occupants, particularly groups such as aged persons.
 - (d) availability of on-street car parking.
 - (e) any loss of on-street parking arising from the development (e.g. an increase in number of driveway crossovers).

Waste

OBJECTIVES

- 1 Development that, in order of priority, avoids the production of waste, minimises the production of waste, reuses waste, recycles waste for reuse, treats waste and disposes of waste in an environmentally sound manner.

- 2 Development that includes the treatment and management of solid and liquid waste to prevent undesired impacts on the environment including, soil, plant and animal biodiversity, human health and the amenity of the locality.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should be sited and designed to prevent or minimise the generation of waste (including wastewater) by applying the following waste management hierarchy in the order of priority as shown below:
 - (a) avoiding the production of waste
 - (b) minimising waste production
 - (c) reusing waste
 - (d) recycling waste
 - (e) recovering part of the waste for re-use
 - (f) treating waste to reduce the potentially degrading impacts
 - (g) disposing of waste in an environmentally sound manner.
- 2 The storage, treatment and disposal of waste materials from any development should be achieved without risk to health or impairment of the environment.
- 3 Development should include appropriately sized area to facilitate the storage of receptacles that will enable the efficient recycling of waste.
- 4 Development that involves the production and/or collection of waste and/or recyclable material should include designated collection and storage area(s) that are:
 - (a) screened and separated from adjoining areas
 - (b) located to avoid impacting on adjoining sensitive environments or land uses
 - (c) designed to ensure that wastes do not contaminate stormwater or enter the stormwater collection system
 - (d) located on an impervious sealed area graded to a collection point in order to minimise the movement of any solids or contamination of water
 - (e) protected from wind and stormwater and sealed to prevent leakage and minimise the emission of odours
 - (f) stored in such a manner that ensures that all waste is contained within the boundaries of the site until disposed of in an appropriate manner.