

# Michael Calabro Pty Ltd

Construction of a 5 level residential apartment building and associated ground level car parking and landscaping

# 253 Churchill Road / Redin Street, Prospect

050/M007/18

# **TABLE OF CONTENTS**

	PAGE NO
AGENDA REPORT	1-24
ATTACHMENTS	
1: PLANS (AMENDED)	25-33
2: MAPS & PHOTOS	34-37
3: APPLICATION DOCUMENTS	
a. Development Application form, CT, Electricity Declaration form	38-42
<ul> <li>b. Amended Planning Report (incorporating the response to the representations) – Masterplan dated 7 March 2019</li> </ul>	43-48
c. Original Planning Report – Masterplan dated 27 September 2018	49-63
d. Cirqa Traffic Report (version 3) – dated 28 February 2019	64-75
e. Sonus Acoustic Report – dated August 2018	76-91
f. Veolia Waste Collection Plan – dated January 2018	92-105
4: AGENCY COMMENTS	
a. ODASA (amended and original reports)	106-111
b. COMMISSIONER OF HIGHWAYS	112-114
5: COUNCIL COMMENTS (amended and original consultation advice)	115-125
6: REPRESENTATIONS	126-128
7: DEVELOPMENT PLAN PROVISIONS	129-147





#### **OVERVIEW**

Application No	050/M007/18
Unique ID/KNET ID	2018/22071/01
Applicant	Michael Calabro Pty Ltd
Proposal	Construction of a 5 level residential apartment building and associated ground level car parking and landscaping
Subject Land	253 Churchill Road / Redin Street, Prospect
Zone/Policy Area	Urban Corridor Zone / Boulevard PA
Relevant Authority	SCAP: Schedule 10 Item 4C – Inner Metropolitan Area – buildings exceeding 4 storeys
Lodgement Date	8 November 2018 (amended plans 7 March 2019)
Council	City of Prospect
Development Plan	Prospect (City) Development Plan (Consolidated 13 February 2018)
Type of Development	Merit
<b>Public Notification</b>	Category 2: Urban Corridor Zone provision
Representations	Two representations – neither wishes to be heard
Referral Agencies	ODASA City of Prospect
Report Author	Robert Hart (Consultant Planner)
RECOMMENDATION	Development Plan Consent subject to conditions

### **EXECUTIVE SUMMARY**

The development entails the demolition of the existing dwelling and associated domestic structures and the construction of a new residential apartment building comprising 5 levels that contains a total of 10 residential apartments (6 x 2-bedroom units and 4 x 3-bedroom units) spread over the upper 4 levels with car/bicycle parking, 2 x home offices (attached to the Churchill Road facing apartments on level 2) and access/service areas at ground level. All vehicular access will be off of Redin Street.

Statutory referrals were made to the Government Architect and the Commissioner of Highways and consultation undertaken with the City of Prospect. The application was subject to Category 2 public notification which attracted two representations that identified particular points of concern with the initial proposal.

The corner site has frontages to Churchill Road (an arterial road) and to Redin Street (a local road) in the suburb of Prospect, is rectangular in shape with an area of 660 sq m and is located within the *Urban Corridor Zone/Boulevarde Policy Area*. Being a medium rise development consisting of a mix of residential and office land uses, the proposal suitably addresses the broad objectives of the Policy Area in particular. Moreover, the siting, built form and general appearance of the development and the provision of parking and landscaping are felt to be in sufficient alignment with Development Plan policy.

Several key issues associated with the original proposal relating to height, massing, setbacks, potential interface impacts, street activation and parking provision were identified through the agency/Council comments and by the third-parties themselves.

As a consequence of this, an amended proposal was prepared by the applicant to largely address these issues. This review resulted in a scaled down proposal from 13 units to 10



and a reconfiguration of the building's form so as to increase boundary setbacks for the upper levels and a re-orientation of the balconies to avoid especially the rear boundary overlooking potential. The subject of this report relates to the amended proposed only.

Based on an assessment of the relevant objectives and principles of development control, overall, it is believed that the amended application warrants consent being granted with conditions.

#### **ASSESSMENT REPORT**

#### 1. BACKGROUND

## 1.1 Strategic Context

On 29 October 2013, the Ministerial *Inner Metropolitan Growth DPA* was gazetted which introduced an *Urban Corridor Zone* into the Prospect (City) Development Plan. And, on 13 February 2018, the *Urban Corridor Zone and Interface Areas Policy Area Review DPA* was consolidated into the Development Plan (having been in interim operation prior to that) which reinforced the 2013 policy framework and was aimed at delivering better design outcomes within a transforming growth area by strengthening design related policy.

The *Urban Corridor Zone* was introduced to target more of Adelaide's future growth in strategic areas within the metropolitan area, principally along existing transport corridors which have good access to buses, trains and trams in order to provide greater opportunity for people to enjoy the benefits of an inner city lifestyle. It allowed for greater residential development options in the form of well-designed and contemporary medium to high density, multi-storey housing in a mixed land use environment through the mutual encouragement of shops, offices and other commercial activities.

Collectively, these DPAs represent a significant strategic initiative to encourage a mixed use urban environment that helps contribute to the economic and community vitality of the inner metropolitan area based on design excellence. It forms an important context to the proposal under assessment.

#### 1.2 Pre-Lodgement Process

The applicant did not participate in a formal Pre-Lodgement Process.

#### 2. DESCRIPTION OF PROPOSAL

Application details are contained in the ATTACHMENTS.

The development involves the demolition of all buildings/structures on the land to facilitate the construction of a new 5 level residential building, 16.08m in height, comprising ground level parking and service areas with 10 x apartment units spread over the upper 4 levels. The building occupies much of the site and has the following ground level setbacks –

- 2.951/3m from Churchill Road
- 3.25m from the rear eastern boundary
- 0.75m from Redin Street
- no setback on the northern side boundary.

The upper levels, ie levels 2 to 5, are staggered on the Churchill Road and eastern rear elevations and provide greater separation distances from those boundaries – 7.786m from level 3 to 5 facing Churchill road and 9.66m from level 2 to 4 and then to just over 13m to level 5 from the rear eastern boundary.



Note that the stepping back from the latter boundary contains the building entirely within the 45 degree building envelope at the interface with the residential development outside of the zone to the east (ie in the abutting *Residential Zone*). The stepping back of upper levels from the Churchill Road boundary was to comply with SA Power Networks minimum safety clearance requirements of the high tension powerlines along that road.

A similar upper level setback of 2m for levels 2 to 5, commencing at approximately 19m back from the front property boundary at Churchill Road, takes place on the northern side boundary.

The building exhibits a high architectural standard whose form and style is very contemporary in character with textured detailing of the elevations and strong use/mix of external materials. The Churchill Road presentation includes double-height angle inset brick walls to give interest to the front aspect of the building. This 'townhouse' appearance is reinforced not only by separate direct entry to the individual level 2 units off of Churchill Road but also by the open courts, with steel blade fencing (painted black), and the home offices attached to both.

The presentation to Redin Street is likewise varied in terms of mass and configuration and with 2-level brick screen panels and pre-finished fibre cement cladding interspersed with aluminium batten screens.

The redesigned stepped back layout across all upper levels and especially along the rear elevation greatly minimises potential for overlooking east onto the adjacent Redin Street property (which was the subject of concern in the representation). Upper level balconies (apart from those overlooking Churchill Road to the west) have been reorientated to face Redin Street and not east as original proposed. The communal roof terrace space remains the same but will have 45 degree angled full-height aluminium louvre battens installed so that views from the terrace are deflected towards Redin Street and not over the neighbouring property to the east.

The terrace attached to the Level 5 apartment, which faces north, will have a 1.7m high perforated steel screen to prevent potential for direct overlooking into the neighbouring property on the north (again a matter of concern in that representor's submission). In addition, all north facing windows of all units will have etched glazing 1.7m high.

A materials sample board will be prepared and available for the meeting.

Shadow diagrams have been prepared that clearly illustrate that overshadowing impacts on the neighbouring dwellings on the northern and the eastern boundaries of the land as a result of the building's mass and form are largely negligible throughout the year. The overshadowing is to the south/SW across Churchill Road and (during June) across Redin Street and over the commercial premises located directly opposite the site.

The development will be serviced by 12 car spaces provided at ground level comprising 10 x right-angles bays and 2 x parallel bays. The amended Cirqa traffic report confirms that the parking scheme and the entranceway access off Redin Street provide a workable arrangement which on the whole conforms with appropriate standards. The access to the ground level parking from the street will be 'protected' by an automated entrance gate (steel blade painted black). The number of spaces satisfies the number required to service the units themselves (11 required based on the 2/3-bedroom mix) but there is a shortfall in the visitor parking by 1.5, say 2 spaces. The report concludes that this is manageable, given that on-street parking is available on Redin Street, and is not considered to significantly impact on the road use. Cycle parks have been provided. Under the Dev Plan requirements, 3.5 spaces (2.5 resident/1 visitor) are needed whereas, in total, 6 such



spaces will be available – 3 just behind the lobby area on the ground floor, 2 in the respective court areas attached to the Level 2 units and 1 in a dedicated rack just inside the Redin Road boundary adjacent the main resident entrance.

The traffic assessment concludes that traffic movements associated with the use of the building are low and would be readily accommodated at the site's access point and on the adjacent road network with minimal impact.

A landscaping plan details proposed planting treatments in the deep soil zones within the eastern and western setbacks areas of the site, which also shows landscaping and paving taking place in the public realm over Council's footpath infrastructure. Whilst desirable as an end in itself, this aspect does <u>not</u> form part of this development proposal and will have to be negotiated separately with the Council (NB: a note to this effect has been placed on the landscaping plan prepared by Outer Space). A planting and fit-out scheme has been designed for the roof terrace as well. Collectively, the landscaping will help soften and screen the building's overall appearance. In particular, the deep soil zone adjacent the eastern rear boundary will be planted with 5 x Luscious Water Gum trees which on maturity will satisfy the 12m height and 4m spread to act as a 'natural' interface and screening buffer with the neighbouring residential property. Allied to this is the intent that the parking spaces adjacent this area will have permeable paving with half of the end walling being exposed to the weather (see East Elevation sketch).

Stormwater from the development will drain to the Redin Street watertable as detailed in the TMK civil plan and will be to Council's specifications. The waste storage area on the amended plan has been shifted to the northern wall on the ground level and will accommodate separate wheeled bins for particular waste purposes (general waste, recyclables and organic). Their storage volumes relative to the generation of waste from the units exceed Zero Waste's guidelines. These bins will be wheeled onto Redin Street for collection by contractors or by Council.

A summary of the proposal is as follows:

Land Use	Residential apartment building containing –			
Description	<ul> <li>10 x residential units</li> </ul>			
•	<ul> <li>2 x home offices attached to the two level 2 units</li> </ul>			
Building Height	Total roof height of 16.08m			
Description of Levels	<ul> <li>ground – car/bicycle parking, waste and service rooms, home offices, storage and personal entry lobby (lift and stairs)</li> </ul>			
2010.0	<ul> <li>levels 2 to 5 – residential units (3 x on each level apart from level 5 which contains only 1 x unit as well as a communal roof terrace amenity)</li> </ul>			
Apartment floor	Level 2 – 2-bedroom unit = 117 sq m (incl home office)			
area (excluding	2-bedroom unit = 128 sq m (incl home office)			
balconies)	3-bedroom unit = 107 sq m			
	Level 3 – 2-bedroom unit = 71 sq m			
	2-bedroom unit = 78 sq m			
	3-bedroom unit = 107 sq m			
	Level 4 – 2-bedroom unit = 68 sq m			
	2-bedroom unit = 78 sq m			
	3-bedroom unit = 107 sq m			
	Level 5 – 3-bedroom unit = 142 sq m			
Site Access	One entranceway off of Redin Street, about 32m back from the Churchill Road corner			
Car and Bicycle	<ul> <li>12 individually accessible car bays on ground level</li> </ul>			
Parking	6 bicycle spaces on ground level			
Encroachments	Ground floor cantilevered canopy over main resident/visitor access from Redin Street (approx. 1m projection over the footpath)			



#### 3. SITE AND LOCALITY

#### 3.1 Site Description

The site comprises one allotment, formally identified as follows:

Lot No	Street	Suburb	Hundred	Title
Lot 59 DP 991	253 Churchill Road/ Redin Street	Prospect	Yatala	CT 5684/552

The subject site is located on the eastern side of Churchill Road at its junction with Redin Street just under 200m south of the main Regency/Churchill road intersection. It is rectangular in shape and has an area of around 660 sq m with frontages of 12.2m (allowing for the corner cut-off) and 40.5m to Churchill Road and Redin Street respectively.

The site currently contains a detached dwelling and an outbuilding and ancillary structures, all in an average but deteriorating condition. The land is physically very flat with little by way of vegetation or landscaping present on the site, only the vestiges of the former domestic garden areas.

#### 3.2 Locality

Photos of the site and locality are in ATTACHMENT 2.

The locality is strongly influenced by Churchill Road itself, being an important and active major transport route, and by the volume of traffic that uses it. On the eastern side of the road, development has predominantly been residential in nature, mainly low singlestorey detached dwellings but increasingly of a medium multi-storey density, interspersed with some commercial and retail development. To the west of the Churchill Road, much of the area is undergoing significant change. Diagonally opposite the subject land is the 'Prospect 1838' initiative, stage 1 of which is currently under construction. This project is being promoted as a well-planned urban space comprising integrated medium density housing designed around a new urban form context/setting. Adjacent this development on its northern boundary is a planned large retail complex comprising a Kaufland supermarket and accompanying food hall and shop tenancies etc, having a combined floor area of over 6,000 sq m, along with associated car parking, landscaping and signage. A consequence of this development, and in line with DPTI requirements (see Agency section below), will be the extension of the median strip along Churchill Road and the obligatory closure of the turn-right option for traffic to enter Redin Street. This closure means that access to the subject land from the south heading north will have to be via Charles Street, one block to the south, then along Princes Street to Redin Street.

Further to the west again, beyond the rail line, is a well-established industrial area with a range of large and small-scale industry and transport-related uses.

To the north of the Regency Road intersection are major shopping facilities/bulky goods stores, with some industry, in the *Mixed Use (Islington*) and the *Light Industry Zones* which largely continues and extends into the Port Adelaide Enfield Council area.

Redin Street is a sealed local road incorporating formed kerbing and watertables with on-street parking opportunities that are located set back from the Churchill Road junction, in addition to relatively wide verges allowing for concrete footpaths and mature street trees on both sides. Directly opposite the subject land are commercial premises, a homeware and showroom centre, located on the corner with on-site car



parking and large shed to the rear of this building. Alongside this corner commercial block is a dilapidated dwelling further along Redin Street and diagonally opposite the development site.



Figure 1 – Location Map

The locality is therefore in a stage of rejuvenation with the strategic aims of the inner metropolitan growth policy structure driving significant residential and non-residential change in the form of mixed use developments that provide for greater housing densities and choice than traditionally has been the norm. The scale, form and appearance of the proposed residential apartment scheme would reflect the evolving character and nature of the locality.

# 4. COUNCIL COMMENTS

## 4.1 City of Prospect

Council's report on the <u>original</u> proposal, whilst generally supportive of the development, identified various deficiencies with aspects of the building's design and scale/height/mass, interface impacts, setbacks, occupant amenity and car parking. Council believed that, cumulatively, it was an over-development of the land and the dwelling density not supported.

The applicant responded to these criticisms (and other points of concern from the Government Architect and the third party representations) and prepared an amended proposal which attempted to address the substance of these issues.



Subsequent consultation with Council on the <u>amended</u> plans was much more positive. It is Council's view that the amended proposal has been materially improved through responding meaningfully to the previously identified concerns. The more recent submission made the following points –

- The amended proposal plans are considered to substantially improve the Churchill Road interface of the building through enhanced ground level activity, the articulation of building elements within the building podium, additional landscaping and public art, and the revised building podium height at this frontage.
- While the building's scale when viewed from Redin Street remains substantial; the building's decreased depth and partial fourth floor recession from the principal building line facing Redin Street are considered to somewhat moderate the bulk and mass of the building when viewed within this streetscape.
- While Council does not consider that the proposal would strictly achieve UCZ PDC 19 regarding rear setback; the building's increased rear setback at ground and first floor levels (in particular), increased deep soil zone allowing for large tree plantings (as defined by CW PDC 180), and the re-orientation of balconies are together considered to substantially improve the interface of the building with the adjoining Residential Zone.
- Council is supportive in concept of the angled aluminium batten screens that are intended to provide privacy screening for the fourth floor roof terrace, as this would also maximise the amenity offered by the communal open space to future residents. It is considered however that the success of this solution at achieving the intended visual privacy will depend upon details of the depth and spacing of each batten that is not provided within the current proposal plans. It is thus recommended that these details should be assessed by SCAP, either through the provision of additional information or by way of a reserved matter.
- Council remains supportive of the use of natural, self-finished materials for the building podium, though it is considered that the red brick finish of the previously proposed materials related better to the site's surrounding context. It is observed that the perspective image does not appear to show the application of the brick material to the Churchill Road portion of the podium, whereas the west elevation does appear to show the application of the brick material. It is recommended that this inconsistency in the proposal plans be resolved (noting that it would be desirable that the brick material be applied in accordance with the west elevation).
- The decreased dwelling density and increased occupant amenity offered to future residents of the building by the amended proposal plans are supported.
- While the amended proposal plans would not achieve the relevant minimum desired number of car parking spaces on-site; the opportunity for a dedicated car parking space to be provided for each dwelling with multiple remaining non-dedicated car parking spaces for potential visitor use is considered to materially improve upon the original proposal.
- The landscaping concept plan provided demonstrates substantial hard and soft landscaping alterations to the public realm adjacent the subject land. These works would require separate approval from Council (pursuant to Section 221 of the Local Government Act 1999), and it is noted that no discussion or application regarding these works has occurred with Council's Infrastructure and Environment Team for this purpose. As it is unclear as to whether these works would be supported, it is considered that the SCAP should place limited weight on these elements of the landscaping concept plan.

The Council submission did not recommend any conditions.

The comments relating to the improvement works proposed to take place in the public realm does not form a direct part of this proposal, with any consent granted being limited to the subject land alone. The developer will need to negotiate separately with the Council to achieve the paving and landscape outcomes for the public space.



#### 5. STATUTORY REFERRAL BODY COMMENTS

Referral responses are contained in the ATTACHMENTS.

#### 5.1 Government Architect

The Government Architect is a mandatory referral in accordance with Schedule 8 Item 25 of the *Development Regulations 2008* – development in the Inner Metropolitan Area for buildings exceeding 4 storeys in height.

SCAP is obliged to have regard to this advice.

The Government Architect's response on the <u>amended</u> plan offers support for the medium density apartment development since it has made a number of changes, including the reduction of the apartment numbers, with the intent of addressing the issues and concerns outlined in the original referral response.

The report acknowledges the location of the proposed development within the *Urban Corridor Zone/Boulevarde PA* as an area where developments up to 4 storeys are possible. Although this development is 5 storeys high, the proposed built form includes substantial front setback of the 2-storey tall podium which reduces the impact of the over-height element. Further, the stepped setback of the upper levels at the rear to contain the built form within the 45 degree building envelope is designed to sufficiently mitigate the impact of the over-height elements and to manage the interface issues with the adjoining residential properties, thereby maintaining their amenity.

The selected materials with finishes and colours integral to their fabric is supported, as is the varied expression of the podium (including the double-height angle inset walls) to the Churchill Road frontage and the 'hit-and-miss' brick screen sections to the Redin Street elevation. The tactile material, detailing and the scale and proportion of the podium result in a residential expression with fine grain character and assist to breakdown the scale of the development at street level.

Support is given as well to the reconfiguration of the ground level and the sleeving of the car parking with active spaces (such as home offices) with the intent to make positive contributions to the streetscape along the main street frontage.

The Government Architect acknowledges and supports the reduction in the number of apartments and that the rear apartments have been reconfigured to eliminate east facing balconies to mitigate overlooking. The apartments are generally convincing in terms of size and functional layout. Support is given to the provision of natural light and ventilation access to all habitable rooms, as well as the size and proportions of the balconies and terraces.

The Government Architect suggests that a materials sample board would be beneficial and should be provided. NB: the applicant will be preparing such a board and this will be available at the SCAP meeting.

## 5.2 Commissioner of Highway

The Commissioner of Highways is a mandatory referral in accordance with Schedule 8 Item 3(d) of the *Development Regulations 2008* – development likely to encroach within a road widening setback under the *Metropolitan Adelaide Road Widening Plan Act 1972*. Note that the Commissioner has power of <u>direction</u> in this instance.

The site abuts Churchill Road, an arterial road, and adjacent a section identified as a 'Peak Hour Route and High Frequency Public Transport Corridor'. The advice states,



however, that there is no objection to the proposed land use and that conditions and notes are recommended to be attached to any consent. It is not anticipated that the proposed development would have an adverse impact on the adjacent road network.

No objection is raised in principle to the vehicular access being off of Redin Street, but that existing crossovers on Churchill Road and Redin Street should be closed and reinstated. The response also raises matters relating to the Council infrastructure and signage and the desirability of the developer addressing these direct with Council.

The advice also points out that, as part of the Kaufland development across from the subject land, the median opening opposite Redin Street may be closed, thus restricting access to Redin Street from and to Churchill Road to left turn in and left turn out movements.

# Road widening

The 'Metropolitan Adelaide Road Widening Plan' shows a possible requirement for a strip of land up to 4.5m in width along the Churchill Road frontage of the site (as well as a corner truncation requirement) to allow for possible future road upgrades. Although the land is unlikely to be needed, the consent of the Commissioner is required to all new building works located on or within 6m of the affected land. NB: a Note to this effect is recommended to be placed on any consent.

#### 6. PUBLIC NOTIFICATION

The application was notified as a Category 2 development pursuant to the categorisation given in the *Urban Corridor Zone*, namely a development of 3 storeys or more or 11.5m or more in height where located on adjacent land to a residential zone. Public notification was undertaken (by directly contacting adjoining owners and occupiers of the land) which resulted in 2 representations being received.

Representor ID	Issue	Applicant's Response
R1	Concerned about potential impacts on amenity and privacy of the POS of the dwelling.  The proposed building does not achieve the required setbacks from the rear zone boundary of at least 3m (for up to 2 storeys) and 6m for portions higher than this, thereby exceeding the 45 degree maximum building envelope.	The redesigned/reconfigured scaled down proposal has meant that the east facing rear balconies have been deleted and the entire building reduced in size so that it is now fully contained within the 45 degree setback plane as per zone requirements.  The privacy and setback concerns have been met by the amended proposal.
	To mitigate overlooking and noise, requests that balconies have solid, opaque east facing walls built to the balcony floor level and walls with no gaps (for noise attenuation) to a minimum height of 1.7m.	
R2	Car parking is insufficient for the number of bedrooms (larger apartments) – reference to street parking incorrect as this is restricted.	The amended proposal reduces the number of apartments to the extent that there will now be a reduced shortfall of visitor parking spaces (2



Representor ID	Issue	Applicant's Response
	overlooking the pool area on the northern side.	in lieu of 4). All residents' vehicles can be accommodated on the site.
		As per the Cirqa traffic report, this shortfall can be readily accommodated in Redin Street – such demands would be occasional and would be of short to medium term duration, resulting in minimal impact on parking availability within the vicinity of the site.
		All balconies at the eastern end of the building have been removed. The terrace attached to the Level 5 apartment will be screened along the northern side and all north facing windows will be etched to a 1.7m height. There will be no overlooking associated with the amended plan.

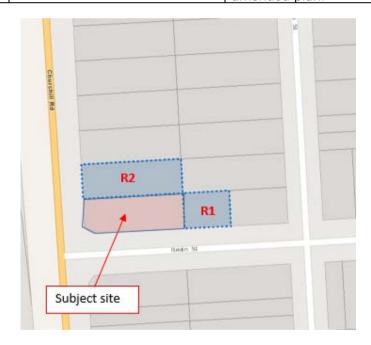


Figure 2 – Representation Map

Neither of the representors wishes to be heard by the State Commission Assessment Panel.

A copy of each representation and the applicant's response is contained in the ATTACHMENTS.

## 7. POLICY OVERVIEW

The subject site is within the *Urban Corridor Zone* and the *Boulevarde Policy Area* as described within the Prospect (City) Development Plan Consolidated 13 February 2018.



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

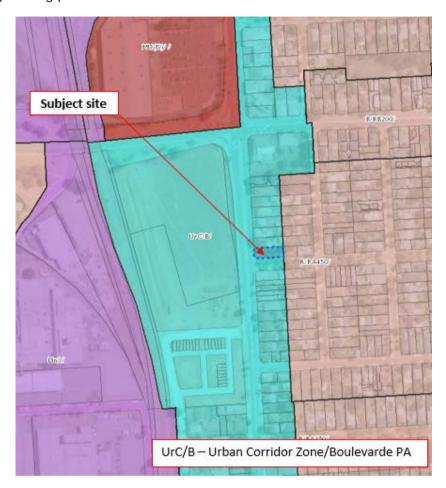


Figure 3 - Zoning Map

#### 7.1 Policy Area

The primary objective of the *Boulevarde PA* is to accommodate medium and high rise development, including mixed use buildings that contain shops, offices and commercial development at lower floors with residential land uses above, with a streetscape edge that is setback from the street boundary for landscaping and that is framed by tall, articulated building facades. Development should not compromise the transport functions of the road corridor.

The Desired Character statements support these aims in greater detail.

To reinforce the road's desired boulevard character, front setbacks of buildings can be varied to facilitate street activation and interest and for deep root zone landscaping. Built form is to display its greatest height, mass and intensity to address the primary street frontage with a lesser scale behind the front portion and increasing building separations to habitable rooms and balconies to transition down at zone boundaries.

The impact of higher density development is to be carefully managed via contextual design to ensure the amenity of neighbouring development is protected from height, overshadowing, overlooking, mass and visual bulk.



#### **7.2 Zone**

The *Urban Corridor Zone* is a mixed use zone whose principal land use function is to accommodate a range of integrated non-residential and medium to high rise/high density residential buildings with ground floor uses that create high quality active, vibrant and visually appealing streetscapes. The overall aim of these objectives is to encourage a mix of land uses that enable people to work, shop and access a range of services close to home.

The built form objectives of the zone stress the importance for development to transition down in scale and intensity at the zone boundary, to maintain the amenity of residential properties located within adjoining zones, and to mitigate noise and nuisance impacts through appropriate building design and orientation.

The Desired Character stresses that future development will comprise an evolving transformation of land uses, built form and scale to accommodate urban growth along transit corridors. The following key elements are paramount in helping achieve this –

- 2 to 4 storey buildings that create a linear corridor that frames the main roads
- the greatest height, mass and intensity of development at the main road frontages and reducing in scale to transition down to interface with adjacent zone residential development
- building articulation and fenestration to all visible sides of buildings, supported by integrated landscaping, to enhance the built form, to contribute to a pleasant pedestrian environment and to provide an attractive transition between the public and private realms
- active frontages at ground level to contribute to the liveliness, vitality and security of the public realm
- the use and combination of natural and durable materials and finishes
- contemporary buildings and expressions that complement the solid and lasting styles of the traditional built form of the area
- site design, building separation, orientation and transition of building heights to address the potential for overlooking, overshadowing and noise impacts
- consolidated parking areas screened and located away from public spaces or underneath buildings, access ways minimised and sited to retain public realm benefits.

The zone principles give expression and detail as to how these elements should be addressed including, importantly, residential site density, height and interface building envelope provisions and setback requirements.

## 7.3 Council Wide

There are a range of provisions contained in the Council Wide section of the Dev Plan that, to a greater or lesser degree, have some relationship to the residential development being proposed. Policy under the following relevant headings has been identified as having the most bearing on the appropriateness of the proposal, being a multi-storey development in an *Urban Corridor Zone* –

- Medium and High Rise Development (3 or More Storeys)
- Development in Mixed Use, Urban Corridor, and Centre Zones
- Vehicle Parking for Mixed Use and Corridor Zones
- Crime Prevention



From an assessment of those most relevant and applicable policies as they relate to the form of development being proposed and its location/zoning, it is maintained that the medium density residential apartment building has a strong accord with those provisions. It is a quality development that responds positively to the policy settings that have been referenced under the above headings.

#### 7.4 Overlays

#### 7.4.1 Affordable Housing

The proposal is subject to the affordable housing overlay. However, the development does not comprise 20 or more dwellings.

#### 7.4.2 Noise and Air Emissions

This site is located within the designated area for the Noise and Air Emissions Overlay, and as such requires assessment against *Minister's Specification SA 78B* for Construction Requirements for the Control of External Sound. The Sonus acoustic report makes recommendations that have been framed taking into account the requirements of Specification SA78B.

#### 7.4.3 Airport Building Heights

The proposal is subject to the Airport Building Heights Overlay which shows the subject land falling within Zone E, ie a height restriction on all structures that exceed 100 metres above existing ground level. As the proposed development has a total roof height of 16.08 metres, it is not affected by this overlay.

### 7.4.4 Strategic Transport Routes

The subject land is shown as being within a Designated Area adjacent to a strategic transport route on  $Map\ Pr/1(Overlay\ 4)$  in the Development Plan. This requires the development to –

- avoid the provision of parking on the main road
- not impede traffic flow along the main road
- not create hazardous conditions for pedestrians, cyclists and the like
- provide vehicular access via alternative arrangements.

As part of the referral process, the Commissioner of Highway's delegate has advised that there is no objection to the proposed land use.

#### 8. PLANNING ASSESSMENT

The application has been assessed against the relevant provisions of the Prospect (City) Development Plan, which are contained in Appendix One.

#### 8.1 Quantitative Provisions

	Development Plan Guideline	Proposed	Guideline Achieved	Comment
Site Area	Min of 75 dwellings per ha net for Boulevard PA	151 dwellings per ha net	YES 🖂 NO 🖂 PARTIAL 🖂	The desired residential density is achieved.
Building Height	2 storeys min 4 storeys and up to 15m max	5 storeys and 16.08m high	YES □ NO □ PARTIAL □	Over height limit by 1.08m.



Land Use	Zone: integrated mixed use, medium/high rise buildings  PA: medium/high rise development comprising shop, offices etc at ground level with residential uses above	Residential and home office land uses	YES NO PARTIAL	The land uses are envisaged in the zone/PA.
Car Parking	1 space/1-2 bedroom units x 6 = 6 spaces 1.25 spaces/3 bedroom units x 4 = 5 spaces 0.25 spaces per unit/visitor parking = 2.5 spaces	12 spaces provided Shortfall of 1.5 spaces	YES NO PARTIAL	Number of spaces sufficient to cater for number of units. Shortfall with visitor parking of 2 spaces.
Bicycle Parking	1 space/4 units = 2.5 spaces 1 visitor space/10 units = 1 space	3 spaces behind lobby wall     2 spaces in court areas of level 2 units     1 space within the Redin Street setback adjacent main entry	YES NO PARTIAL	More than enough bicycle spaces are provided.
Front Setback	3m	2.951/3m to Churchill Road	YES NO PARTIAL	Effectively achieved.
Rear Setback	3m where 2 storeys or less 6m in all other cases 45 degree building envelope – interface height provisions with residential dev. outside of zone	3.25m ground level 9.86m at level 4 Building totally contained within building envelope	YES NO PARTIAL	Setback requirements achieved.
Secondary Road Setback	2m	0.79m	YES NO PARTIAL	Not achieved.
Side Setback	No min within 18m from front property boundary, then no min for remainder at ground level, 2m from 1st level and above	Building sited on side boundary for its full length (ground level), upper levels setback 2m approx. 19m back from Churchill Road boundary	YES NO PARTIAL	Setback requirements achieved.
Private Open Space	11sq m/2 bedroom units 15sq m/3 bedroom units Min 2m dimension Communal POS may be substituted	Ranges from min 11sq m to 37sq m Communal roof terrace – 35sq m	YES NO PARTIAL	All units meet or exceed min POS requirements, with bonus of communal POS for residents.
Deep Soil Landscaping	7% of site area, min dimension of 3m 1 med tree/30sq m	46sq m required – nearly 49sq m deep soil landscaping to be established in rear setback area (width 3.25 m), planted with 5 x med trees (growth - 12m high by 4m wide)	YES NO PARTIAL	Achieves requirements set out in PDC 180 in Council Wide section



#### 8.2 Land Use and Character

The subject land is within the *Urban Corridor Zone/Boulevard PA*. The paramount aim of the zone is to promote and encourage a range of compatible non-residential and medium/high density residential land uses orientated towards a high frequency public transport corridor; and a built form that provides a transition down in scale and intensity at the zone boundary to maintain the amenity of residential properties located within adjoining zones. The PA underscores the zone's overall policy intent. The Desired Character especially stresses built form compatibility with property/zone boundaries and neighbouring development and the desirability of facades being articulated, varied and presenting a contextual palette of materials and finishes to enhance appearance.

The PDC 1 in the PA envisages development comprising mixed use buildings or wholly residential buildings, the former being configured with non-residential uses on the ground floor and lower levels with the residential development above these.

The proposal is a mixed use development that contains predominantly residential apartments over the 4 upper levels with the ground level dedicated to a parking/service function but offering 2 x home offices incorporated within the front elevation and facing Churchill Road. These offices will not operate as independent businesses as such but are integral to each of the level 2 units (also facing Churchill Road), ie literally they are <a href="https://documents.not/">https://documents.not/</a> units (also facing Churchill Road), ie literally they are <a href="https://documents.not/">https://documents.not/</a> units (also facing Churchill Road), ie literally they are <a href="https://documents.not/">https://documents.not/</a> and level with the units above them, they do have a degree of autonomous access off Churchill Road but this is not unrestricted. Visitors would still need to be 'invited' and allowed through the front courtyard gate and the external entry door of the respective unit to then be able to access the office.

Although there is a clear nexus with the units, the office use would have a low-key, unassuming independent presence in its own right which tends to moderate the mixed use aspect of the development. However, this is not a decisive shortcoming in itself. The reality is that there will be a limited land use mix on the site and the way in which the front space of the building has been redesigned to accommodate this purpose adds considerably to the activation and the appearance of the building's front façade. Even so, PDC 1 in the PA does contemplate wholly residential buildings in any case.

On balance, therefore, the land use and general character features of the development are considered to represent a suitable outcome and a comfortable fit with the relevant zone/PA directions.

#### 8.3 Design and Appearance

The form, scale and appearance of the medium rise development are the key lynchpins in delivering a decent or competent design solution that will complement and enhance its site and locality setting. The policies of the *Urban Corridor Zone* seek visually interesting buildings that address the street and promote pedestrian activity with active uses at ground level. Also that built form provide a transition down in scale and intensity at the zone boundary in order to maintain the amenity of residential properties located within adjoining zones.

Visual design outcomes are always subject to personal taste, but it is believed that the amended proposal goes a considerable way towards achieving a high quality outcome, both in appearance through the use of a mix of textual materials and colours and in its modified form and mass. The stepped nature of the building's Churchill Road and eastern rear physical expression not only adds variety to the actual structure of the building itself, taking away any rectangular 'block' massing, but also offers interface advantages in helping minimise potential overlooking/overshadowing nuisance issues



on the neighbouring dwelling to the east. This form corresponds with the PA's Desired Character statement which stresses –

Built form will display its greatest height, mass and intensity to address the primary street frontage and shall be situated within the front portion of the site and extend to side boundaries . . . Behind the front portion, built form will be of a lesser scale, with increasing building separations to habitable rooms and balconies and transitioning down to zone boundaries.

The re-designed proposal is felt to produce this effect.

The total height of the building does exceed the maximum 4-storey/15m restriction expressed in zone PDC 14 but, because of its staggered built form and its massing, this is not considered to be a serious deficiency. Although 1.08m (and 1 storey) over the height limit, the upper levels have been setback so that the apparent bulk/height of the building is somewhat disguised when viewed as part of the streetscape. This view has been accepted by Council and by the Government Architect, the latter expressing the opinion that —

the proposed built form includes substantial front setback above the two storey tall podium, which reduces the visual impact of the over-height element . . . I support the proposed five storey development with a minor variation from the envisaged 15 metre height limit on balance . . . the built form composition and apartment configuration is designed to sufficiently mitigate the impact of over height elements and manage the interface issues with the adjoining residential properties.

A significant improvement made in the amended proposal is the building's presentation to Churchill Road. The front elevation's two storey tall brick podium, and the articulation of the framing elements within that space, coupled with the staggered setbacks, a better defined ground level activity and the proposed landscaping and the accent sculptures at each entrance collectively strengthen and refine the building's finished appearance and architectural expression.

The building's presentation to Redin Street is likewise plausible. Although not achieving the required 2m setback from the street, the smaller setback is supported. As the Government Architect points out, there is on-boundary built form at 251 Churchill Road opposite (the commercial premises), there is less likelihood of setting a precedent for future built form along Redin Street due to a residential zoning that envisages smaller-scale development, the architectural detailing/mixed use of textured materials and the 'hit and miss' brick screen walls (intended to have creeper growing up them) all leading to help moderate the building's bulk and mass within the local streetscape environment.

The materials, patterns, colours and finishes of the external surfaces of the building are supported by the Government Architect and more generally by the zone/PA policy guidelines. The materiality comprises face brickwork with a series of pre-finished cement cladding above interspersed with sections of perforated steel/aluminium batten screens which enrich the external character of the building.

The redesign of the development has also resulted in improved amenity for the building's residents. The size of the units, their functional layout, access to natural light/ventilation to habitable as well as access to balconies provide pleasant living conditions for occupants. Moreover, the size and proportions of the balconies, which represent the POS, reflect Dev Plan requirements and the individual POS of each unit is supplemented by the availability of the communal roof terrace facility.

It has also resulted in improved amenity conditions for adjoining residents. The reconfiguration of the design to stagger the setback from the rear boundary, to eliminate the east facing balconies and to place metal screening along the pertinent edges of both the level 4 and the communal roof terraces noticeably ameliorates the privacy issues raised in the third-party representations.



Appropriately, street and zone interfaces and neighbours' amenity are substantially enhanced as a result of the amended proposal.

Taken as a whole, the proposal results in a convincing form of medium-density residential development that takes constructive advantage and makes good use of a small corner block.

#### 8.4 Traffic Impact, Access and Parking

As part of the application material, including the amended proposal, a traffic engineering analysis was undertake by Cirqa as to the traffic impacts associated with the development including the access and parking arrangements, manoeuvring and turn-around movements.

The report confirms that vehicle movements generated by the revised scaled down development are modest, being in the order of 4 to 5 peak hour movements. These are considered to be low and would be readily accommodated at the site's access point and on the adjacent road network with minimal impact. Vehicular access to the development will be solely from Redin Street with the existing crossover onto Churchill Road being reinstated. Pedestrian and cyclist access will be provided from both the main and the local road frontages.

The access entranceway and the internal parking design enables vehicles to enter and exit the site in a forward direction. Pedestrian sightline provisions have been allowed for at the site's entranceway as protection to persons using this side of Redin Street.

The report also assesses the provision of the necessary car and bicycle parking required by the Dev Plan. As outlined in the summary of the quantitative provisions above, there is a sufficient number of car spaces to cater for the 10 units proposed (10 spaces are needed for the units themselves, with 11 on-site spaces being provided). However, there is a shortfall of 2 spaces for the visitor parking, with only 1 on-site space allocated whereas 2.5, say 3, spaces are required. The Cirqa assessment concludes that these 2 spaces can be readily supplied via kerbside parking space along Redin Street. Visitor parking demand is expected to be of short to medium term duration only, resulting in minimal impact on parking availability within the vicinity of the site.

Collectively, more than enough bicycle spaces are to be provided in separate areas -3 behind the main entrance lobby parallel to the internal wall of the secure parking area, 1 in each of the two courtyards associated with the level 2 units facing the main road and 1 visitor space located in the side setback area adjacent Redin Street and the resident entry into the lobby.

Cirqa confirms that the on-site parking layout and dimensions will generally comply with the requirements of the Australian Standard and will allow appropriate vehicle access to and from all parking spaces. There are minor discrepancies with the Australian Standard but the report assesses these as being acceptable. These relate to –

- aisle width where parallel parking opposite angled parking is 6.2m in lieu of
   6.3m (but parking bays no. 7 10 are to be widened to 2.5m to compensate)
- parallel parking bay no. 12 is 6.4m long in lieu of 6.6m (manoeuvrability assessed as OK in light of forecast low traffic flows and room available for a vehicle to store without obstructing other vehicle access to/from the site)
- end-of-aisle extension at western end of car park is 0.89m in lieu of 1m due to the placement of a structural column (the increased aisle width and nominated turn-around area opposite the last bay allows for adequate manoeuvrability).



The report assesses these discrepancies and the modifications made to help address these as delivering a practical and workable solution.

In terms of the relevant provisions in the Dev Plan relating to traffic and parking for this type of development and site, it is considered that the proposal would be largely in line with the access and parking outcomes sought. Zone PDCs 12 and 13 in particular are satisfied in that -

- there will be no access onto an arterial road
- local impacts resulting from headlights and noise would be minimal due to its corner location
- access from the side street does not lead to excessive traffic flow
- one entry point only is provided which is setback an appropriate distance from the Churchill Road junction
- the entry point maintains the public infrastructure in the road and its verge
- there are no negative impacts associated with the on-street parking spaces.

PDC 250 in the Council Wide section calls for off-street vehicle parking and individually marked spaces in accordance with its parking requirements. This aspect has been addressed and determined to be acceptable.

The Commissioner of Highways, as a referral body, has commented on the application and has expressed the opinion that there is no objection to the proposal. The advice assessed the development's access and road safety, its parking provision, impact on road infrastructure and the implications on the Metropolitan Adelaide Road Widening Plan.

#### 8.5 Environmental Factors

## 8.5.1 Crime Prevention

Council Wide policies regarding crime prevention seek design measures such as sightlines, opportunities for passive surveillance, mix of complementary land use activities, prevention of concealment areas and clear legible building entries be incorporated into building design.

In this case, the development proposes -

- no fencing along the primary and secondary roads themselves, with access to the ground floor parking being secured by an automated gate and the rear setback area being fenced off from Redin Street
- a land use mix of residential and home offices, although the latter is very much subordinate to the respective level 2 apartments and which, in reality, are not likely to generate significant public activity
- a ground level access off of Redin Street direct into the car park that avoids 'blind' corners, with a corner cut-off being provided at the entry to ensure sightlines are improved leaving the car park and to assist with pedestrian safety
- the main resident access to the internal lobby from Redin Street being clearly defined and visible and not obscured
- the design enabling residents to have secondary internal secure access to the ground floor parking
- balconies and windows that are orientated to overlook both public streets, thus affording surveillance over public space



 a landscaping plan that generally reflects PDC 296, including creepers (Creeping Fig) to grow up the brick screen walling along both streets (thereby helping address the vandalism provisions in PDC 298)

Generally, it is felt that the proposal has sufficient alignment as to the crime prevention criteria.

#### 8.5.2 Noise Emissions

As the land is located within the *Noise and Air Emissions* Overlay, the provisions of the Minister's Specification are mandatory.

An acoustic report prepared by Sonus has been submitted as part of the application even though the report as such deals with a nearby property at 244 Churchill Road for a multi-level residential development that consisted of 42 apartments that was designed by the same architects for the same developer as this application.

The planning report accompanying the proposal makes clear that the acoustic environment at that site is the same as the subject land, namely medium rise residential buildings facing Churchill Road, and the noise attenuation measures based on this report's recommendations will be incorporated into this proposal.

The recommendations of the Sonus report (roof and upper ceilings, external walls, windows and sliding doors – particularly those facing the main road – be acoustically treated) will therefore be applied to this development. Note that this matter is also proposed to be covered by a condition placed on the consent.

Such treatment will minimise the potential for noise nuisance and will be consistent with Dev Plan policy on this matter.

## 8.5.3 Waste Management

In the amended proposal, the secured waste bin area (roughly  $4m \times 2m$ ) is located adjacent the internal north wall of the ground floor parking area and is intended to accommodate  $2 \times 1$  large 1,100lt wheeled bins (for general waste and for recyclables) and  $2 \times 1$  smaller 240lt wheeled bins (for green/organic waste). The bins will be wheeled to the Redin Street frontage for collection either by the Council or a private contractor and then wheeled back.

The capacity of the storage volumes have been calculated to exceed the guideline requirements in *Zero Waste South Australian Better Practice Guide – Waste Management in Residential or Mixed Urban Development* (April 2014). Note that a Waste Management Plan has been prepared by Veolia Environmental Services based on the original proposal. This was not altered by the amended proposal as the latter scaled down the number of units and bedrooms meaning that less waste would be generated, hence the overall plan would still be relevant.

#### 8.5.4 Stormwater

Stormwater from the proposed development will be discharged to the Redin Street drainage infrastructure as detailed in the Civil Plan designed by TMK Engineers. This was not reviewed as part of the amended proposal since the building's footprint was not substantially changed and therefore remains valid. Council has not raised any issue with this aspect of the development.



#### 8.6 Interface

As addressed above (principally by the Government Architect and in item 8.3), the potential for interface issues, importantly privacy/overlooking and over-shadowing, has been much improved and largely mitigated as a result of the amended proposal's redesign. The re-orientation and proposed screening of the balconies, and the obscure glazing of the north facing windows, means that the neighbouring properties to the east and to the north will not be subject to any direct overlooking by occupants of the apartments either into their habitable rooms or POS areas. This will be reinforced by the rear setback planting with trees which on maturity will reach 12m in height and have a 4m wide spread, thereby assisting in 'softening' the interface impact at the zone boundary.

Likewise, the screening treatment to be applied to the terrace associated with the level 5 unit, which faces north, and the communal roof terrace area, which has an open easterly perspective, will avoid the direct overlooking issue. As to the former, a 1.7m high perforated steel screen (black powdercoat finish) will be placed across the full width of the northern edge of the terrace; the latter having full height aluminium louvre battens angled at 45 degrees to only allow views towards the SE, ie away from the neighbouring dwelling to the east.

The overshadowing diagrams have demonstrated that no habitable rooms or POS of nearby dwellings will be affected. The degree that winter sunlight affects properties opposite the site and Redin Street is not a material factor. Firstly, the most affected property is the commercial use on the opposite corner and secondly, the adjacent dwelling which is on a corner block (Redin/Princess Streets) will only receive shadow over the some of its back yard area (right at the rear) and not over the dwelling per se which faces Princes Street.

The building's interface with the street gives a positive presentation as has been addressed in 8.3 above.

Taken as a whole, the amended development has been re-planned and re-scaled to minimise adverse impact on and conflict with the neighbouring dwellings and, in this respect, the proposal is not felt to be in conflict with the key Dev Plan policies.

# 9. CONCLUSION

In my opinion, taking all relevant factors into account, the application is not seriously at variance with the provisions of the Dev Plan. The amended proposal represents an acceptable mixed use, multi-level medium density residential scheme that is not only envisaged by the zone/PA policy framework but also produces in its own right a sound built form development for the site. It would be an orderly and reasonable form of development for the site and one that is unlikely to compromise the prevailing character and amenity of the locality, including its existing and anticipated townscape and built form.

The building promotes a high standard, contemporary design that responds well to the context of the mixed use urban environment that is evolving along the Churchill Road corridor as well as to the local site conditions and neighbouring residential development. The potential for interface amenity impacts on those neighbouring dwellings has been minimised through the redesigned and re-scaled proposal.

Apart from the building itself, the individual elements that help form and support the development such as traffic movement/impacts, access and parking (for vehicles and bicycles), resident access, landscaping, service infrastructure (including stormwater management and waste disposal), landscaping and apartment size/function and acoustic treatment have been demonstrated as being appropriate and/or manageable. The



identified modest shortfall in visitor car parking is not a material factor that is fatal to the proposal.

Whilst the overall height of the building, being 5 storeys and 16.08m high, exceeds the zone's height criteria, this has been confirmed by both the Government Architect and the Council as satisfactory in light of the substantial staggered setbacks for the building's upper levels, such that the perceived over-height element is visually subdued.

The zone's Desired Character itself acknowledges that there needs to be a balanced consideration of the qualitative and quantitative provisions of the Dev Plan in achieving design excellence. It is believed that the quality of this development will result in a multirise residential building of a high standard.

There are no material strategic or local planning reasons of sufficient weight that suggest that the residential apartment development would be an unsuitable use of this land or be prejudicial to the attainment of the overall goals of the *Urban Corridor Zone/Boulevarde PA*. On the contrary, the amended proposal strongly complements and reinforces the core policy parameters in a positive sense.

Accordingly, on valid planning grounds, the proposal is supportable on merit, can be justified as representing an appropriate planning/development outcome for the subject land and thereby warrants Development Plan Consent being granted.

#### 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 Prospect (City) Development Plan.
- 3) RESOLVE to grant Development Plan Consent to the proposal by Michael Calabro Pty Ltd for the construction of a 5 level residential apartment building and associated ground level car parking and landscaping at 253 Churchill Road/Redin Street, Prospect subject to the following conditions of consent:

#### **PLANNING CONDITIONS**

- 1. 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.
- 2. All bicycle parks shall be designed and constructed in accordance with Australian Standard 2890.3-2015.
- 3. All external lighting on the site shall be designed and constructed to conform to Australian Standard (AS 4282-1997).
- 4. All stormwater design and construction shall be in accordance with Australian Standard AS/NZS 3500.3:2015 (Part 3) to ensure that stormwater does not adversely affect any adjoining property or public road. Any alteration to road drainage infrastructure required to facilitate this shall be at the applicant's expense.



- 5. The acoustic attenuation measures recommended in the Acoustic Assessment, dated August 2018 by Sonus (\$5681C3), shall be fully incorporated into the building rules documentation to the reasonable satisfaction of the SCAP, and in any event must satisfy the requirements of *Minister's Specification SA 78B*. Such acoustic measures shall be made operational prior to the occupation or use of the development.
- 6. Windows shown on the plans that require privacy treatment shall be fitted with a sill height or fixed and obscured glazing not less than 1.5m above the relative finished floor level. Privacy treatments shall be installed prior to occupation of the building and thereafter maintained to the reasonable satisfaction of Council.

## Commissioner of Highways conditions

- 7. Vehicular access to the site shall be via Redin Street in general accordance with Proske Architects, Site/Ground & First Floor Plan, Drawing 17-051.PL02.B, dated 28 February 2019.
- 8. Any redundant crossovers shall be removed and reinstated to Council's standard gutter and kerb at the applicant's cost.
- 9. All off-street car parking shall be designed in accordance with AS/NZS 2890.1:2004. Additionally, clear sightlines, as shown in Figure 3.3 'Minimum Sight Lines for Pedestrian Safety' in AS/NZS 2890.1:2004, shall be provided at the property line to ensure adequate visibility between vehicles leaving the site and pedestrians on the adjacent footpath.
- 10. All vehicles shall enter and exit the site in a forward direction.
- 11. Stormwater run-off shall be collected on-site and discharged without jeopardising the integrity and safety of the adjacent roads. Any alterations to the road drainage infrastructure required to facilitate this shall be at the applicant's cost.

## **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. The applicant, or any person with the benefit of this consent, must ensure that any consent/permit from other authorities or third parties that may be required to undertake the development, have been granted by that authority prior to the commencement of the development.



- e. The applicant is reminded of their obligations under the *Local Nuisance and Litter Control Act 2016* and the *Environment Protection Act 1993*, in regard to the appropriate management of environmental impacts and matters of local nuisance. For further information about appropriate management of construction site, please contact the City of Prospect on (08) 8269 5355.
- f. Footpaths adjacent to the site are to be kept in a safe condition for pedestrians at all times during construction works. All driveways and footpaths transverse by vehicles using the site are to be maintained in a reasonable condition for the duration of the works, and are to be reinstated to the satisfaction of Council on completion of the works.
- g. All works on Council land shall be conducted to Council's specification, with all works to be bunted off safely and pedestrian safety to be maintained throughout the construction period. Planting will also need to be undertaken in line with council specification in terms of sight distance interference and safety to the community (thorns/poisonous planting). Plans displaying all relevant details of the Road/Kerbing/Footpath Works shall be submitted to the Assets and Infrastructure Officer for approval prior to the commencement of any such works.

#### Notes required by Commissioner of Highways

h. The Metropolitan Adelaide Road Widening Plan shows a possible requirement for a strip of land up to 4.5 metres in width from the Churchill Road frontage of this site, together with a 4.5 metres x 4.5 metres cut-off at the Churchill Road/Redin Street corner for future road purposes. The consent of the Commissioner of Highways under the Metropolitan Adelaide Road Widening Plan Act 1972 is required to all new building works located on or within 6 metres of the possible requirements.

The attached consent form should be submitted by the applicant, along with three copies of the approved site plans.

i. A separate application pursuant to Section 221 of the *Local Government Act 1999* is required in relation to the proposed driveway crossover, the proposed relocation of the Council street sign, the cantilevering of a canopy over the footpath and the proposed landscaping on the adjacent Redin Street and Churchill Road footpaths.

Rob Hart

ROBERT HART
CONSULTANT PLANNER
PLANNING AND DEVELOPMENT DIVISION
DEPARTMENT OF PLANNING, TRANSPORT and INFRASTRUCTURE





# 253 APARTMENTS

253 CHURCHILL ROAD, PROSPECT









#### APARMENT LEGEND

APARTMENT 203 POS

#### AREA SCHEDULE SECOND FLOOR

ARREM ARE THREN TROUM INTERNAL FACE OF EXTERNAL WHALL LINE,
LULES OTHERWISE SPECIFIED.

ALL SECROCOMI DIMENSIONS ARE MEASURED TO THE FACE OF THE
READ TO THE FACE OF THE
APARTMENT 201 71 are
201 TOTAL AREA 99 of
APARTMENT 202 78 of
POS 33 of
APARTMENT 202 33 of

SECOND FLOOR PLAN





#### APARTMENT LEGEND

#### AREA SCHEDULE THIRD FLOOR

AREAS ARE TAKEN FROM INTERNAL FACE OF EXTERNAL WALL
LINE, UNESS OTHERWISE SPECIFIED.

ALL BEERGOOD IMPROVES ARE MEASURED TO THE FACE OF
THE ROOD

APARTMENT 301

68 er
POS
14 er
190
101 TOTAL AREA
81 er

APARTMENT 302
78 er

APARTMENT 302
78 er

APARTIMENT 302 78 8
POS 15 n
302 TOTAL AREA 93 n
APARTIMENT 303 107
POS 15 n
303 TOTAL AREA 122

THIRD FLOOR PLAN



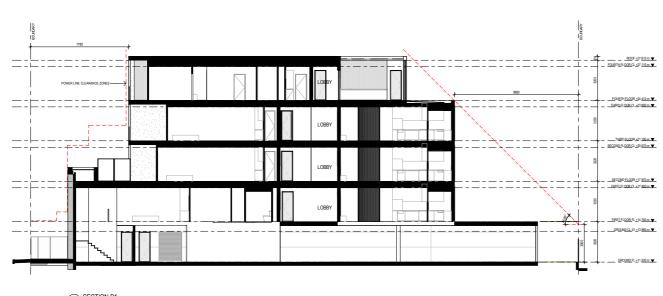




#### AREA SCHEDULE FORTH FLOOR

AREAS ARE TAKEN FROM INTERNAL FACE OF EXTERNAL WALL LINE, UNLESS OTHERWISE SPECIFIED.

APARTMENT 401 POS POS 401 TOTAL AREA ROOF TERRACE 36 m² 36 m²



B1 SECTION B1 PL02 SCALE 1:100







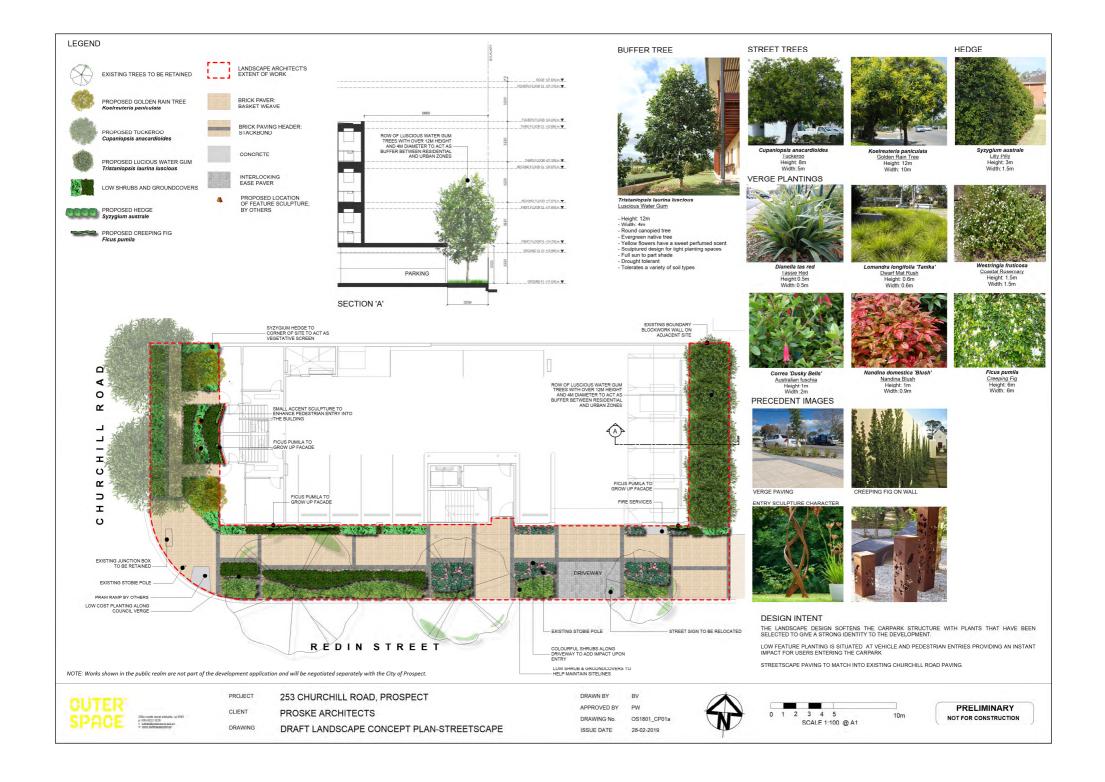
WEST STREETSCAPE



SOUTH STREETSCAPE







#### LEGEND



BLUE STONE PAVERS



SANDSTONE PAVERS



PLANTER BOXES WITH SHRUB PLANTING



PLANTER WITH FEATURE PLANTING



CLIMBERS ON RONSTAN TENSION WIRE; PLANTED IN PLANTER BOX AND POTS



OUTDOOR PICNIC TABLE SETTING



LANDSCAPE ARCHITECT'S EXTENT OF WORK

#### ROOF TERRACE PLANTING



Parlor Palm Height: 1.8m Width: 0.6m



Nandina domestica 'Blush' Nandina Blush Height: 1m Width: 0.0m



Philodendron xanadu Xanadu Height: 0.75 Width: 1.0m



Sanseviera trifasciata Snake Plant Height: 1.2 Width: 0.6m



Peace Lily Height: 2m Width: 1m



Chinese Star Jasmine Height: 0.15 Width: 1m

#### PRECEDENT IMAGES





BLUE STONE PAVERS



QUATRO PLANTER BOX



GLOBE PLANTER



OUTDOOR PICNIC TABLE & SETTING



NOTE: Works shown in the public realm are not part of the development application and will be negotiated separately with the City of Prospect.



PROJECT CLIENT

253 CHURCHILL ROAD, PROSPECT PROSKE ARCHITECTS

DRAWING DRAFT LANDSCAPE CONCEPT PLAN- FOURTH FLOOR DRAWN BY APPROVED BY

BV OS1801\_CP02a ISSUE DATE 28-02-19





**PRELIMINARY** NOT FOR CONSTRUCTION



# **ATTACHMENT 2: MAPS AND ANNOTATED PHOTOS**



Subject land and neighbouring development



Close up aerial view of subject land - showing dwelling and outbuildings



# ATTACHMENT 2: PHOTOS OF THE SITE AND LOCALITY



View of subject land from corner perspective



Direct view from Churchill Road to frontage of land



View of Redin Street side boundary of land looking towards the Churchill Road junction



View looking SE along Churchill Road towards the land, located on the corner to the left, with commercial premises opposite



View along Redin Street – garage on land shown sited at rear to the left with SAHT property/dwelling adjacent



Neighbouring SAHT dwelling



# Agenda Item 2.2.1 18 April 2019



Nature of commercial development opposite land



Looking down Redin Street – showing shed and parking area associated with the commercial premises opposite land



Adjoining dwelling on northern side of land, which is shown on the right



Closer view of neighbouring dwelling



View east along Redin Street away from Churchill Road - land is immediately to left, with commercial shed to right



View looking west along Redin Street towards Churchill Road – land located at far end of road on the right



# Agenda Item 2.2.1 18 April 2019



Locality view – NE along the eastern side of Churchill Road – the land's neighbouring property is to the far right outside view



View diagonally opposite land showing 'Prospect 1836' stage 1 under construction – looking towards SW



Residential nature of locality at Redin Street/Princess Street intersection to east of land



Same locality view looking at opposite side of intersection

# DEVELOPMENT APPLICATION FORM

COUNCIL:	CITY OF PROSPECT	FOR OFFICE USE					
		Development No:					
APPLICANT:	MICHAEL CALABRO PTY LTD	Previous Developn	Previous Development No:				
Postal Address:	C/- MASTERPLAN SA PTY LTD	Assessment No:	· -				
	33 CARRINGTON STREET ADELAIDE SA 5000						
OWNER:	GAMMA ILLUMINATION PTY LTD	☐ Complying	□ Complying Application for		n forwarded to DA	orwarded to DA	
Postal Address:	C/ 42-46 SCRIVENER STREET	□ Non-complying		Commission/Council on:			
	WARWICK FARM NSW 2170	□ Notificatio	n Cat 2		/	/	
BUILDER:	TO BE ADVISED	□ Notificatio					
Postal Address:		□ Referrals/0					
Licence No:					-		
CONTACT PERSO	ON FOR FURTHER INFORMATION:	□ DA Comm	ission	Date:	/	/	
Name:	GRAHAM BURNS - MASTERPLAN SA PTY LTD		Decision	Fees	Receipt No	Date	
Telephone:	8193 5600	Planning:					
Email:	grahamb@masterplan.com.au	Building:					
Mobile:	0413 832 602	Land Division:					
EXISTING USE:							
DETACHED DWE	LLING	Additional:					
		Dev Approval:					
House No: 25 Section No (full/pr		LL ROAD	Town/Subur		Folio: <u>552</u>		
Section No (full/p	art): Hundred:		Volume:		Folio:		
LAND DIVISION:							
Site Area (m²):	Reserve Area (m²):		No of Existing A	_	NO		
Number of Addition	onal Allotments - (Excluding Road and Reserve):	te	ase:	YES:	NO:		
If Class 5, 6, 7, 8 or	CLASSIFICATION SOUGHT:  r 9 classification is sought, state the proposed number of emploation is sought, state the number of persons for whom accommodation is sought, state the number of persons for whom accommodation.		Female:		Male:		
If Class 9b classific	cation is sought, state the proposed number of occupants of th	e various spaces at the pr	emises:				
DOES EITHER SCHEDULE 21 OR 22 OF THE DEVELOPMENT REGULATIONS 2008 APPLY?				YES:	NO:	✓	
HAS THE CONSTRUCTION INDUSTRY TRAINING FUND ACT 1993 LEVY BEEN PAID?					NO:	✓	
DEVELOPMENT	COST (Do not include any fit-out costs): \$2.2 MILLION		-				
I acknowledge tl Regulations 2008.	hat copies of this application and supporting documentation	may be provided to int	erested persor	ns in accordo	ince with the De	evelopment	
SIGNATURE:	MASTERPLAN SA PTY LTD FOR GAMMA ILLUMIN	JATION PTY LTD	D	ated: 29 O	CTOBER 2018		



**Product** Register Search (CT 5684/552)

**Date/Time** 13/02/2018 01:10PM

Customer Reference 50640

Order ID 20180213007111

Cost \$28.25



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 5684 Folio 552

Parent Title(s) CT 2232/73

Creating Dealing(s) CONVERTED TITLE

**Title Issued** 24/08/1999 **Edition** 7 **Edition Issued** 28/06/2017

# **Estate Type**

FEE SIMPLE

# **Registered Proprietor**

MICHAEL CALABRO PTY. LTD. (ACN: 105 309 957) GAMMA ILLUMINATION PTY. LTD. (ACN: 003 081 534) OF PO BOX 201 REVESBY NSW 2212 AS JOINT TENANTS

## **Description of Land**

ALLOTMENT 59 DEPOSITED PLAN 991 IN THE AREA NAMED PROSPECT HUNDRED OF YATALA

#### **Easements**

NIL

# **Schedule of Dealings**

NIL

#### **Notations**

Dealings Affecting Title

Priority Notices

NIL

Notations on Plan

NIL

Registrar-General's Notes

Administrative Interests

NIL

Land Services Page 1 of 2



Product Date/Time

Customer Reference

Order ID Cost Register Search (CT 5684/552)

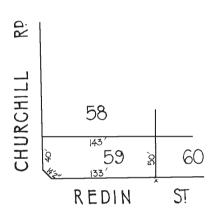
13/02/2018 01:10PM

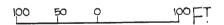
50640

20180213007111

st \$28.25







DISTANCES ARE IN FEET AND INCHES FOR METRIC CONVERSION

1 FOOT = 0.3048 METRES

1 INCH = 0.0254 METRES

 $Copyright\ Privacy\ Disclaimer:\ www.sailis.sa.gov.au/home/showCopyright\ www.sailis.sa.gov.au/home/showDisclaimer$ 

## **DEVELOPMENT REGULATIONS 2008**

# Form of Declaration (Schedule 5, Clause 2A)

To:	STATE COMMISSION ASSESSMENT PANEL								
From:	MICHAEL CALABRO PTY LTD								
Date of Application:	29 OCTOBER 2018								
Location of Proposed Deve	elopment:								
House Number:	253	Lot Number:	59						
Street:	CHURCHILL ROAD	Town/Suburb:	PROSPECT						
Section No (full/part):	DP 991	Hundred:	YATALA						
Volume:	5684	Folio:	552						
Nature of Proposed Development:  DEMOLISH DETACHED DWELLING AND CONSTRUCT A FOUR-STOREY RESIDENTIAL FLAT BUILDING WITH ASSOCIATED OFF STREET PARKING AND LANDSCAPING  I, Graham Burns of MasterPlan SA Pty Ltd being a person acting on behalf of the applicant 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 2008.									
29 October 2018									
Date		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:

- an internal alteration of a building; or
- 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 fence that is less than 2.0 m in height; or
- 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 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 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 <a href="https://www.technicalregulator.sa.gov.au">www.technicalregulator.sa.gov.au</a>

#### 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.



7 March 2019

Ms Gabrielle McMahon
Principal Planner
Strategic Development Assessment
Planning and Development,
Department of Planning, Transport and
Infrastructure
P.O Box 1815
ADELAIDE SA 5001

Dear Gabrielle

# Re: 253 Churchill Road Prospect (DA 050/M007/18)

We act for Michael Calabro Pty Ltd in relation to the above development application, and refer to our various communications since the application was lodged with SCAP on 29 October 2018 and receipted on 7 November 2018.

We now **enclose** a set of amended drawings (Revision B dated 28<sup>th</sup> February 2019) in response to:

- your email of 11 January 2019;
- agency referral comments received from the Government Architect dated 20<sup>th</sup> December 2018;
- agency referral comments received from the Commissioner of Highways dated 19<sup>th</sup> December 2018;
- informal comments received from the City of Prospect Assessment Panel at its 10<sup>th</sup> December 2018 meeting; and
- representations received following Category 2 Notification, one from the SA Housing Authority as owner of the detached dwelling at 82 Redin Street, and one from Mr Tom Colmer of 255 Churchill Road, Prospect.

#### We also enclose:

 an amended Landscape Concept Plan prepared by Outerspace Landscape Architects (Issued 28<sup>th</sup> February 2019); and



• an updated Traffic and Parking Report prepared by Cirqa Pty Ltd (Version 3 dated 28<sup>th</sup> February 2019).

The acoustics report prepared by Sonus Pty Ltd has not been amended because the acoustic environment impacting the proposed apartment has not changed.

TMK Engineers' Civil Plan has also not been amended because the building footprint is substantially the same as previously.

Veolia's Waste Management Plan has not been amended because the amended proposal features fewer apartments and fewer bedrooms. Based on comments received from the City of Prospect, the proposal has been amended to ensure that the waste, recycle and green bin numbers are consistent with Council's advice and Zero Waste's standards.

#### **Amended Proposal**

#### **Overview**

The application originally lodged with SCAP proposed thirteen (13) apartments, comprising twelve (12) two-bedroom apartments and one (1) three-bedroom apartment. The amended proposal proposes ten (10) apartments, comprising four (4) two-bedroom apartments and six (6) three-bedroom apartments.

The reduction in apartment numbers has also lowered bedroom numbers from 27 previously to 26 in the amended proposal.

The reduction in apartment numbers has also reduced parking demand, whereby the 10 proposed apartments will now require 12 parking spaces. Provision has been made for 12 off-street parking spaces (14 previously), resulting in a shortfall of two spaces.

The amended design now has two apartments at Ground Floor level facing Churchill Road. These apartments will each have a home office which can be directly accessed from Churchill Road. These apartments have also been designed to screen the ground level car park to Churchill Road. The provision of a home office facing Churchill Road also provides an opportunity to activate the Churchill Road frontage. The two apartments facing Churchill Road at Ground Floor level also have more of a 'townhouse' appearance to distinguish them from the upper level apartments.

The Second and Third Floor apartments have been reduced in floor area to improve the front façade alignment. The sole three-bedroom apartment at Fourth Floor level features a wrap-around balcony to both road frontages as well as a north facing Terrace balcony of 15.75 square metres.

The brick selection at the lower levels has been changed to a lighter tone to enhance the overall appearance and streetscape appeal of the development from both road frontages.



#### Overlooking

The redesigned and reconfigured apartment layout at all levels also resolves previously raised concerns about overlooking. In this regard it will be noted that all east facing balconies have been removed, other than the 15.75 square metre Terrace at Level Four for Apartment 401.

The 36 square metre Communal Terrace at Fourth Floor level will be available for all residents. To prevent overlooking east from this terrace towards the SA Housing Authority's detached dwelling at 82 Redin Street, full height aluminium louvre battens will be installed at 45 degrees to deflect views towards Redin Street away from this dwelling.

The north facing balustrade for Apartment 401's roof-top terrace will be fitted with a 1,700 millimetre high perforated steel screen to prevent views in a northerly direction. All other north facing windows will be fixed, etched glazing 1,700 millimetre high to prevent overlooking in this direction.

These screening devices will ensure that the proposal satisfies Urban Corridor Zone PDC 8 which requires overlooking to be *prevented* within 45 metres and *minimised* beyond 45 metres, when measured from the property boundary. While this provision is in our opinion onerous and unreasonable, the amended proposal nonetheless satisfies it.

#### East boundary interface

No part of the redesigned building will penetrate the 45° setback plane, as shown on Drawing PL04.B, Section B1.

We note and agree with your comment that "there is some scope for a reduced setback [from the eastern boundary] given the stepping back of the building". Indeed, the amended proposal has gone further by stepping the building even further back from the eastern boundary and removing all balconies previously proposed on this side of the building, except for the Communal Roof Terrace described above.

The 3.0 metre setback from the eastern boundary is furthermore consistent with Urban Corridor Zone PDC 19.

The Deep Soil Zone alongside the eastern boundary will now be planted with five (5) *Tristaniopsis laurina luscious*, or Luscious Water Gum trees, as detailed in the amended Landscape Concept Plan prepared by Outerspace. The tree species selected for this part of the site will soften and screen the proposal at the interface shared with the adjacent Residential Zone to the east.



We appreciate your comment that the 3.0 metre wide Deep Soil Zone at the eastern interface appears to be acceptable, subject to the selection of suitable tree species. The amended proposal also features permeable paving for parking spaces one to five adjacent to the Dep Soil Zone, at least half of which will be exposed to the sky (see Proske Architects Site and Ground Floor Plan, Drawing PL02.B).

#### Bin Storage

The Bin Store has been relocated to the northern side of the Ground Floor. Both large bins in the Bin Store will now be 1,100 litres wheeled bins (one for waste and one for recyclables). The two smaller bins shown in this room (each 240 litres) will be for green/organic waste.

With fewer bedrooms, waste volume is expected to be slightly lower.

The City of Prospect, via CAP assessment of the application, considered that "the [waste] storage capacities proposed would not achieve the Better Practice Guide in relation to the recyclable and green organic waste streams". We have reviewed the proposal's waste storage facility having regard to Council's concerns, as well as the <u>Zero Waste South Australian Better Practice Guide – Waste Management in Residential or Mixed Urban Development</u> (quidelines dated April 2014), being the reference documents cited in the CAP report.

Applying the generation rates in Table C.2 of the Zero Waste Practice Guide, and based on 26 bedrooms as now proposed (one bedroom less than the number assessed by Council), the proposal would be expected to generate:

- general waste 35 litres x 26 bedrooms = 910 litres;

- recycling 30 litres x 26 bedrooms = 780 litres; and

- organics (no garden) 10 litres x 26 bedrooms = 250 litres.

The Waste Room shown on the amended Site and Ground Floor plan will have:

one (1) general waste bin of 1,100 litres;

- one (1) recyclables bin of 1,000 litres; and

- two (2) green organics bins (2 x 240 litres) of 480 litres.

These storage volumes exceed Zero Waste's guidelines.

The bins can either be emptied by a private contractor, Council's waste collection service or a combination of Council and private contractor services. Whichever service is used, the bins will be wheeled onto Redin Street on collection day and wheeled back into the Bin Store once emptied.



#### Agency referral response

It is pleasing to note that the Commissioner of Highways does not object to the proposed development. The three conditions and notes recommended by the Commissioner are acceptable to our client.

#### Representations

Two representations were received at the conclusion of the Category 2 notification period, one from Mr Tom Colmer who resides immediately to the north of the site at 255 Churchill Road, and the other from the SA Housing Authority on behalf of the SAHT. The SAHT owns the single storey detached dwelling immediately to the east of the site at 82 Redin Street.

#### Mr Colmer

Mr Colmer is concerned that there is insufficient parking for the development, and that there are restricted on-street parking conditions nearby. Mr Colmer is also concerned that the apartments' east facing balconies will overlook the pool in the rear yard of his property.

The amended proposal reduces the number of apartments to the extent that there will now be a reduced shortfall of visitor parking spaces. All residents' vehicles can be accommodated on-site.

We maintain that the visitor parking shortfall can be readily accommodated in Redin Street, notwithstanding the parking restrictions applying to certain sections of this road (but not all sections of this road). As noted by Cirqa Pty Ltd in its amended Traffic and Parking Report, Redin Street is a local road with a 7.5 metre carriageway and has "unrestricted on-street parallel parking on the northern side of Redin Street and on the southern side outside of restriction hours ('no parking' restrictions apply from Monday to Friday 8.00 am to 6.00 pm and Saturday 8.00 am to 12.00 pm)." Cirqa makes the important point that:

"Based upon inspection of the subject site and available aerial and street-view photography, such a demand [for 1.5 spaces, rounded up to 2 spaces] would be readily accommodated. Furthermore, such demands would be occasional and would be of short to medium term duration, resulting in minimal impact on parking availability within the vicinity of the site."

#### We concur with Cirqa.

As all balconies at the eastern end of the apartments building have been removed, the Terrace for Apartment 401 will be appropriately screened along the northern side and all north facing windows will be etched to a height of 1,700 millimetres.



We are satisfied that there will be no overlooking into Mr Colmer's property at 255 Churchill Road, or indeed any overlooking beyond his property.

#### **SA Housing Authority**

The SA Housing Authority on behalf of the SAHT advised that the proposal is inadequately setback from the rear eastern boundary, which in turn "contributes to the building exceeding the 45° maximum building envelope for portions of the second and third storeys-bringing their new facing balconies closer to the rear zone boundary with the SAHT property than would normally be the case".

All east facing rear balconies have now been deleted, and the entire building has been reduced in size so that it is now fully contained within the 45° setback plane shown on Figure 1 of PDC 15 for the Urban Corridor Zone.

All of the SA Housing Authority's concerns have been met by the amendments made to the proposal.

#### Closure

We believe that the amended set of drawings enclosed with this letter, and the associated report from Cirqa:

- address the issues variously raised by the City of Prospect, the Government Architect and your office; and
- address the concerns raised by the two representations received following Category 2 notification.

Kindly schedule our client's application for formal consideration at the next available meeting of the State Commission Assessment Panel. The writer and Proske Architects would be pleased to attend that meeting to explain the proposal, respond as necessary to those representators who may choose to attend, and to answer any questions from Panel Members.

Yours sincerely

Graham Burns

MasterPlan SA Pty Ltd

enc: Amended Drawing Set (Proske Architects)

Amended Landscape ConceptPlan (Outerspace)

Updated Traffic and Parking Report (Cirqa)

cc: Michael Calabro Pty Ltd

Proske Architects



#### PLANNING REPORT

#### PROPOSED MEDIUM RISE APARTMENTS

AT: 253 CHURCHILL ROAD PROSPECT (CORNER REDIN STREET)

FOR: MICHAEL CALABRO PTY LTD

#### 1.0 INTRODUCTION

This Planning Report has been prepared in support of an application by Michael Calabro Pty Ltd to demolish existing buildings and infrastructure at 253 Churchill Road Prospect, and construct a five-level apartment building. The apartment building will contain 13 apartments, with off-street parking at ground level for 14 vehicles and associated landscaping.

The amended proposal is shown on the accompanying set of drawings prepared by Proske Architects.

Supporting documentation has been prepared by:

- Cirqa Pty Ltd (traffic, access and parking);
- TMK Consulting Engineers (civil and stormwater); and
- Outerspace (landscape, streetscape).

#### 2.0 APPROVED DEVELOPMENT

On 8 February 2016, the City of Prospect granted Development Plan Consent to another firm of architects to construct a four-level residential flat building containing 16 apartments, a communal storage facility, ground level car parking and landscaping (DA 050/344/2015). The consent was granted subject to 20 conditions and two reserved matters (stormwater and landscaping). A copy of that consent is at **Attachment A**.

As the approved development did not proceed, the consent lapsed on 19 January 2018.

In 2017, before the consent lapsed, the site was acquired by Michael Calabro Pty Ltd with the intention of developing it in accordance with the 8 February 2016 approval. As part of the applicant's due diligence investigations, Proske Architects were instructed to review the approved set of drawings. The review identified numerous design deficiencies, including:



- (i) the approved car park design did not comply with the Building Code of Australia (BCA);
- (ii) the approved building did not meet SA Power Networks' powerline setback requirements from above ground powerlines along Churchill Road and Redin Street by a very substantial margin;
- (iii) the waste bin collection arrangements from Churchill Road frontage were poor;
- (iv) the building had a poor streetscape presentation to both street frontages;
- (v) over-bonnet storage shown on the approved plans did not comply with the BCA;
- (vi) a janitor's toilet was not shown on the approved plans but is a requirement of the BCA;
- (vii) only one exit door from the ground level car park was shown, whereas two are required by the BCA;
- (viii) the approved design had sliding doors to balconies within 3.0 metres of the boundary, contrary to BCA requirements;
- (ix) the approved design offered a low standard of residential amenity for apartment occupants, including poor daylight and inadequate ventilation, storage lockers remotely located from associated apartments in a Common Area and in the car park, and an unworkable car park;
- (x) a building encroachment over the Redin Street corner cut-off at Levels 1, 2 and 3;
- (xi) poor to no views from apartments adjacent to Redin Street;
- (xii) a floor to floor height of 2.9 metres and a floor to ceiling height of 2.4 metres, leaving insufficient room to accommodate services within the 500-millimetre space after allowing for the floor slab;
- (xiii) direct overlooking into adjacent private open space of the residence to the east from Level 1 windows;
- (xiv) the Common Area being poorly located in relation to each apartment and unlikely to be used;
- (xv) the southern wall of the car park needing to be relocated 450 millimetres closer to the Redin Street boundary to achieve a minimum car park aisle width between the 90 degree and parallel parking spaces; and
- (xvi) the inevitable loss of one street tree in Redin Street due to the location of the car park driveway entrance.



The most serious shortcoming was found to be the approved development's failure to comply with the powerline setbacks. A 'sag and swing' investigation by Lucid Engineers identified that the apartments on every level closest to the high voltage lines along Churchill Road did not meet SAPN's minimum safety clearance requirements by a considerable margin.

After careful consideration of the approved development's shortfalls, it was determined that a new proposal was the only feasible option.

#### 3.0 DEVELOPMENT SITE AND LOCALITY

The development site is occupied by a single storey detached dwelling. The site is located on the northern side of the Churchill Road and Redin Street corner. But for the corner cut-off, the site is rectangular in shape with a depth of 43.586 metres and a width of 15.24 metres. The overall site area is 659.6 square metres. A copy of the relevant Certificate of Title (CT 5684/552) is at **Attachment B**.

The development site is in the Urban Corridor Zone as detailed on Zones Map Pr/3, and the Boulevard Policy Area of that Zone as shown on Policy Areas Map Pr/8 of the Development Plan. Properties immediately to the north, south and west of the site are also contained in the Urban Corridor Zone and Boulevard Policy Area. Properties immediately to the east of the site are in the Residential Zone (Policy Area RA450).

The Locality is dominated by Churchill Road, low to medium density residential development on both sides of this road and isolated examples of commercial development fronting Churchill Road. The opposite (south) corner of Churchill Road and Redin Street is taken up by one such commercial development, a showroom and homewares selection centre with associated off-street parking accessed from Redin Street (2<sup>nd</sup> Fix Doors and Hardware).

Directly opposite the site on the western side of Churchill Road is an integrated medium density residential redevelopment and new urban form project under construction and being marketed as "Prospect 1838".

Redin Street is a local road under the care and control of the City of Prospect. A 40 km/hour speed limit applies along Redin Street. The street is tree lined on both sides.

#### 4.0 THE PROPOSED DEVELOPMENT

#### 4.1 General Description

The proposal has been designed by Proske Architects, and is shown at **Attachment C**. It comprises:

• Site Demolition, Site and Ground and First Floor Plans (Drawing PL02.A);



- Second and Third Floor Plans (Drawing PL03.A);
- Fourth Floor Plan and Section B1 (Drawing PL04);
- Elevations (Drawing PL05.A);
- West and South Streetscapes (Drawing PL06.A); and
- Shadow Diagrams (Drawing PL08.A).

As noted there will be 13 apartments in four levels above a ground floor car park, which is three apartments less than the 16 apartments in the approved development.

Provision has also been made for a Roof Terrace at Level 4 which will be accessible to all apartment occupants.

Excluding the lift over-run, the building will have an overall height of 16.08 metres.

Provision has been made at ground floor level for the parking of fourteen (14) vehicles, with a relocated driveway entrance from Redin Street that has been repositioned to retain the street tree.

Cirqa has prepared a Traffic and Parking Report (**Attachment D**), and notes that the provision of fourteen parking spaces will satisfy the Development Plan's requirements for residential parking. Cirqa also notes that the proposal has a theoretical requirement for 3.25 spaces for visitor parking which can be readily accommodated on-street adjacent to the site in Redin Street.

Cirqa also notes that the approved development (16 apartments) had a 4.0 vehicle shortfall that was to be accommodated on Churchill Road and Redin Street.

Cirqa concludes that the proposal's "small shortfall is not considered to significantly impact upon on-street parking availability".

Stormwater from the proposed development will drain to the Redin Street water table in accordance with Council requirements and as detailed on the Civil Plan prepared by TMK Engineers (**Attachment E**).

Outerspace Landscape Architects have prepared a Landscape Concept Plan for the proposal (**Attachment F**). The Landscape Plan details landscaping treatments in the deep soil zones at the eastern and western end of the site, streetscape treatments to the Churchill Road and Redin Street frontages and verges, and landscaping, furniture and paving treatments on the Roof Terrace.



#### 4.2 Office for Design + Architecture

The Office for Design + Architecture (ODASA) commented on an earlier proposal for the site<sup>1</sup> by letter dated 28 March 2018 – see **Attachment G**. That proposal was lodged with the City of Prospect but was subsequently withdrawn. The proposal which is the subject of this application incorporates ODASA's suggestions, as set out in its 28 March 2018 advice, namely:

- the northern and eastern setback encroachments including the 45 degree building envelope at the Residential Zone interface have been corrected;
- the car park's visibility at street level will be minimised by using perforated mesh for required
  cross-ventilation and also to screen the car park during the day. Landscaping adjacent to the
  Churchill Road and Redin Street frontages will ensure that the car park is effectively screened
  from public view;
- active use space cannot be provided at ground floor level because there is simply no free space at this level for such purposes without sacrificing parking spaces;
- the proposal incorporates a pedestrian access door from Churchill Road for resident access, but
  the primary entry will be from Redin Street where a cantilevered canopy over Redin Street will
  assist in wayfinding the main resident and visitor entrance from all directions;
- the north-west apartments at First and Second Floor level have an open-plan Dining/Living/ Kitchen, leading onto the western boundary via sliding glass doors that occupy almost the full width of these apartments – see West Elevation Drawing PL05.A. It is also preferable that the bedrooms in this building be located as far back as possible from Churchill Road for sound attenuation reasons. The positioning of the Dining/Living/Kitchen at the front of the apartments that are fitted with full width glass sliding doors is an appropriate design outcome;
- the proposal has been designed to prevent overlooking from the east facing apartments, featuring 1,500 millimetre high perforated steel screen balconies (1,800 millimetres high at Fourth Floor Level), and 1,500 millimetre high fixed etched glazing to other windows facing east. Fixed etched glazing is also proposed for the north facing windows;
- a 3.0 metre wide deep soil zone has added to the eastern boundary shared with the Residential Zone. The deep soil zone will be planted with Italian Cypress Pines to create reliable and effective screening for the owners and/or occupiers of houses in the adjacent Residential Zone. The plant species selected for the deep soil zone have been recommended by Outerspace, who confirm that the 3.0 metre wide zone will permit these plant species to flourish and attain their recommended height and width at maturity.

 $<sup>^{\</sup>rm 1}$  This earlier proposal was lodged with the City of Prospect (DA 050/28/2018) and has been withdrawn.



#### 4.3 The Commissioner of Highways (DPTI Transport)

The Commissioner of Highways (DPTI - Transport Assessment and Policy Reform) commented on the proposal which was lodged with Council but subsequently withdrawn. The agency's letter was dated 17 July 2018 - see **Attachment H**.

DPTI Transport did not object to the proposed development, and advised that the proposal if granted consent should be subject to 4 Conditions and one Note. As the proposal the subject of this application is the same as the proposal then assessed by DPTI Transport, and our client supported these conditions and note, it is appropriate and reasonable that they be attached to any consent granted for the current application.

#### 5.0 PLANNING ASSESSMENT

The relevant Development Plan for assessment purposes is the City of Prospect Development Plan, consolidated version dated 13 February 2018. It is noted that this version incorporates the <u>Urban Corridor Zone and Interface Areas Policy Review DPA</u> which received Interim Authorisation on 30 May 2017 and was fully authorised on 13 February 2018.

The planning issues which are considered to be most relevant to an assessment of the proposal are:

- (i) is the proposal sufficiently in accordance with the Urban Corridor Zone Objectives and Desired Character;
- (ii) is the building height acceptable having regard to all relevant provisions of the Development
- (iii) what impact will the Fourth Floor have on the amenity of surrounding residential development (overlooking, privacy, overshadowing);
- (iv) has the proposal been appropriately designed to attenuate noise from Churchill Road;
- (v) what impact will the proposed development have on the Churchill Road and Redin Street streetscapes; and
- (vi) is the proposal provided with adequate off-street parking for occupants and visitors.

#### 5.1 Urban Corridor Zone and Desired Character Consistency

The site of the proposed development is in the Urban Corridor Zone, and more particularly in the Boulevard Policy Area of that Zone (Zone Map Pr/3 and Policy Areas Map Pr/8).



Zone Objective 1 calls for "a range of compatible non-residential and medium and high density residential land uses oriented towards a high frequency public transport corridor", while Zone Objective 2 encourages "integrated, mixed use, medium and high-rise buildings with ground floor uses that create active, vibrant, and visually appealing streetscapes incorporating high levels of amenity".

Zone Objective 6 requires buildings to "transition down in scale and intensity at the zone boundary to maintain the amenity of residential properties located within adjacent zones".

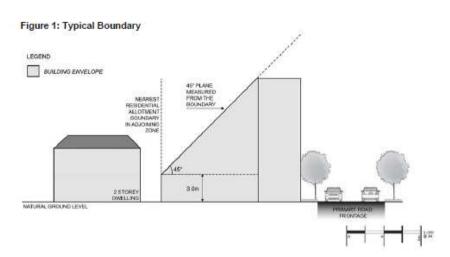
The proposal is a medium density residential land use (it is not high density) on a site with direct frontage to Churchill Road, which is identified as a strategic road on the Strategic Transport Routes Map Pr/1 Overlay 4 of the Development Plan. Churchill Road also carries numerous bus routes, as detailed in the Map extract below taken from the Adelaide Metro website. The development site is marked with a red circle on this Map.



The proposal has also been designed to be visually appealing when viewed from Churchill Road and Redin Street, unlike the previous proposal which presented poorly to both street frontages.

The development site adjoins the Residential Zone to the east. For this reason, the building has been carefully designed to transition down towards this boundary. The building transition at the adjacent Residential Zone interface has furthermore been designed to satisfy the 'Interface Height Provisions' of the Urban Corridor Zone which are graphically shown on **Figure 1: Typical Boundary** below:





Zone Principle 15 requires buildings adjacent to the nearest residential allotment boundary of an adjoining zone to be contained within a 45 degree plane measured from a height of 3.0 metres above natural ground level at the zone boundary in accordance with Figure 1 above. This 45 degree plane is shown as a broken red line on Drawing PL04, Section B1.

There is only a minor and non-consequential penetration of the 45 degree plane at Second Floor level.

Importantly, a 3.0-metre-wide, deep soil zone will be established along the eastern zone boundary and will be planted out with Italian Cypress Pines at close intervals. These trees are expected to grow to a height of 12 metres and a width of at least 1.0 metre to ensure that there is no overlooking from the habitable rooms and balconies of the Second and Third Floor apartments. [The tree indicatively shown on the South Elevation and Section B1 drawings is shown at an approximate height of 9.5 metres and, slightly lower than the expected 12 metre height of an Italian Cypress Pine at maturity.]

The Zone's Desired Character calls for "an evolving transformation of land uses, built form and scale to accommodate urban growth along transit corridors". The proposal satisfies this important requirement.

The Zone's Desired Character also calls for buildings to have the "greatest height, mass and intensity at the main road frontages (behind setbacks, landscaping if envisaged in the Policy Area) and will reduce in scale to transition down where there is interface with low rise residential development in the adjacent zone". The proposal maximises building height as close as possible to the Churchill Road frontage, taking into account the need for progressive building setbacks at the upper levels to comply with SAPN's powerline clearance requirements. There will also be a gradation in building height, mass and intensity towards the eastern boundary shared with the low rise residence in the adjacent Residential Zone.

The proposal is consistent in all relevant respects with the Desired Character sought for the Urban Corridor Zone.



The relevant Desired Character provisions for the Boulevard Policy Area state:

#### DESIRED CHARACTER

The Policy Area will contain a variety of housing types at medium to high densities, as well as small-scale businesses, local shops and facilities while maintaining the important transport function of the road as a strategic transport route.

Land parcels will be amalgamated where possible, resulting in the establishment of more diverse and comprehensive developments on larger sites. Within the Policy Area west of Churchill Road properties extend to more than one allotment deep allowing greater opportunity for land amalgamations.

To reinforce the desired boulevard character of Churchill Road and maintain front setbacks in other streets, buildings will be set back from the front property boundary. Setbacks may be varied to accommodate desired areas for street activation and interest, such as outdoor seating and landscaping in deep root zones. Shelter will be provided over pedestrian areas at the front of buildings. If land is required for road widening, such shelter can be constructed in a manner that allows it to be demountable.

Built form will display its greatest height, mass and intensity to address the primary street frontage and shall be situated within the front portion of the site and extend to side boundaries. Where walls are built on or in close proximity to boundaries, they should display attractive and interesting qualities that are neighbour friendly, such as recessed walls and wrapping around elements of façade detailing. Behind the front portion, built form will be of a lesser scale, with increasing building separations to habitable rooms and balconies and transitioning down to zone boundaries. These attributes are contextually derived from traditional double fronted cottages in North Ovingham with ground floors elevated and frontages addressing the street, front yards, built form to side boundaries (usually without a driveway) and large backvards.

Building façades will be articulated with elements such as recessed and cantilevered balconies verandas, entrances, wall features and eaves. A contextual palette of materials and finishes (as described in the Zone) that are durable and fit-for-purpose will be carefully used to create an enduring building appearance.

Street fencing will contribute to a pleasant pedestrian environment and will be articulated and display visual permeable qualities to provide visual interest and casual surveillance while maintaining privacy to ground floor dwellings.

Landscaping areas will be extensively used to enhance the built form, contribute to a pleasant pedestrian environment and provide an attractive transition between the public and private realms, and will be exclusive of on-site services.

Pedestrian and bicycle movement will be encouraged through an activated and appealing public realm that is supported by the Churchill Road Master Plan, including maximising use of the Greenway adjacent to the railway line.

The amended proposal has been carefully designed having regard to the Desired Character sought for the Boulevard Policy Area, featuring:

- a variety of housing types at medium density, with twelve 2-bedroom designs and a 3-bedroom design to satisfy expected market demand;
- the maintenance of Churchill Road's function as a strategic transport route, by positioning all vehicle access and waste collection services from Redin Street, and an Entrance Lobby facing and directly accessible from Redin Street;



- a 3.10 metre building setback from Churchill Road to accommodate paving and effective landscaping in a deep root zone adjacent to this arterial road;
- a concentration of the building's greatest height, mass and intensity closest to the primary street frontage (Churchill Road);
- a northern side wall shared with residential development to the north which is neighbour friendly;
- a transition of building height down to the eastern (rear) boundary shared with the Residential Zone;
- articulated building facades to the Churchill Road and Redin Street frontages, with apartments facing Churchill Road incorporating balconies facing this corridor; and
- effective landscaping in deep soil zones at the front and rear of the site to enhance the built form, contribute to a pleasant built environment and provide an attractive transition between the public and private realms.

In all relevant respects, the proposal is consistent with the objectives and desired character sought for the Zone and Policy Area.

It is also relevant to note that – of all the Policy Areas in the Urban Corridor Zone – the Boulevard Policy Area encourages the highest residential site density, namely a *minimum* net residential site density<sup>2</sup> of 75 dwellings per hectare net (Zone Principle 5).

The development site has an area of 659.6 square metres, or 0.06596 hectares. With 13 proposed apartments, the proposal delivers a net residential site density of 197 dwellings per hectare.

#### 5.2 Building Height

Urban Corridor Zone Principle 14 encourages building heights to be consistent with the parameters set out in the corresponding Table. For the Boulevard Policy Area, the relevant parameters are:

- a minimum building height of two storeys; and
- a maximum building height of four storeys and up to 15 metres.

The proposal complies with the minimum building height but with a building height of 16.08 metres, it exceeds the maximum building height of 15 metres by a margin of 1.08 metres. It is also one storey more than the maximum specified.

<sup>&</sup>lt;sup>2</sup> Net residential site density' is defined in the 30-Year Plan for Greater Adelaide as: Density of a development site calculated by dividing the total number of dwellings by the area (in hectares) of residential land that they occupy (excludes land uses, including roads, open space, etc.) and expressed as dwelling units per hectare (du/ha).



Relevantly, the building's height exceedance does not occur across the entire development site. Rather, the Fourth Floor will be setback 7.786 metres from Churchill Road at the western end of the site, and 13.68 metres from the rear boundary at the eastern end of the site (measured from the Roof Terrace). A generous building setback at the Churchill Road end of the site is also required as a consequence of the sag and swing power line investigation, to ensure that all building levels are set back adequately from the high tension power lines along Churchill Road. For this reason, the building will be set back 3.1 metres from Churchill Road, progressively increasing as building height increases. At the rear, the building will be setback 3.0 metres from the eastern boundary, and progressively increasing as building height increases in accordance with the 45 degree plane.

These setback distances satisfy the distances specified by Zone Principles 17 and 19 (3.0 metres from the Primary Road frontage and 3.0 metres from the rear boundary).

The building does not satisfy the 2.0 metre secondary road setback requirement specified by Zone Principle 18. Along this frontage, the building (including the top floor level) will be setback 790mm from Redin Street. This has been necessary in order to achieve a workable car park design and provision of adequate off-street parking which satisfies AS/NZS 2890.1:2004.

It would simply not be possible to design off-street parking in accordance with the relevant standards, and at the same time achieve a 2.0 metre setback from Redin Street, without sacrificing at least four off-street parking spaces.

On balance, the proposal's height and siting relative to all site boundaries is considered acceptable, having regard to the minor building height exceedance (1.08 metres) and off-street car parking design constraints which limit opportunities to achieve a 2.0 metre secondary road setback.

Relevantly, the building height 'exceedance' is 1.6 metres at the upper level only where it cannot be readily seen from Churchill Road, Redin Street or adjacent houses to the east in Redin Street. To offset the small increase in building height, the building exhibits a high degree of articulation and a commendable presentation to both street frontages in accordance with the relevant provisions of the Development Plan. It will also be enhanced with effective landscaping to the Churchill Road and Redin Street frontages, and the rear boundary, in accordance with the details shown on Outerspace's Landscape Concept.

#### 5.3 Residential Amenity

The proposed Fourth Floor Roof Terrace will be setback 13.68 metres from the eastern boundary, and also the Residential Zone boundary. At Ground Level, the building will be setback 3.0 metres from the eastern rear boundary. These setbacks comfortably exceed the 6.0 metre and 3.0 metre setback distances specified by Zone Principle 19.



On the northern side, the building will be built onto the northern boundary, stopping 2.995 metres from Churchill Road and 2.5 metres at the eastern end. At First Floor Level, the northern wall will be built on the boundary closest to Churchill Road for a length of 16.896 metres, with the remainder of the northern side of the building at this and all other levels being setback 2.0 metres from the northern boundary. These side setbacks satisfy the minimum side boundary setbacks specified in the Table to Zone PDC 19.

Overlooking into the private open space and habitable room windows of the residences to the east and north-east in the adjacent Residential Zone will be minimised, if not prevented, by the planting of Italian Cypress Pines at close intervals in the deep soil zone adjacent to the rear (eastern) boundary. At maturity, these trees will form an impenetrable vegetation screen to prevent overlooking.

Along the northern side of the building, the habitable room windows at all levels will be fixed, etched glazing to prevent overlooking into the rear yard and private open space of the detached dwelling directly to the north (see North Elevation Drawing PL05.A).

A set of overshadowing diagrams has been prepared (Drawing PL08.A) showing the extent of shadow from the proposal at hourly intervals from 9.00 am to 4.00 pm on 22 June (winter solstice). The Note at the bottom of Drawing PL08.A states: "All shadows are cast onto ground level only and not onto adjacent building structures". In other words, buildings projecting above ground level will not necessarily be in shadow. This is particularly so in relation to the adjacent dwelling t the east of the site in Redin Street, where the shadow at 4.00pm is shown as falling onto roof but in reality is not expected to shadow the roof, which is in any event a garage and not a habitable room. The remainder of the shadow at that time of the day and year falls onto the associated driveway.

The shadow diagrams indicate that during the winter solstice, most shadow falls onto Churchill Road and Redin Street and the adjacent commercial premises of 2<sup>nd</sup> Fix Doors and Hardware.

The adjacent residential property in Redin Street to the east of the site will receive at least 5 hours of sunlight at the winter solstice (ie from 10.00am until 3.00pm). This property will then only receive shadow for the next hour onto the garage and front driveway.

It can be concluded that the proposal will satisfy Design Technique 78.1 which encourages sunlight onto ground level private open space of adjacent dwellings for two consecutive hours between 9.00am and 3.00pm on 21 June, and that it will also satisfy Urban Corridor Zone Principle 13 which states:

PDC 13 To minimise overshadowing of sensitive uses outside of the zone, buildings should ensure that:

- (a) north-facing windows to habitable rooms of existing dwellings in adjacent zones receive at least 3 hours of direct sunlight over a portion of their surface between 9.00am and 3.00pm on 21 June
- (b) ground level open space of existing residential buildings in adjacent zones receive direct sunlight for a minimum of 2 hours between 9.00am and 3.00pm on 21 June to at least the smaller of the following:



- (i) half of the existing ground level open space; or
- (ii) 35 square metres of the existing ground level open space (with at least one of the area's dimensions measuring 2.5 metres).

#### [our underlining]

The premises on the opposite side of Redin Street are a showroom and associated customer/employee car park. They are not used for residential purposes and are in the Urban Corridor Zone.

We are satisfied that residential amenity for adjacent owners and occupiers in both the Residential Zone and the Urban Corridor Zone will not be unreasonably impaired by the proposed development, and that those residential properties will not be unreasonably overshadowed or overlooked by the proposed development.

#### 5.4 Noise Attenuation

Churchill Road is a "Type A" road in the City of Prospect Development Plan, and the site is furthermore a "designated area" through the Air and Noise Emissions Overlay of the Development Plan. As such, the acoustic measures contained in Minister's Specification SA 78B are mandatory for the proposed development.

The Minister's Specification furthermore requires that the acoustic measures must be confirmed by the Building Certifier at the Building Rules Consent stage of the project.

The proposal incorporates noise attenuation measures based on recommendations made by Sonus Pty Ltd in August 2018 for the nearby apartment development at 244 – 248 Churchill Road Prospect (DA 050/482/2017. A full copy of the Sonus report is at **Attachment I**. The Sonus report in that matter was prepared for the same applicant Michael Calabro Pty Ltd. For the 244 – 248 Churchill Road development, Sonus has recommended that the roof and upper ceilings, external walls, windows and sliding doors, particularly to those apartments facing Churchill Road, be acoustically treated in accordance with the recommendations set out in the Acoustic Report. Our client has agreed to those recommendations.

The acoustic environment at 244 – 248 Churchill Road is the same as the proposed development, namely a medium rise residential building with apartments facing Churchill Road.

If this application is approved, we respectfully suggest that a condition be imposed on the consent which specifies that the proposal must be designed to satisfy the mandatory requirements of Minister's Specification SA78B.

#### 5.5 Churchill Road and Redin Street Streetscapes

Urban Corridor Zone Objective 2 encourages medium rise buildings to create "visually appealing streetscapes incorporating high levels of amenity", while Boulevard Policy Area Objective 2 encourages a



"streetscape edge that is setback from the street boundary to allow for landscaping and framed by tall, articulated building facades".

The amended proposal has been designed to a high architectural standard having particular regard to these provisions, with all apartments at every level incorporating living rooms and balconies facing Churchill Road, apartments adjacent Redin Street having windows and one balcony facing this street, and a cantilevered entrance canopy projecting over the street footpath to add further design interest and to emphasise the building entrance.

The Churchill Road and Redin Street frontages will furthermore be enhanced by effective landscaping to soften and screen the building's appearance, and to shade the western façade with new street trees (Golden Rain) and two trees in the front setback space (Tuckeroo).

Along Redin Street, all three existing street trees will be retained, with additional feature planting near the building entrance, low hedging adjacent to the building, and new feature paving to both footpaths to match the paving selected for the Churchill Road Master Plan.

The entire landscaping scheme proposed for the adjacent public realm has been designed by Outerspace to match the streetscape works being progressively implemented along Churchill Road.

The building moreover features a wide variety of building materials, colours and textures, such as perforated steel screens 'Recycled Red' brickwork to the south, north and west elevations, and *Cemintel* Bare-stone Cladding.

#### 5.6 Off-Street Parking

The proposal provides off-street parking for 14 vehicles, which equates to one parking space per apartment. Cirqa in its Traffic and Parking Report advises that the provision of one parking space per apartment will satisfy the residential vehicle parking requirements of the Development Plan.

Off-street visitor parking will not be provided. Nevertheless, Cirqa has identified that the required 3.25 spaces (rounded up to 4.0 spaces) for visitor parking can be accommodated in Redin Street adjacent to the site. In this regard, we estimate that four vehicles could be safely parked on the northern side of Redin Street directly adjacent to the site, with 3.0 spaces west of the proposed driveway entrance and 1.0 space east of the entrance.

Cirqa makes the additional valid comment that the previously approved apartment development was 4.0 spaces short of Development Plan requirements, in circumstances where it was proposed to accommodate the parking shortfall in Redin Street and Churchill Road.

Based on Cirqa's assessment, we are satisfied that the proposal is provided with adequate off-street parking for residents in accordance with the Development Plan's requirements, and that visitor parking



can be safely and conveniently provided on Redin Street in close proximity to the building entrance and lobby.

#### 6.0 CONCLUSIONS

We have concluded that the proposal by Michael Calabro Pty Ltd to develop a multi-level residential apartment building with associated off-street parking and landscaping at 253 Churchill Road Prospect is substantially in accordance with the relevant provisions of the Development Plan.

#### The proposal:

- (i) is an envisaged and appropriate kind of development for the Urban Corridor Zone and Boulevard Policy Area;
- (ii) only marginally exceeds the maximum height for buildings in the Boulevard Policy Area;
- (iii) exceeds the Development Plan's target density of 75 dwellings per hectare for the Boulevard Policy Area;
- (iv) has been designed and sited to a higher-than-expected standard for development in this zone;
- (v) will not unreasonably or excessively overshadow or overlook adjacent residential properties;
- (vi) will incorporate the full suite of acoustic treatments that have been recommended by Sonus Pty
  Ltd for a nearby development at 244 248 Churchill Road, also by the same applicant;
- (vii) is provided with deep soil zones at the front and rear to allow for the planting of effective landscaping which will soften, screen and enhance the building;
- (viii) is provided with adequate off-street parking for residents, and will be within safe and convenient walking distance of at least 4.0 visitor parking spaces in Redin Street directly adjacent to the building entrance and Lobby; and
- (ix) will complement and enhance the Churchill Road and Redin Street frontages.

For all these reasons we are of the opinion that the proposal is deserving of Development Plan Consent.

**Graham Burns** FPIA B/A in Planning

21 September 2018



# PROPOSED RESIDENTIAL DEVELOPMENT 253 CHURCHILL ROAD, PROSPECT

TRAFFIC AND PARKING REPORT





#### **DISCLAIMER**

The information and data contained within this document are the property of Cirqa Pty Ltd and copyright. This document and the information contained therein is for the use of the authorised Client noted below. The document may not be used, copied, reproduced or modified in whole or in part for any purpose other than for which it was supplied by Cirqa Pty Ltd. Cirqa Pty Ltd accepts no responsibility or liability to any other party who may use or rely upon this document or the information contained therein.

## **DOCUMENT CONTROL**

Report title:	Proposed Residential Development, 253 Churchill Road, Prospect					
Project number:	17137					
Client:	Proske Architects					
Client contact:	Ann-Marie Zagotsis					
Version	Date	Details/status	Prepared by	Approved by		
D1	18 Sep 18	For review	TAW	BNW		
Vl	20 Sep 18	For submission	TAW	BNW		
V2	27 Feb 19	Amended Proposal	TAW	BNW		
V3	28 Feb 19	Amended plans	TAW	BNW		

#### **CIRQA Pty Ltd**

info@cirqa.com.au cirqa.com.au 39 Carrington Street, Adelaide SA 5000 PO BOX 144, Glenside SA 5065 ABN 12 681 029 983



#### 1. INTRODUCTION

I refer to the proposed residential apartment building at 253 Churchill Road, Prospect. As requested, I have undertaken a review of the traffic and parking aspects of the proposal. This report summarises the assessment undertaken and has been based upon plans prepared by Proske Architects (drawings no. 17-17-051.PL02.B, 17-051.PL03.B and 17-051.PL04.B, dated 28 February 2019), attached in Appendix A.

#### 2. BACKGROUND

#### 2.1 SUBJECT SITE

The subject site is located on the north-eastern corner of the Churchill Road/Redin Street intersection, Prospect. The site is bound to the north and east by residential dwellings, Redin Street (and commercial premises beyond) to the south and Churchill Road (with undeveloped land beyond) to the west. The City of Prospect's Development Plan identifies that the site is located within an Urban Corridor Zone (Boulevard Policy Area).

The subject site is currently occupied by a single detached dwelling (and associated outbuildings). Vehicle access is provided to the site via a single crossover on Churchill Road (where vehicles are required to reverse from the site onto Churchill Road) and a shared crossover (shared with the adjacent site) on Redin Street. Pedestrian access is provided via the site's frontages to both Churchill Road and Redin Street.

Churchill Road is an arterial road under the care and control of the Department of Planning, Transport and Infrastructure (DPTI). Adjacent the site, Churchill Road comprises a single traffic lane in each direction, separated by an intermittent central median (accommodating numerous right-turn lanes along its entirety for adjacent side streets). Bicycle lanes are provided on both sides of Churchill Road, facilitating both northbound (part-time bicycle lanes operating Monday to Friday between 4:30 pm and 6:00 pm) and southbound (part-time bicycle lane operating Monday to Friday between 7:30 am and 9:30 am) bicycle movements. Parking is permitted on-street on both sides of Churchill Road outside of bicycle lane hours. Sealed footpaths are provided on both sides of Churchill Road, accommodating both pedestrian and cyclist movements. Traffic data obtained from DPTI indicates that Churchill Road has an Annual Average Daily Traffic (AADT) volume in the order of 25,600 vehicles per day (vpd), of which 8.0% are commercial vehicles. A 60 km/h speed limit applies on Churchill Road adjacent the subject site.



Redin Street is a local street under the care and control of the City of Prospect. Adjacent the site, Redin Street contains a 7.5 m wide carriageway (approximate), accommodating two-way traffic movements. Unrestricted on-street parallel parking is permitted on the northern side of Redin Street and on the southern side outside of restriction hours ('no parking' restrictions apply from Monday to Friday 8:00 am to 6:00 pm and Saturday 8:00 am to 12:00 pm). Sealed footpaths are provided on both sides of Redin Street, accommodating both pedestrian and cyclist movements. Bicycle movements are also permitted on the Redin Street carriageway under a standard shared arrangement. Traffic data is unavailable for Redin Street, albeit it is anticipated that volumes would be in the order of 500 vpd. Redin Street is subject to a default urban 50 km/h speed limit.

Churchill Road and Redin Street intersect at a priority controlled (Give Way) T-intersection, at which Churchill Road forms the priority approaches. All turning movements are permitted at the intersection, with right-turns from Churchill Road being facilitated via sheltered right-turn lanes.

Figure 1 illustrates the location of the subject site and existing crossovers with regard to the adjacent road network.

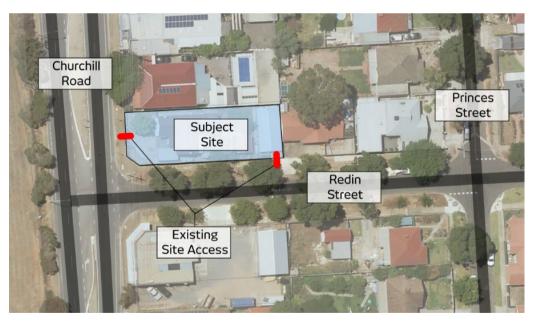


Figure 1 – Location of the subject site, existing crossovers and adjacent road network

#### 2.2 PREVIOUSLY APPROVED DEVELOPMENT

A residential flat building (comprising 16 residential apartments) was previously approved on the subject site. Similar to the current proposed development, the previous approval contained a singular vehicle access (dual width) via Redin Street.



#### 3. PROPOSED DEVELOPMENT

The proposal comprises the demolition of the existing dwelling and the construction of a multi-storey residential apartment building. Specifically, the building will comprise six two-bedroom and four three-bedroom residential apartments (a total of ten apartments) and will be serviced by a 12-space car park on the ground floor. Such a yield will result in a reduced yield when compared to the previously approved proposal.

The parking area will comply with the requirements of the Australian/New Zealand Standard for "Parking Facilities – Part 1: Off-street car parking" (AS/NZS 2890.1:2004) in that:

- angled parking spaces will be at least 2.4 m wide and 5.4 m long;
- parallel parking spaces will be 2.1 m wide;
- parking aisles will be at least 5.8 m;
- 0.3 m clearance will be provided to all solid objects greater than 0.15 m in height;
- columns will be located outside of the car clearance envelope;
- a head height of at least 2.2 m will be provided; and
- two-way circulation aisles will be 5.5 m wide.

It should be noted that the relevant Australian Standard (AS/NZS 2890.1:2004) requires an additional 0.5 m of aisle width (totalling 6.3 m) where parallel parking spaces are provided on the opposite side of a parking aisle to angled parking spaces. Such a scenario applies to the parking aisle adjacent spaces P7 and P8 in the subject proposal.

However, due to width constraints of the site (associated with overhead powerline clearances, structural requirements etc.), an aisle width of 6.2 m is proposed. Whilst appropriate access can still be achieved to all parking spaces within the site, parking spaces P7 and P8 (as well as P9 and P10) have been widened to 2.5 m to afford additional manoeuvrability. As such, a 6.2 m wide parking aisle is considered to be acceptable for appropriate access to/from the subject spaces. Figure 2 illustrates a vehicle entering and exiting the subject spaces.



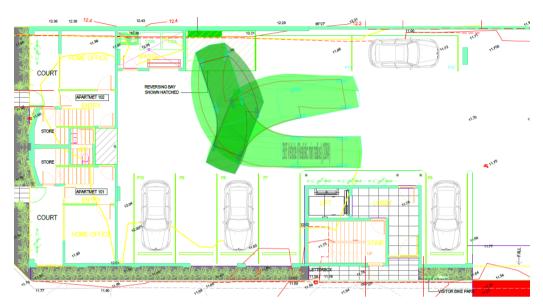


Figure 2 – A vehicle entering and exiting angled parking spaces opposite the parallel spaces.

Regarding the length of the parallel spaces, the Australian Standard (AS/NZS 2890.1:2004) identifies parallel parking space lengths dependent on a one-way aisle width (measured to the centreline of the access aisle if the aisle is two-way). This is to allow a vehicle to parallel park without obstructing the flow of vehicles travelling in the opposite direction along the access aisle.

With regard to the proposal (where parking space P11 = 5.8 m long and P12 = 6.4 m long), space P12 would need to be 6.6 m long in order to meet the specific requirements of the Standard (space P11 will meet the 'unobstructed end space' requirements of AS/NZS 2890.1:2004). However, given that forecast traffic volumes associated with the proposed development are very low (in the order of four to five vehicle movements during the peak hour), it is considered acceptable for a vehicle accessing P12 to utilise more than half of the parking aisle when parallel parking. Importantly, the 6.4 m long parallel parking space will still allow appropriate manoeuvring area for a vehicle to parallel park within the P12 parking space with no additional movements required (above that normally required to parallel park).

Furthermore, the individual parking spaces would have a very low turnover and the likelihood of a vehicle having to wait whilst a vehicle is parallel parking (in space P11 or P12) would be very low. It should also be noted that (in the rare event that such a scenario did occur), there would be adequate room within the internal access aisle for a vehicle to store without obstructing vehicle access to /from the site. This scenario would also be no different to a vehicle having to wait whilst a vehicle enters or exits a regular 90-degree space.



Given that only one access point is proposed as part of the development, vehicles will be required to turn around within the site in order to park within a parallel parking space. Figure 3 illustrates a vehicle turning around within the site.

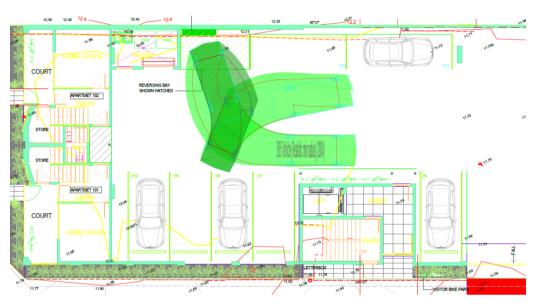


Figure 3 - A vehicle turning around within the subject site

End-of-aisle extensions will be provided beyond the last parking space in both parking aisles on the subject site. With regard to the western end-of-aisle extension, structural columns will be located within the end-of-aisle extensions, effectively reducing its length to 0.89 m (a 1.0 m end-of-aisle extension is required by the Standard). However, due to the increased aisle width and the turn-around area nominated opposite the last parking space, manoeuvrability from the last parking space will not be restricted. Figure 4 illustrates a vehicle manoeuvring from the last parking space.



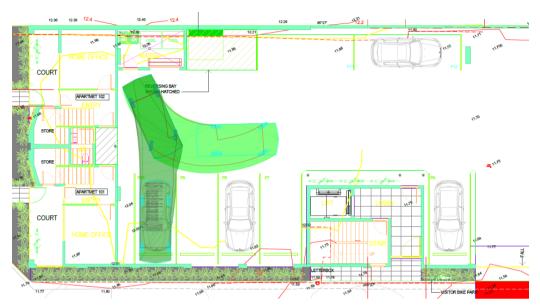


Figure 4 - A vehicle manoeuvring from the last parking space

Vehicle access to the parking area will be provided via a new two-way crossover on Redin Street. This will result in the closure of the existing crossover on Churchill Road (i.e. the crossover being reinstated as kerb) and the modification of the existing shared crossover on Redin Street (such that access is retained for the adjacent site). The site's new crossover will facilitate all turning movements and will permit vehicles to enter and exit the site in a forward direction. Pedestrian sightline provisions have been accommodated at the site's access point in accordance with AS/NZS 2890.1:2004. Figure 5 illustrates the site's access in relation to Churchill Road.



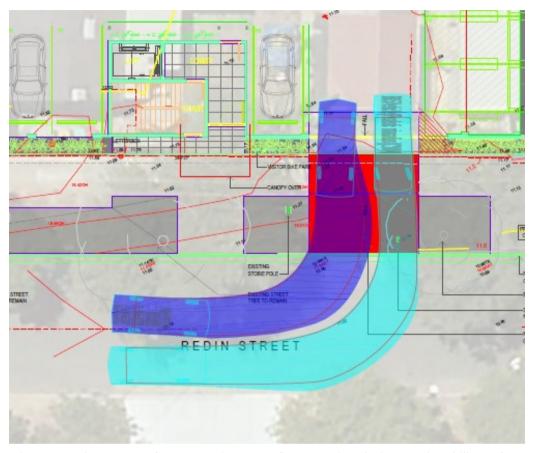


Figure 5 - The proposed access point on Redin Street in relation to Churchill Road

Pedestrian and cyclist access to the site will be provided via the site's frontages to Churchill Road and Redin Street. Three bicycle parking spaces will be provided within the secure parking area (for use by residents of the site) while on bicycle parking space will be provided adjacent the lobby area and footpath on Redin Street.

With regard to the resident bicycle parking spaces, bicycles will be parked adjacent the northern wall of the lift/lobby area (via either a hanging bicycle rack or a rail fixed to the wall). The bicycle parking spaces will be located parallel within a 900 mm 'verge' area adjacent the parking aisle. The verge will provide adequate width (500 mm) and clearance (300 mm) to the adjacent parking aisle in line with the requirements of AS/NZS 2890.1:2004 and AS 2890.3:2015 (the Australian Standard for "Parking Facilities – Part 3: Bicycle Parking"). As such, the proposed bicycle parking provisions are considered appropriate with regard to the proposed development.

Refuse collection is proposed to occur on Redin Street, adjacent the site. Veolia (private waste contractors) has been engaged as part of this project and have



provided a separate report detailing the proposed waste collection systems (attached in Appendix B).

#### 4. PARKING ASSESSMENT

#### 4.1 VEHICLE PARKING

The City of Prospect's Development Plan identifies the following vehicle parking requirement applicable to "residential development in the form of residential flat buildings and residential development in multi-storey buildings":

- Studio, 1-bedroom or 2-bedroom dwellings one space per dwelling;
- 3 or more bedrooms dwellings 1.25 spaces per dwelling; and
- Visitor 0.25 spaces per dwelling.

Based upon the above parking rate, the proposed development would have a theoretical residential parking requirement for 11 parking spaces. Given that 12 spaces will be provided within the secure parking area, the residential vehicle parking requirement of Council's Development Plan is satisfied.

With regard to visitor parking, the proposed development would have a theoretical visitor parking requirement for 2.5 spaces (rounded up to three spaces). Given that only one additional space is 'available' within the on-site parking area, the proposal would have a theoretical shortfall in the order of 1.5 spaces (rounded to two). Such a requirement would be required to be accommodated on-street adjacent the subject site. Based upon inspection of the subject site and available aerial and street-view photography, such a demand would be readily accommodated. Furthermore, such demands would be occasional and would be of short to medium-term duration, resulting in minimal impact on parking availability within the vicinity of the site.

It should also be noted that the previously approved proposal comprised a four-space parking shortfall. Such a shortfall was proposed to be accommodated on both Churchill Road and Redin Street. Given that the current proposal will not result in an increase in on-street parking (when compared to the previously approved proposal), the small shortfall is not considered to significantly impact upon on-street parking availability.

#### **4.2** BICYCLE PARKING

The City of Prospect's Development Plan identifies the following bicycle parking requirement applicable to "residential development in the form of residential flat buildings and residential development in multi-storey buildings":



- Resident 0.25 spaces per dwelling; plus
- Visitor 0.1 space per dwelling.

Based upon the above bicycle parking requirements, the proposed development would have a theoretical requirement for 2.5 resident and one visitor bicycle parking spaces. Given that three bicycle parking spaces will be provided within the on-site parking area, the resident bicycle parking requirement of Council's Development Plan will be satisfied. Furthermore, on bicycle parking space will be provided adjacent the lobby entrance, thereby satisfying the visitor bicycle parking requirement of Council's Development Plan.

In addition to the above, it should be noted that the two apartments with ground-floor frontage to Churchill Road (Apartments 101 and 102) will each have a dedicated bicycle parking space within their courtyard (available for use by the residents of the respective apartments or for use by visitors to the respective apartments). Taking this into consideration, the proposed development will have additional bicycle parking provisions beyond that required by Council's Development Plan.

#### 5. TRAFFIC ASSESSMENT

The NSW Roads and Maritime Services' (RMS) "Guide to Traffic Generating Developments" (the Guide) identifies peak hour traffic generation rates of 0.4 to 0.5 trips per dwelling during the am and pm peak hour for medium-density residential flat buildings.

Based upon the above traffic generation range, it is forecast that the proposed development will generate in the order of four to five peak hour trips during both the am and pm peak periods. This would result in approximately one ingress and three egress movements occurring during the am peak hour and vice versa during the pm peak hour. Such volumes are low and would be readily accommodated on the adjacent road network with minimal impact.

It should also be noted that the previous proposal was approved with one vehicle access point on Redin Street (as is the subject proposal) and 16 residential apartments (now reduced to 10 residential apartments). As such, the previous proposal would have resulted in a higher traffic impact on the adjacent road network (albeit minimal) than that of the current development proposal. Based upon this, the revised (current) proposal is considered to result in an improvement with regard to traffic impact on the adjacent road network.



#### 6. SUMMARY

The proposal comprises the construction of a multi-storey building containing 10 residential apartments. A total of 12 parking spaces will be provided on the ground floor within a secure parking area. The parking area will generally comply with the requirements of the Australian Standard and will allow appropriate vehicle access to and from all parking spaces and within the site.

Vehicle access to the site will be provided via a new two-way crossover on Redin Street, resulting in the closure of the existing crossover on Churchill Road and the modification of the existing shared crossover on Redin Street. Pedestrian sightlines will be provided at the site's vehicle access. Pedestrian and cyclist access will be provided via the site's frontages to Churchill Road and Redin Street.

The proposed development will accommodate Council's theoretical residential parking requirement of 11 spaces within the parking area. However, two spaces associated with visitor parking will be required to be accommodated on-street adjacent the subject site. Such a scenario will have minimal impact on the availability of parking within the vicinity of the site, particularly given that on-street parking is available on both Redin Street and Churchill Road.

With regard to traffic impact, the site will generate in the order of four to five peak hour vehicle movements (equating to approximately one ingress and three egress movements occurring during the am peak hour and vice versa during the pm peak hour). Such movements are low and would be readily accommodated at the site's access point and on the adjacent road network with minimal impact.

### 244 Churchill Road

Minister's Specification SA 78B Assessment

S5681C3

August 2018

# Sonus.

Jason Turner Associate Phone: +61 (0) 410 920 122 Email: jturner@sonus.com.au www.sonus.com.au 244 Churchill Road Minister's Specification SA 78B Assessment S5681C3 August 2018

### sonus.

Document Title : 244 Churchill Road

Minister's Specification SA 78B Assessment

**Document Reference** : S5681C3

Date : August 2018

**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.

244 Churchill Road Minister's Specification SA 78B Assessment S5681C3 August 2018



#### INTRODUCTION

A *Minister's Specification SA 78B* (SA 78B) assessment has been made of the proposed residential dwellings at 244 Churchill Road, Prospect.

The development comprises a multi-level residential building containing 42 apartments. The assessment has considered the ingress of noise from Churchill Road and the nearby rail corridor into the residences. Acoustic treatment options are provided to ensure that all apartments in the development are designed in accordance with the maximum performance requirements of SA78B using a modified "verification" method.

The assessment has been based on the following:

- Proske Architects drawings for "MIXED USE DEVELOPMENT 244-248 CHURCHILL ROAD PROSPECT" including:
  - o "LEVEL 01 FLOOR PLAN" (reference "17.001.PL06.F") dated 5 June 2018;
  - o "LEVEL 02 FLOOR PLAN" (reference "17.001.PL07.F") dated 5 June 2018;
  - o "LEVEL 03 FLOOR PLAN" (reference "17.001.PL08.E") dated 5 June 2018;
  - o "LEVEL 04 FLOOR PLAN" (reference "17.001.PL09.E") dated 5 June 2018;
  - o "ELEVATIONS 01" (reference "17.001.PL010.B") dated 5 June 2018; and,
  - o "ELEVATIONS 02" (reference "17.001.PL011.B") dated 5 June 2018.
- The Minister's Specification SA 78B Construction requirements for the control of external sound (SA78B), and the associated South Australian Planning Policy Library Technical Information Sheet 08
   Noise and Air Emissions Overlay 3;
- Continuous rail noise level measurements conducted at the adjacent rail corridor from 19 to 21 May 2008; and,
- Continuous traffic noise level measurements conducted at the subject site from 3 to 9 August 2018.

#### **CRITERIA**

#### **Development Plan**

Churchill Road is a designated "Type A" road in the Prospect Council Development Plan (the Development Plan), and the subject site is located in a "designated area" (through the Air and Noise Emissions Overlay of the Development Plan). The rail corridor west of the subject site is also a designated noise source within the Development Plan. As such, the procedures of the *Minister's Specification SA 78B* are mandatory for the assessment of traffic and rail noise.

#### **Ministers Specification SA 78B**

SA78B applies to "all Class 1, 2, 3, 4 or 9c aged care buildings that are in a designated area (or adjacent to a designated sound source) identified on the Noise and Air Emissions Overlay in the relevant Development Plan", and establishes mandatory requirements for the building facade to adequately reduce noise inside the building. Acoustic treatments are required at all residences within 100m of a designated 60km/h "Type A" road, such as Churchill Road, and for all residences within 50m of a designated rail corridor. These requirements are confirmed by the Building Certifier at the Building Rules Consent stage of the project.



Figure 1: Site locality.

SA78B provides two methods of assessing the noise from a designated road; a "deemed to satisfy" and a "verification" method. Both methods aim to achieve the following performance requirements for internal noise levels in the development:

**Table 1:** SA78B "Internal sound criteria for road and rail sound intrusion"

	Internal So	und Criteria	
Type of room	Building design target averaged over the total number of such rooms in the building	Maximum allowable for individual rooms in the building	Applicable time period
Bedroom	30 <i>dB(A)</i> L <sub>Aeq, 9hr</sub>	35 <i>dB(A)</i> L <sub>Aeq, 9hr</sub>	Night (10pm to 7am)
Other <i>habitable</i> room	35 <i>dB(A)</i> L <sub>Aeq, 15hr</sub>	40 <i>dB(A)</i> L <sub>Aeq, 15hr</sub>	Day (7am to 10pm)

#### **ASSESSMENT**

Typically, a "verification" method is provided to allow detailed consideration of site-specific factors, and thus a more accurate prediction of required treatments than the generally more conservative "deemed-to satisfy" process.

In the case of SA 78B, the "verification" method does not provide for the consideration of actual site noise levels, and results in more onerous treatment requirements than the "deemed to satisfy" process. However, the BCA enables alternative verification methods to be used where it can be shown in a rigorous manner that the performance requirements have been met.

To this end, the proposed "verification" method adopts the underlying maximum level per room from SA 78B, and uses traffic and rail noise levels measured at the site. That is, 35 dB(A) ( $L_{Aeq, 9hr}$ ) is to be achieved in bedrooms and 40 dB(A) ( $L_{Aeq, 15hr}$ ) is to be achieved in all other habitable rooms based on actual measurements at the site.

To inform this assessment, continuous traffic noise level monitoring was conducted at the subject site from 3<sup>rd</sup> to 9<sup>th</sup> August 2017. The following traffic noise levels were recorded for a typical weekday on Churchill Road:

Table 2: Road sound source noise levels determined via measurements

Churchill Road at	Overall		Octave Band Centre Frequencies					
Subject Site	Level	63 Hz	125 Hz	250 Hz	500 Hz	1000 Hz	2000 Hz	4000 Hz
L <sub>Aeq,15hr</sub> at 10m (dB(A))	72	50	56	58	63	67	66	63
L <sub>Aeq,9hr</sub> at 10m (dB(A))	68	46	52	55	60	63	62	59

Additionally, rail noise monitoring was conducted at the adjacent rail corridor between 19<sup>th</sup> and 21<sup>st</sup> May 2008. The following rail noise levels were recorded for a typical weekday:

**Table 3:** Rail sound source noise levels determined via measurements

Rail Corridor at	Overall		Octave Band Centre Frequencies					
Subject Site	Level	63 Hz	125 Hz	250 Hz	500 Hz	1000 Hz	2000 Hz	4000 Hz
L <sub>Aeq,15hr</sub> at 10m (dB(A))	64	60	58	51	47	53	54	47
L <sub>Aeq,9hr</sub> at 10m (dB(A))	59	55	53	46	42	48	49	42

To complete the assessment, a traffic and rail noise model of the subject site was created in the SoundPlan noise modelling software, and calibrated using the above measured results. The model was designed in accordance with the procedures of the *South Australian DPTI Road Traffic Noise Guidelines* (the DPTI Guidelines), and based on traffic volumes provided for Churchill Road. To conservatively allow for future increases in the road and rail activity, the volume of road and rail activity in the model was increased by 30%.

Acoustic treatment measures required to achieve the maximum performance requirements within the proposed apartments were then determined based on the sound source levels in Table 2 and 3, the noise propagation model, and the architectural layout drawings.



#### **RECOMMENDATIONS**

#### Ceilings

- Construct the roof and ceiling from the following (or equivalent):
  - sheet metal cladding with minimum thickness of 0.55 mm and thermal insulation as per the roof system's thermal requirements directly underneath;
  - o minimum ceiling cavity width of 300mm;
  - o 50mm thick insulation with minimum density of 10kg/m<sup>3</sup> installed above the ceiling; and,
  - o 10mm thick plasterboard ceiling fixed to the underside of the trusses.

#### Walls

- Construct external walls from the following (or equivalent):
  - External cladding as proposed with weather proof lining (sarking) behind, fixed to the studs with 25mm Top Hats;
  - o 90mm wide internal studs;
  - o 60mm thick insulation, with a minimum density of 22 kg/m<sup>3</sup>, installed in the cavity; and,
  - the following internal linings mounted to the studs, as shown in Figures 3 and 4:
    - Two layers of 16mm thick fire rated plasterboard resiliently mounted for the extent shown in PURPLE;
    - Two layers of 16mm thick fire rated plasterboard for the extent shown in RED;
    - 16mm thick fire rated plasterboard for the extent shown in ORANGE;
    - 10mm thick plasterboard in all other areas.
- The described wall section (shown in Figure 2) is similar to the HardieSmart™ Boundary Wall System
  which could be used in lieu of the above construction if the recommended internal linings are
  maintained.

25mm Top Hats

25mm Service Cavity

External Cladding as proposed
(Scyon Axon Cladding
Cementil Barestone Cladding
Precast Concrete etc.)

10mm to 32mm Fire
Rated Plasterboard
(32mm plasterboard is resiliently mounted in some locations)

22kg/m² and 60mm thick
Fibreglass Insulation

Weather Proof Lining

Figure 2: General Wall Section (not to scale).

計劃部 VA. 0

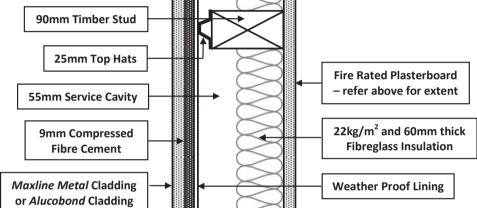
Figure 3: Level 1, 2, and 3 internal linings.

L4 CORRIDOR VA. BALCONY BALCONY

Figure 4: Level 4 internal linings.

Install Maxline Metal cladding and Alucobond cladding on top of a layer of 9mm (or greater) compressed fibre cement sheet in all locations where it is proposed to form part of an external wall to a habitable space, as shown in Figure 5.

Figure 5: Maxline Metal and Alucobond cladding Wall Section (not to scale).



#### Windows and External Sliding Doors

- Construct windows and sliding doors, as shown in Figures 7 and 8, from
  - o 12.5mm thick Vlam Hush glass or equivalent for the extent shown in PINK;
  - o 10.38mm thick laminated glass for the extent shown in GREEN;
  - o 6.5mm thick Vlam Hush glass or equivalent for the extent shown in YELLOW; and,
  - o 6.38mm thick laminated glass for all other glazed areas.
- Ensure all sliding doors and openable windows incorporate acoustic seals such that they are airtight when closed;

### sonus.

 Implement any combination of the acoustic treatments described in Table 4 for the balconies highlighted in BLUE in Figure 7.

**Table 4:** Balcony barrier options matrix.

Parriar Tuna	Required	Treatments
Barrier Type	Level 1 and Level 2	Level 3
No barrier (acoustically open)	<ul> <li>Install acoustic absorption overhead¹</li> <li>Resiliently mount the plasterboard to the studs; and,</li> <li>Implement at least one of the following:         <ul> <li>Reduce the area of all sliding doors between bedrooms and balconies to 2.7m² or less; or,</li> <li>Construct dual layer sliding doors from 10mm glass with a 200mm airgap and 6mm glass.</li> </ul> </li> </ul>	<ul> <li>Install acoustic absorption overhead<sup>1</sup></li> <li>Resiliently mount the plasterboard to the studs</li> <li>Implement at least one of the following:         <ul> <li>Reduce the area of all sliding doors between bedrooms and balconies to 2.7m<sup>2</sup> or less; or,</li> <li>Construct dual layer sliding doors from 10mm glass with a 200mm airgap and 6mm glass.</li> </ul> </li> </ul>
1.2m solid barrier <sup>2</sup>	<ul> <li>Install acoustic absorption overhead<sup>1</sup></li> <li>Resiliently mount the plasterboard to the studs</li> </ul>	<ul> <li>Install acoustic absorption overhead<sup>1</sup></li> <li>Resiliently mount the plasterboard to the studs</li> </ul>
1.5m solid barrier <sup>2</sup>	<ul> <li>Install acoustic absorption overhead<sup>1</sup></li> <li>Resiliently mount the plasterboard to the studs</li> </ul>	Install acoustic absorption overhead <sup>1</sup>
1.8m solid barrier <sup>2</sup>	Install acoustic absorption overhead <sup>1</sup>	Install acoustic absorption overhead <sup>1</sup>

Install acoustic absorption material, such as 50mm thick polyester insulation with a minimum density of 32kg/m³ in accordance with Figure 6, or a proprietary weather proof product with an "NRC" rating of 0.8 or greater ("Stratocell Whisper" or similar), to the full extent of the balcony ceilings as indicated in BLUE in Figure 7.

<sup>&</sup>lt;sup>2</sup> Construct a solid barrier for the extent shown as **BLUE** in Figure 7. Suitable materials include any material with a surface density greater than 6 kg/m<sup>2</sup>, such as 6mm glass or fibre cement cladding. All barriers should achieve the minimum height above the balcony floor as specified in Table 4 for the selected treatment. Barriers must achieve an airtight seal at all junctions including the joins to the balcony floor, building facade, and other barriers.

Solid Canopy 50mm thick acoustic insulation with a Breathable scrim for minimum density of 32 Perforated material with an open area greater vermin and bug kg/m<sup>3</sup>. The insulation than 15% spaced from the insulation to proofing as required. should be installed to provide weatherproofing. Examples of the the full area of the products are perforated sheet steel, slotted ceiling. timber, etc.

Figure 6: Canopy absorption construction detail.

 Install acoustic absorption material, as described above, to the full extent of the Level 4 balcony ceiling as indicated in BLUE in Figure 8.

VA. 0

Figure 7: Level 1, 2, and 3 glazed areas.

1121 L4 CORRIDOR VA. BALCONY BALCONY

Figure 8: Level 4 glazed areas.



## Leader in sustainable waste management and recycling solutions

253 Churchill Rd, Prospect

**Submission for Waste Collection Services** 

Prepared by Veolia Environmental Services (Australia) Pty Ltd

January 2018





#### **CONFIDENTIALITY CONDITIONS**

- (a) All information whether oral, electronic, printed or graphic contained in this document or obtained by you from Veolia (**Information**) is confidential to Veolia and shall not be used by you other than for the purpose of reviewing this document and the proposal contained herein.
- (b) You shall not copy or reproduce any Information except when, and then only to the extent, reasonably necessary for the purpose of reviewing this document and the proposal contained herein.
- (c) Upon receiving notice that our proposal has not been accepted, and if notified by Veolia, you shall destroy, in a secure manner, this document and any Information.
- (d) You shall ensure that any employee or any other person to whom you supply the Information is bound by the terms of these conditions.



Dear Ann-Marie,

Veolia is pleased to submit the following Waste Management Plan for the proposed development at 253 Churchill Rd, Prospect.

Veolia will have a strong focus on diverting your waste streams to recycling centres to work towards achieving cost minimisation and increasing diversion from landfill by implementing the following systems:

Apartment Area:

We suggest using the following sized Mobile Garbage Bin (MGB) the quantities of each are details in the report.

- General Waste for all contaminated wet waste streams
  - 1100ltr MGB
- Dry recycling recycled through IWS recycling centre
  - 660ltr MGB

Please see a copy of the waste management plan below for your consideration. I am confident Veolia can implement the above services and systems to work towards achieving cost minimisation and supply the waste management services in a safe & environmentally friendly manner.

We look forward to working with you throughout this process and into the future. Should you require additional information or clarification relating to this document, please do not hesitate to contact myself on 0419 037 343

Regards

Jake Cunningham
Sales Representative



#### **Executive Summary**

Veolia's aim is to deliver viable collection, handling and transport of all waste streams for all sites whilst diverting 100% of its waste streams through a recycling process.

253 Churchill Rd, Prospect are also mindful of promoting the correct management of its waste by decreasing the amount of waste going to landfill and increasing the quantity of waste that is recyclable through a "value for money" service.

Veolia Environmental Services (Veolia) is Australia's leading provider of environmental waste management services to industry, commerce and the public. We have worked closely with government, industry and commerce for over 42 years to satisfy people's essential daily needs while respecting natural resources. Our strong and stable management team have taken the organisation from a small operation in 1969 to the current Australia-wide and international network generating Australian revenues in excess of \$700 million per annum from in excess of 100 operating sites.

Veolia is the Australian waste management, industrial cleaning and resource recovery division of the global company Veolia Environnement (VE), generating revenue in excess of AUD \$55 billion annually.

The worldwide strength of Veolia is underpinned by a strategy of long-term investment, continuous innovation and mutual partnering with our customers. Veolia works in partnership with nationally aligned accounts such as Coles, Spotless and Health Scope. Locally, Veolia has forged strong working partnerships with ISS, Burnside Village, Makris Corporation and performs municipal services for Councils such as Mt Barker, Pt Augusta, Whyalla and Pt Lincoln. Veolia has significant experience within the Local Government sector throughout Australia in areas of environmentally recognised and sustainable waste management and recycling services.

This experience enables Veolia to provide the suite of services required by 253 Churchill Rd, Prospect development, whilst maintaining the necessary standards of environmental health and safety compliance. Veolia is proud of its commitment and compliance to all aspects of Quality, Occupational Health Safety & Welfare and Environmental Management Systems to support our commitment to sustainable development.

Our proposal recognises the need to address the disposal of all waste streams generated from each area of 253 Churchill Rd, Prospect development. Our model will focus on effective waste minimisation strategies, including the recycling or beneficial reuse of product wherever appropriate at extremely competitive rates. Veolia has adopted the principle of 'World's Best Practice' and is dedicated to achieving the highest standards in our field.



Reductions in landfill will reduce Carbon Gas Emissions and result in lower costs. In the waste management sector, disposal of biodegradable waste will ultimately attract a higher landfill cost at poorly run landfill operations. Government and commerce are becoming increasingly aware of the environmental and economic benefits of sorting all waste streams to recover high yields of recyclable waste. The increased recycling of plastics, paper, cardboard, waste oily waters, sludges, greases and other recyclable materials will improve 253 Churchill Rd, Prospect, life-cycle Greenhouse Gas (GHG) Emissions and ecological footprint. Veolia can provide monthly reports on GHG emission savings, in addition to data on volumes and weights diverted from landfill.

A major component of our proposal provides for not only the minimisation of waste, but more importantly for the diversion from landfill to our recycling facility to ensure where possible 100% of your waste streams are diverted through the recycling process. This is the key to supporting 253 Churchill Rd, Prospect commitment to sustainable development and will also assist in the better management of costs. Veolia believes in conducting regular audits of its waste segregation management system to ensure that it complies with 253 Churchill Rd, Prospect environmental directives. The evaluation of the effectiveness of this system may be monitored through regular agreed KPI reporting.

It is important that 253 Churchill Rd, Prospect develops a waste and recycling management program and aligns with an environmental service provider who is strategically positioned to help 253 Churchill Rd, Prospect mitigate its environmental footprint.



Cost savings.

Minimise waste to landfill.

A dedicated contract manager focused on exceeding your expectations

#### The key characteristics of our proposal are:

**Deliver Long Term Cost Savings**: Through a structured program focusing on waste diversion from conventional landfill, Veolia can deliver cost savings through lower disposal costs across 253 Churchill Rd, Prospect development.

**Towards Zero Waste to Landfill**: Veolia provides access to various technologies developed both locally and overseas, which are already proven within the Veolia Group. Our proposal offers solutions that address a range of environmental concerns, with the primary focus being the diversion of waste from landfill to a recycling centre. Some sample environmental credentials afforded to 253 Churchill Rd, Prospect development include:

- Zero Waste Approved Facility
- Implement Dry Recycling (front lift bins)
- Periodical audits performed to promote best practice

One Contact: Veolia is able to provide a dedicated Waste Services Team and we will assign a major account executive to 253 Churchill Rd, Prospect development. This provides one point of contact for 253 Churchill Rd, Prospect development to monitor waste expenditure costs and recycling performance, enabling real improvements in both over the life of the contract. Veolia will provide one phone number to 253 Churchill Rd, Prospect development for all enquiries and this will be operational 24 hours a day, 7 days a week.

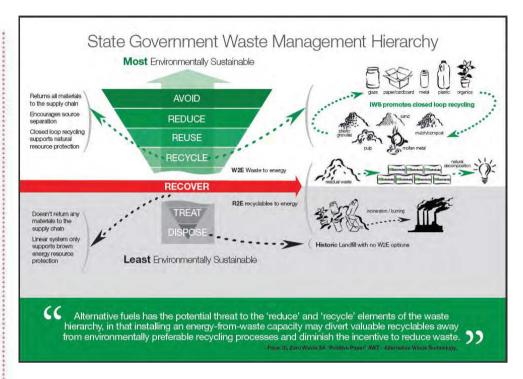
**Leading Edge Reports**: A monthly national report, which not only captures recycling and waste data, but calculates waste related Greenhouse Gas Emissions and savings from transport and waste disposal is available on a monthly basis for 253 Churchill Rd, Prospect development.

We are also able to provide reporting based on:

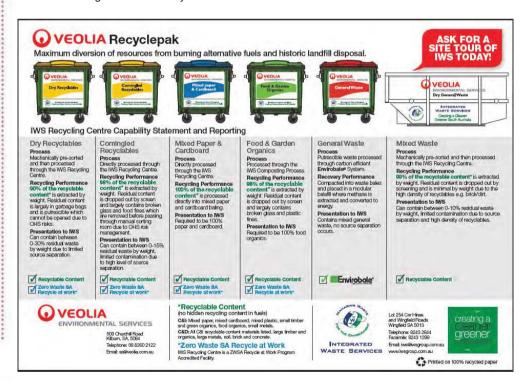
- Cost Centre volumes and costs, waste volumes & weights, waste types, recycling volumes, recycling types, disposal costs etc.
- A feature of our reporting will be a Green House Gas (GHG) calculation, which will detail what impact 42 46 Churchill Rd Prospect development has had on the environment and the benefits they have delivered through increased recycling.



**Educational Material**: Veolia can supply a full range of educational material to help understand and increase the recycling outcomes.



1. Waste Management Hierarchy



2. Recycle Pak - Maximise diversion from landfill with the correct receptacles.



**Triple National Certification:** 253 Churchill Rd, Prospect development will have peace-of-mind that their waste is being collected, recycled and disposed of in a safe and environmentally compliant manner. This is backed up by our highly enviable triple certification of ISO 14001 (Environment), ISO 9001 (Quality) and AS 4801 (Safety) management systems.



**Award Winning Business:** Veolia is the recipient of the 2011 Australian Business Award for Environmental Sustainability. This was the second consecutive year that Veolia won this award, selected from numerous national businesses by an independent committee.



Veolia is also an Australian Quarantine and Inspection Service accredited service provider. The strategic direction of Veolia is one of continuous improvement in environmental technologies for the handling, processing and treatment of waste as well as improvements in education and environmental awareness programs for our customers.

As the organisation has grown, it has earned a reputation for quality, reliability, customer service and commitment to sustainable development based on 'World's Best Practice'. We look forward to working with 253 Churchill Rd, Prospect development throughout this period and into the future. Should you require additional information or clarification relating to this document, please do not hesitate to contact myself on

0417 523 094

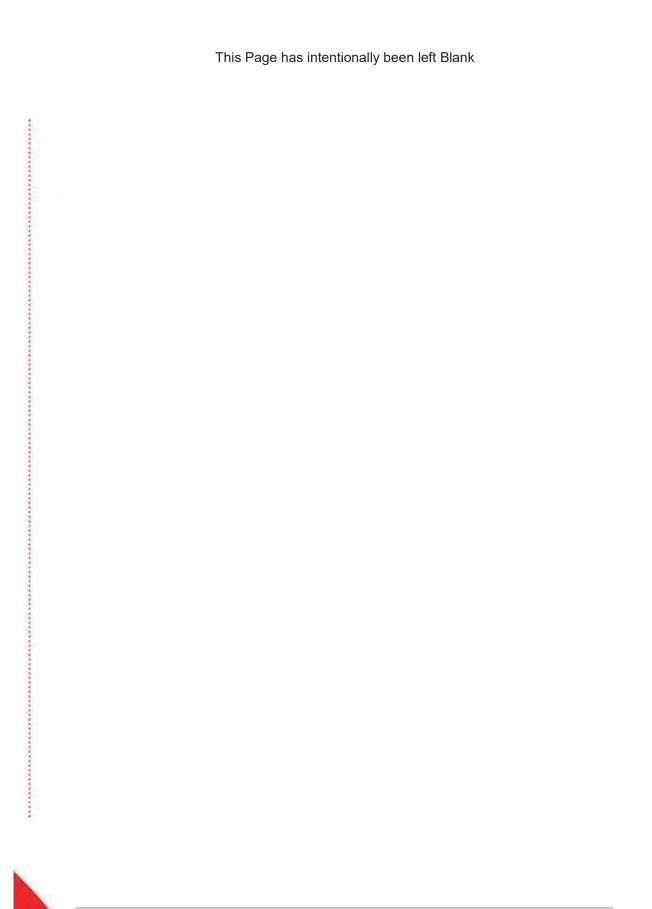
Jake Cunningham
Sales Representative SA

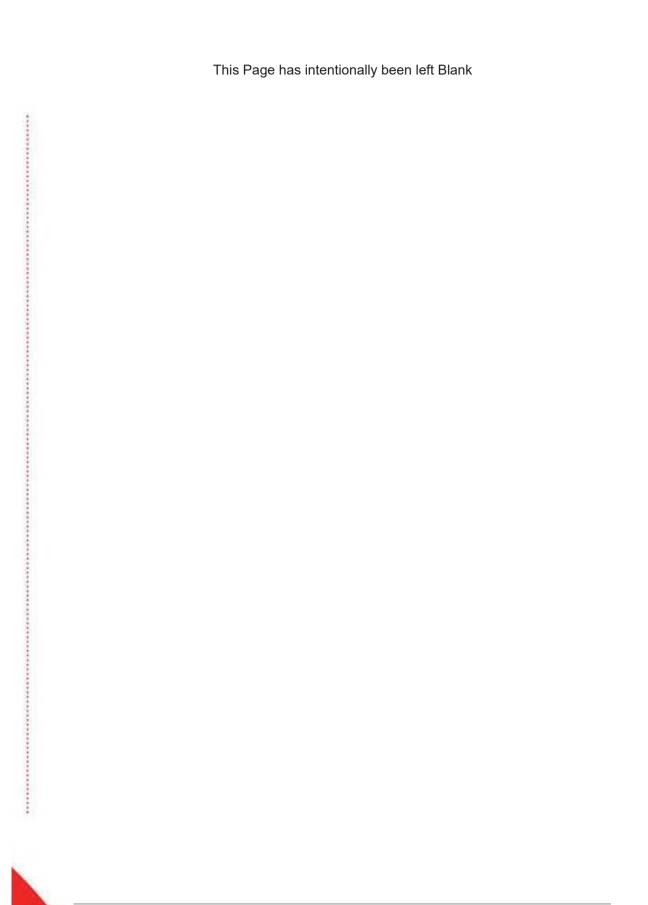
#### **Waste Management Plan**

#### 253 Churchill Rd, Prospect

Subject		Details										
Development Details		253 Churchill Rd, Prospect (28 Bedrooms)										
	Apartr	Apartment Bin & Retail Area      General waste – For all contaminated wet waste     1 x 1100ltr MGB serviced weekly      Dry recycling – Recycled through IWS recycling centre     1x 660ltr MGB serviced weekly  Bin Dimensions:										
	Rear	Rear Lift Bins (Size Matrix)										
	Pin Sino 100hool Max Haint 100dth							Depth (mm)				
	I	40	200		48kg		1	1.4kg 920			535	640
Type of weets	2	40	200		96		_	5.5kg 1060			580	730
Type of waste Streams & Bin Sizes	6	660			265	ikg	4	15kg	1200	)	1360	770
	1100		200		440	lkg	Ę	8kg	1390	)	1360	1090
	Rear lift Truck Dimensions:  Rear Lift Truck Specifications											
	Size	length (mtrs)			eight (trs)	Ope ng Clea	rati 3 ran	Turr		Gr	oss Vehicl ass (GVM)	
	4×2	8.65	2.20	3	.10	NA		15.00		14t		9.67t
	6×4	10.10	2.50	3	.30	NA		15.30			22.5t	12t
	l N	L otes		<u> </u>								
Service Frequency & Waste Volumes	Apartment Area: Based on the Property Council of Australia's South Australia "Better Practice											

	Guide Waste Management" if the waste streams are split to general waste and
	recycling the apartments will generate the following volumes weekly;
	General Waste 35 litres per bedroom per week x 28 bedrooms = 980
	litres
	Recycling 20 litres per bedroom per week x 28 bedrooms = 560 litres
	o At this stage after looking into the plans I would propose the number and
	size of MGB's listed in the development details above, and weekly
	collection schedule to service the development. This can be reviewed
	once at full capacity.
	Apartment Area:
Bin Storage	<ul> <li>Bins will be stored in the ground level Bin waste area.</li> </ul>
Locations &	o Retail tenants will be required to take their own waste to the waste room
movement of bins	and place the waste in the correct bin
	Apartment Area & Retail Area
	A Veolia truck will service the Apartments and Retail areas via an agreed
Collection Points	A Veolia truck will service the Apartments and Retail areas via an agreed collection point, the collection point will be accessed to comply with
Collection Points	
Collection Points	collection point, the collection point will be accessed to comply with
	collection point, the collection point will be accessed to comply with Veolia's OH&S regulations.
Specialised Facilities	collection point, the collection point will be accessed to comply with
	collection point, the collection point will be accessed to comply with Veolia's OH&S regulations.  N/A
Specialised Facilities	collection point, the collection point will be accessed to comply with Veolia's OH&S regulations.  N/A  • Veolia will have a dedicated Account Manager to oversee the waste
Specialised Facilities	collection point, the collection point will be accessed to comply with Veolia's OH&S regulations.  N/A  • Veolia will have a dedicated Account Manager to oversee the waste management services for 253 Churchill Rd, Prospect. Veolia will provide
Specialised Facilities & Equipment  Account Management & Customer	collection point, the collection point will be accessed to comply with Veolia's OH&S regulations.  N/A  O Veolia will have a dedicated Account Manager to oversee the waste management services for 253 Churchill Rd, Prospect. Veolia will provide educational information and signage to help achieve improved source
Specialised Facilities & Equipment  Account Management	collection point, the collection point will be accessed to comply with Veolia's OH&S regulations.  N/A  O Veolia will have a dedicated Account Manager to oversee the waste management services for 253 Churchill Rd, Prospect. Veolia will provide educational information and signage to help achieve improved source separation. All Waste streams will be managed by Veolia, and monitored
Specialised Facilities & Equipment  Account Management & Customer	collection point, the collection point will be accessed to comply with Veolia's OH&S regulations.  N/A  O Veolia will have a dedicated Account Manager to oversee the waste management services for 253 Churchill Rd, Prospect. Veolia will provide educational information and signage to help achieve improved source





#### Terms & Conditions

#### 1. Definitions

'Agreement' means the agreement and the terms set out in this document.

'Contract Price' means the Contract Price as specified in this document or, if no Contract Price is specified, means the total of the Service Fees multiplied by the corresponding quantities of the Services supplied for the term of the Agreement plus all adjustments and costs in accordance with this Agreement.

'Equipment' means all containers and other plant and equipment supplied by Veolia for or under this Agreement, all of which remain the property of Veolia.

'Site' means those of the Client's premises at which the Services are carried out, and includes any new premises that the Client may relocate to for any reason.

'Service Fee' means the specified rate, price or lump sum amount for the performance of each item of the Services, as adjusted in accordance with this Agreement.

**'Services**' means all services of the type and nature as described in this Agreement.

#### 2. Client Responsibilities

The Client agrees:

#### 2.1 Service

- (a) that Veolia has the exclusive right to supply all Services to the Site;
- (b) to provide Veolia with reasonable opportunity to offer to provide Services to the Client at premises other than the Site;
- (c) to promptly inform Veolia of any change in the Client's Services' requirements;
- (d) to disclose to Veolia all information in the Client's possession relevant to the provision of the Services;
- (e) to comply with all legal requirements and the requirements of all relevant regulatory authorities relating to the Services;
- (f) that Veolia has the right to suspend the provision of the Services in the event of non-payment for the same by the Client;

#### 2.2 Equipment

- (a) to use the Equipment only for its proper and intended purpose;
- (b) to provide Veolia such access to the Equipment and the Site as is reasonably required to enable Veolia to provide the Services safely and in accordance with this Agreement;
- (c) to maintain the cleanliness of the Equipment;
- (d) not to damage, deface or remove identifying marks from the Equipment;
- (e) to report to Veolia immediately any damage to, misuse of, or unsafe, Equipment;(f) to reimburse Veolia for the cost of any stolen Equipment,
- (f) to reimburse Veolia for the cost of any stolen Equipment whether from the Site or the vicinity of the Site;

#### 2.3 Service

- (a) to ensure that all waste supplied for collection is of the type or nature specified in this Agreement and, unless otherwise agreed by Veolia, uncompacted;
- (b) not to overload the Equipment (either by weight or volume)

#### 2.4 Payment

- (a) to pay Veolia:
- (i) the Contract Price as a debt due and payable to Veolia upon signing of the Agreement, such debt to be paid by monthly instalments payable over the term of this Agreement; and
- (ii) any adjustments made by Veolia in accordance with this Agreement; and
- (b) any and all amounts invoiced in accordance with this Agreement must be paid within 14 days from the date of the invoice; and
- (c) if this Agreement is renewed, that the provisions of clause 2.4(a) will apply upon renewal to the Contract Price payable in respect of such renewed period.

#### 2.5 Assignment

not to assign its interest under this Agreement without the prior written consent of Veolia.

#### 3. Veolia Responsibilities

Veolia shall perform the Services in accordance with this Agreement.

#### 4. Liabilities

#### 4.1 Additional Charges and Fee Increases

The Client acknowledges that amounts payable by it to Veolia under this agreement may be adjusted from time to time by Veolia, acting reasonably, as a result of:

- (a) Veolia having incurred extra costs or suffered loss and damage as a result of a breach by the Client of its responsibilities under this Agreement;
- (b) the actual weight of the waste the subject of the Services exceeding the estimated weight thereof;
- (c) a change in the nature, density, quantity or timing of the Services (including any change in the type, density, weight or quantity of the waste the subject of the Services);
- (d) any increase in the Service Fees as a result of:
- (i) any increase in the Adelaide All Groups CPI;
- (ii) any increase in the cost of the performance of Veolia's obligations under this Agreement (including labour costs, fuel, government taxes or charges, disposal fees); or
- (iii) any other relevant circumstance.

Veolia undertakes to provide notice to the Client of any such increases.

#### 4.2 Client Indemnity

The Client indemnifies Veolia against loss or damage to Veolia's property and against any claim or action which may be brought or made by any person against Veolia, its employees or agents in respect of personal injury or death of any person or loss of or damage to property caused by a negligent or wrongful act or omission of the Client, its employees, other contractors or agents

The Client's liability to indemnify Veolia is reduced proportionally to the extent that Veolia, its employees, subcontractors or agents have contributed to the injury, death, loss or damage.

#### 4.3 Veolia Liability

Veolia's liability at law is limited to:

- (a) the resupply of the Services; or
- (b) at Veolia's option, the payment of the cost of resupply of those Services.

Except for this and to the extent permitted by law, Veolia accepts no liability whatsoever for any claim for loss or damage of any kind without limitation. Veolia will not be liable for the non-performance of the Services caused by an act, omission or event beyond its control.

#### 5. Term

- 5.1 The offer in this document is valid for fourteen (14) days from the date it is made.
- 5.2 The operation of the Agreement is subject to Veolia having first obtained a satisfactory credit check of the Client.
- 5.3 The term of this Agreement:
- (a) Is an initial fixed period of three (3) years from the Contract Commencement Date ("Initial Period") specified in this Agreement, and thereafter, shall continue for successive fixed periods of three (3) years each, subject to termination in accordance with clause 6.1; or
- (b) where the Services comprise a one-off project, expires upon their completion.
- 5.4 The term of this Agreement continues regardless of whether the Client moves from one Site to another Site (New Site). In the event of such relocation, Veolia will provide the Services at the New Site, on the terms of this Agreement.

#### 6. Termination

- 6.1 Either party may terminate the Agreement:
- (a) Immediately by written notice to the other where that other:
- (i) becomes bankrupt, or insolvent, or becomes subject to external administration; or



#### Terms & Conditions

- (ii) commits a substantial breach or default under the Agreement;
- (iii) repudiates the Agreement; or
- (b) by giving to the other party no less than 60 days' written notice of intention to terminate, such notice to take effect at the end of the Initial Period or at the end of any further fixed period pursuant to clause 5.3.
- or by the Client under clause 6.1(b), the Client must pay Veolia the sum of:
- (a) all monies due and payable under any invoices rendered but unpaid; and  $% \left( 1\right) =\left( 1\right) \left( 1\right)$
- (b) as liquidated damages, fifty per cent (50%) of the average monthly revenue for the number of months from termination until expiry of the then current term of the Agreement and which the Client agrees are a genuine pre-estimate of Veolia's loss. 'Average monthly revenue' is the average monthly gross amount paid or payable by the Client to Veolia under the Agreement.

#### 7. Disputes

- (a) If any dispute or difference arises between Veolia and the Client, other than pursuant to clause 6, it shall be referred to their respective representatives for resolution. In the event that the representatives are themselves unable to resolve the dispute, the representatives' superiors will attempt to resolve it speedily by negotiation and in good faith.
- (b) In the event that Services are terminated or suspended pending resolution of a dispute under this Agreement, at Veolia's sole discretion Veolia's bin/s may remain on the Site and Veolia reserves the right to lock the bin/s until the dispute in question has been resolved or the Agreement terminated. In the event of termination, at Veolia's sole discretion, the bin/s may remain on the Site until payment of all liquidated damages, if applicable, in accordance with clause 6.2(b).



## OFFICE FOR DESIGN + ARCHITECTURE®

File No: 2014/11235/01

18 March 2019

Ref No: 13771569

Gabrielle McMahon A/Team Leader – Inner Metro Development Assessment Strategic Development Assessment Planning and Land Use Services Department of Planning, Transport and Infrastructure Level 5, 50 Flinders Street Adelaide SA 5000

Gabrielle.mcmahon@sa.gov.au

For the attention of the State Commission Assessment Panel

#### 253 Churchill Road, Prospect

Further to the referral 050/M007/18 received 12 November 2018 and the revised documents received 7 March 2019 pertaining to the development application at the above address and in my capacity as a statutory referral in the State Commission Assessment Panel, I would like to offer the following comments for your consideration. This referral response supersedes the previous letter dated 20 December 2019.

The project was not presented to the Design Review panel, however I acknowledge that the revised scheme proposes a number of changes including the reduction of apartment numbers from 13 to 10 with the intent to address the issues and concerns outlined in the original referral response. I am pleased to offer my support for the proposed medium density apartment development.

The site is located on the eastern side of Churchill Road, south of Regency Road, on the northern corner of Churchill Road and Redin Street. It is located within the Boulevard Policy Area of the Urban Corridor Zone, directly abutting a residential zone to the east. The subject site is currently surrounded by single storey commercial and residential buildings, however the area is zoned for developments up to four storeys tall. Across Churchill Road to the west, a large scale urban redevelopment project, which includes townhouses, apartments and commercial properties, is currently under construction. This redevelopment site is identified in the Concept Plan (UrC/1) in the Development Plan, where three to eight storey built forms are envisaged for the majority of the redevelopment site. However, the southern and eastern edges of the redevelopment site, including the allotments fronting Churchill Road, have a height limit of two to four storeys.

The proposal is for a five storey tall residential apartment building with car parking provided on the ground floor to the rear. While I acknowledge that the Development Plan envisages a four storey maximum height (15 metres), the proposed built form includes substantial front setback above the two storey tall podium, which reduces

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



#### OFFICE FOR DESIGN + ARCHITECTURE®

File No: 2014/11235/01

Ref No: 13771569

the visual impact of the over-height element. At the rear of the site, levels one to three are set back approximately 9.9 metres from the rear boundary and the top floor is further set back by approximately 3.8 metres to contain the built form within the mandated 45 degree building envelope at the residential zone boundary. I support the proposed five storey development with a minor variation from the envisaged 15 metre height limit on balance. In my opinion, the built form composition and apartment configuration is designed to sufficiently mitigate the impact of over height elements and manage the interface issues with the adjoining residential properties.

Along the Churchill Road frontage, the ground and first floor built form is presented as a podium and set back approximately three metres. The front setback increases to approximately 7.8 metres above the podium form. The secondary street setback from the southern Redin Street boundary is approximately 0.8 metres with projecting balconies. Along the northern boundary, a two metre side setback is proposed approximately 20 metres inset from the front boundary. At the rear of the site, the built form setbacks increase from 3.25 metres for the ground floor, 9.86 metres for levels one to three, to almost 14 metres for the top floor. Compared to the originally submitted scheme, the revised scheme considerably reduces the rear built form of levels one and two by reduction of apartment numbers. I support the proposed changes that improve interface conditions and maintain the amenity of the adjoining residential properties. I acknowledge the proposed built form encroaches into the prescribed two metre side setback area along Redin Street. However in my opinion, a smaller setback can be supported in this instance, as there is an existing on-boundary built form across Redin Street at 251 Churchill Road. In addition, I am of the opinion that it is less likely for this proposal to set a precedent for the future built form pattern along Redin Street, as the adjoining properties to the east are located within a residential zone where smaller scale developments are envisaged.

The materiality of the proposal comprises two main elements, face brickwork to the two storey podium form and a series of pre-finished fibre cement cladding above with small sections of aluminium batten screens. I support the selected materials with finishes and colour integral to their fabric. I also support the varied expression of the podium, including the double-height angle inset walls to the Churchill Road frontage and 'hit and miss' brick screen sections to the Redin Street frontage. In my opinion, the tactile material, detailing and the scale and proportion of the podium result in a residential expression with fine grain character and assist in breakdown of the scale of the development at street level.

Along the Churchill Road frontage, two double-storey townhouses with the ground floor home office are proposed behind fenced courtyard, sleeving the at grade car parking spaces. The main pedestrian entrance for the apartments is proposed with a canopy off Redin Street to provide direct access to the lift lobby. The vehicular access to the car parking area is proposed via a new crossover off Redin Street. I support the removal of the existing driveway off Churchill Road. I also strongly support the reconfiguration of the ground floor and the sleeving of the car parking with active spaces such as home offices with the intent to make positive contributions to the streetscape along the main street frontage.

Levels one to three include two two-bedroom apartments and one three-bedroom apartment per floor, serviced by a central lift foyer. The top floor includes one three-

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



## OFFICE FOR DESIGN + ARCHITECTURE®

File No: 2014/11235/01

Ref No: 13771569 bedroom apartment, a consolidated plant area and the communal roof terrace. I acknowledge the apartment numbers have been reduced on levels one two and four, and the rear apartments have been reconfigured to eliminate east facing balconies to mitigate overlooking, which I support. The apartments are generally convincing in terms of size and functional layout, and I support the provision of access to natural light and ventilation to all habitable rooms. I also support the size and proportions of the balconies and terraces.

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

• A high quality of external materials supported by the provision of a materials samples board.

Yours sincerely

Kirsteen Mackay

South Australian Government Architect

cc Aya Shirai-Doull

ODASA

aya.shirai-doull@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



### OFFICE FOR DESIGN + ARCHITECTURE®

File No: 2014/11235/01

20 December 2018

Ref No: 13475358

Gabrielle McMahon
Principal Planner
Strategic Development Assessment
Planning and Development
Department of Planning, Transport and Infrastructure
Level 5, 50 Flinders Street
Adelaide SA 5000

gabrielle.mcmahon@sa.gov.au

For the attention of the State Commission Assessment Panel

#### 253 Churchill Road, Prospect

Further to the referral 050/M007/18 received 12 November 2018 pertaining to the development application at the above address and in my capacity as a statutory referral in the State Commission Assessment Panel, I would like to offer the following comments for your consideration.

The project was not presented to the Design Review panel.

In principle, I support a medium density residential apartment development on the subject site, however I am of the view that the project's interface to the public realm benefits from further development.

The site is located on the eastern side of Churchill Road, south of Regency Road, and is within the Boulevard Policy Area of the Urban Corridor Zone, directly abutting a residential zone to the east. The subject site is currently surrounded by single storey commercial and residential buildings, however the area is zoned for developments up to four storey tall. Across Churchill Road to the west, a large scale urban redevelopment project, which includes townhouses, apartments and commercial properties is currently under construction. This redevelopment site is identified in the Concept Plan (UrC/1) in the Development Plan, where three to eight storey built forms are envisaged for the majority of the redevelopment site. However, the southern and eastern edges of the redevelopment site, including the allotments fronting Churchill Road, have a height limit of two to four storeys.

The proposal is for a five storey tall (approximately 16.1 metres) residential apartment building with car parking provided on the ground floor. While I acknowledge that the Development Plan envisages a four storey maximum height (15 metres), the proposed built form includes substantial setbacks of the top two floors from the front, which reduces the visual impact of the over-height built form. At the rear of the site, the building is stepped to contain the built form within the mandated 45 degrees building envelope at the residential zone boundary, with minor encroachments on the first and second floors. In my view, there is potential

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



# OFFICE FOR DESIGN + ARCHITECTURE®

File No: 2014/11235/01

Ref No: 13475358

for a five level development with a minor variation from the envisaged 15 metre height limit to be appropriate on this site. My support, however, is contingent on the successful demonstration of sufficient merits of the proposal to justify the departure from the prescribed height limit.

The ground and first floor built form is set back approximately three metres from the front. The setback increases to approximately 7.8 metres for the top two floors. The secondary street setback from the southern Redin Street boundary is approximately 0.8 metres with projecting balconies. Along the northern boundary, a two metre side setback is proposed approximately 20 metres inset from the front site boundary. At the rear of the site, the stepping built form progressively increases the setbacks from 2.5 metres for the ground and first floors to 13.68 metres for the top floor, with the intent to manage interface issues and maintain the amenity of the adjoining residential properties. I acknowledge the proposed built form encroaches into the prescribed two metre side setback area along Redin Street, however in my opinion, a smaller setback can be supported in this instance, as there is an existing on-boundary built form across Redin Street at 251 Churchill Road. In addition, I am of the opinion that it is less likely for this proposal to set a precedent for future built form pattern along Redin Street, as the adjoining properties to the east are located within a residential zone where smaller scale developments are envisaged. I support the other building setbacks, as they are generally consistent with the prescribed setback requirements.

The materiality of the proposal comprises of two main elements, face brickwork to the lower section and a series of pre-finished fibre cement cladding above. I support the selected materials with finish and colour integral to their fabric. I also support the expression of the two storey sections of the brickwork facades, which include perforated steel screens and 'hit and miss' brick screens. In my opinion, the tactile materials and the scale and proportion of the screens result in a residential expression with fine grain character and assist in breakdown of the scale of the development at street level.

On the ground floor, the Churchill Road frontage consists of a pedestrian entrance at the northern end, and three metre deep landscaped area. The main pedestrian entrance with a canopy is proposed off Redin Street to provide a direct access to the lift lobby. The at-grade parking area is accessed via a new crossover off Redin Street. I support the removal of the existing driveway off Churchill Road. I acknowledge the design intent to integrate the car parking screens with the overall architectural expression, and the inclusion of the landscaping strategy that provides additional soft screening along Churchill Road, However I am concerned that the car parking remains visible at the street level with the current screening arrangement. I recommend reconsideration of the car parking arrangement to provide an active use space, such as bicycle workshop, along the Churchill Road frontage, to ensure a meaningful lower level interface to the public realm. While I acknowledge the intent to provide a pedestrian access point and create a sense of address along Churchill Road, I am not convinced by the current arrangement. I am concerned the proposed entry sequence compromises the user experience as it opens directly into the car parking area. I recommend further consideration of the pedestrian entry arrangement, as a part of the overall ground floor configuration and the street frontage treatment, to create a clear intuitive entry sequence that ensures user amenity and safety.

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



## OFFICE FOR DESIGN + ARCHITECTURE

File No: 2014/11235/01

Ref No: 13475358 Levels one and two include four two-bedroom apartments per floor, serviced by a central lift foyer. Two two-bedroom and one three-bedroom apartments are proposed on level three and the top level includes two two-bedroom apartments, a consolidated plant area and the communal roof terrace. The apartments are generally convincing in terms of size, and I support the provision of access to natural light and ventilation to all habitable rooms. I also support the sizes and proportions of the balconies.

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

- Review of the car parking arrangement to provide an active space along Churchill Road.
- Review of the pedestrian entry arrangement off Churchill Road.
- Provision of a materials and finishes sample board.

Yours sincerely

Kirsteen Mackay

South Australian Government Architect

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



In reply please quote 2018/01916, Process ID: 548427 Enquiries to Reece Loughron Telephone (08) 7109 7876 E-mail dpti.luc@sa.gov.au



DEVELOPMENT DIVISION Transport Assessment and Policy Reform

GPO Box 1533 Adelaide SA 5001

ABN 92 366 288 135

19 December 2018

Ms Gabrielle McMahon State Commmission Assessment Authority Department of Planning, Trannsport and Infrastructure GPO Box 1815 ADELAIDE SA 5001

Dear Gabrielle,

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

Development No.	050/M007/18		
Applicant	Michael Calabro Pty Ltd C/- Masterplan SA Pty Ltd		
Location	253 Churchill Road (corner Redin Street), Prospect		
Proposal	Construction of a 5 level apartment building with associated car		
400	parking on ground level		

I refer to the above development application forwarded to the Commissioner of Highways (CoH) in accordance with Section 37 of the *Development Act 1993*. The proposed development involves development adjacent a main road as described above.

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

#### CONSIDERATION

The subject site abuts Churchill Road and Redin Street. Churchill Road is an arterial road under the care, control and management of the CoH and Redin Street is a local road under the care, control and management of the City of Prospect. The adjacent section of Churchill Road is identified as a Peak Hour Route and High Frequency Public Transport Corridor under the Department of Planning, Transport and Infrastructure's (DPTI's) 'A Functional Hierarchy for South Australia's Land Transport Network'. At this location, Churchill Road carries approximately 25,300 vehicles per day (7.5% commercial vehicles) and has a posted speed limit of 60 km/h. The adjacent section of Redin Street has a posted speed limit of 40km/h.

#### **Access and Road Safety**

The subject site currently has crossovers on Churchill Road and Redin Street. The application proposes to close the existing Churchill Road crossover and provide all vehicular access to/from the site via Redin Street, as shown on Proske Architects, Site & Ground Floor Plan, Drawing 17-051.PL02.A, dated 20 September 2018. DPTI raises no objections in-principle to the proposed vehicular access via Redin Street. Any obsolete crossovers on Churchill Road and Redin Street should be closed and reinstated to Council's standard kerb and gutter, with all costs being borne by the applicant.

The State Commission Assessment Authority should ensure that the proposed development provides sufficient off-street car parking, designed in accordance with AS/NZS 2890.1:2004. Additionally, clear sightlines, as shown in Figure 3.3 'Minimum Sight Lines for Pedestrian Safety' in AS/NZS 2890.1:2004, should be provided at the property line to ensure adequate visibility between vehicles leaving the site and pedestrians on the adjacent footpath. It is noted that the access design on the Proske Architects Site & Ground Floor Plan has included the provision of a sightline triangle for drivers exiting the site in accordance with Figure 3.3 'Minimum Sight Lines for Pedestrian Safety' in AS/NZS 2890.1:2004.

The Traffic and Parking Report produced by CIRQA (Project Number 17137, Version 1, dated 20 September 2018), states that the proposed development is expected to generate up to seven peak hour vehicle movements during both the am and pm peak periods. Accordingly, DPTI does not anticipate that the proposed development would have an adverse impact on the adjacent road network.

The Report also states that all visitor parking (approximately 4 spaces) and refuse collection by a private contractor would be required to be accommodated on-street adjacent the subject site. It is noted that there is a 'No Standing' area on Redin Street adjacent the site (between Churchill Road and the proposed access), a 'No Parking' area during business hours on the opposite side of Redin Street and a bicycle lane during the am peak on the adjacent section of Churchill Road. It is understood that Council do not propose to remove or amend the existing parking controls in Redin Street or Churchill Road. Accordingly, the application may need to consider providing on-site visitor parking and conducting waste management within the site if there is insufficient road space on Redin Street.

To accommodate the proposed access to Redin Street, a street sign (40km/h speed limit sign) will need to be relocated to Council's satisfaction. Landscaping is also proposed on the adjacent Redin Street and Churchill Road footpaths that are under the care, control and management of the City of Prospect. Furthermore, a canopy is also proposed over portion of the Redin Street footpath. It is noted that a separate application pursuant to Section 221 of the *Local Government Act 1999* would be required in relation to the proposed driveway crossover, the proposed relocation of the Council street sign, the cantilevering of a canopy over the footpath and the proposed landscaping on the adjacent Redin Street and Churchill Road footpaths.

It should be noted that as part of the proposed Kaufland development on the opposite side of Churchill Road (DA 050/E003/18) that the median opening opposite Redin Street may be closed, thus restricting access to Redin Street from and to Churchill Road to left turn in and left turn out movements.

#### **Road Widening**

The Metropolitan Adelaide Road Widening Plan shows a possible requirement for a strip of land up to 4.5 metres in width from the Churchill Road frontage of this site, together with a 4.5 metres x 4.5 metres cut-off at the Churchill Road/Redin Street corner for the possible future upgrading of the Churchill Road/Regency Road intersection. Although it is considered unlikely that land would be required from this property, the consent of the Commissioner of Highways under the *Metropolitan Adelaide Road Widening Plan Act 1972* is required to all new building works located on or within 6.0 metres of the possible requirements.

#### CONCLUSION

In-principle, DPTI does not object to the proposed land use and recommends that the following conditions be attached to any approval that may be granted:

- 1. Vehicular access to the site shall be via Redin Street in general accordance with Proske Architects, Site & Ground Floor Plan, Drawing 17-051.PL02.A, dated 20 September 2018.
- 2. Any redundant crossovers shall be removed and reinstated to Council's standard gutter and kerb at the applicant's cost.
- 3. All off-street parking shall be designed in accordance with AS/NZS 2890.1:2004. Additionally, clear sightlines, as shown in Figure 3.3 'Minimum Sight Lines for Pedestrian Safety' in AS/NZS 2890.1:2004, shall be provided at the property line to ensure adequate visibility between vehicles leaving the site and pedestrians on the adjacent footpath.
- 4. All vehicles shall enter and exit the site in a forward direction.
- 5. Stormwater run-off shall be collected on-site and discharged without jeopardising the integrity and safety of the adjacent roads. Any alterations to the road drainage infrastructure required to facilitate this shall be at the applicant's cost.

The following notes provide important information for the benefit of the applicant and are required to be included in any approval:

• The Metropolitan Adelaide Road Widening Plan shows a possible requirement for a strip of land up to 4.5 metres in width from the Churchill Road frontage of this site, together with a 4.5 metres x 4.5 metres cut-off at the Churchill Road/Redin Street corner for future road purposes. The consent of the Commissioner of Highways under the Metropolitan Adelaide Road Widening Plan Act 1972 is required to all new building works located on or within 6 metres of the possible requirements.

The attached consent form should be submitted by the applicant, along with three copies of the approved site plans.

• A separate application pursuant to Section 221 of the *Local Government Act 1999* is required in relation to the proposed driveway crossover, the proposed relocation of the Council street sign, the cantilevering of a canopy over the footpath and the proposed landscaping on the adjacent Redin Street and Churchill Road footpaths.

Yours sincerely,

MANAGER, TRANSPORT ASSESSMENT AND POLICY REFORM for COMMISSIONER OF HIGHWAYS

Encl: A copy of the MARWP consent form.

A copy of the decision notification form should be forwarded to <a href="mailto:developmentapplications@sa.gov.au">detemptions@sa.gov.au</a>

#### Hart, Robert (DPTI)

From: Scott McLuskey <Scott.McLuskey@prospect.sa.gov.au>

**Sent:** Monday, 18 March 2019 11:59 AM

**To:** McMahon, Gabrielle (DPTI); Shirai-Doull, Aya (DPTI)

**Cc:** Chard, Rose (DPTI)

**Subject:** RE: 253 Churchill Road Prospect - DA 050/M007/18

#### Hi Gabrielle,

Thanks for your email as below, and indeed for the opportunity to review and provide further comment on the amended proposal plans. While the timing associated with the amended plans has not allowed for a further review of the proposal plans by Council's Assessment Panel, the following additional comments are informed by the commentary previously provided by our Panel in December 2018.

By way of brief summary; I advise that Council is generally supportive of the amended plans and consider that they have materially improved the overall proposal through responding meaningfully to previously identified areas of concern. In particular, the street and adjacent zone interfaces of the building, as well as the occupant amenity available to future residents of the building and adjoining residents, are considered to have been substantially improved. It is however of some concern to Council that a number of elements of the proposal rely on alterations to a public road in relation to which separate approval is required, and that no discussion or approval process has commenced with Council regarding these elements of the proposal.

#### More particularly I note that:

- The amended proposal plans are considered to substantially improve the Churchill Road interface of the building through enhanced ground level activity, the articulation of building elements within the building podium, additional landscaping and public art, and the revised building podium height at this frontage.
- While the building's scale when viewed from Redin Street remains substantial; the building's decreased depth
  and partial fourth floor recession from the principal building line facing Redin Street are considered to
  somewhat moderate the bulk and mass of the building when viewed within this streetscape.
- While Council does not consider that the proposal would strictly achieve UCZ PDC 19 regarding rear setback; the building's increased rear setback at ground and first floor levels (in particular), increased deep soil zone allowing for large tree plantings (as defined by CW PDC 180), and the re-orientation of balconies are together considered to substantially improve the interface of the building with the adjoining Residential Zone.
- Council is supportive in concept of the angled aluminium batten screens that are intended to provide privacy screening for the fourth floor roof terrace, as this would also maximise the amenity offered by the communal open space to future residents. It is considered however that the success of this solution at achieving the intended visual privacy will depend upon details of the depth and spacing of each batten that is not provided within the current proposal plans. It is thus recommended that these details should be assessed by SCAP, either through the provision of additional information or by way of a reserved matter.
- Council remains supportive of the use of natural, self-finished materials for the building podium, though it is considered that the red brick finish of the previously proposed materials related better to the site's surrounding context. It is observed that the perspective image does not appear to show the application of the brick material to the Churchill Road portion of the podium, whereas the west elevation does appear to show the application of the brick material. It is recommended that this inconsistency in the proposal plans be resolved (noting that it would be desirable that the brick material be applied in accordance with the west elevation).
- The decreased dwelling density and increased occupant amenity offered to future residents of the building by the amended proposal plans are supported.
- While the amended proposal plans would not achieve the relevant minimum desired number of car parking spaces on-site; the opportunity for a dedicated car parking space to be provided for each dwelling with

multiple remaining non-dedicated car parking spaces for potential visitor use is considered to materially improve upon the original proposal.

- The landscaping concept plan provided demonstrates substantial hard and soft landscaping alterations to the public realm adjacent the subject land. These works would require separate approval from Council (pursuant to Section 221 of the *Local Government Act 1999*), and it is noted that no discussion or application regarding these works has occurred with Council's Infrastructure and Environment Team for this purpose. As it is unclear as to whether these works would be supported, it is considered that the SCAP should place limited weight on these elements of the landscaping concept plan.

I hope that the above is of assistance to the SCAP in its assessment of the revised proposal plans. Please feel welcome to contact me if I can be of any other assistance in relation to this proposal.

Best regards,

#### **Scott McLuskey**

Senior Development Officer

T 08 8269 5355 F 08 8269 5834 1 Thomas Street, Nailsworth, SA 5083 | PO Box 171, Prospect SA 5082 scott.mcluskey@prospect.sa.gov.au





From: McMahon, Gabrielle (DPTI) [mailto:Gabrielle.McMahon@sa.gov.au]

**Sent:** Thursday, 7 March 2019 3:17 PM **To:** Shirai-Doull, Aya (DPTI); Scott McLuskey

Cc: Chard, Rose (DPTI)

Subject: FW: 253 Churchill Road Prospect - DA 050/M007/18

Hi Aya, Scott

Please find attached additional information and amended plans for the DA at 253 Churchill Road, Prospect. Can you please review the information and provide the SCAP with any additional / amended comments you may have by 18 March 2019. I have also attached my RFI email.

Kind regards

#### **Gabrielle McMahon**

A/Team Leader – Inner Metro Development Assessment
Strategic Development Assessment
Planning and Land Use Services
Department of Planning, Transport and Infrastructure
T 7109 7056 (ext 97056) • E gabrielle.mcmahon@sa.gov.au
Level 5, 50 Flinders Street, Adelaide SA 5000 • PO Box 1815 Adelaide SA 5001 • DX
171 • www.dpti.sa.gov.au

View the SA Planning Portal • Subscribe to our Newsletters

From: Graham Burns [mailto:GrahamB@masterplan.com.au]

Sent: Thursday, 7 March 2019 2:25 PM

To: McMahon, Gabrielle (DPTI) < Gabrielle. McMahon@sa.gov.au>

Cc: Ann-Marie Zagotsis <annmarie@proske.com.au>; Mark Beesley <mark@proske.com.au>; Rolf Proske <rolf@proske.com.au>; Michael Calabro - GAMMA ILLUMINATION <mcalabro@gammaillumination.com>

Subject: 253 Churchill Road Prospect - DA 050/M007/18

Hi Gabrielle:

The drop-box link below contains:

- A set of amended drawings prepared by Proske Architects;
- An amended Landscape Concept Plan prepared by Outerspace;
- An amended Traffic and Parking Report prepared by Cirqa Pty Ltd, and
- Our letter of 7 March 2019 which responds to the issues identified by the Government Architect, the Commissioner of Highways, the City of Prospect, your office and the representations received following Category 2 notification.

We trust that the amended proposal will be considered by the State Commission Assessment Panel at either the meeting scheduled for Thursday 28th March, or the one following that on Thursday 11th April 2019.

https://www.dropbox.com/s/5oyds06z3i6mdj2/50640LET02.pdf?dl=0

Regards,

#### **Graham Burns**

0413 832 602 www.masterplan.com.au







information contained in this email communication may be confidential. You should only read, disclose, retransmit, copy, distribute, act in reliance on or commercialise the information if you are authorised to do so. If you are not the

communication, please notify us immediately by email direct to the sender and then destroy any electronic or paper copy of this message. Any views expressed in this email communication are those of the individual sender, except where the sender specifically states them to be the views of a client of MasterPlan SA Pty Ltd. MasterPlan SA Pty Ltd does not represent, warrant or guarantee that the integrity of this communication has been maintained, nor that the communication is free of errors, virus or

AGENDA ITEM: 6.2

To: Council Assessment Panel (CAP) on 10 December 2018

From: Scott McLuskey, Senior Development Officer, Planning

Proposal: Five Storey Residential Flat Building comprising 13 dwellings

with associated Car Parking and Landscaping (DA

050/468/2018)

Address: 253 Churchill Road, Prospect (CT 5684/552)

SUMMARY:

Applicant: Michael Calabro Pty Ltd/Gamma Illumination Pty Ltd

Owner: As above

Planning Authority: State Commission Assessment Panel (SCAP)

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

**ODASA** 

Public Notification: Category 2

Development Plan Version: Consolidated 13 February 2018

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

Key Considerations: Design and Appearance, Bulk, Scale and Height, Visual Privacy

and Occupant Amenity, Landscaping, Car Parking, Density

ATTACHMENTS:

Attachment 1 Development Application Form

Attachments 2-7
Attachment 8
Attachment 9
Attachments 10-24

Proposal plans
Shadow Diagrams
Civil Engineering Plan
Planning Report

Attachments 25-34 Traffic and Parking Report

Attachments 35-48 Waste Management Plan

Attachments 49-50 Landscape Plans

#### 1. RECOMMENDATION

- 1.1 The State Commission Assessment Panel (SCAP) be provided with a copy of this report and that it be advised of Council's comments, through its Council Assessment Panel, in relation to the matters described herein, noting that there may be additional matters that have not been assessed or considered in this brief commentary.
- 1.2 That Council is generally supportive of the proposal subject to successful resolution of a number of aspects of the design and scale of the proposed building, including particularly its management of interface impacts beyond the boundary of the Urban Corridor Zone, that are considered to be at odds with relevant policy provisions of the Boulevard Policy Area.
- 1.3 That the SCAP should give particular regard to the following matters, which are highlighted as areas of departure in relation to relevant provisions of Council's Development Plan:
  - 1.3.1 Design and Appearance; particularly relating to the inappropriate bulk, mass and scale of the proposed building when viewed from Redin Street and adjoining properties, in addition to concerns regarding the ground level interface of the building within the Churchill Road and Redin Street streetscapes,
  - 1.3.2 Setbacks and Landscaping; noting that the proposal would depart from each of the setback measures that apply in relation to the zone interface, resulting in subsequent impacts upon the quality of landscaping that can be achieved at the zone interface.
  - 1.3.3 Occupant Amenity; considering both the impact upon the existing amenity enjoyed by neighbouring property owners within the Residential Zone, in addition to the low occupant amenity offered to future residents of the subject development arising from the effects of existing and additional necessary screening upon natural light, ventilation and outlook opportunities,
  - 1.3.4 Car parking; noting that the shortfall of 3 parking spaces from the minimum anticipated by the relevant policy provision is substantial, and that the traffic and parking report provided as part of the application documents identifies that the proposal will not meet the anticipated car parking demands of residents and visitors on-site.
  - 1.3.5 As a result of the above; that the proposal represents an overdevelopment of the subject land with respect to building height and mass, as well as dwelling density, with no apparent planning justification for exceeding the maximum height applicable within this Policy Area.
  - 1.3.6 It is noted that the proposed dwelling density may be reduced while still resulting in a proposal that comfortably achieves the minimum density desired within the Policy Area, and,
  - 1.3.7 That a reduction in the height of the red brick material treatment may assist in reducing the bulk and scale of the building when viewed within the streetscape.
- 1.4 Notwithstanding Council's position in relation to whether the proposed development should be supported; the SCAP should ensure, if it is of a mind to approve the proposed development, that certain functional matters have been satisfactorily resolved, including:
  - 1.4.1 Waste Management; noting that the current Waste Management Plan demonstrates that the intended volumes of waste storage and collection

- would not adequately cater to occupants of the proposed development across each of the three waste streams.
- 1.4.2 Further necessary approvals; noting that a separate application pursuant to Section 221 of the *Local Government Act 1999* is necessary in relation to proposed driveway crossovers, the proposed relocation of a Council sign, and the cantilevering of a canopy over the footpath.

#### 2. BACKGROUND

- 2.1 An **original application** for a four storey residential flat building on the subject land comprising 16 dwellings was granted Development Plan Consent by Council's Development Assessment Panel at its meeting of 8 February 2016. The applicant applied for an extension of time to the Development Plan Consent in January 2017, which was granted. The planning consent subsequently lapsed on 19 January 2018. It is noted that the approval, and the grant of an extension of time, preceded two recent amendments to Council's Development Plan relating to the Urban Corridor Zone.
- 2.2 The subject land was purchased by the applicant with the intention of developing the land in accordance with the previous approval. During the creation of working drawings however, several fundamental shortcomings from a Building Code perspective were identified by the new project team. Subsequently, the applicant lodged a fresh application with Council for assessment (DA 050/28/2018). This application was originally lodged for a four storey residential flat building, and was subsequently amended to propose a five storey residential flat building. Assessment of this application commenced in relation to the 30 May 2017 version of Council's Development Plan.
- 2.3 Having undertaken public notification and statutory referral processes, Council staff commenced preparation of a report for Council's Assessment Panel regarding the proposal. During this process, Council staff advised the applicant that the proposal would not be presented to Council's Assessment Panel with staff support. The applicant subsequently withdrew the application, and lodged the proposal as a fresh application with the State Commission Assessment Panel.
- 2.4 Given the extent of assessment that has recently occurred in relation to the previous application, Council staff note that this commentary is more detailed than may be typical of comments provided to the SCAP through the referral process.

#### 3. POLICY AMENDMENTS

- 3.1 In the context of the background described above, it is considered that it is important to reflect upon recent changes (subsequent to the assessment of the previous application) to Council's Development Plan that affect the subject site. It is intended that this commentary will provide insight into key aspects of the most recent policy amendments (consolidated 13 February 2018) to assist SCAP in its assessment of the proposal. Following is a summary of these changes, with reference to the area of policy that was amended:
  - 3.1.1 The desired character statement for the Urban Corridor Zone has been refined, particularly through the inclusion of a series of matters that were established as being of paramount importance to the Prospect community through Council's community engagement processes. The use of this policy language is intended to ensure that elements of each proposal relating to design and appearance; bulk, height and scale; material quality and durability; overlooking and preservation of amenity; and landscaping, are understood to be important elements to satisfy for a proposal to demonstrate that it has achieved the desired character statement.

- 3.1.2 **Visual privacy** provisions within the Urban Corridor Zone have been amended, to ensure that the zone interface is treated with appropriate sensitivity. To this end, the revised policy provides that overlooking should be prevented to properties within 45 metres of the boundary of the subject site (noting that the intent of this policy is to ensure that properties outside of the Urban Corridor Zone are provided with greater visual privacy protection than properties within the Urban Corridor Zone). PDC 9 of the Urban Corridor Zone specifies that this may be achieved through the use of integrated 1.7m high screening devices to windows, balconies and roof terraces with views towards a Residential (or Historic Conservation) Zone.
- 3.1.3 Through a series of design testing exercises, Council established that the original **minimum density** provision within the zone of 100 dwellings per hectare (net) could not be achieved for all development types without inappropriate compromises being made with respect to occupant amenity and landscaping quality. Given the importance of these outcomes, a revised minimum density of 75 dwellings per hectare (net) is now provided within the Boulevard Policy Area of the Urban Corridor Zone.
- 3.1.4 In order to ensure that sufficient space is set aside for landscaping, as well as to guide the greatest mass and intensity of development towards the front of each site, the **building setbacks at the zone interface** have been revised. Where a building is distinctly the same height as developments that could occur within the Residential Zone (i.e. two storeys or less), a 3m setback is considered to be appropriate. Where development would exceed this height, the applicable minimum setback from the eastern boundary is 6m. This allows for medium to large tree plantings of 4m-8m to be achieved in this area to soften the appearance of buildings from outside the zone.
- 3.2 Given that the interim policy measures were implemented over 18 months ago, they have not been summarised as part of this report. If a summary of those amendments would be of assistance to the SCAP, Council staff would be happy to provide this information by way of a supplementary submission.
- 3.3 For absolute clarity, Council staff note that the **essential policy provisions** relating to land uses, building heights and other 'core' policy provisions were not affected by the interim or final Development Plan amendments. The amendments targeted design related matters to ensure improved design quality, occupant amenity and interface management.

#### 4. PROPOSAL

- 4.1 The proposal is for the construction of a five-storey residential flat building comprising 13 apartment style dwellings, with an undercroft carpark of 14 spaces and associated landscaping. A canopy is proposed to extend over the footpath on Redin Street.
- 4.2 The proposal plans are attached (<u>Attachments 2-7</u>). Supporting documentation including shadow diagrams (<u>Attachment 8</u>), a civil engineering plan (<u>Attachment 9</u>), a planning report prepared by Masterplan SA Pty Ltd on behalf of the applicant (<u>Attachments 10-24</u>), a Traffic and Parking Report prepared by Cirqa, (<u>Attachments 25-34</u>), a Waste Collection Report prepared by Veolia Environmental Services (refer <u>Attachments 35-48</u>), and landscape plans prepared by Outerspace Landscape Architects (<u>Attachments 49-50</u>) are attached.

#### 5. PLANNING COMMENTARY

#### 5.1 Design and Appearance

- 5.1.1 Consistent with the views previously expressed by the Associate Government Architect, Council expresses concern with the extent to which car parking is presented to the Churchill Road and Redin Street streetscapes at ground level. While landscaping within a deep soil zone is proposed to soften/screen the appearance of the carpark, the perspective drawings demonstrate that the perforated charcoal coloured screens would remain the dominant feature of the building within each streetscape at ground level. This does not provide the activity desired at these frontages by other relevant provisions of Council's Development Plan.
- 5.1.2 The policy amendments consolidated in May 2017 included reference to providing activity through communal entry or other elements of the proposal, as well as through the inclusion of public art, to ensure that visual interest is provided within the streetscape at a pedestrian level. These references have been maintained within the most recent policy amendments. Council staff submit that improvements should be pursued with respect particularly to the ground level interface of the building with the public realm.

#### 5.2 Bulk, Height and Scale

- 5.2.1 The maximum building height anticipated within this Policy Area is 4 storeys, and up to 15 metres, in height. The proposed building would exceed this, as it is proposed to be 5 storeys, and a maximum of 16.1m, in height. It is noted that the top floor of the building is well recessed from the zone interface, but is not recessed from the Redin Street building facade. Concern is expressed particularly with regard to the scale of the building when viewed within the Redin Street streetscape.
- 5.2.2 While it is noted that the Associate Government Architect indicated conceptual support for this additional height (in this particular instance) to Council during the previous application, this support was contingent upon the proposal successfully managing interface issues with the adjoining residential properties.
- 5.2.3 As discussed earlier in this report, recent policy amendments have clarified the applicable minimum setback for buildings from the boundary of the adjacent property in the residential zone. Given that the proposed building is not a distinctly 2 storey building when viewed from the zone boundary (the building has an east-facing podium height of 3 storeys), the applicable minimum setback from the eastern boundary is 6m (in addition to the building envelope). The proposed building would depart substantially from this, at a minimum setback distance of 2.5m from the zone boundary.
- 5.2.4 Further; Levels 1, 2 and 3 of the proposed building would, after accounting for a 450mm difference between finished ground level and natural ground level, each depart from the building envelope set out by PDC 15 of the Urban Corridor Zone.
- 5.2.5 Noting that the building would depart from each policy measure relating to the zone boundary interface, including landscaping provisions discussed later in this report, it is not considered that the proposed building has successfully managed its interface impacts. In this context, Council submits that the proposal is an overdevelopment of the site, with no apparent planning justification for exceeding the maximum height applicable within this Policy Area.

#### 5.3 Material Quality and Durability

5.3.1 The palette of building materials includes recycled red face brick, Cemintel Barestone, and an unknown material finished with a charcoal acrylic render, along with powdercoated steel canopies and screening devices. Noting that

stone, red and cream coloured brick, and cream or grey finishes are the characteristic materials and finishes of existing dwellings in this locality. The proposed building is considered therefore to comprise a combination of materials that would be durable and respond to the predominate materials within the locality.

#### 5.4 Visual Privacy

- 5.4.1 It is noted that a number of windows, balconies and the roof terrace would have views towards properties within the Residential Zone (to the East of the subject land). The planning report provided by the applicant indicates that views are <a href="minimised">minimised</a> in this direction through the use of 1.5m height screening devices as well as medium height (Cypress Pine) trees adjacent the eastern boundary of the subject land.
- 5.4.2 These plantings may, over time, have some effect upon views directly to the East of the subject land, but will not prevent overlooking from each level of the building nor materially affect views obtainable to properties to the North-East or South-East of the subject land.
- 5.4.3 It is readily evident therefore that the proposal would not <u>prevent</u> overlooking to properties within the Residential Zone to the extent desired by the relevant policy provisions. This is highlighted as an area of substantial concern to Council.

#### 5.5 Landscaping

- 5.5.1 When development is undertaken on a site between 300-1500m², a minimum of 7% of the overall site area should be designated as deep soil zones, which has a minimum dimension of 3m. It is anticipated that a minimum of 1 medium tree, which has a mature height of 6-12 metres and canopy width of 4m-8m be provided within the deep soil zone. Where a site abuts the zone boundary, Council Wide PDC 187 specifies that a building setback of 6m should be provided so as to accommodate deep soil zones and medium-large trees adjacent the zone boundary.
- 5.5.2 The proposal would generally provide sufficient deep soil areas and tree plantings. The species selected for tree plantings however (Italian Cypress Pines) would not achieve the intended minimum canopy width of 4m. It is anticipated that this species has been selected due to its slender canopy form in order to respond to the proposed building form, rather than selected to achieve the quality of landscaping anticipated by Development Plan policy.
- 5.5.3 While the general approach to landscaping is supported, it is considered that the execution of the landscaping solution adjacent the zone boundary is indicative that the proposal is an overdevelopment of the site.

#### 5.6 Building Separation

- 5.6.1 It is noted that extensive visual privacy screening is proposed to North-facing windows of the building due to their close proximity with the northern boundary of the subject land. The proposed screening treatments would result in limited natural light, ventilation and outlook being offered to bedrooms within 6 of the 13 dwellings proposed, particularly following development of the adjoining site to the North (which is also within the Urban Corridor Zone).
- 5.6.2 The occupant amenity of those 6 dwellings would be further comprised by additional screening to the East-facing balconies to achieve other relevant

- provisions of Council's Development Plan (as discussed in Section 5.4 of this report).
- 5.6.3 To this end, it is considered that the failure to achieve relevant building separation (and other setback) provisions has resulted in a visual privacy solution being required that does not adequately balance the competing occupant amenity outcomes.

#### 5.7 Car and Bicycle Parking

- 5.7.1 To achieve the relevant provisions, the proposal should provide a minimum of 17 car parking spaces (including 3 visitor parking spaces) and 4 bicycle parking spaces on site. The proposal would provide 14 car parking spaces located within the ground level car park. No specific location has been set aside for bicycle parking.
- 5.7.2 The proposal is thus heavily reliant upon on-street car parking for visitors to the development. The traffic and parking report concludes that the locality is capable of bearing this load, inherently concluding that the proposal does not provide sufficient car parking to cater to occupants and visitors on site.
- 5.7.3 If the SCAP were supportive of the proposal, Council staff note that City of Prospect has established a Carparking Fund in accordance with Section 50A of the *Development Act 1993*, and has, pursuant to Section 50A(6), determined that an amount of \$20,000 per space may be payable. Noting that the traffic and parking report provided as part of proposal determined that the development would not provide for sufficient car parking spaces on site, Council submits that the SCAP should carefully consider the application of the Carparking Fund before accepting a shortfall of visitor spaces on site.

#### 5.8 Waste Management

- 5.8.1 Council have reviewed the Waste Management Plan prepared by Veolia Environmental Services. The waste management plan proposes a communal waste collection system; serviced weekly by Veolia for general and dry recycling waste streams, and fortnightly by Council for the green organic waste stream. Waste storage volumes of 1,100L for general waste, 660L for dry recycling waste, and 480L for green organic waste are proposed.
- 5.8.2 Based on the Zero Waste South Australian Better Practice Guide Waste Management in Residential or Mixed Use Developments guidelines, the anticipated waste demand, calculated with reference to the 27 bedrooms, would be a weekly total of 810 litres of general waste; 810 litres of recycling waste; and 270 litres of green organics.
- 5.8.3 Concern is expressed that the storage capacities proposed would not achieve the Better Practice Guide in relation to the recyclable and green organic waste streams.

#### 5.9 Dwelling Density

5.9.1 As discussed above, in order to ensure an appropriate balance between residential growth opportunities within the Urban Corridor and occupant amenity outcomes, the minimum residential site density would be satisfied in relation to this site through the provision of 5 dwellings. The proposal substantially exceeds this number, which is considered to be conceptually appropriate so long as the amenity needs of occupants of the proposed building, as well as occupants of adjoining properties, are suitably resolved.

5.9.2 The balance of this report has described a number of departures from Development Plan provisions that related to occupant amenity. Some of these departures are, individually, modest in nature, while some are substantial. The cumulative effect of these departures though is considered to reflect that the proposal is exceeding the minimum density without suitably addressing occupant amenity needs. To this end, the proposed dwelling density is not supported.

#### 5.10 Required Local Government Act Approvals

- 5.10.1 In the event that the SCAP supports the proposal, Council staff note that the proposal includes the removal of an existing crossover and construction of a new crossover. The construction of the new crossover would require the relocation of an existing Council sign (displaying the applicable speed limit). While no opposition to the crossover is anticipated, Council staff note that a separate application pursuant to Section 221 of the Local Government Act 1999 must be received and granted before any works in relation to either crossover could commence.
- 5.10.2 The above application should also seek the necessary authorisation pursuant to Section 221 of the *Local Government Act 1999* for the entry canopy that is proposed to cantilever over the footpath.

#### 6. CONCLUSION

- 6.1 A full planning assessment of the proposal has not been undertaken, as this is not Council's role with respect to this proposal.
- 6.2 Notwithstanding this, concerns are highlighted in relation to several technical and assessment matters in the context of the prior assessment of a substantially similar development in relation to the subject land, in addition to recent policy changes that have occurred within the Urban Corridor Zone since that assessment was undertaken.

#### Hart, Robert (DPTI)

From: Rushforth, John (Housing)

Sent: Thursday, 29 November 2018 1:28 PM To: admin@saplanningcommission.sa.gov.au

Cc: McMahon, Gabrielle (DPTI); Mitchell, Patrick (Housing) Subject: FW: 253 Churchill Road, Prospect. 050/M007/18

#### The Secretary, SCAP

Thank you for the opportunity to comment on this Category 2 development application for a five storey building in the Urban Corridor zone at 253 Churchill Road, Prospect. SA Housing Authority responds on behalf of the SAHT which owns an abutting dwelling, located on the boundary in a different zone (R 450) to the east of the proposed development -at 82 Redin Street. SAHA is concerned about the potential impacts on amenity and privacy of POS of the SAHT property and requests SCAP to consider these aspects outlined in the comments below. RSA understands that the interface provisions of the Urban Corridor / Boulevard zone have recently been updated by Urban Corridor Zone and Interface Areas DPA chiefly to ensure good design that does not negatively impact on the amenity of properties in abutting, residential zones at the interface of such zones. Objective 6 of the UCZ aims to achieve 'A built form that provides a transition down in scale and intensity at the zone boundary to maintain the amenity of residential properties located within adjoining zones'. Pdcs 15 (45 degree envelope) and 19 (rear zone boundary setback) are the key policy to achieve this objective.

#### Comment:

The proposed building does not achieve the required setbacks from the rear zone boundary of at least 3m (for up to 2 storeys) and 6m for portions higher than this (which contributes to the building exceeding the 45 degree maximum building envelope for portions of the second and third storeys – bringing their rear facing balconies closer to the rear zone boundary with the SAHT property than would normally be the case).

To mitigate overlooking of POS and noise, SAHA requests SCAP to consider requiring the balconies on the second

and third storeys to have solid, opaque east facing walls built to the balcony floor level and walls, with no gaps (for
noise attenuation) to a minimum height of 1700mm.
Regards

John

#### John Rushforth

Senior Urban Planner

Transaction and Property Services SA Housing Authority

Phone: 08 8207 0212

Email: john.rushforth@sa.gov.au

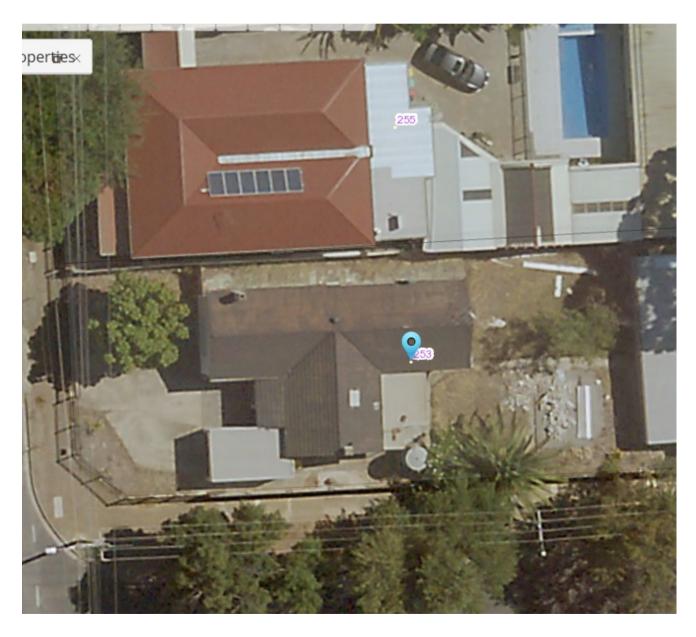
Visit Housing SA at: www.sa.gov.au/housing

Level 5 West

Riverside Centre, North Terrace, Adelaide SA 5000

Act for a sustainable future: only print if needed.

DISCLAIMER: This e-mail may contain confidential information, which also may be legally privileged. Only the intended recipient(s) may access, received in error, please inform the sender by return e-mail and delete the original. If there are doubts about the validity of this message, plea recipient's responsibility to check the e-mail and any attached files for viruses



### South Australian DEVELOPMENT ACT, 1993 REPRESENTATION ON APPLICATION – CATEGORY 2

Applicant:	Michael Calabro Pty Ltd, C/- MasterPlan
Development Number:	050/M007/18
Nature of Development:	Construction of a 5 level residential apartment building and associated ground level car parking and landscaping
Zone / Policy Area:	Urban Corridor Zone: Boulevard Policy Area in the Prospect (City) Development Plan
Subject Land:	253 Churchill Road, Prospect (corner of Redin Street)
Contact Officer:	Gabrielle McMahon
Phone Number:	7109 7056
Close Date:	10 December 2018, 5:00 PM
My Name:	om Colmc( My phone number: 0408 408 867
Primary method(s) of con	tact: Email: tomcolmer50qmail.com
	Postal Address: 255 Churchill Road
	Prospect Postcode: 5082
You may be contacted via yo	our nominated PRIMARY METHOD(s) OF CONTACT if you indicate below that you wish to
be heard by the State Comn	nission Assessment Panel in support of your submission.
My interests are: (please tick one)	owner of local property
	occupier of local property
	a representative of a company/other organisation affected by the proposal
	a private citizen
The address of the property	affected in
255 Chur	
N.A. into donto puo	
(please tick one)	I support the development
	I support the development with some concerns
	l oppose the development
The specific aspects of the a	pplication to which I make comment on are:
O car park	
(larger	adactments). Also reference to off street parking
is incorrec	ct. This packing is restricted.
(2) Privacy	- east taking balconies everlooking my pool area.
l: wish to	be heard in support of my submission
	wish to be heard in support of my submission
F 1	tick one)
By: appear	ing personally
	epresented by the following person tick one)
Signature:	
Date:   0   12	2018



#### ATTACHMENT 7: RELEVANT DEVELOPMENT PLAN PROVISIONS

### PROSPECT (CITY) DEVELOPMENT PLAN (CONSOLIDATED 13 FEBRUARY 2018)

#### **Boulevard Policy Area**

#### **OBJECTIVES**

Objective 1: Medium and high rise development framing the street, including mixed use buildings that contain

shops, offices and commercial development at lower floors with residential land uses above.

Objective 2: A streetscape edge that is setback from the street boundary to allow for landscaping and

framed by tall, articulated building façades.

Objective 3: Development that does not compromise the transport functions of the road corridor.

Objective 4: Development that contributes to the desired character of the policy area.

#### **DESIRED CHARACTER**

The Policy Area will contain a variety of housing types at medium to high densities, as well as small- scale businesses, local shops and facilities while maintaining the important transport function of the road as a strategic transport route.

Land parcels will be amalgamated where possible, resulting in the establishment of more diverse and comprehensive developments on larger sites. Within the Policy Area west of Churchill Road properties extend to more than one allotment deep allowing greater opportunity for land amalgamations.

To reinforce the desired boulevard character of Churchill Road and maintain front setbacks in other streets, buildings will be set back from the front property boundary. Setbacks may be varied to accommodate desired areas for street activation and interest, such as outdoor seating and landscaping in deep root zones. Shelter will be provided over pedestrian areas at the front of buildings. If land is required for road widening, such shelter can be constructed in a manner that allows it to be demountable.

Built form will display its greatest height, mass and intensity to address the primary street frontage and shall be situated within the front portion of the site and extend to side boundaries. Where walls are built on or in close proximity to boundaries, they should display attractive and interesting qualities that are neighbour friendly, such as recessed walls and wrapping around elements of façade detailing. Behind the front portion, built form will be of a lesser scale, with increasing building separations to habitable rooms and balconies and transitioning down to zone boundaries. These attributes are contextually derived from traditional double fronted cottages in North Ovingham with ground floors elevated and frontages addressing the street, front yards, built form to side boundaries (usually without a driveway) and large backyards.

Building façades will be articulated with elements such as recessed and cantilevered balconies verandas, entrances, wall features and eaves. A contextual palette of materials and finishes (as described in the Zone) that are durable and fit-for-purpose will be carefully used to create an enduring building appearance.

Street fencing will contribute to a pleasant pedestrian environment and will be articulated and display visual permeable qualities to provide visual interest and casual surveillance while maintaining privacy to ground floor dwellings.

Landscaping areas and 'green' facades will be extensively used to enhance the built form, contribute to a pleasant pedestrian environment and provide an attractive transition between the public and private realms, and will be exclusive of on-siteservices.

Pedestrian and bicycle movement will be encouraged through an activated and appealing public realm that is supported by the Churchill Road Master Plan, including maximising use of the Greenway adjacent to the railway line.

Areas adjacent Churchill Road (as described below) are potentially contaminated because of previous activities. Due to these circumstances, development is expected to occur on a precautionary basis where a site contamination audit verifies that a site or sites are suitable and safe for the intended use, particularly where it involves sensitive uses like residential development.

.....

#### PRINCIPLES OF DEVELOPMENT CONTROL

#### Land Use

- 1 Development should predominantly comprise mixed use buildings and wholly residential buildings.
- In a mixed use building, non-residential development should be located on the ground floor and lower levels, and residential development should be located on the upper levels.



#### Agenda Item 2.2.1 18 April 2019

3 Shops or groups of shops contained in a single building, other than a restaurant, should have a maximum gross leasable area in the order of 2000 squaremetres.

#### Form and Character

- 4 Development should be consistent with the desired character for the policy area.
- The finished ground floor level should be approximately at grade and level with the footpath for non-residential ground level developments, however, where habitable rooms are proposed at ground level floor areas can increase to 1.2 metres to ensure greater privacy to residents.
- 6 The ground floor (including undercover car parking areas) of buildings should be built to having minimum floor to ceiling floor height of at least 3.5 metres to allow for adaptation to a range of land uses including retail, office and residential without the need for significant change to the building.
- 7 A minimum of 50 percent of the ground floor primary frontage of buildings should be visually permeable, transparent or clear glazed to promote active street frontages and maximise passive surveillance.



#### **URBAN CORRIDOR ZONE**

#### **OBJECTIVES**

Objective 1: A mixed use zone accommodating a range of compatible non-residential and medium and high

density residential land uses orientated towards a high frequency public transport corridor.

Objective 2: Integrated, mixed use, medium and high rise buildings with ground floor uses that create active vibrant,

and visually appealing streetscapes incorporating high levels of amenity.

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

home

Objective 4: Adaptable and sustainable building designs that can accommodate changes in land use and respond

to changing economic, social and environmental conditions.

Objective 5: Amalgamation of sites including adjacent sites that may or may not have main road frontage, are

encouraged to provide better design outcomes accommodate envisaged development, design

flexibility, diverse building types, landscaping private open space and dwelling sizes.

Objective 6 A built form that provides a transition down in scale and intensity at the zone boundary to maintain the

amenity of residential properties located within adjoining zones.

Objective 7: Noise and air quality impacts mitigated through appropriate building design and orientation.

**Objective 8:** Development that contributes to the desired character of the zone.

#### DESIRED CHARACTER

The Zone will enable the development of a mixed use urban environment that contributes to the economic and community vitality of the City by increasing the density and diversity of housing, businesses and other services offered to residents and the wider community.

Residential land uses within the Zone will be developed with a diversity of housing (eg row dwellings, residential flat buildings and multi-storey buildings) and sizes (eg studios and one to three or more bedroom dwellings) that incorporate affordable housing opportunities for families, students and other household types in areas with frequent public transport provision.

Issues of paramount importance to the Prospect community are:

- (a) design and appearance;
- (b) bulk, height and scale;
- (c) material quality and durability;
- (d) overlooking and preservation of adjacent privacy/amenity;
- (e) landscaping

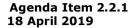
As one of the key Zones in the City where there will be transformation in built form, new buildings and associated landscaping and open space areas will be recognised for their design excellence by demonstrating good design principles, including:

- (a) Contextual and Desired Character development that responds to its place, recognises and carefully considers surrounding built form, linkages and landscaping, and positively contributes to the Desired Character.
- (b) Responsive and Durable development that is fit for purpose, adaptable and incorporates long lasting materials.
- (c) Inclusive development that integrates the public and private realms through street activation, enhancing quality views and passive surveillance into and out of sites.

The balanced consideration of qualitative and quantitative Development Plan provisions is fundamental to achieving design excellence.

Future development in the Zone will comprise an evolving transformation of land uses, built form and scale to accommodate urban growth along transit corridors and accord with the following key elements/attributes:

- (a) The use of a predominant 2 to 4 storey building scale that will create a linear corridor that frames the main roads.
- (b) The establishment of greatest height, mass and intensity of development at the main road frontages (behind setbacks / landscaping if envisaged in the Policy Area), and will reduce in scale to transition down where there is interface with low rise residential development in the adjacent zone.
- (c) The use of designs that consider the local topography that slopes from east to west, such as raised ground floor levels on the east side of roads, lowered ground floor levels and/or car parking underneath buildings on the west side of roads, and stepping the building form across the site on properties facing north and south.





- The use of building articulation and fenestration to all visible sides of buildings and supported by integrated landscaping to enhance the built form, contribute to a pleasant pedestrian environment and provide an attractive transition between the public and private realms.
- The use of active frontages at ground level to contribute to the liveliness, vitality and security of the public realm.
- The use and combination of natural and durable materials and finishes (self-finished or pre-finished) that respond to the predominant attributes of the area, such as brick, stone and rendered finishes and architectural elements addressing entrances, windows and eaves. Contemporary buildings and expressions are envisaged that complement the solid and lasting styles of the traditional built form of the area.
- Appropriate site design, building separation, orientation and transition of building heights to address the potential for overlooking, overshadowing and noise impacts.
- The use of consolidated parking areas (where possible), screened and located away from public spaces or underneath buildings and minimise access ways (number and frontage widths) and sited to retain public realm

#### PRINCIPLES OF DEVELOPMENT CONTROL

#### Land Use

The following types of development, or combination thereof, are envisaged in the Zone: Affordable housing

Aged persons accommodation

Community centre

Consulting room

Dwelling

Educational establishment

Entertainment venue Licensed

premises

. Office

Pre-school Primary school

Residential flat building

Retirement village Shop or

group of shops
Supported accommodation

Tourist accommodation.

2 Development listed as non-complying is generally inappropriate.

#### Form and Character

- 3 Development should be consistent with the desired character for the zone.
- Development should be in accordance with Concept Plan Figures UrC/1 to 6.
- Residential development in a building largely for residential living should aim to achieve a target minimum net residential site density in accordance with the following:

Policy Area	Minimum net residential site density	
Boulevard	75 dwellings per hectare net; except where varied by Concept Plan Figure UrC/1.	
High Street	60 dwellings per hectarenet	
TransitLiving	45 dwellings per hectarenet.	
Business	No minimum	

- Vehicle parking should be located to the rear of development or not be visible from public land along the primary road
- Amalgamation of sites, including adjacent sites that may or may not have main road frontage, should provide opportunity for comprehensively planned development and better design outcomes in accordance with the desired character of the zone/ policy area and interface zone/policy area.

#### **Design and Appearance**

Overlooking should be prevented within an area of 45 metres and minimised beyond 45 metres, as measured from the site property boundary



#### Agenda Item 2.2.1 18 April 2019

- 9 To provide visual privacy to habitable rooms and private open space of dwellings in lower density residential and historical (conservation) zones, views (from windows, balconies, roof terraces and the like) should be restricted to 1.7 metres above finished floor levels, through the use of screening devices that are integrated into the building design and have minimal negative effect on resident's or neighbour's amenity.
- 10 Buildings should provide visual interest to the street and promote pedestrian activity with active building spaces, particularly at the ground level, in association with high quality landscaping and other community benefits such as public art.
- To maintain sight lines between buildings and the street, and to improve street activation and safety through passive surveillance, solid fencing should not be constructed between the front building line and the primary or secondary street, unless providing visual privacy to ground floor habitable rooms, in which case a combination of solid fencing, screening and landscaping should be used.
- 12 Development should minimise the number of access points onto an arterial road, by providing vehicle access:
  - (a) from side streets or rear access ways;
  - (b) via co-ordinated through-property access rights of way or common rear vehicle parking areas.
- 13 Vehicle access points on side streets and rear access ways should be located and designed to:
  - (a) minimise the impacts of headlight glare and noise on nearby residents;
  - (b) avoid excessive traffic flows into residential streets;
  - (c) consolidate on-site circulation and provide minimal entry/exit points, unless connected to a suitable rear access way;
  - (d) maintain appropriate distances from street intersections;
  - (e) minimise impacts to on-street parking spaces;
  - (f) minimise impacts on the public realm, including pedestrian circulation paths, mature street trees and public infrastructure;
  - (g) maximise opportunities for the integration of landscaping.

#### **Building Envelope**

#### **BuildingHeight**

14 Except where airport building height restrictions prevail, the interface height provisions require a lesser height, or an alternative maximum building height is shown on Concept Plan Figures UrC/1 to 6, building heights (excluding any rooftop mechanical plant, equipment or roof top garden) should be consistent with the following parameters:

Policy Area	Minimum Building Height Maximum Building Height	
Boulevard	2 storeys	4 storeys and up to 15metres
High Street	2 storeys	4 storeys and up to 15metres
Transit Living	1 storey	3 storeys and up to 11.5 metres
Business	2 storeys	4 storeys and up to 15 metres, except on allotments fronting Highbury Street wherea 2 storey maximum applies

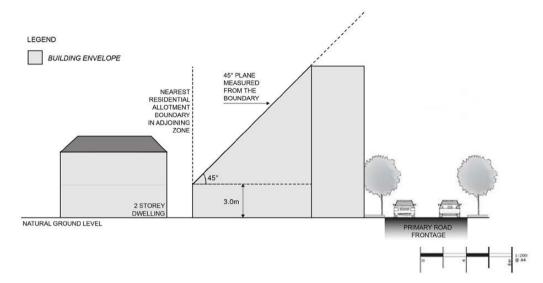
#### Interface Height Provisions

15 To minimise building massing at the interface with residential development outside of the zone, buildings should be constructed within the following building envelopes provided by a 45 degree plane, measured from a height of 3 metres above natural ground level at the zone boundary (except where this boundary is a primary road frontage) as illustrated in Figure 1.

#### Figure 1: Typical Boundary



#### Agenda Item 2.2.1 18 April 2019



- 16 To minimise overshadowing of sensitive uses outside of the zone, buildings should ensure that:
  - (a) north-facing windows to habitable rooms of existing dwellings in adjacent zones receive at least 3 hours of direct sunlight over a portion of their surface between 9.00 am and 3.00 pm on 21 June;
  - (b) ground level open space of existing residential buildings in adjacent zones receive direct sunlight for a minimum of 2 hours between 9.00 am and 3.00 pm on 21 June to at least the smaller of the following:
    - (i) half of the existing ground level open space; or
    - (ii) 35 square metres of the existing ground level open space (with at least one of the area's dimensions measuring 2.5 metres).

#### Setbacks from RoadFrontages

17 Buildings (excluding verandas, porticos, balconies and the like) should be set back from the primary road frontage in accordance with the following parameters, except where varied by the relevant Concept Plan Figures UrC/2, 4 and 6 and where additional land may be required to achieve landscaping requirements:

Policy Area	Minimum setback from the primary road frontage	
Boulevard	3 metres	
High Street	No minimum	
Transit Living	3 metres	
Business	3 metres	

Note: These setbacks are in addition to any setback requirements pursuant to the Metropolitan Adelaide Road Widening Plan.



Buildings (excluding verandas, porticos, balconies and the like) should be set back from the secondary road frontage or a vehicle access way in accordance with the following parameters except where varied by the relevant Concept Plan <u>Figures UrC/2, 4 and 6</u> and the allocation of land for quality landscaping:

Designated Policy Area	Minimum setback from secondary road	Minimum setback from a rear access way
Boulevard, Transit Living and Business	2 metres	(a) No minimum where the access way is 6.5 metres or more; or
		(b) Where the access way is less than 6.5 metres in width, the distance equal to the additional width required to make the access way 6.5 metres or more, to provide adequate manoeuvrability for vehicles
High Street	No minimum	As above

#### Other Setbacks

19 Buildings (excluding verandas, porticos, balconies and the like) should be set back in accordance with the following parameters:

Designated Policy Area	Minimum setback from rear allotment boundary where not on a zone boundary	Minimum setback from allotment boundary where on a zone boundary	Minimum setback from side boundary where not on a street or zone boundary)*
Boulevard, High Street, Transit Living, and Business	3 metres	3 metres if the closest portion of building when viewedfrom the boundary is distinctly2 storeys or less.	Irrespective of height,no minimum on boundary, within 18 metres fromthe front property boundary.
		6 metres in all othercases	No minimum for remaining length forthe ground level only.
			More than 18 metres from the front property boundary, 1st level and above (ie above ground level) should be setback 2 metres).

<sup>\*</sup> Assumes the building fronting the boundary has no window/s or balcony/s.

- 20 Unless abutting an existing building, walls (including attached structures) that have a height of greater than 4.5 metres, located on or within 2 metres of side allotment boundaries should provide attractive and interesting façades utilising techniques and combinations such as the following:
  - (a) including recessed sections of wall;
  - (b) continuing some façade detailing;
  - (c) integrated use of different building materials and finishes;
  - (d) include green landscaped walls/vertical gardens;
  - (e) include public art, including murals.

#### Vehicle Parking

21 Vehicle parking should be provided in accordance with the rates set out in <u>Table Pr/5</u> - Off Street Vehicle Parking Requirements for DesignatedAreas.



#### **Land Division**

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

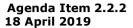
#### **PROCEDURAL MATTERS**

#### ComplyingDevelopment

23 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) Subject to the conditions contained in <u>Table Pr/5</u> Off Street Vehicle Parking Requirements for Designated Areas and <u>Table Pr/6</u> - Off-street Bicycle Parking Requirements for the Urban Corridor Zone:
  - (i) change in the use of land, from residential to office on the ground or first floor of a building;
  - (ii) change in the use of land from residential to shop less than 250 square metres on the ground floor of a building.
- (b) A change of use to a shop, office, consulting room or any combination of these uses where all of the following are achieved:
  - (i) 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:
  - (ii) the development is located inside any of the following area(s):
    - High Street Policy Area
  - (iii) the building is not a State heritageplace;
  - (iv) 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;
  - (v) if the proposed change of use is for a shop that primarily involves the handling and sale of foodstuffs, it achieves either (A) or (B):
    - (A) 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 proposedshop);
      - 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;
    - (B) 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;
  - (vi) if the change in use is for a shop with a gross leasable floor area greater than250 square metres and has direct frontage to an arterial road, it achieves either (A) or (B):
    - 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;
    - (B) 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;
  - (vii) off-street vehicular parking is provided in accordance with the rate(s) specified in <u>Table Pr/5</u>- Off Street Vehicle Parking Requirements for Designated Areas to the nearest whole number, except in any one or more of the following circumstances:
    - (A) the building is a local heritage place;
    - (B) 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;





(C) 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**

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

Industry, except light industry or service industry located in the Business Policy Area Fuel depot Petrol filling station, except where located in the Business Policy Area Public service depot Road transport terminal

Service trade premises, except where located in the Business Policy Area Store, except

where located in the Business Policy Area

Transport depot

Warehouse, except where located in the Business Policy Area Waste reception

storage treatment and disposal

#### **Public Notification**

25 Categories of public notification are prescribed in Schedule 9 of the *Development Regulations 2008*. In addition, the following forms of development, or any combination of (except where the development is classified as non-complying), are designated:

#### Category 1

Advertisement

Aged persons accommodation

All forms of development that are ancillary and in association with residential development

Consulting room

Dwelling

Educational establishmentOffice Pre-

school Primary school Residential flat

building Retirement village

Store in Business Policy Area

Supported accommodation

Shop or group of shops with a gross leasable area of 2000 square metres or less located in the High Street, Business or Boulevard Policy Areas

Shop or group of shops with a gross leasable area of 500 square metres or less located in the Transit Living Policy Area Tourist Accommodation Warehouse in

Business PolicyArea

#### Category 2

All forms of development not listed as Category 1

Any development listed as Category 1 and located on adjacent land to a residential zone or Historic (Conservation) Zone that:

- (a) is 3 or more storeys, or 11.5 metres or more, in height
- (b) exceeds the 'Building Envelope Interface Height Provisions'.



#### **Council Wide section - Objectives**

#### Medium and High Rise Development (3 or More Storeys)

- Objective 17: Medium and high rise development that provides housing choice and employment opportunities.
- Objective 18: Residential development that provides a high standard of amenity and adaptability for a variety of accommodation and livingneeds.
- Objective 19: Development that is contextual and responds to its surroundings, having regard to adjacent built form and character of the locality and the Desired Character for the Zone and Policy Area.
- **Objective 20:** Development that integrates built form within high quality landscapes to optimise amenity, security and personal safety for occupants and visitors.
- Objective 21: Development that enhances the public environment, provides activity and interest at street level and a high quality experience for residents, workers and visitors by:
  - (a) enlivening building edges;
  - (b) creating attractive, welcoming, safe and vibrant spaces;
  - (c) improving public safety through passive surveillance;
  - (d) creating interesting and lively pedestrian environments;
  - (e) integrating public art into the development where it fronts the street and public spaces;
  - (f) incorporating generous areas of high quality fit for purpose landscaping, 'green' walls and roofs.

#### **Crime Prevention**

Objective 46: A safe, secure, crime resistant environment that:

- (a) ensures that land uses are integrated and designed to facilitate natural surveillance;
- (b) ensures that the layout of roads and intended purposes and functions of buildings and areas are easily understood;
- (c) promotes building and site security;
- (d) promotes visibility through the incorporation of clear lines of sight and appropriate lighting.

#### Council Wide section – Principles of Development Control

#### Development in Mixed Use, Urban Corridor, and Centre Zones

#### Design and Appearance

- **132** 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.
- 133 Where a building is sited on or close to a side or rear boundary, the boundary wall should minimise:
  - (a) the visual impact of the building as viewed from adjacent properties;
  - (b) overshadowing of adjacent properties and allow adequate sunlight access to neighbouring buildings.
- 134 The external walls and roofs of buildings should not incorporate highly reflective materials which will result in glare to



neighbouring properties, drivers or cyclists.

- 135 Structures located on the roofs of buildings to house plant and equipment should be screened from view and should form an integral part of the building design in relation to external finishes, shaping and colours.
- 136 Balconies should
  - (a) be integrated with the overall form and detail of the building;
  - (b) include balustrade detailing that enables line of sight to the street;
  - (c) be recessed where wind would otherwise make the space unusable;
  - (d) be self-draining and plumbed to minimise runoff.

#### Development Adjacent Heritage Places

- 137 The design of multi-storey buildings should not detract from the form and materials of adjacent State and local heritage places listed in <a href="Table Pr/2 State Heritage Places">Table Pr/2 State Heritage Places</a> or in <a href="Table Pr/1 Local Heritage Places">Table Pr/2 State Heritage Places</a>.
- 138 Development on land adjacent to a State or local heritage place, as listed in <u>Table Pr/2 State Heritage Places</u> or in <u>Table Pr/1 Local Heritage Places</u>, should be sited and designed to reinforce the historic character of the place and maintain its visual prominence.

#### Overshadowing

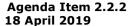
- 139 The design and location of buildings should enable direct winter sunlight into adjacent dwellings and private open space and minimise the overshadowing of:
  - (a) windows of habitable rooms;
  - (b) upper-level private balconies that provide the primary open space area for a dwelling;
  - (c) solar collectors (such as solar hot water systems and photovoltaic cells).

#### Visual Privacy

- **140** Development should minimise direct overlooking of habitable rooms and private open spaces of dwellings through measures such as:
  - (a) appropriate site layout and building orientation;
  - off-setting the location of balconies and windows of habitable rooms with those of other buildings so that views are oblique rather than direct to avoid direct line of sight;
  - (c) 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;
  - (d) 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 resident's or neighbour's amenity.
- **141** 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 Real matter and the street and the street

- 142 Buildings (other than ancillary buildings, group dwellings or buildings on allotments with a battle axe configuration) should be designed so that the main façade faces the primary street frontage of the land on which they are situated.
- 143 Buildings, landscaping, paving and signage should have a coordinated appearance that maintains and enhances the visual attractiveness of the locality.
- 144 Buildings should be designed and sited to avoid extensive areas of uninterrupted walling facing areas exposed to public view.
- 145 Building design should emphasise pedestrian entry points to provide perceptible and direct access from public street frontages and vehicle parkingareas.
- 146 In mixed use and medium and high density residential areas, development facing the street should be designed to provide interesting and pedestrian friendly street frontage(s) by:
  - (a) including features such as frequent doors and display windows, retail shopfronts and/or outdoor eating or dining areas;





- (b) minimising the frontage for fire escapes, service doors, plant and equipment hatches;
- (c) avoiding undercroft, semi-basement or ground floor vehicle parking that is visible from the primary street frontage;
- using colour, vertical and horizontal elements, roof overhangs and other design techniques to provide visual interest and reducedmassing;
- (e) including awnings, eaves, verandahs or similar, to the street where setbacks and ground floor uses allow.
- 147 Where zero or minor setbacks are desirable, development should incorporate shelter over footpaths to enhance the quality of the pedestrian environment.

#### Outdoor Storage and Service Areas

- 148 Outdoor storage, loading and service areas 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 landuses.

#### Private Open Space

- 149 Private open space (available for exclusive use by residents of each dwelling) should be provided for each dwelling and should be sited and designed:
  - (a) to be accessed directly from the internal living areas of the dwelling;
  - (b) to be at ground level and/or upper levels (comprising balconies, roof patios and the like) 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) not to be significantly shaded during winter by the associated dwelling or adjacent development;
  - (h) to be partly shaded in summer;
  - (i) to minimise noise or air quality impacts that may arise from traffic, industry or other business activities within the locality; and
  - (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.
  - 150 Dwellings located on ground level should provide private open space at and/or above ground level in accordance with the following table:

Site area per dwelling (square metres)	Minimum area excluding any area at ground level at the front of the dwelling (square metres)	Minimum dimension (metres)	Minimum area provided at the rear or side of the dwelling, directly accessible from a habitable room (square metres)
>500	80	4	24
300-500	60	4	16
<300	24	3	16

- **151** Private open space should not include driveways, effluent drainage areas, rubbish bin storage areas, sites for rainwater tanks and other utility areas, and common areas such as parking areas and communal open space.
- **152** Private open space at ground level should be designed to provide a consolidated area of deep soil (an area of natural ground which excludes areas where there is a



structure underneath, pools and non-permeable paved areas) to:

- (a) assist with ease of drainage;
- (b) allow for effective deep planting; and
- (c) reduce urban heat loading and improve micro-climatic conditions around sites and buildings.
- **153** Except where varied by zone and/or policy area provisions, 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	

- 154 Private open space located above ground level should have a minimum dimension of 2 metres and be directly accessible from a habitable room.
- **155** Private open space may be substituted for the equivalent area of communal open space where:
  - (a) at least 50 percent 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; and
  - (c) it contains landscaping and facilities that are functional, attractive and encourage recreational use.

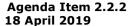
#### Communal Open Space

- 156 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; and
  - (f) narrow or inaccessible strips of land.
- 157 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; and
  - (d) be integrated into the overall façade and composition of buildings.

#### Medium and High Rise Development (3 or More Storeys)

#### Design and Appearance

- 158 Buildings should be designed to respond to key features of the prevailing local context within the same zone as the development. This may be achieved through design features such as vertical rhythm, proportions, composition, material use, parapet or balcony height, and use of solid and glass.
- 159 In repetitive building types, such as row housing, the appearance of building façades should provide some variation, but maintain an overall coherent expression such as by using a family of materials, repeated patterns, façade spacings and the like.





- 160 Windows and doors, awnings, eaves, verandas or other similar elements should be used to provide variation of light and shadow and contribute to a sense of depth in the building façade.
- 161 Buildings should:
  - (a) achieve a comfortable human scale at ground level through the use of elements such as variation in materials
    and form, building projections and elements that provide shelter (for example awnings, verandas, and tree
    canopies)
  - (b) be designed to reduce visual mass by breaking up the building façade into distinct elements
  - (c) ensure walls on the boundary that are visible from public land include visually interesting treatments to break up large blankfaçades.
- 162 Buildings should reinforce corners through changes in setback, materials or colour, roof form or height.
- 163 Materials and finishes should be selected to be durable and age well to minimise ongoing maintenance requirements. This may be achieved through the use of materials such as masonry, natural stone, prefinished materials that minimise staining, discolouring or deterioration
- 164 Balconies should be integrated into the overall architectural form and detail of the development and should:
  - (a) utilise sun screens, pergolas, louvres, 'green' facades and openable walls to control sunlight and wind;
  - (b) be designed and positioned to respond to daylight, wind, acoustic conditions to maximise comfort and provide visual privacy;
  - (c) allow views and casual surveillance of the street while providing for safety and visual privacy of nearby living spaces and private outdoor areas;
  - (d) be of sufficient size, particularly depth, to accommodate outdoor seating.

#### Street Interface

- 165 Development facing the street should be designed to provide attractive and pedestrian friendly street frontage(s) by:
  - incorporating active uses such as shops or offices, prominent entry areas for multi-storey buildings (where it
    is a common entry), habitable rooms of dwellings, and areas of communal public realm with public art or the
    like;
  - (b) providing a well landscaped area that contains a deep soil zone space for a medium to large tree in front of the building (except in a High Street Policy Area or other similar location where a continuous ground floor façade aligned with the front property boundary is desired). One way of achieving this is to provide a 4 metre x 4 metre deep soil zone area in front of the building:
  - (c) designing building façades that are well articulated by creating contrasts between solid elements (such as walls) and voids (for example windows, doors and balcony openings);
  - (d) positioning services, plant and mechanical equipment (such as substations, transformers, pumprooms and hydrant boosters, car park ventilation) in discreet locations, screened or integrated with the façade;
  - (e) ensuring ground, undercroft, semi-basement and above ground parking do not detract from the streetscape:
  - (f) minimising the number and width of driveways and entrances to car parking areas to reduce the visual dominance of vehicle access points and impacts on street trees and pedestrian areas.
- 166 Common areas and entry points of the ground floor level of buildings should be designed to enable surveillance from public land to the inside of the building at night.
- 167 Entrances to multi-storey buildings should:
  - (a) be oriented towards the street;
  - (b) be visible and clearly identifiable from the street, and in instances where there are no active or occupied ground floor uses, be designed as a prominent, accentuated and welcoming feature;
  - (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;
  - (e) be located as close as practicable to the lift and/or lobby access;
  - (f) avoid the creation of potential areas of entrapment.



#### Agenda Item 2.2.2 18 April 2019

- 168 The finished ground level of buildings should be no more than 1.2m above the level of the footpath to contribute to direct pedestrian access and street level activation, except for common entrances to apartment buildings which should be at ground level or universally accessible.
- 169 Dwellings located on the ground floor with street frontage should have individual direct pedestrian street access.
- 170 The visual privacy of ground floor dwellings within multi-storey buildings should be protected through the use of design features such as the orientation, elevation of ground floors above street level, setbacks from street and the location of verandas, windows porticos or the like.

One way of achieving this is for ground floor level dwellings in multi-storey developments to be raised by up to 1.2 metres (provided access is not compromised where relevant).

#### **Building Separation and Outlook**

171 Residential buildings (or the residential floors of mixed use buildings) should have habitable rooms, windows and balconies designed and positioned with adequate separation and screening from one another to provide visual and acoustic privacy and allow for natural ventilation and the infiltration of daylight into interior and outdoor spaces.

One way of achieving this is to ensure any habitable room windows and/or balconies are separated by at least 6 metres from one another where there is a direct 'line of sight' between them and be at least 3 metres from a side or rear property boundary.

Where a lesser separation is proposed, alternative design solutions should be applied (such as changes to orientation, staggering of windows or the provision of screens or blade walls, or locating facing balconies on alternating floors as part of double floor apartments), provided a similar level of occupant visual and acoustic privacy, as well as light access, can be demonstrated.

172 Living rooms should have a satisfactory short range visual outlook to public, communal or private open space.

#### **Dwelling Configuration**

- 173 Buildings comprising more than 10 dwellings should provide a variety of dwelling sizes and a range in the number of bedrooms per dwelling.
- 174 Dwellings located on the ground floor with street frontage should have habitable rooms with windows overlooking the street or public realm.
- 175 Dwellings with 3 or more bedrooms should, where possible, have the windows of habitable rooms overlooking internal courtyard space or other publicspace.

#### Adaptability

176 Multi-storey buildings should include a variety of internal designs that will facilitate adaptive reuse, including the conversion of ground floor residential to future commercial use (i.e. including floor to ceiling heights suitable for commercial use).

#### Environmental

- 177 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, photovoltaic cells and other features that enhance sustainability (includinglandscaping)
- 178 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 for all new residential commercial or mixed use buildings.
- 179 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.
- 180 Deep soil zones should be provided to retain existing vegetation or provide areas that can accommodate new deep root vegetation, including tall trees with large canopies.

One way of achieving this is in accordance with the following table:



#### Agenda Item 2.2.2 18 April 2019

Site Area	Minimum Deep Soil Area	Minimum dimension	Tree Size/Deep Soil Zones
<300m <sup>2</sup>	10m <sup>2</sup>	1.5 metres	1 small tree / 10m <sup>2</sup> deep soil
300- 1500m <sup>2</sup>	7% site area	3 metres	1 medium tree / 30m <sup>2</sup> deep soil
>1500m <sup>2</sup>	7% site area	6 metres	1 large or medium tree /60m <sup>2</sup> deep soil

Tree size and site area definitions:	
Small tree:	<6 metres mature height and <4 metres canopy spread
Medium tree:	6 to 12 metres mature height and 4 to 8 metres canopy spread
Large tree:	>12 metres mature height and >8 metres canopy spread
Site area:	The total area for development site, not average area per dwelling

181 Deep soil zones should be provided with access to natural light to assist in maintaining vegetation health.

#### Site Facilities and Storage

- 182 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, outbuilding or an on-site communal facility and be conveniently located and screened from view from streets and neighbouring properties.
- 183 Development should provide a dedicated area for the on-site collection and sorting of recyclable materials and refuse, green organic waste and wash-bay facilities for the ongoing maintenance of bins. This area should be screened from view from public areas so as to not to detract from the visual appearance of the ground floor.
- 184 Where the number of bins to be collected kerbside is 10 or more at any one time provision should be made for on-site collection.
- 185 The size of lifts, lobbies and corridors should be sufficient to accommodate bicycles, strollers, mobility aids and visitor waiting areas.
- 186 Dwellings which do not incorporate ground level private open space should include external drying areas which are:
  - (a) readily accessible to each dwelling;
  - (b) obscured from sensitive external views, such as from the street, other balconies and habitable rooms.

#### Zone Interface

187 Unless separated by a public road or reserve, development site(s) adjacent to any zone that has a primary purpose of accommodating low rise (1-2 storey) residential activity should incorporate deep soil zones along the common boundary to enable medium to large trees to be retained or established to assist in screening new buildings of 3 or more storeys in height

One way of achieving this is for development comprising building elements three or more storeys in height to be setback at least 6 metres (from a zone boundary) and incorporate a deep soil zone area capable of accommodating medium to large trees with a canopy spread of not more than 8 metres when fully mature.

#### Vehicle Parking for Mixed Use and Corridor Zones

250 Development should provide off-street vehicle parking and specifically marked accessible car parking places to meet anticipated demand in accordance with <u>Table Pr/5</u> – Off-street Vehicle Parking Requirements for the Urban Corridor Zones.



#### **Crime Prevention**

#### Land use

- 290 Development should promote a range of complementary land use activities that extend the duration and level of intensity of public activity in particular areas by creating:
  - (a) a mix of residential, commercial, recreational and community uses:
  - (b) an appropriate and compatible land use mix that promotes a range of day and night-time activities in close proximity.

#### Sightlines

- 291 To enable legitimate users and observers to make an accurate assessment of the relative safety of a site, development should ensure that adequate lines of sight are maintained by:
  - (a) avoiding 'blind' corners or sudden changes of grade, especially on pathways or stairs or in corridors;
  - (b) where possible, ensuring that barriers along pathways, such as landscaping, fences and walls, are visually permeable to limit concealment opportunities;
  - (c) incorporate appropriate measures to enable users to identify what is ahead where lines of sight are otherwise impeded.

#### Surveillance

- 292 Development should be designed to maximise surveillance in frequently used public spaces by:
  - (a) orienting the fronts and entrances of buildings towards the public street;
  - (b) positioning the entrances of buildings opposite each other across a street; and
  - grouping entrances of multiple dwelling developments to face a commonly visible area to provide maximum mutual surveillance;
  - (d) limiting the number of entrances and exits and ensuring that they are adequately lit and signposted and not obscured by landscaping;
  - (e) ensuring that development provides a secondary entrance or exit that has a direct relationship and link with car parking areas;
  - (f) providing physical and visual links that integrate and connect all parts of the site;
  - (g) providing direct access to building foyers from the street and positioning windows to provide clear views both into and out of foyers;
  - (h) avoiding screens, high walls, carports and landscaping that obscures direct views to public areas;
  - arranging living and working areas, windows, access ways and balconies to overlook recreation areas and provide observation points to all areas of a site, particularly entrances and car parks.

#### Lighting

- 293 Development should provide adequate and appropriate lighting in frequently used public spaces, including:
  - (a) along dedicated cyclist and pedestrian pathways, laneways and access routes;
  - (b) around public facilities such as toilets, telephones, bus stops and car parks.
- 294 Lighting should be in accordance with Australian Standard AS 1158.1—1986.
- 295 The design and layout of lighting should consider the use and siting of:
  - graded lighting that reduces the contrast between lit and surrounding areas, enabling people to see beyond the lit area;
  - (b) consistent lighting to reduce contrast between shadows and illuminated areas;
  - (c) vandal-resistant fittings;
  - (d) lighting that is easy to maintain;
  - (e) appropriate, adequate lighting to identify 'safe routes' and focus pedestrian activity after dark;
  - streetlights that illuminate pedestrian routes, possible concealment areas and the road pavement, while
    avoiding light spill into the windows of adjacent housing;



(g) lighting that will not be obstructed by the mature height of landscaping and other potential impediments.

#### Landscaping

- 296 Vegetation should be used to assist in discouraging crime by:
  - (a) screening planting areas susceptible to vandalism;
  - (b) planting trees or ground covers, rather than shrubs, alongside footpaths;
  - (c) planting vegetation at a minimum distance of two metres from footpaths to reduce concealment opportunities.

#### Directional devices

- 297 Development should provide directional devices that promote legibility including:
  - maps and signs that are located at key entry points to 'safe routes' and are adequately lit so that they
    become the focus for pedestrian activity and vehicular movement after dark;
  - (b) maps that are robust, graffiti resistant and, where necessary, readable from vehicles;
  - (c) signage, landmarks or visual symbols that indicate the entrances to and from sites, especially from main roads;
  - (d) street names and building identifiers that are clearly marked using reflective material, with numbers located on kerbs or letter boxes or via signage that is maintained free from foliage and other obstructions.

#### Vandalism

- 298 Development should provide a robust environment that is resistant to vandalism and graffiti by using:
  - (a) standard-sized panels, light globes, panes and fittings to facilitate speedy replacement;
  - (b) colour and design schemes that limit the impact of graffiti, break up large expanses of blank wall or incorporate vines to cover bare walls;
  - (c) materials that discourage vandalism and graffiti, and avoiding those materials susceptible to wilful damage.

#### Car parks

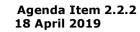
- 299 Car parks should be designed to reduce opportunities for crime and should:
  - (a) maximise the potential for passive surveillance by ensuring they can be overlooked from nearby buildings and roads;
  - (b) incorporate walls and landscaping that do not obscure vehicles or provide potential hiding places;
  - (c) incorporate clearly identified and legible pedestrian routes;
  - (d) maximise lines of sight between parking spaces and pedestrian exits and between parking spaces and pay-booths;
  - (e) incorporate clearly visible exits and directional signage.

#### Public transport

- **300** The location and design of public transport set-down and pick-up points should minimise the isolation and vulnerability of users through the following measures:
  - (a) locating bus stops close to buildings and spaces where passive surveillance can occur (ie away from vacant land, lanes, car parks or buildings set back from the street);
  - (b) ensuring bus shelters have unobstructed lines of sight to the footpath, street and any nearby buildings;
  - (c) bus shelter design that allows people to observe the interior of the shelter as they approach (eg the use of one or two clear Perspex walls).

#### Public facilities

- **301** Public toilets should be designed and located:
  - (a) to promote the visibility of people entering and exiting the facility by avoiding recessed entrances and





dense shrubbery that obstructs passive surveillance;

- (b) using vandal-proof lighting on the toilet buildings and nearby;
- (c) to avoid features that could justify loitering, such as seating or public telephones in close proximity;
- (d) near public transport links and pedestrian and cyclist networks to maximise visibility.

#### 302 Public telephones should be:

- (a) sited in the most convenient and accessible location;
- (b) designed and sited so that they are clearly visible.