



Notice of Panel Meeting

Notice is Hereby Given that a Meeting of the
COUNCIL ASSESSMENT PANEL

will be held by electronic platform only

on

**TUESDAY, 12 MAY 2020
at 5.00pm**

Panel members, representors and applicants eligible to be heard will be provided with log-in details prior to the meeting.

Information on public access to the meeting is available at:
<https://www.westtorrens.sa.gov.au/livestream>

**Hannah Bateman
Assessment Manager**

City of West Torrens Disclaimer

Council Assessment Panel

Please note that the contents of this Council Assessment Panel Agenda have yet to be considered and deliberated by the Council Assessment Panel therefore the recommendations may be adjusted or changed by the Council Assessment Panel in the process of making the formal Council Assessment Panel decision.

Note: The plans contained in this Agenda are subject to copyright and should not be copied without authorisation.

Please note that the above meeting will be recorded and live streamed on the internet. All endeavours will be undertaken to ensure images in public gallery are not live streamed and or/recorded. However, no assurances can be given to that the public gallery will not be live streamed and/or recorded. It is assumed that consent has been given by any person who sits in the public gallery to broadcast their image.

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1 MEETING OPENED**1.1 Evacuation Procedures****1.2 Electronic Platform Meeting****2 PRESENT****3 APOLOGIES****4 CONFIRMATION OF MINUTES****RECOMMENDATION**

That the Minutes of the meeting of the Council Assessment Panel held on 14 April 2020 be confirmed as a true and correct record.

5 DISCLOSURE STATEMENTS

In accordance with section 7 of the *Assessment Panel Members – Code of Conduct* the following information should be considered by Council Assessment Panel members prior to a meeting:

A member of a Council Assessment Panel who has a direct or indirect personal or pecuniary interest in a matter before the Council Assessment Panel (other than an indirect interest that exists in common with a substantial class of persons) –

- a. must, as soon as he or she becomes aware of his or her interest, disclose the nature and extent of the interest to the panel; and
- b. must not take part in any hearings conducted by the panel, or in any deliberations or decision of the panel, on the matter and must be absent from the meeting when any deliberations are taking place or decision is being made.

If an interest has been declared by any member of the panel, the Assessment Manager will record the nature of the interest in the minutes of meeting.

6 REPORTS OF THE ASSESSMENT MANAGER

6.1 6 Ebor Avenue, MILE END

Application No 211/12/2020

Appearing before the Panel will be:

Representor/s: **T Barclay** and **J Miron** of 36A Norma Street, Mile End wishes to appear in support of the representation.

Lou Fantasia Planning on behalf Ramitt Pty Ltd of 7 Ebor Avenue, Mile End wishes to appear in support of the representation.

Phil Brunning & Associates on behalf of Bill Cumpston of 8 Ebor Avenue and 147 Henley Beach Road, Mile End wishes to appear in support of the representation.

Applicant/s: **Matt King** of URPS and **Damian Campagnaro** of DC Architecture wish to appear in response to the representation/s.

DEVELOPMENT APPLICATION DETAILS

DESCRIPTION OF DEVELOPMENT	Demolition of existing buildings and construction of a 4 -storey residential flat building comprising 22 dwellings, a shop and associated car parking
APPLICANT	DC Architecture and Interiors C/- URPS
APPLICATION NUMBER	211/12/2020
LODGEMENT DATE	10 January 2020
ZONE	Urban Corridor
POLICY AREA	High Street Policy Area 35
APPLICATION TYPE	Merit
PUBLIC NOTIFICATION	Category 2
REFERRALS	<p>Internal</p> <ul style="list-style-type: none"> • City Assets • Environmental Health • Heritage Advisor <p>External</p> <ul style="list-style-type: none"> • Nil
DEVELOPMENT PLAN VERSION	Consolidated 12 July 2018
DELEGATION	<ul style="list-style-type: none"> • The relevant application proposes mixed use development, including residential development, of three or more storeys above finished ground level. • The relevant application is for a merit, Category 2 or Category 3 form of development, representations have been received and one or more representors wish to be heard on their representation.
RECOMMENDATION	Support with reserved matter and conditions
AUTHOR	Phil Smith

BACKGROUND

The applicant lodged DA 211/953/2019 with the State Commission Assessment Panel (SCAP) for assessment, which was for substantially the same development as what is proposed with the current development, only exception being the inclusion of a fifth storey. It is understood that this DA was put on hold pending the outcome of the current DA being assessed by Council.

It is worth noting that any development greater than four storeys results in the SCAP becoming the relevant authority pursuant to Schedule 10 (4c) of the Development Regulations 2008.

Council has previously received legal advice that effectively considers a storey to be any level part of a building that could be used by people although it generally excludes levels of the building that has no roof, even if that level is used by people - such as the terrace on the top roof of many buildings.

Through negotiations, the applicant has opted to remove the fifth level, that is removed any type of habitable capability. A fresh development application has then been lodged with Council now being the relevant authority.

SUBJECT LAND AND LOCALITY

The subject land is formally described as Allotment 2 Deposited Plan 14483 in the area named Mile End Hundred of Adelaide, Volume 5178 Folio 585, more commonly known as 6 Ebor Avenue, Mile End. The subject site is rectangular in shape with a 31 metre (m) wide frontage to Ebor Avenue, a secondary frontage to Norma Street of 28m and a site area of 868 square metres (m²).

It is noted that there are no encumbrances or Land Management Agreements on the Certificate of Title.

The site currently contains a single storey detached dwelling. The site is relatively flat. There are no Regulated Trees on the subject site or on adjoining land that would be affected by the development.

The site, including properties adjacent to the east, west and north are zoned Urban Corridor (High Street Policy Area 35). To the south, properties are zoned Residential (Cowandilla/Mile End West Character Policy Area 23). The site and the adjoining properties fall within Australian Noise Exposure Forecast 30 contour.

The locality consists mostly of residential land uses in the form of detached and semi-detached dwellings. Commercial land uses are evident further to the west along Norma Street and to the north of the subject site along Ebor Avenue on the approach to Henley Beach Road. It is noted that the property adjacent to the north is listed as a Local Heritage property.

Ebor Avenue and Norma Street are local residential streets that are located in close proximity to Henley Beach Road. Henley Beach Road is an arterial road which runs in an east-west direction and is located approximately 60 metres to the north of the subject site. Numerous shops, banks and other services are located along this local stretch of Henley Beach Road. In addition, high frequency public transport options are available along Henley Beach Road.

The subject land and locality are shown on the aerial imagery and photographs below.

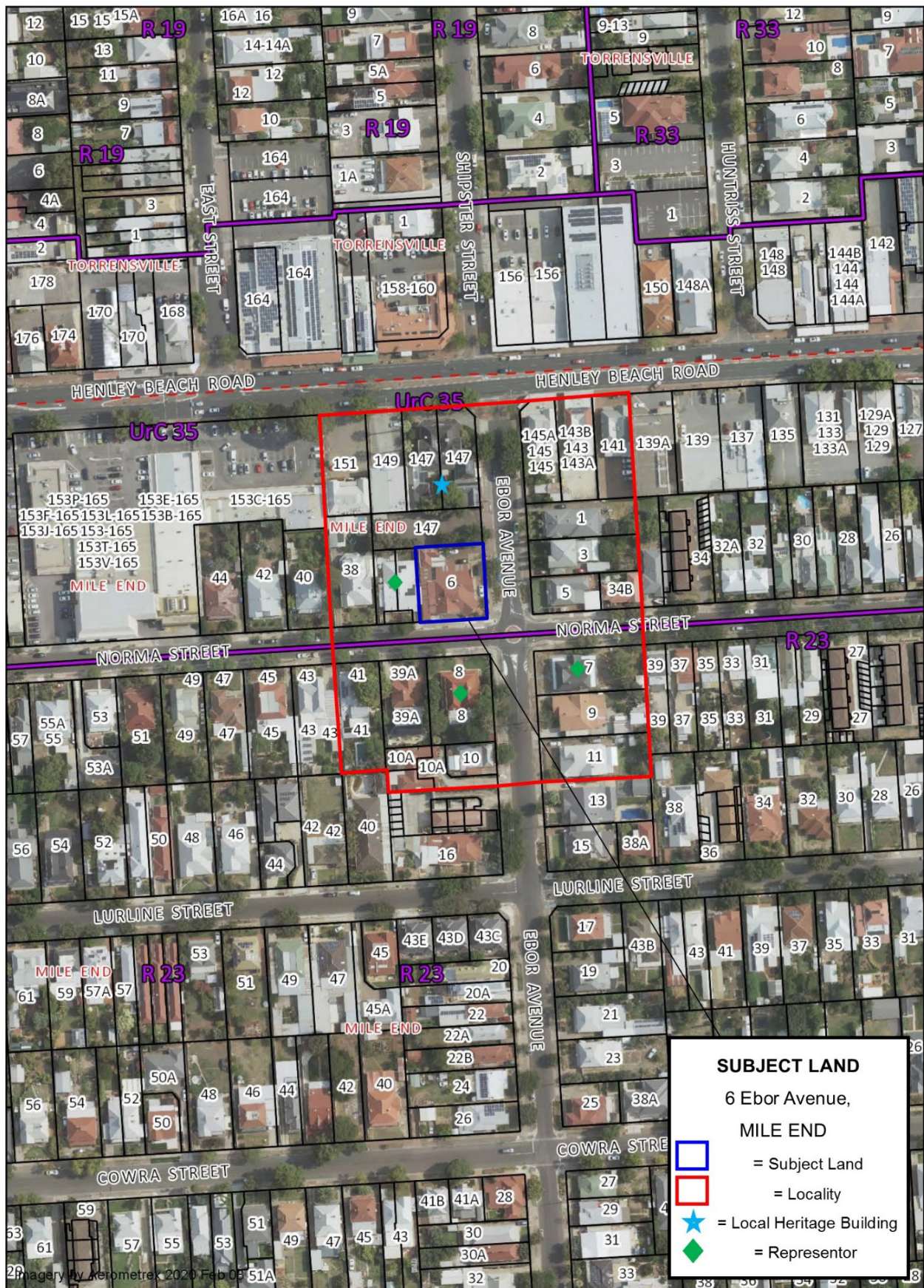


Figure 1 - Location Map



Figure 2 - Subject site, 6 Ebor Avenue Mile End



Figure 3 - Subject site viewed from Ebor Avenue



Figure 4 - Subject site viewed from Norma Street



Figure 5 - 36A Norma Street to the left, subject site to the right



Figure 6 - Adjoining to the north, 147 Henley Beach Road



Figure 7 - Adjoining to the south, 8 Ebor Avenue



Figure 8 - Adjoining to the east, 5 Ebor Avenue



Figure 9 - Diagonally opposite to the south east, 7 Ebor Avenue

PROPOSAL

The proposal seeks consent for the demolition of the existing buildings and construction of a 4 -storey residential flat building comprising 22 dwellings, a shop, associated car parking, landscaping and a rooftop, communal open space area.

Details of the application are summarised as follows:

Ground floor level

- a small shop measuring approximately 67sqm;
- entry lobby and central lift core/stairwell accessed from Ebor Avenue;
- a one bedroom dwelling;
- bin store area;
- bike and vehicle parking (7 spaces including a disabled parking space and a 26 car parking stacker, for a total of 33 car parking spaces and 12 bike parking spaces); and
- vehicular entry from Norma Street through an automated gate.

Levels 1-3

- 7 x two bedroom apartments (each floor) ranging in size between 74-87sqm with balconies between 9-15sqm;
- Balcony minimum width is 2 metres.

Level 4

- A common garden/open area of 590sqm with associated service core and plant equipment.

Design

- The proposed building is to be constructed to the southern boundary (Norma Street) and setback 2 metres from the Ebor Avenue frontage;
- Maximum building height is 16.5 metres;
- The building is best described as a contemporary design;
- Ground floor level forms a brick podium, while Levels 1-3 have a Colorbond Maxline (gun metal grey colour) external cladding; and
- The top of the parapet features a series of repeating gable elements that conceal the top floor of the building.

The relevant plans and documents are contained in **Attachment 2**.

PUBLIC NOTIFICATION

The application is a Category 2 form of development pursuant to the Procedural Matters in the Urban Corridor Zone of the Development Plan.

Properties notified	12 properties were notified during the public notification process.
Representations	3 representations were received.
Persons wishing to be heard	<p>3 representors wish to be heard.</p> <ul style="list-style-type: none"> • T Barclay and J Miron - 36A Norma Street, Mile End • Lou Fantasia Planning on behalf Ramitt Pty Ltd - 7 Ebor Avenue, Mile End • Phil Brunning & Associates on behalf of Bill Cumpston - 8 Ebor Avenue, 147 Henley Beach Road, Mile End
Summary of representations	<ul style="list-style-type: none"> • Concerns were raised regarding the following matters: • Out of character; • Inconsistencies and omissions with the planning report; • The design does not reflect the prevailing character found in the locality; • The height and scale of the proposed building is disproportionate with the locality; • Inappropriate interface; • Overshadowing of dwellings to the west; • Apartment amenity; • Construction issues; • Overlooking; • Sustainability; • Access and car parking; • Over development of the land; • A form, bulk and scale which is excessive in its context; • Exceeds the stated maximum building height; • Does not provide for a suitable transition down in scale at the zone boundary;

	<ul style="list-style-type: none"> • does not provide a comfortable and appealing street environment for pedestrians; • Fails to provide a clearly defined podium with the required 2 metre set back; • Has little or no regard to local character; • Fails to have suitable regard to adjacent local heritage places; and • Fails to provide suitable head clearance of waste management vehicles.
Applicant's response to representations	<p>Summary of applicant's response:</p> <ul style="list-style-type: none"> • Preliminary matters and correct process; • Building height and design; • Scale at boundary interface; • Overshadowing and overlooking • Overdevelopment of the site and absence of similar development in the locality; • Parking, access and servicing; • Heritage place interface; • Apartment amenity; • Noise from apartments and waste collection; • Construction impacts; and • Water table impacts. <p>Preliminary matters and correct process</p> <p>A representor has raised the correct categorisation of the application, the question of the appropriate relevant authority and requirement for referral to the Government Architect.</p> <p>The basis of this contention is that the building exceeds four storeys in height.</p> <p>The applicant is of the belief that the building is a 4 storey building and the Council is the appropriate Relevant Authority.</p>

Building height and design

The proposed development is four storeys with an open roof terrace measuring 16.5 metres at its highest point therefore achieves the intent Zone Principle 13.

A clearly defined podium is a key feature of the design, and whilst a two metre setback above the podium has not been included, it provides the building with a clearly defined element at a maximum building height of no greater than two storeys and incorporates a change of materials.

Such a setback would make no difference to the height, bulk or scale of the development and would make no difference to the success of the architecture proposed for this site.

Scale at boundary interface

The proposed development is considered to appropriately transition to the residential development on the opposite side of Norma Street because:

- there is a substantial space provided between the proposed building and the residential land on the southern side of Norma Street (15 metres) with a distance of nearly 23 metres between the front verandah of the dwelling south of the site and the proposed building;
- proportionally, the proposed building has a similar height to street width ratio (i.e. close to 1:1) that provides a comfortable human scale at street level; and
- the upper level of the building is setback 4 metres from the Norma Street frontage.

Overshadowing and overlooking

The shadows cast by the proposed development does not impact on adjoining from receiving satisfactory solar access in accordance with the Development Plan.

As the proposed building is over 3 storeys in height, there are no quantitative standards that would seek to limit the potential for overlooking.

On the western elevation, windows are inset 2.75 metres inside the boundary and utilising the buildings outer wall as a screening device that directs views outward as opposed to downward.

	<p>Overdevelopment of the site and absence of similar development in the locality</p> <p>The subject land is located within the Urban Corridor which specifically contemplates this zone will contain an innovative mix of medium density (45-70 dwellings per hectare) and high density (70-200 dwellings per hectare) residential development. Buildings of 3 or more storeys will be the predominant built form. It is for these reasons that dwellings other than detached dwellings will be the predominant form of residential development.</p> <p>Parking, access and servicing</p> <p>A total of 33 parking spaces will be provided on-site. The car park will generally be provided in accordance with the requirements of the relevant Australian Standards. Minor alterations to ensure full compliance can be addressed during detailed design (and conditioned accordingly).</p> <p>Heritage place interface</p> <p>The heritage place has an orientation to Henley Beach Road and the extent of listing applies only to the external form, details and materials of front section of house. The subject land is located to the south of the heritage place and is screened by existing vegetation.</p> <p>Apartment amenity</p> <p>Apartment amenity has been carefully considered to ensure highly functional and liveable dwellings within the building.</p> <p>All but 3 dwellings (1 dwelling on levels 1-3) satisfy the minimum living area outlined in Residential Development Principle 9. Those dwellings are 1sqm smaller than the desired minimum.</p> <p>Most dwellings at levels 1-3 have a dual aspect with some utilising light wells/voids to provide light into all bedrooms. All dwellings have useable balconies.</p> <p>Noise from apartments and waste collection</p> <p>The dwellings herein proposed are residential apartments and not serviced apartments or a hotel. The likely noise from the development is not considered to be problematic. This zone will contain an innovative mix of medium density and high density residential development, together with community and employment land uses.</p> <p>Within this context, the proposed use is not considered to generate noise above levels that are commensurate with the envisaged development in the desired character.</p>
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	<p>Construction impacts</p> <p>Whilst a construction program has not yet been prepared, construction access will be directly onto the subject land from public roads and no access via representors land is required. All construction activities will be required to comply with the EPA's Environment Protection (Noise) Policy 2007 which sets out mandatory requirements for noise from construction activities.</p> <p>Builders will take all reasonable measures to minimise noise and to limit noisy activities to between 7 am to 7 pm, Monday to Saturday.</p> <p>The applicant is willing to arrange for a pre-construction dilapidation survey of the representor's property.</p> <p>Water table impacts</p> <p>Detailed engineering of footing design has yet to occur, however this issue is routinely and uneventfully managed across metropolitan Adelaide.</p> <p>Adequacy of information provided</p> <p>The plans provided with the application accurately identify the subject land and the streetscape elevations provided more than adequately show the context of the locality. An updated drawing set is provided with this response and for completeness sake includes a more detailed locality plan. All other details provided are considered to be sufficient.</p>
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A copy of the representations and the applicant's response is contained in **Attachment 3**.

INTERNAL REFERRALS

Department	Comments
City Assets	<p>There are no fundamental issues with the proposal subject to standard Council requirements being met. The applicant has consulted with Council with respect to this matter. A reserved matter has been placed in the recommendation to deal with stormwater management and other key matters.</p> <p>City Assets have taken into consideration matters relating to stormwater management, traffic management, finished floor levels and verge interactions.</p>
Environmental Health (Waste Management)	<p>There are no fundamental issues with the proposal. Council will not provide a waste collection service for this development, thus a private contractor will be engaged. The Waste Management Officer advises that the development would be improved with greater consideration to waste capacity per dwelling.</p>

Heritage Advisor	<p>The heritage advisor provided a referral response with respect to the previous application lodged with the State Commission Assessment Panel (SCAP).</p> <p>The only difference between that DA and the current DA is that the habitable component was removed from the current DA to allow it to be considered by Council. The building has an identical height and appearance and was originally supported by the Heritage Advisor. On this basis, a referral response was not required.</p> <p>The heritage advisor has stated that the proposal is acceptable from a Local Heritage perspective.</p>
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A copy of the relevant referral responses are contained in **Attachment 4**.

RELEVANT DEVELOPMENT PLAN PROVISIONS

The subject land is located within the Urban Corridor Zone and, more specifically, High Street Policy Area 35 as described in the West Torrens Council Development Plan.

The relevant Desired Character statements are as follows:

Urban Corridor Zone - Desired Character
<p><i>This zone will contain an innovative mix of medium density (45-70 dwellings per hectare) and high density (70-200 dwellings per hectare) residential development, together with community and employment land uses, along the Port Road, Anzac Highway and Henley Beach Road corridors. The combination of land uses will vary within these corridors. Some locations will contain a genuine land use mix with ground floor shops, restaurants and offices, and upper level residential, while other areas will give primacy to residential development. Other parts of the zone will have a strong employment focus.</i></p> <p><i>The function of main roads in the zone, particularly Port Road and Anzac Highway, as major transport corridors will be protected by providing access to allotments from secondary road frontages and rear access ways as much as possible. Parking areas will be consolidated, shared (where possible) and screened from the street or public spaces. Allotments with car parking fronting Port Road, Anzac Highway and Henley Beach Road will be redeveloped with built form closer to the road and reconfigured car parking areas.</i></p> <p><i>As one of the key zones in the City of West Torrens where there will be transformation in built form, new buildings will be recognised for their design excellence. These buildings will establish an interesting pedestrian environment and human-scale at ground level through careful building articulation and fenestration, verandas, balconies, canopies and landscaping. In general, the greatest height, mass and intensity of development will be focussed at the main road frontage. Buildings of 3 or more storeys will be the predominant built form. It is for these reasons that dwellings other than detached dwellings will be the predominant form of residential development.</i></p> <p><i>Overlooking, overshadowing and noise impacts will be moderated through careful design. Impacts on adjoining zones where development is lower in scale and intensity will be minimised through transition of building heights and setbacks, judicious design and location of windows and balconies, and the use of landscaping. The transition of building heights and setbacks, and judicious design is especially important adjacent Character Policy Areas, including those Character Policy Areas at Glandore and Ashford. The use of blank walls in these transitional areas, especially at the rear and side of allotments, will be avoided. Plant and service equipment will be enclosed and screened from view from the street and neighbouring allotments.</i></p>

Where buildings are set back from main roads, landscaping will contribute to a pleasant pedestrian environment and provide an attractive transition between the public and private realm. Large scale development in the zone will facilitate the establishment of areas of communal and public open space, and create links with existing movement patterns and destinations in the zone. Front fencing in the zone will be kept low and/or visually permeable.

Some parts of the zone, including allotments in Thebarton and Keswick, are potentially contaminated because of previous and current industrial activities. In these circumstances, development is expected to occur on a precautionary basis if site contamination investigations identify potential site contamination, particularly where it involves sensitive uses such residential development.

The Thebarton brewery has potential to cause nuisance to future users and residents within this zone through noise and odour. To mitigate potential adverse impacts, residential development north of Smith Street that is likely to be sensitive to brewery operations should generally be avoided unless interface mitigation measures have been implemented (or will be implemented within an acceptable period) such that the anticipated impacts are within acceptable limits.

Noise and air amenity with the zone is not expected to be equivalent to that expected from living in a purely residential zone.

Objectives	1, 2, 3, 4, 6, 7, 9
Principles of Development Control	1, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 15, 17, 18, 19, 20, 21, 23, 24

High Street Policy Area 35 - Desired Character:

Urban Corridor Zone (High Street Policy Area 35) - Desired Character

The policy area will predominantly contain a mix of retail, offices, commercial, community and medium density residential development. The mix of complementary land uses will assist in extending the usage of the policy area beyond normal working hours to enhance its vibrancy and safety.

Development will take place at medium densities. The fine grained subdivision pattern, where allotments are narrow but deep, will be maintained to encourage development that supports a variety of tenancies and provides visual interest. Where there are larger/wider allotments, built-form will reinforce this desirable fine grained appearance of older development in the policy area (i.e. many, separate, narrower tenancies). In order to achieve the desired transformation of the policy area, dwellings other than detached dwellings will be the predominant form of residential development.

Where development has a mix of land uses, non-residential activities such as shops, offices and consulting rooms will be located on lower levels with residential land uses above.

The public realm along Henley Beach Road will provide a comfortable and interesting place for pedestrians. To achieve this, development will shelter the footpath with verandas, awnings and similar structures, as well as providing frequent pedestrian entries and clear windows to the street. Buildings will be built with zero set back from the main street, with the occasional section of building set further back to create intimate but active spaces for outdoor dining and interesting building entrances. Buildings west of Marion Road will have a maximum height of 3 storeys and between Marion Road and South Road buildings will have a maximum height of 4 storeys. East of South Road buildings will be 3- 6 storeys and these buildings will include parapets at lower levels to create a clear demarcation between the taller levels (4-6 storeys in total), which will be setback further from Henley Beach Road.

*Buildings and structures within **Historic Conservation Areas** identified on the Overlay Map WeTo/4 - Heritage and Overlay Map WeTo/5 - Heritage will be adapted and reused while maintaining their heritage qualities, with development encouraged towards the rear and behind the front facades. Buildings adjacent to State Heritage places, Local Heritage places and contributory items will contain design elements and building materials that are complementary to such buildings.*

Vehicle access points will be located off side streets and new rear laneways so that vehicle flows, safety and efficient pedestrian movement on Henley Beach Road are maintained. In many cases vehicle access points and car parking areas will be shared. On-site vehicle parking will not be visible from Henley Beach Road through the use of design solutions such as locating parking areas behind the front building façade and shielding under croft parking areas with landscaping and articulated screening.

Objectives	1, 2, 3, 4, 5, 6
Principles of Development Control	2, 3, 4, 5, 6, 7

Additional provisions of the Development Plan which relate to the proposed development are contained in **Attachment 1**.

QUANTITATIVE STANDARDS

The proposal is assessed for consistency with the quantitative requirements of the Development Plan as outlined in the table below:

DEVELOPMENT PLAN PROVISIONS	STANDARD	ASSESSMENT
NET SITE DENSITY <i>Urban Corridor Zone</i> <i>PDC 5</i>	70 dwellings per hectare (min.)	$\frac{10\,000}{868} \times 22 = 253$ Net density is 253 dwelling per Ha which exceeds the minimum Satisfies
BUILDING HEIGHT <i>Urban Corridor Zone</i> <i>PDC 13</i>	Maximum height - 4 storeys and up to 16.5m (allotments between South and Marion Road)	4 storeys and 16.5m proposed Satisfies
INTERNAL FLOOR AREA <i>Residential Development</i> <i>PDC 9</i>	1 bedroom apartment = 50sqm 2 bedroom apartment = 75sqm	1 bedroom apartments - 83sqm provided 2 bedroom apartments - D1, D3-7 have provided 75sqm or greater D2 (one dwelling on each level 1-3) - falls marginally short by 1sqm providing 74sqm Does not satisfy

PRIMARY STREET SETBACK <i>Urban Corridor Zone</i> PDC 17	Minimum setback where frontage is to Port Road, Anzac Highway or Henley Beach Road - No minimum All other cases - 2 metres	2m to Ebor Ave Satisfies
STORAGE <i>Residential Development</i> PDC 31	8m³ (min.)	8m³ provided in each dwelling Satisfies
SECONDARY STREET SETBACK <i>Urban Corridor Zone</i> PDC 18	No minimum	0m Satisfies
SIDE/REAR SETBACKS <i>Urban Corridor Zone</i> PDC 19	Side No minimum	North and South Elevation - 0m Satisfies
	Rear 3m (min.) (where abuts a different zone) <u>0m (all other cases)</u>	West Elevation - 2.0m -2.95m Satisfies
CARPARKING SPACES <i>Urban Corridor Zone</i> PDC 20	<u>Residential Development</u> - 0.25 spaces per studio (no separate bedroom) - 0.75 spaces per 1 bedroom dwelling - 1 space per 2 bedroom dwelling - 1.25 spaces per 3+bedroom dwelling Plus 0.25 spaces per dwelling for visitor parking <u>Non-residential Development</u> 3 spaces per 100sqm of gross leasable floor area (minimum) to 5 spaces per 100sqm of gross leasable floor area (maximum)	<u>Residential Development</u> Required - 27.5 spaces Provided - 31 spaces <u>Non-residential Development</u> 67 sqm shop - 2 spaces required Provided - 2 spaces Satisfies

PRIVATE OPEN SPACE <i>Residential Development</i> <i>PDCs #22, 23, 24</i>	1 bedroom dwelling = 8sqm with a minimum dimension of 2m 2 bedroom dwelling = 11sqm with a minimum dimension of 2m Communal Open Space can be substituted for private open space	No private open space provided for 1 bedroom ground floor dwelling 9-15sqm provided for each two bedroom dwelling Communal open space = 590sqm Satisfies
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ASSESSMENT

In assessing the merits or otherwise of the application, the proposed development is discussed under the following sub headings:

Land Use/Desired Character

Within the Urban Corridor Zone - High Street Policy Area 35, dwellings and residential flat buildings as well as retail are all envisaged land uses within the zone. The current land use is residential and within the Desired Character Statement, it is noted that allotments will be developed at medium densities. The proposal comprises a residential flat building containing 22 dwellings and a small retail floor space, achieving a net density that is considered in the high range, which is consistent with Objective 1 of the Policy Area.

Access is to be provided from Norma Street such that pedestrian and vehicle safety is appropriately maintained.

The intent of the Policy Area is therefore considered to be met.

Building Height

Concerns have been raised by representors in particular regarding the height and number of storeys proposed. It should be noted that Principle of Development Control (PDC) 13 within the Urban Corridor Zone and the Desired Character Statement for Policy Area 35 states that allotments between South Road and Marion Road be 4 storeys and up to 16.5 metres in height.

The legislation does not define a storey, however the National Construction Code does so it is appropriate to turn to that definition for the purposes of assessment. A storey is best defined as a level with an enclosed habitable space. The rooftop deck clearly does not incorporate a habitable space so therefore does not constitute a storey.

The overall building height satisfies the height provision of 16.5m.

Accordingly Principle of Development Control 13 within the Urban Corridor Zone is considered to be satisfied in that the development proposed is of four storeys and is 16.5 metres in height.

Internal Floor Area

Three of the dwellings have negligible shortfalls in internal floor area of 1sqm. This is considered to be minor and inconsequential, with each apartment still achieving a functional and liveable floor plan layout.

Built Form

Within the Policy Area 35 Desired Character Statement, it is stated that the policy area will contain a mix of retail and residential development among other land uses. Furthermore, dwellings, other than detached dwellings, will be the predominant form of residential development, of which this application proposes.

The building will be constructed up to 4 storeys, consistent PDC 13 of the Urban Corridor Zone and the Desired Character Statement for Policy Area 35, and emphasises a strong built form presence, highlighted by the podium base. It is also demonstrated with the inclusion of gable elements and the varied colours, finishes and materials to emphasise more prominent design features of heritage dwellings within the locality - and more importantly the Local Heritage property to the north. Council's Heritage Advisor is supportive of the building design form and materiality.

While it has been argued by some representors that the proposed development is not in keeping with the prevailing built form, it must be remembered that the first intrusion of a new, envisaged built form takes some adjustment of thinking. The Development Plan provisions seek buildings of the proposed scale and bulk even though they may appear at odds with the existing dwellings in the street, due to the shift in desired outcomes for the zone and area in general.

It should also be noted that the residential flat building does not turn its back to Ebor Avenue thus maintaining an interactive presence to the street, which is desirable. In addition, the proposal is devoid of impermeable fencing, allowing better activation of the development with the public realm.

On balance, it is considered that the built form has been appropriately designed in order to achieve the outcomes described within the Desired Character Statement and the relevant provisions for the reasons noted above.

Medium and High Rise Development (3 or More Storeys)

In terms of design and appearance, with regard to Principle of Development Control (PDC) 1, there is an expectation that buildings should be designed to respond to key features of the prevailing local context within the same zone as the development. This is challenging to achieve, as the locality has only recently been re-zoned to Urban Corridor (2015), and this is the first development proposed in this locality that seeks to achieve the Desired Character.

In spite of the fact that the proposed development is the first of its kind for the locality, it is considered to satisfy a number of the PDCs in the Medium and High Density development module. The design incorporates finishes, materials and colours that are prevailing throughout the adjoining residential area, along with appropriate fenestration and design elements such as gables. On this basis, PDC's 3, 4, 5, and 8 are considered to be satisfied.

In terms of street interface, it is proposed to incorporate a number of windows, balconies and canopies have been included to provide pedestrian-friendly environment and passive surveillance opportunities. Entrances to the building all present to the street, thus achieving the requirements of PDCs 8, 9 and 10.

For developments of this scale, energy efficient buildings incorporating environmentally sustainable design principles are envisaged. To this end, PDC's 20-24 illustrate how this can be achieved. Of note, deep soil planting should be provided to allow for substantial vegetation to assist with keeping the dwellings at appropriate temperatures. The proposed development achieves this with the planting of species of varying heights in the Ebor Avenue setback, including tree species. Given the flat roof design, photovoltaic solar panels and hot water systems can be incorporated to aid with energy efficiency. The site's orientation also allows for appropriate solar access particularly during winter months. It should also be noted that as part of the building rules requirements, the development will be required to achieve a six-star energy rating.

On balance, it is considered that the proposal adequately satisfies the relevant provisions with respect to Medium and High Rise development.

Amenity

Overshadowing

The shadow diagrams provided in support of the development clearly show that some adjoining properties, particularly on the south side of Norma Street, will be affected by overshadowing from the development. However this does not prevent them from receiving the minimum amount of required solar access (up to 3 hours) to north-facing windows or to private open space areas in accordance with PDC's 11 and 12 within the General Section, Residential Development module of the Development Plan. Increased setbacks of 2.0m to 2.95m on the western elevation for storeys 1-3 should assist in reducing shadows to the adjoining property to the west.

Overlooking

The Residential Development module, in particular PDC 27 does not require the screening of windows for buildings of 3 or more storeys to minimise overlooking into adjoining properties. Having said that, the design of the building seeks to ensure that views are cast outward instead of downwards to avoid conflict particularly with the adjoining properties to the west with recessed balconies and impermeable balustrades. The property to the north is a car parking area thus there is no overlooking issue in this direction. Views directed towards the south and east are to Norma Street and Ebor Avenue respectively which assists with passive surveillance of public areas.

Noise

Given the scale of the development and that the site is located within the Australian Noise Exposure Forecast 30 contour as a result of being on the flightpath of Adelaide Airport, an acoustic report will be need to be provided. This is in order to demonstrate that the occupants and adjoining property owners will not be adversely affected by noise emanating not only from the commercial activities of the site, but also from the aircraft overhead to satisfy PDCs 28 and 29 of the Residential Development Module and also satisfy Objective 1 and PDC 1 of the Noise and Air Emissions Overlay. This will be reinforced by way of Reserved Matter in the recommendation should the CAP be minded to support the proposal. The Building near Airfields module, PDC 6, which seeks noise attenuation measures is also applicable to the development and will also be addressed per the same Reserved Matter.

The applicant must ensure that appropriate acoustic treatments such as double glazed windows and acoustic insulation or other suitable alternatives be employed to ensure residents will enjoy a reasonable level of amenity as a result of the proximity to this arterial road location and aircraft taking off and landing.

Hours of operation

Although not raised as an issue by any of the representors, hours of operation of the proposed shop still requires consideration. With typical business hours proposed, it is not expected that there will be any unreasonable amenity impacts as a result of this commercial premises given the small scale of the use. It is proposed to have trading hours set at 8am to 5pm, Monday to Friday with the exception of public holidays, when the premises will be closed. This would accord with Objectives 1 to 4 and PDC 1 of the Orderly and Sustainable Development module. On this basis, the hours are considered to be acceptable.

On the basis of the above, it is considered that the provisions related to amenity matters have been satisfactorily addressed.

Setbacks

It has been raised by one of the representors that the development does not comply with Urban Corridor Zone PDC 15 which discusses interface height provisions. The PDC provides a diagram which describes how the PDC should be interpreted when a subject site adjoins another site in a different zone on its rear boundary.

It is considered that PDC 15 does not apply to the proposed development as the adjoining site to the rear of the subject site is also located within the Urban Corridor Zone, thus there is no interface zone difference. Ebor Avenue is considered to be the primary frontage, therefore the western boundary is the site's rear boundary. On this basis, 36A Norma Street adjoins to the rear of the subject site. As all properties on the northern side in this section of Norma Street are zoned Urban Corridor, no regard to PDC 15 is required.

Landscaping

It is noted that the site has no setback from three boundaries and a 2 metre setback from the eastern boundary, thus landscaping opportunities are limited.

The development proposes repetitive planting along the frontage of *Ligustrum Japonicum* trees (evergreen) to satisfy deep soil provisions found within the Medium and High Development (3 or more storeys) module. Medium sized *Syzygium Australe* shrubs and *Liriope* 'Evergreen Giant' (typically used as a border or ground cover), will also be planted along the site's frontage to Ebor Avenue to soften the hard edges of the building.

PDC 1 of this module is considered to be satisfied in that the landscaping will reduce the impact of the building, enhance the appearance of the Ebor Avenue road frontage, and assist with heat absorption and reflection, amongst other positive attributes with the species selected.

The rooftop will also be landscaped to encourage residential use.

Traffic management

Council's Traffic Engineer has reviewed the proposal and is generally supportive from a traffic management perspective. All vehicles can enter and exit the site in a forward direction. Access into and from the site is via Norma Street, which is consistent with the Policy Area 35 Desired Character Statement. The site can accommodate a satisfactory number of car parking spaces in accordance with Table WeTo/ 6 of the Development Plan. The applicant has provided a traffic report to demonstrate that the development can appropriately manage traffic manoeuvring within the site, including the use of a 26 space car stacker system for use of the residents. This satisfies PDCs 34 and 36 of the Transportation and Access module.

An automatic gate is proposed for the car park adjacent to the Norma Street boundary. To enable unimpeded access to the parking spaces for visitors and users of the commercial tenancy, the gate will remain open until the closing time of the commercial tenancy. This is recommended to be reinforced by way of condition.

Waste Management

The applicant has submitted a waste management plan prepared by Salt in support of the application. The Waste Management Plan has been reviewed by Council's Waste Management Officer and has raised no objections. Council will not offer a collection service for this development, thus rubbish will have to be collected by a private contractor. Should the Panel be of a mind to support the application conditions relating to waste collection frequency and hours and the size of waste collection vehicles have been proposed.

Stormwater Management

The applicant has engaged with Council (City Assets) throughout the assessment process and has provided indicative stormwater management concept details in support of the application. The applicant has engaged with City Assets on other matters such as curb treatments, landscaping within Council's verge and on-street car parking modifications. Given the scale of the proposed development, it is considered reasonable to address the finer details of the stormwater management as a Reserved Matter. Other matters in relation to the improvement of Council verge are outside the scope of the development site so cannot be conditioned. Negotiations will continue to evolve with respect to these improvements should the application be supported.

Construction Management

Given the scale of the proposal, a construction management plan, which will outline how the construction phase is to be managed, has placed in the Recommendation Section should the Panel be minded to grant planning consent. The plan will address issues such as noise, dust, hours of construction, etc. that has been raised by the representor in their submission.

SUMMARY

The proposed development offers a mix of residential and retail land uses that is of a reasonably high design standard. Furthermore, the development takes advantage of its close proximity to Henley Beach Road by providing high density housing.

The dwellings are functional and can rely on a mix of private open space and the communal open space on the rooftop to cater for outdoor activity.

Vehicular access is considered appropriate and manages traffic movements from Norma Street which is preferable.

The overall height and scale of the development satisfies the maximums allowable in the Zone/Policy Area.

The proposal has been supported by Council's Heritage Advisor. The application also has the general support of Council's City Assets and Waste Management staff.

All the relevant provisions of the Development Plan have been met and any shortfalls are not considered to be significant.

Of note, the proposal seeks to prevent overlooking of the adjoining property to the west when not required to do so.

Having considered all the relevant provisions of the Development Plan, the proposal is not considered to be seriously at variance with the Development Plan.

On balance the proposed development sufficiently accords with the relevant provisions contained within the West Torrens Council Development Plan Consolidated 12 July 2018 and warrants Development Plan Consent.

RECOMMENDATION

The Council Assessment Panel, having considered all aspects of the report, the application for consent to carry out development of land and pursuant to the provisions of the *Development Act 1993* resolves to GRANT Development Plan Consent, for Application No. 211/12/2020 by DC Architecture and Interiors C/- URPS to undertake the demolition of existing structures and construction of a 4 -storey residential flat building comprising 22 dwellings, a shop and associated car parking at 6 Ebor Avenue, Mile End (CT 5178/585) subject to the following conditions of consent and reserved matters:

Reserved Matters:

The following information shall be submitted for further assessment and approval by the City of West Torrens as reserved matters under Section 33(3) of the *Development Act 1993*:

1. Details of acoustic treatments for the development in accordance with the *Minister's Specification SA 78B - Construction requirements for the control of external sound* are to be provided to and endorsed by Council administration prior to Development Approval being granted to demonstrate that the occupants of the dwellings will have an acceptable level of amenity. All acoustic measures shall also comply with Australian Standard AS2021 - Acoustics - Aircraft Noise Intrusion - Building Siting and Construction.

The details shall include but not be limited to insulation, double glazing of windows to habitable rooms, screening of plant equipment, and any other requirements deemed necessary to mitigate noise impacts.

2. A Construction Environmental Management Plan shall be prepared and submitted to Council administration for endorsement prior to the Council administration prior to Development Approval being granted. The plan shall provide for:
 - a) Establishment of a controlled washing zone located on a hard surface at each entry/exit point to the site.
 - b) Containment of water run-off within the site for filtering and cleaning before being discharged into the stormwater system.
 - c) Reduction of the potential for dust and other airborne particles by the use of water sprinklers or other means.
 - d) Establishment of a compound on the site for storage of waste materials and litter. The compound must be covered to prevent litter from being blown away; and
 - e) Correct positioning of all mechanical equipment to minimize the potential for noise pollution. The maximum noise level shall not exceed 45db(A) between the hours of 8.00pm until 8.00am the following morning and from 8.00pm Saturday until 9.00am on the following Sunday morning.
3. A detailed stormwater management plan and computations for the development shall be provided to and endorsed by Council administration, and shall include the following:
 - a) Harvesting and re-use of stormwater runoff from the building and impervious surfaces that is to be designed by a suitably qualified stormwater/civil engineer to demonstrate the most economical and sustainable solution for the development;
 - b) Stormwater detention measures to demonstrate that the stormwater discharge from the development would be equivalent to having a 0.25 runoff coefficient for a critical 20-year ARI storm event; and

- c) Stormwater quality improvement measures that are demonstrated to satisfy the State Government Water-Sensitive Urban Design policy guidelines.

Development Plan Consent Conditions:

1. The development must be undertaken, completed and maintained in accordance with the plans and information detailed in this Application except where varied by any conditions listed below:
- The planning statement provided by URPS dated 19 December 2019;
 - The plans prepared by DC Architecture
Plans - NO. 109.ANT. 1.2 REV B, NO. 109.ANT. 1.3 REV B, NO. 109.ANT. 1.4 REV B, NO. 109.ANT. 1.5 REV B, NO. 109.ANT. 2.0 REV C, NO. 109.ANT. 2.1 REV C, NO. 109.ANT. 2.2 REV C, NO. 109.ANT. 2.3 REV C, NO. 109.ANT. 3.0 REV C, NO. 109.ANT. 3.1 REV C
 - The traffic report prepared by Cirqa dated 19 December 2019; and
 - The Waste Management Plan prepared by Salt dated 10 September 2019.

Reason: To ensure the proposal is developed in accordance with the plans and documents lodged with Council.

2. All stormwater design and construction shall be in accordance with Australian Standards and recognised engineering best practices to ensure that stormwater does not adversely affect any adjoining property or public road and, for this purpose, stormwater drainage will not at any time:
- a) Result in the entry of water into a building; or
 - b) Affect the stability of a building; or
 - c) Create unhealthy or dangerous conditions on the site or within the building; or
 - d) Flow or discharge onto the land of an adjoining owner; or
 - e) Flow across footpaths or public ways.

Reason: To ensure that adequate provision is made for the collection and dispersal of stormwater.

3. All driveways, parking and manoeuvring areas shall be formed, surfaced with concrete, bitumen or paving, and be properly drained prior to occupation, and shall be maintained in reasonable condition at all times. All parking and manoeuvring areas are to conform to the relevant Australian Standard AS 2890.

Reason: To provide safe and convenient parking and manoeuvring areas for users of the development.

4. All landscaping shall be planted in accordance with the approved plans at the first available planting season. Any person(s) who have the benefit of this approval will cultivate, tend and nurture the landscaping, and shall replace any landscaping which may become diseased or die.

A watering system shall be installed at the time landscaping is established and thereafter maintained and operated so that all plants receive sufficient water to ensure their survival and growth.

Reason: To enhance the amenity of the site and locality and mitigate against heat loading.

5. Any external lighting on the subject land and buildings must be directed and screened so that overspill of light into adjoining premises and passing motorists is minimised.

Reason: To ensure that the proposed lighting does not cause undue disturbance, annoyance or inconvenience to adjoining landowners and motorists.

6. To enable unimpeded access to the parking spaces for visitors and users of the commercial tenancy, the gate will remain open until the closing time of the commercial tenancy.

Reason: To provide safe and convenient parking and manoeuvring areas for users of the development.

7. The hours of operation of the shop shall be as follows:

Monday to Sunday - 8:00am to 5:00pm

Public Holidays - Closed

Reason: To enhance the amenity of the site and locality.

8. Private collection of waste shall be restricted to once weekly (per type of waste - i.e. general waste, recyclables, etc.), Monday to Friday, between the hours of 8am and 5pm.

Reason: To enhance the amenity of the site and locality.

9. The maximum allowable size vehicle to service the site for rubbish collection shall be no greater than a medium rigid vehicle (MRV).

Reason: To provide safe and convenient parking and manoeuvring areas for users of the development.

Attachments

1. Development Plan Provisions
2. Development Documents
3. Representations and Response
4. Internal Referrals

Relevant Development Plan Provisions

General Section		
Noise and Air Emissions Overlay	<i>Objectives</i>	1
	<i>Principles of Development Control</i>	1
Building Near Airfields	<i>Objectives</i>	1
	<i>Principles of Development Control</i>	6
Crime Prevention	<i>Objectives</i>	1
	<i>Principles of Development Control</i>	1, 2, 3, 4, 5, 6, 7, 8, & 10
Design and Appearance	<i>Objectives</i>	1 & 2
	<i>Principles of Development Control</i>	1, 2, 3, 4, 5, 7, 8, 9, 10, 11, 12, 13, 14, 15, 17, 18, 20, 21, & 22
Energy Efficiency	<i>Objectives</i>	1 & 2
	<i>Principles of Development Control</i>	1, 2, 3 & 4
Interface between Land Uses	<i>Objectives</i>	1, 2 & 3
	<i>Principles of Development Control</i>	1 & 2
Landscaping, Fences and Walls	<i>Objectives</i>	1 & 2
	<i>Principles of Development Control</i>	1, 2, 3, & 6
Medium and High Rise Development (3 or more storeys)	<i>Objectives</i>	1, 2, 3, 4, 5, 6 & 7
	<i>Principles of Development Control</i>	1, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 19, 20, 21, 23, 24, 25, 26, & 28
Orderly and Sustainable Development	<i>Objectives</i>	1, 2, 3, 4 & 5
	<i>Principles of Development Control</i>	1, 3, 5, 6, & 7
Residential Development	<i>Objectives</i>	1, 2, 3, & 4
	<i>Principles of Development Control</i>	1, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 18, 19, 20, 22, 23, 24, 25, 26, 27, 28, 29, 30, & 31
Transportation and Access	<i>Objectives</i>	2,
	<i>Principles of Development Control</i>	8, 9, 10, 11, 21, 23, 24, 30, 32, 34, 35, 36, 37, 39, 40, 42, 43, 44, 45, 46 & 47

Development Application form

Civic Centre: 165 Sir Donald Bradman Drive, Hilton SA 5033. Office hours: Mon - Fri 8.30am - 5pm.
Phone: (08) 8416 6333. Email: development@wtcc.sa.gov.au. Web: westtorrens.sa.gov.au.



Section 1 - consent sought

Select one type of consent you wish to apply for:

☒ **Development Plan consent**
(Planning only)

☐ **Building Rules consent**
(Building only)

☐ **Development Approval**
(Planning and Building)

If unsure what type of consent is needed, contact Council on 8416 6333.

Section 2 - location of proposed development

6	2		5178	585
---	---	--	------	-----

House number

OR

Lot number

DP

CT volume

Folio

Ebor Avenue

Mile End

Street name

Suburb

SA

5031

State

Post code

Section 3 - applicant details

Please note that all correspondence will be sent to the applicant (this section must be completed).

		DC Architecture and Interiors C/- URPS
--	--	--

Given name

Surname

Company Name

Email C/- david@urps.com.au

08 8333 7999

Phone

All correspondence relevant to this application which is required to be provided to you under the *Development Act 1993* - including Decision Notification forms, approved plans and other relevant documents, will be provided in **electronic format** only.

12/154 Fullarton Road

Rose Park

Postal address

Suburb

SA

5067

State

Post code

Section 4 - owner's details of the subject land

If same as applicant details, please leave blank and go to section 5.

Adelaide Sky Corporation P/L		
------------------------------	--	--

Given name

Surname

Phone

Unit 1, 2A Myer Ct

Beverley

Postal address

Suburb

SA

5009

State

Post code

N/A

Email

Section 5 - contact for further information

Please note - this section is to be completed if the contact person is not the applicant.

David	Bills	DC Architecture and Interiors C/- URPS
Given name	Surname	Company Name
david@urps.com.au		08 8333 7999
Email		Phone

Section 6 - builder's details

This section must be completed by the applicant for Building and Development approval.

☐ Owner builder OR ☐ Builder

T.B.C	
Name of builder (Company)	Licence number
Postal address	Phone
State	Post code
	Email

Section 7 - description of development and associated details

Please describe the development (e.g. construction of a single storey dwelling, domestic garage, verandah, tree removal etc.).

Demolition of existing building and construction of four level mixed use building

Existing site use:

Does the proposal affect a regulated or significant tree? ☐ Yes ☒ No

Note: a regulated or significant tree may be on the adjoining land that may be affected (including damage to tree roots) by the proposed development. If unsure what a regulated or significant tree is, visit Council's website for more information.

Is there a brush fence within three metres of the proposed building work? ☐ Yes ☐ NoAre there any easements on the land? ☐ Yes ☐ No**Section 8 - costing and floor area**

Council may require written justification to verify costs (this section must be completed).

\$ 6.5M	m ²
Estimated total cost of works (excluding fitout)	Estimated floor area of work

Section 9 - building classification

If unsure, contact Council on 8416 6333 or visit the Council office during business hours.

Current classification	Classification sought
If Class 5, 6, 7, 8, or 9, state number of employees: Male Female.....	

Section 10 - declarationCouncil is required by the *Development Act 1993* to make Category 2 and 3 Developments available for public inspection and the public may obtain copies of this material for a fee. If you have concerns over the confidentiality or security content of such documents, you should discuss these with a member of Council's planning staff before lodging.

I declare that the information I have provided on this application form is correct to the best of my knowledge and give permission to make this information available for public inspection.

Signature: 

Date: 6-1-20

☐ Applicant ☐ Owner ☒ Authorised agent


Powerline Clearance Declaration form

Development Regulations 2008

Civic Centre: 165 Sir Donald Bradman Drive, Hilton SA 5033. Office hours: Mon - Fri 8.30am - 5pm.
Phone: (08) 8416 6333. Email: development@wtcc.sa.gov.au. Web: westtorrens.sa.gov.au

City of
West Torrens
Between the City and the Sea



Date of Application:			
Applicant:	Given Name: DC Architecture and Interiors		Family Name:
Address:	Lot No: 2	House No: 6	Street: Ebor Ave
	Suburb: Mile End		P/Code: 5031
Volume: 5178	Folio:	585	
Nature of proposed development:			
Demolition of buildings and construction of four level mixed use building			
<p>I <u>Damian Campagnaro</u> being the applicant / a person acting on behalf of the applicant (delete the inapplicable statement) for the development described above declare that the proposed development will involve the construction of a building which would, if constructed in accordance with the plans submitted, not be contrary to the regulations prescribed for the purposes of section 86 of the <i>Electricity Act 1996</i>. I make this declaration under clause 2A(1) of Schedule 5 of the <i>Development Regulations 2008</i>.</p>			
Date:	19.12.2019.		
Signature:			

Last updated 3 Sept 2019



Product	Register Search (CT 5178/585)
Date/Time	12/09/2019 01:21PM
Customer Reference	19-0110
Order ID	20190912008171



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 5178 Folio 585

Parent Title(s)	CT 4235/639		
Creating Dealing(s)	CONVERTED TITLE		
Title Issued	30/03/1994	Edition	11
		Edition Issued	13/07/2018

Estate Type

FEE SIMPLE

Registered Proprietor

ADELAIDE SKY CORPORATION PTY. LTD. (ACN: 625 885 814)
OF UNIT 1 2A MYER COURT BEVERLEY SA 5009

Description of Land

ALLOTMENT 2 DEPOSITED PLAN 14483
IN THE AREA NAMED MILE END
HUNDRED OF ADELAIDE

Easements

NIL

Schedule of Dealings

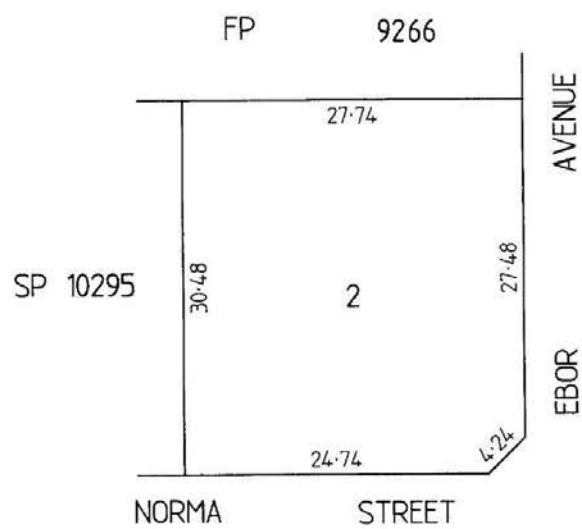
Dealing Number	Description
12951977	MORTGAGE TO NATIONAL AUSTRALIA BANK LTD. (ACN: 004 044 937)

Notations

Dealings Affecting Title	NIL
Priority Notices	NIL
Notations on Plan	NIL
Registrar-General's Notes	NIL
Administrative Interests	NIL



Product	Register Search (CT 5178/585)
Date/Time	12/09/2019 01:21PM
Customer Reference	19-0110
Order ID	20190912008171



0 5 10 15 20 Metres

A horizontal scale bar with markings at 0, 5, 10, 15, and 20 metres.



DC Architecture + Interior Design
19ADL-0110
19 December 2019



DEVELOPMENT ASSESSMENT REPORT

6 EBOR AVENUE, MILE END



Development Assessment Report **URPS**

13 September 2019

Lead consultant	URPS
Prepared for	DC Architecture + Interior Design
Consultant Project Manager	Matthew King, Managing Director Suite 12/154 Fullarton Road (cnr Alexandra Ave) Rose Park, SA 5067 Tel: (08) 8333 7999 Email: matthew@urps.com.au
URPS Ref	R001_v3_191218

Document history and status

Revision	Date	Reviewed	Approved	Details
V1	12/9/19	MK	MK	Draft V1
V2	13/9/19	SC	SC	Final
V3	18/12/19	DB	DB	Final

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\\SBS\data\Synergy\Projects\19ADL\19ADL-0110 6 Ebor Avenue Mile End - 5 Level Apartments\Development Application\Draft Documents\R001_v3_191218.docx




URPS

Development Assessment Report

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1.0 Introduction

URPS has been engaged by DC Architecture + Interior Design to prepare this planning report for the redevelopment of the land at 6 Ebor Avenue, Mile End for a proposed residential apartment building.

The proposal seeks to construct a residential apartment building on the land to deliver on the key objectives of the Urban Corridor Zone and High Street Policy Area which expressly encourages medium and high-density residential development.

This report follows the applicant's participation in the pre-lodgement assessment process with the Department of Planning, Transport and Infrastructure and review by the Government Architect. This process has led to a number of changes and improvements to the proposal plans.

The application is set out in the following:

- proposal plans prepared by DC Architecture + Interior Design
- traffic and parking report prepared by Cirqa
- waste advice prepared by Salt³, and

2.0 Subject Land and Locality

2.1 Subject Land

The subject land is situated at the intersection of Ebor Avenue and Norma Street. The land is rectangular in shape and approximately 860m² in area. It has a frontage to Norma Street in the order of 28 metres and frontage to Ebor of 30 metres.

The land contains a bungalow style former dwelling which faces both street frontages with its front verandah facing the intersection of Norma Street and Ebor Avenue.

The dwelling has been converted to an office and has up to 4 tenancies. Car parking is provided on site along the northern and eastern boundaries and there are two access points; one at the northern end from Ebor Avenue and the other from Norma Street along the western edge of the site.

Image 1: View of subject land looking from Ebor Avenue looking north





URPS

Development Assessment Report

Subject Land and Locality

Image 2: View of subject land from Norman Avenue looking north

2.2 Locality

The locality is depicted in Appendix B as per the plan prepared by URPS.

The subject land is located in a locality that has been traditionally residential in nature. The land's proximity to Henley Beach Road has meant that some dwellings (such as on the subject land) have been converted to offices and other similar commercial activities. The land is also located in close proximity to the Torrensville Plaza which is located on Henley Beach Road and also extends through to Norma Street.

To the north of the subject land, the site adjoins an open lot car park on a single allotment that can accommodate some 20 cars. The car park is associated with a commercial use on Henley Beach Road. There is residential development west of the subject site including some relatively recent infill development.

To the east and south of the land, properties are almost entirely residential in nature. East of the subject land, dwellings are a mix of original dwellings, replacement dwellings and infill development at higher densities than at the time the land was initially developed. To the south of the land, residential dwellings are of single storey height and cottage and villa style from the late 1800s/early 1900s era of construction.

3.0 Proposed Development

3.1 Summary

The proposed development comprises the construction of a four level residential flat building comprising 22 apartments, ground level shop and associated car parking, landscaping and communal open space.

The building comprises:

- **at ground level:**
 - > a small shop
 - > entry lobby and central lift core/stairwell
 - > a one bedroom dwelling
 - > bin store area, and
 - > bike and car parking (33 car parking spaces and 12 bike parking spaces).
- **at levels 1-3:**
 - > 7 x two bedroom apartments ranging in size between 74-87m² with balconies between 9-15m²
- **at level 4:**
 - > a common garden/open area of 590m² with associated service core and plant.

The proposed building is to be constructed to the southern boundary (adjacent the Norma Street frontage) and 2 metres from the Ebor Avenue frontage. It has a height from the finished ground level to the roof of 16.5 metres.

This is achieved through relatively compact floor to floor heights of 3.1 metres above level 1. The ground floor has a floor to ceiling height of 3.5 metres and a height the finished level of the first floor of 4 metres.

3.2 Design approach

The building is designed to provide, in the main, high quality apartments with excellent access to shopping and transport services provided on the nearby Henley Beach Road.

The building is of a contemporary design however consciously references the key character attributes of the area with respect to roof form and materiality.

The ground level has a solid recycled brick plinth with wide and detailed pillars leading to a strong parapet. The upper floors are to be clad in Colorbond Maxline (in a gun metal grey colour) with the upper level featuring a series of repeating gable elements that conceal the top floor of the building. The south-western corner of the building features a curved element through the full height of the building.

Car parking areas have been disguised with high levels of activation provided on the ground floor to enhance the pedestrian experiences adjacent the land.



4.0 Procedural Considerations

4.1 Nature of the Development

The proposed development is a residential flat building and ground level shop.

It also comprises car and bike parking (including in the form of a car stacker), a bin storage area and landscaping.

4.2 Zoning

The subject land is located within the Urban Corridor Zone as per Zone Map WeTo/5 of the West Torrens Council Development Plan (consolidated 12 July 2018). It is also located within the High Street Policy Area as per Policy Area Map WeTo/5.

4.3 Relevant Planning Authority

The City of West Torrens is the relevant planning authority.

The State Commission Assessment Panel is identified as being the relevant authority for development that involves the erection or construction of a building that exceeds four storeys in height in the Zone. The proposal is for a four storey building with a roof terrace. The open sided roof terrace is not considered to be a storey. Accordingly, the Council is the relevant planning authority.

4.4 Assessment Pathway

For the purpose of determining the assessment pathway, the proposal comprises a “residential flat building” and “shop”. Neither of these activities listed as *complying* nor *non-complying* forms of development. The development application is therefore assessed as *merit* development.

4.5 Public Notification

Residential flat buildings, offices and shops are all Category 1 forms of development except where located on land adjacent a Residential Zone or Historic Conservation Zone and involve building work that:

- (a) Is 3 or more storeys, or 11.5 metres or, in height
- (b) Exceeds the ‘Building Envelope – Interface Height Provisions’

In the above circumstances, the proposal is identified as being Category 2.

One interpretation is that a development must meet both tests (i.e. (a) and (b)) in order to be considered as Category 2. A failure to meet one test, but not both, affords a development the benefit of remaining Category 1. This is an interpretation commonly adopted by many relevant authorities.

The counter interpretation is that a failure of either test will shift the application into Category 2.



The proposal exceeds 3 storeys/11.5 metres in height however it does not exceed the 'Building Envelope – Interface Height Provisions' because those provisions do not apply to sites separated by public roads.

Should it be necessary for a development to fail both tests above (i.e. (a) and (b)) for a development application to require Category 2 public notification, it follows that although the proposal fails the quantitative height test, it does not fail the interface provision, and the application can therefore remain Category 1 for public notification.

4.6 Referrals

Statutory referrals are required to the Commonwealth Secretary for the Department of Transport and Regional Services as the building will exceed 15 metres in height.



5.0 Development Assessment

5.1 Assessment Summary

Having regard to the provisions of the West Torrens Council Development Plan, I make this assessment under the following planning topics:

- land use intent
- density
- desired character and design
- apartment amenity
- open space
- interface with residential development
- sustainability
- access and car parking
- waste management
- stormwater management

5.2 Land Use Intent

The following provisions are relevant under this sub-heading:

Urban Corridor Zone

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

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

Principle 1 A mix of land uses including retail, office, commercial, community, civic and medium and high density residential development that support the economic vitality of the area. (underlining added)

The Zone and Policy Area both seek mixed use development, including specifically seeking medium to high density residential development. The proposed land uses are entirely consistent with the Zone and Policy Area intent and deliver on the desires of the Zone to provide medium and high-density housing to take advantage of shopping and transport services as provided on Henley Beach Road, and create greater activation and vibrancy through population increase.



5.3 Density

The following provisions are relevant under this sub-heading:

Urban Corridor Zone

Principle 5 Residential development (other than residential development in mixed use buildings on allotments less than 5000 square metres), should achieve a minimum net residential allotment density in accordance with the following:

Policy Area	Minimum Net Residential Site Density
<u>High Street Policy Area 35</u>	<u>70 dwellings per hectare net</u>

(Underlining added)

The proposed development satisfies the desired minimum density for the subject High Street Policy Area. The net density is in the order of 256 dwellings per hectare and this is clearly greater than the desired minimum of 70 dwellings per hectare. PDC 5 is satisfied.,

5.4 Building Height

The following provisions are relevant under this sub-heading:

Urban Corridor Zone

Principle 13 Except where airport building height restrictions prevail, or the interface height provisions require a lesser height, building heights (excluding any rooftop mechanical plant or equipment) should be consistent with the following parameters:

Policy Area	Maximum Building Height (Above Natural Ground Level)
High Street Policy Area 35	Allotments west of Marion Road: 3 storeys and up to 12.5 metres
	<u>Allotments between South Road and Marion Road: 4 storeys and up to 16.5 metres</u>
	All allotments east of South Road: 6 storeys and up to 24.5 metres

(Underlining added)

Zone Principle 13 seeks development in this location of the Zone of "4 storeys and up to 16.5 metres".



The proposed development is four storeys with an open roof terrace measuring 16.5 metres at its highest point therefore achieves the intent Zone Principle 13.

The height provision in the Zone is a guideline and development which exceeds such is not a non-complying form of development rather it is to be considered on its planning merits.

It is important in this respect to also remember that the Development Plan is a practical code for practical application and the provisions of the Plan are not mandatory laws and are rather guidelines.

Issues of height have been carefully considered in the design and planning of the development following several months of design development and consultation with the planning authority.

The height of the building will mean that a referral to the Department of Transport and Regional Services is required. In preliminary discussions with Adelaide Airport Limited, we are advised that the proposed building is below the Obstacle Limitation Surface (OLS) and will therefore not affect airport operations.

For these reasons we consider the height of the development to be acceptable.

5.5 Desired Character and Design

The following provisions are relevant under this sub-heading:

Urban Corridor Zone

Objective 5 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.

Desired Character

...Overlooking, overshadowing and noise impacts will be moderated through careful design. Impacts on adjoining zones where development is lower in scale and intensity will be minimised through transition of building heights and setbacks, judicious design and location of windows and balconies, and the use of landscaping. The transition of building heights and setbacks, and judicious design is especially important adjacent Character Policy Areas, including those Character Policy Areas at Glandore and Ashford. The use of blank walls in these transitional areas, especially at the rear and side of allotments, will be avoided. Plant and service equipment will be enclosed and screened from view from the street and neighbouring allotments.

Where buildings are set back from main roads, landscaping will contribute to a pleasant pedestrian environment and provide an attractive transition between the public and private realm. Large scale development in the zone will facilitate the establishment of areas of communal and public open space, and create links with existing movement patterns and destinations in the zone. Front fencing in the zone will be kept low and/or visually permeable....

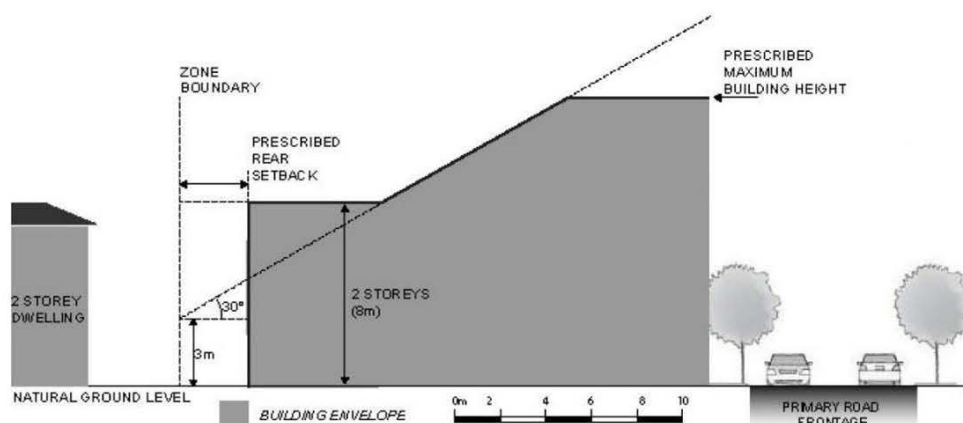
Principle 7 Buildings should maintain a pedestrian scale at street level, and should:

- (a) include a clearly defined podium, or street wall with a parapet, and a maximum building height of 2 storeys from natural ground level
- (b) have levels above the defined podium or street wall setback a minimum of 2 metres from that wall.

Principle 8 Buildings on allotments with a frontage greater than 10 metres should be well articulated through variations in forms, materials, openings and colours.

Principle 15 Any portion of a development above two storeys (8 metres) in height should be constructed within a building envelope provided by a 30 degree plane measured from a point 3 metres above natural ground level at the zone boundary (except where this boundary is a primary road frontage), as illustrated in Figure 1, unless it is demonstrated that the proposed development minimises interface impacts including from building massing, overshadowing and overlooking with adjoining residential development:

Figure 1



Principle 17 Buildings (excluding verandahs, porticos and the like) should be set back from the primary road frontage in accordance with the following parameters:

Policy Area	Minimum setback from the primary road frontage where it is Port Road, Richmond Road or Henley Beach Road	Minimum setback from the primary road frontage in all other cases
High Street Policy Area 35	No minimum	2 metres

Principle 18 Buildings (excluding verandahs, porticos and the like) should be set back from the secondary road frontage or a vehicle access way in accordance with the following parameters:

Designated Area	Minimum setback from secondary road	Minimum setback from a rear access way
High Street Policy Area 35	No minimum	No minimum where the access way is 6.5 metres wide or more OR



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

Designated Area	Minimum setback from rear allotment boundary	Minimum setback from side boundaries (where not on a street boundary)
High Street Policy Area 35	3 metres where the subject land directly abuts an allotment of a different zone <u>No minimum in all other cases</u>	<u>No minimum</u>

(Underlining added)

The site's location off Henley Beach Road lends itself to a different design approach than typically desired in the Policy Area. In this case, the building is setback from the Ebor Street frontage and has an active ground level with shop and dwelling.

The building has an appropriate balance between providing strength and robustness, while being suitably referential to the prevailing residential character in the locality and its fine grain detailing.

The development incorporates a podium design through the establishment of a deep and detailed red brick base. At the ground level, the primary street frontage to Ebor Avenue, the brick base incorporates substantial brick piers and recessed windows. A double height shaded canopy is provided at the ground level which provides a grand entry to the building. There is a strong parapet with cornice details at the ground level podium with the building having standing seam Colorbond cladding above. The first floor level also features banding providing an obvious differentiation between the first floor and those above.

The building has a number of windows and voids with a wraparound balcony at the south-western corner that give permeability and will provide light and shade elements.

The building materials, gable elements and placement of windows and voids makes reference to similar elements in the locality. In particular, it is observed that:

- the brick column/piers at the ground level are similar to those found on bungalow dwellings
- sheet steel (Colorbond) is common within the area for roofs and used as wall cladding in the proposed building



- window and balcony proportions are similar to the wide street facing windows of bungalow dwellings in the locality, and
- the gable elements reflect those on nearby dwellings and the commercial premises on the nearby Henley Beach Road.

The building has been setback from street boundaries in accordance with Zone Principle 17. The building setbacks also comply with Zone Principles 18 and 19 which permit the construction of buildings along the secondary street, rear and side boundaries.

Zone Principle 15 provides an indicative building envelope for development adjacent a zone boundary. This provision should not be read so narrowly that it requires a transition in building heights and development within a specified building envelope where development in a different zone is separated by a road (i.e. Norma Street). This is particularly so given the building envelope provision would not apply to development immediately west of the subject land.

A legal opinion from Botten Levinson Lawyers regarding the application of Principle 15 (provided separately to this report), outlines, in summary:

1. *on a literal (and proper) reading of PDC 15, PDC 15 only relates and applies to sites where a zone boundary runs along a boundary of the development site, in which case the building envelope set out in Figure 1 to PDC 15 will apply. That is so, unless the Zone/property boundary to which PDC 15 would apply is the "primary road frontage" of the development site;*
2. *having regard to the decision of Commissioner Nolan in Tsarnas v City of Charles Sturt [2016] SAERDC 2, Norma Street is the "primary road frontage" to the Land;*
3. *PDC 15 does not apply to the Land because:*
 - 3.1 *the Zone boundary separating the Urban Corridor Zone from the Residential Zone to the south is not situated on the southern boundary to the Land, it runs down the centre of Norma Street; and*
 - 3.2 *in any event, as Norma Street is the primary road frontage to the Land, the exception within PDC 15 is satisfied, making the PDC inapplicable.*
4. *even if PDC 15 did apply in the circumstances (which for the above reasons, it does not), there are sound planning reasons for a departure from PDC 15 in this case.*

Notwithstanding this view, the proposed development is considered to appropriately transition to the residential development on the opposite side of Norma Street because:

- there is a substantial space provided between the proposed building and the residential land on the southern side of Norma Street (15 metres) with a distance of nearly **23 metres** between the front verandah of the dwelling south of the site and the proposed building
- proportionally, the proposed building has a similar height to street width ratio (i.e. close to 1:1) that provides a comfortable human scale at street level, and
- the upper level of the building is setback 4 metres from the Norma Street frontage.



5.6 Apartment Amenity

The following provisions are relevant under this sub-heading:

General Section – Residential Development

Principle 9 Residential development should provide a high quality living environment by ensuring the following minimum internal floor areas (including internal storage areas but not including balconies and car parking):

- (a) studio (where there is no separate bedroom): 37 square metres
- (b) 1 bedroom dwelling/apartment: 50 square metres
- (c) 2 bedroom dwelling/apartment: 75 square metres
- (d) 3+ bedroom dwelling/apartment: 100 square metres.

General Section – Medium and High Rise Development (3 or More Storeys)

Principle 14 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 may 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.

Principle 15 Living rooms should have a satisfactory short range visual outlook to public, communal or private open space.

Principle 25 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. (underlining added)

Apartment amenity has been carefully considered to ensure highly functional and liveable dwellings within the building. In this respect:

- **Dwelling Size:**
 - > all but 3 dwellings (1 dwelling on levels 1-3) satisfy the minimum living area outlined in Residential Development Principle 9. Those dwellings are 1m² smaller than the desired minimum. Given this is such a small shortfall and has no material impact on the function or amenity of those dwellings, the shortfall is considered appropriate.
- **Outlook/Views:**
 - > Most dwellings at levels 1-3 have a dual aspect with some utilising light wells/voids to provide light into all bedrooms. All dwellings have useable balconies and a depth to ensure that suitable daylight can be provided within all habitable rooms. Where there is potential for views between



apartment bedrooms and balconies, privacy screens are able to be installed to limit views between these areas and ensure sufficient privacy for all occupants.

- **Storage:**
 - > All dwellings achieve the desired extent of storage of 8m³. This storage is provided solely within each dwelling.

5.7 Private Open Space

The following provisions are relevant under this sub-heading:

General Section – Residential Development

Principle 22 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
1 bedroom dwelling	8 square metres
2 bedroom dwelling	<u>11 square metres</u>
3+ bedroom dwelling	<u>15 square metres</u>

Principle 23 Private open space located above ground level should have a minimum dimension of 2 metres and be directly accessible from a habitable room.

Principle 24 Private open space may be substituted for the equivalent area of communal open space where:

- (a) at least 50 per cent of the communal open space is visually screened from public areas of the development
- (b) ground floor communal space is overlooked by habitable rooms to facilitate passive surveillance
- (c) it contains landscaping and facilities that are functional, attractive and encourage recreational use. (underlining added)

All dwellings have balconies and 6 of the 24 above ground dwellings (2 each on levels 1-3) have balconies that are marginally smaller than the desired 11m² at 9m².

All balconies meet the desired minimum dimension of 2m² and are therefore considered to be usable/functional for residents.

In addition, Residential Development Principle 24 permits the substitution of private open space where the equivalent area is provided as communal open space.

In this case, the development provides for 590m² of communal open space on the roof terrace. This communal open space area far exceeds the shortfall of 12m² across the 6 balconies that do not meet the desired minimum area.



The communal open space area is also:

- visually screened from public areas of the development, and
- it will be landscaped to be functional and attractive and to encourage residential use.

The provision of private open space is considered to meet the relevant provisions quoted above.

5.8 Interface with Residential Development

5.8.1 Overlooking

The following provisions are relevant under this sub-heading:

General Section – Design and Appearance

Principle 10 Development should minimise direct overlooking of the habitable rooms and private open spaces of dwellings through measures such as:

- (a) appropriate site layout and building orientation
- (b) 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 residents' or neighbours' amenity.

Principle 11 Permanently fixed external screening devices should be designed and coloured to complement the associated building's external materials and finishes.

Principle 27 Except for buildings of 3 or more storeys, upper level windows, balconies, terraces and decks that overlook habitable room windows or private open space of dwellings should maximise visual privacy through the use of measures such as sill heights of not less than 1.7 metres or permanent screens having a height of 1.7 metres above finished floor level.

The proposed development has been designed such that dwellings facing south and east overlook public streets as is desired by the Development Plan provisions that seek to enhance passive surveillance of the public realm. The northern façade has some windows that face north and overlook an existing car park.

As the proposed building is over 3 storeys in height, there are no quantitative standards that would seek to limit the potential for overlooking. For this kind of development and noting that the Zone is encouraging of a transition to a denser form of development and character so to create a vibrant area, a degree of overlooking is both reasonable and expected.

That aside, the building's west facing façade has been carefully composed to minimise the potential for direct overlooking through:

- aligning the two west facing decks/balconies at each floor where they are adjacent the neighbouring building as opposed to the open space of the nearest dwelling



- insetting habitable room windows 2.75 metres inside the boundary and utilising the buildings outer wall as a screening device that directs views outward as opposed to downward

5.8.2 Overshadowing

The following provisions are relevant under this sub-heading:

Urban Corridor Zone

Principle 16 Except in Core Areas, development of three or more storeys in height should ensure that:

- north-facing windows to habitable rooms of existing dwelling(s) on the same allotment, and on adjacent allotments, 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
- ground level open space of existing buildings receives 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:
 - half of the existing ground level open space
 - 35 square metres of the existing ground level open space (with at least one of the area's dimensions measuring 2.5 metres). (underlining added)

The proposed development will not affect the availability of sunlight to the north-facing windows or habitable open space of the dwellings west or east of the subject land.

There is some overshadowing impact of the dwelling directly south of the site on the opposite side of Norma Street, however, that impact is generally appropriate given the separation provided by Norma Street and the street setback of the dwelling to the south. Further:

- the overshadowing that affects that dwelling will not affect the private open space (as the front yard is not private open space) but may impact the north-facing windows.
- based on the shadow diagrams, the north-facing windows of the dwelling to the south will receive sunlight for approximately 1.5 hours in the morning of the winter solstice (i.e. 9am to around 10.30am) and approximately 1 hour in the afternoon (from around 2pm to 3pm in accordance with the times outlined above)
- the windows may also receive some sunlight through the middle hours of the day as the sun rises above the proposed building

5.9 Sustainability

The following provisions are relevant under this sub-heading:

General Section – Medium and High Rise Development (3 or More Storeys)

Objective 7 Buildings designed and sited to be energy and water efficient.

General Section – Energy Efficiency

Principle 3 Development should facilitate the efficient use of photovoltaic cells and solar hot water systems by:

- taking into account overshadowing from neighbouring buildings
- designing roof orientation and pitches to maximise exposure to direct sunlight. (underlining added)

The proposed development has been designed to be a highly energy and water efficient building.



In the first instance, the development has been designed to achieve an average star rating of 6.5 stars and a minimum of star rating of 6 stars under the NatHERS star rating scale. This exceeds the minimum requirements of an average of 6 stars with all individual apartments achieving a minimum of 5 stars.

This is to be delivered through appropriate use of higher R-value materials in the external walls, floors, ceilings and the roof. Similarly, glazing will achieve better efficiency through the use of lower U-value glass. All external doors and windows will be weather-stripped and all exhaust fans will be sealed to outside air with a self-closing damper.

Solar panels are proposed to be installed on the roof of the building with a capacity in the order of 30-36 kW.

The building will be designed to capture up to 70% of all roof-water for reuse within the building. This will supply some 220kL per year for non-potable use and will be retained within a tank in the order of 20,000 litres (size and siting still to be confirmed). It is also proposed to install water efficient fittings to minimise the use of water within the building and this includes for showers, washing machines, toilets, dishwashers, taps and irrigation.

5.10 Access and Car Parking

The following provisions are relevant under this sub-heading:

Urban Corridor Zone

Principle 20 Development should provide off-street vehicle parking and specifically marked accessible car parking places to meet anticipated demand in accordance with Table WeTo/6 - Off Street Vehicle Parking Requirements for Designated Areas.

General Section – Transportation and Access

Principle 24 Development should be provided with safe and convenient access which:

- (a) avoids unreasonable interference with the flow of traffic on adjoining roads
- (b) provides appropriate separation distances from existing roads or level crossings
- (c) accommodates the type and volume of traffic likely to be generated by the development or land use and minimises induced traffic through over-provision
- (d) is sited and designed to minimise any adverse impacts on the occupants of and visitors to neighbouring properties.

Principle 40 Development should be consistent with Australian Standard AS 2890 Parking facilities.

Table WeTo/6 – Off Street Vehicle Parking Requirements for Designated Areas

Table 1: Non-residential development excluding tourist accommodation

Location of development	Desired minimum number of vehicle parking spaces	Maximum number of vehicle parking spaces
High Street Policy Area 35	<u>3 spaces per 100 square metres of gross leasable floor area</u>	<u>5 spaces per 100 square metres of gross leasable floor area</u>

Table 3: Residential development in the form of residential flat buildings and residential development in multi-storey buildings

Location of development	Rate for each dwelling based on number of bedrooms per dwelling	Plus number of required visitor parking spaces
High Street Policy Area 35	0.25 per studio (no separate bedroom) <u>0.75 per 1 bedroom dwelling</u> <u>1 per 2 bedroom dwelling</u> <u>1.25 per 3 + bedroom dwelling</u>	<u>0.25 per dwelling</u>

The proposed development will consolidate the site's existing access points with a new access point on Norma Street. That access point has been designed to provide access for cars, bicycles and waste collection vehicles. The access point provides for simultaneous ingress and egress for passenger vehicles with waste collection vehicles reversing into the site and exiting in a forward direction.

The development will provide 26 parking spaces in a car stacker (accessible from the ground level) and a further 7 parking spaces also at ground level (33 parking spaces in total). The 7 spaces includes 1 space for persons with a disability.

The parking rates identified by the City of West Torrens indicates that a total of 30 parking spaces (rounded up) are required for the proposed development (including 5.5 visitor spaces and 2 spaces for the shop tenancy). The proposal will provide a total of 33 on-site parking spaces. As such the proposed development will exceed the 'base' parking requirements of Council's Development Plan.

The car park has been designed to comply with the requirements of Australian/New Zealand Standard *Parking Facilities Part 1 Off-street car parking* (AS/NZS 2890.1:2004) and *Parking Facilities Part 6: Off-street parking for people with disabilities* (AS/NZS 2890.6:2009).

The provision of 12 bicycle parking spaces exceeds the Development Plan's desire for 9 parking spaces.

The development will generate some 15 traffic movements in the morning peak hour and 10 movements in the evening peak hour. Cirqa advises that this is very low traffic generation that can be readily accommodated on the adjacent road network.



5.11 Waste Management

The following provisions are relevant under this sub-heading:

General Section – Medium and High Rise Development (3 or More Storeys)

Principle 26 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. (underlining added)

The proposed development has been designed with a waste bin area at the ground level for residents and for the commercial activities.

SALT3 were commissioned – highly experience waste consultants based in Melbourne and whom have worked on multi-residential projects here in Adelaide at Kent Town and Glenelg.

As per the expert advice by Salt³, the waste area has been designed to accommodate waste bins of a suitable size for each stream (general waste/co-mingled recycling and green waste) and for both the residential and non-residential activities.

Waste will be collected by a private contractor 1-2 times per week for each stream. The site has been designed to allow a waste collection vehicle to safely enter and exit the site.

5.12 Stormwater Management

The following provisions are relevant under this sub-heading:

General Section – Natural Resources

Principle 8 Water discharged from a development site should:

- (a) be of a physical, chemical and biological condition equivalent to or better than its pre-developed state
- (b) not exceed the rate of discharge from the site as it existed in pre-development conditions. (underlining added)

The proposed development will involve the capture stormwater for reuse within the building. It is targeted that the development will retain 70% of all stormwater for reuse within the building.

An underground tank will be installed within the car park area and this is anticipated to hold in the order of 20kL. This will be further resolved during the detailed design stage of the development.

6.0 Summary and Conclusion

The proposed development involves the construction of a 4 level mixed use building comprising a single retail tenancy and 22 dwellings ranging in size from one to two bedrooms.

The proposed building is of high architectural quality that suitably responds to the context of the site and delivering a high level of amenity for residents. Apartment and balcony sizes sufficiently comply with the desired minimum floor areas with further communal open space at the roof level available to all residents.

The building design incorporates a solid brick podium base with the upper level being clad with standing seam Colorbond cladding above the brick base. The building is finely detailed with visual interest created in the brick base, openings, balconies and shade devices, parapet design and cornice detailing at the first floor level. The double height lobby provides a grand entrance to the building and is complemented by substantial landscaping within the ground level setback on Ebor Avenue.

The building has a finished height that reflects the Policy Area's desired building height maximum with the upper level being setback to provide a suitable transition to the residential development south of the land in the Residential Zone on the southern side of Norma Street. The same transition in height means that there is no unreasonable overshadowing of any north facing windows of the dwellings on the southern side of the street.

The building is also highly water and energy efficient with the development exceeding the minimum star rating under the NatHERS star rating scale. The design incorporates higher than normal R-value insulation building materials and insulation and energy efficient glazing and sealing of all external windows and doors. It will also accommodate solar panels on the roof of the building and will feature a retention tank designed to capture up to 70% of the roof water for reuse within the building supplying some 220,000 litres of non-portable water for reuse.

The development is also suitably provided with suitable access and car parking. Two way vehicle access is provided for passenger vehicles while the infrequent waste collection is also provided with suitable site access. The development provides 33 spaces with an estimated demand for 30 spaces. This is a minor surplus. A suitable bin storage area is also provided that will serve the development at the ground level.

The proposed development suitably responds to the context of the site and satisfies the objectives of the Urban Corridor Zone and the High Street Policy Area. The proposed development warrants Development Plan Consent.



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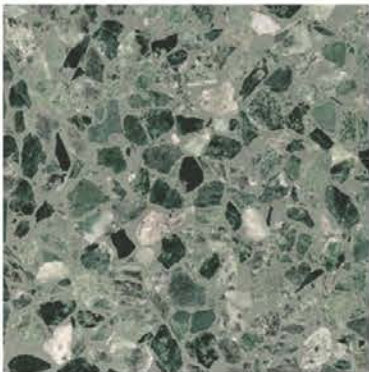
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EXTERNAL FINISHES

1. REFERENCING RIBBED SCYON CLADDING TO MANSARD STYLE ROOF WALLS TO TOP FLOOR
2. REFERENCING BALUSTERS FOR BALUSTRADES TO DECK AREAS
3. REFERENCING RECYCLED BRICKS FOR BUILDING PLINTH
4. REFERENCING BLACK WINDOW MULLIONS AND GLAZING
5. TERRAZZO STYLE FLOORING TO ENTRANCE AND GROUND FLOOR AREAS
6. REVOLUTION ROOFING MAXILINE WALL CLADDING

THE COTTAGES

PLANNING RESPONSE	11.05.20
PRELIM	20.11.17
REVISION	REVISION
NO. 109 ANT.1.2	DRW. BY
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6 EBOR AVENUE
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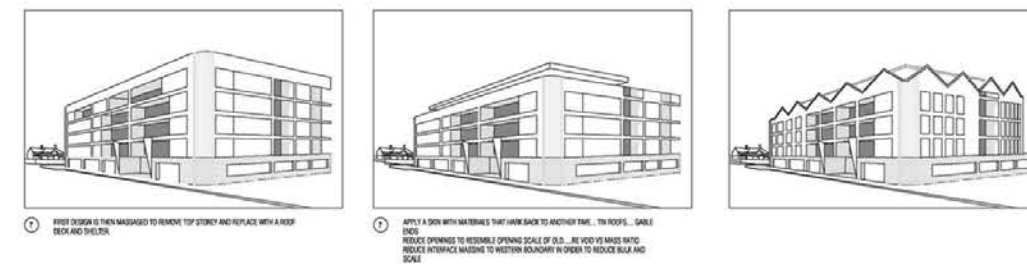
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CONTEXT



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BUILT FORM FORMATION





PERSPECTIVE
SOUTH EAST CORNER



PERSPECTIVE
ENTRY DETAIL

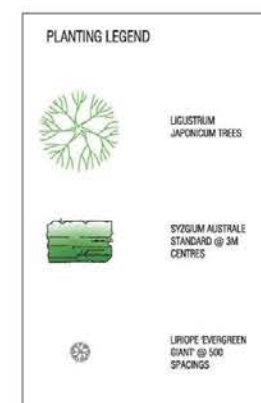
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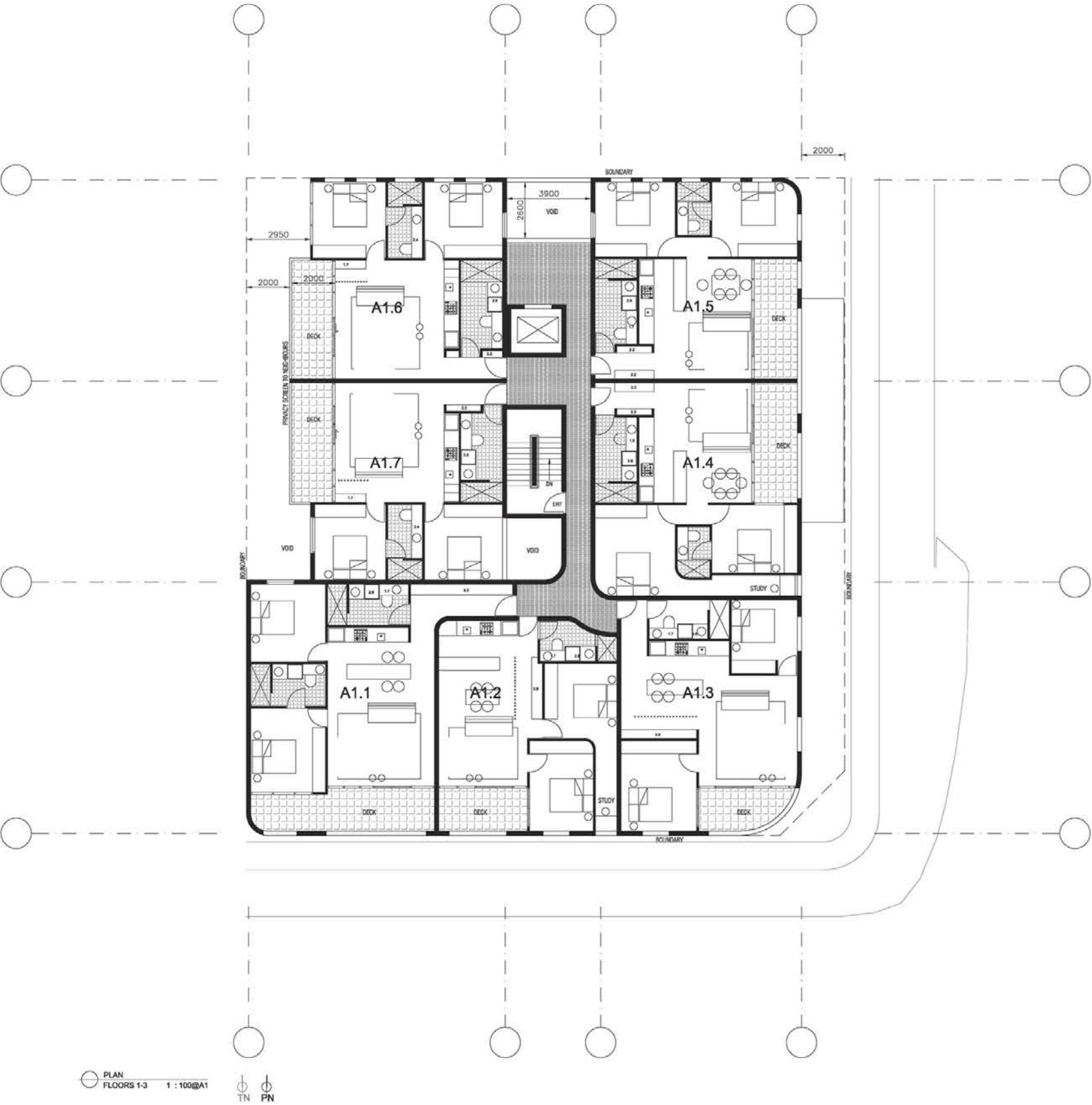


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MILE END SA 5031
OPTION B
PLANS



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LEGEND			
AREAS			
APARTMENT	LIVING(SQM)	DECK(SQM)	STORAGE(CUM)
A1.1	87	15	12.8
A1.2	74	9	8.1
A1.3	81	9	8.1
A1.4	84	11	7.9
A1.5	77	11	7.9
A1.6	78	10	8.9
A1.7	78	10	8.9

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OPTION B
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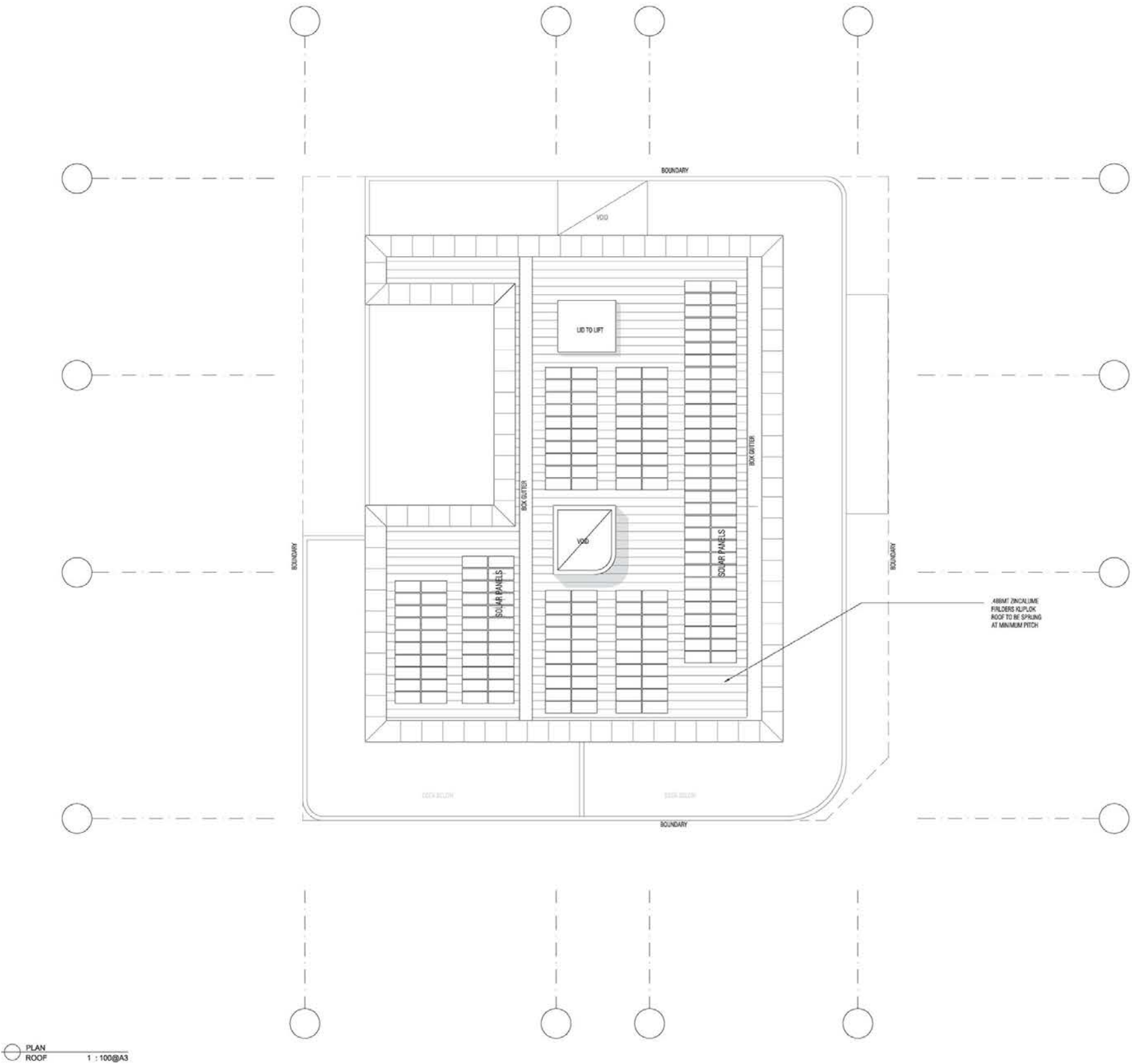
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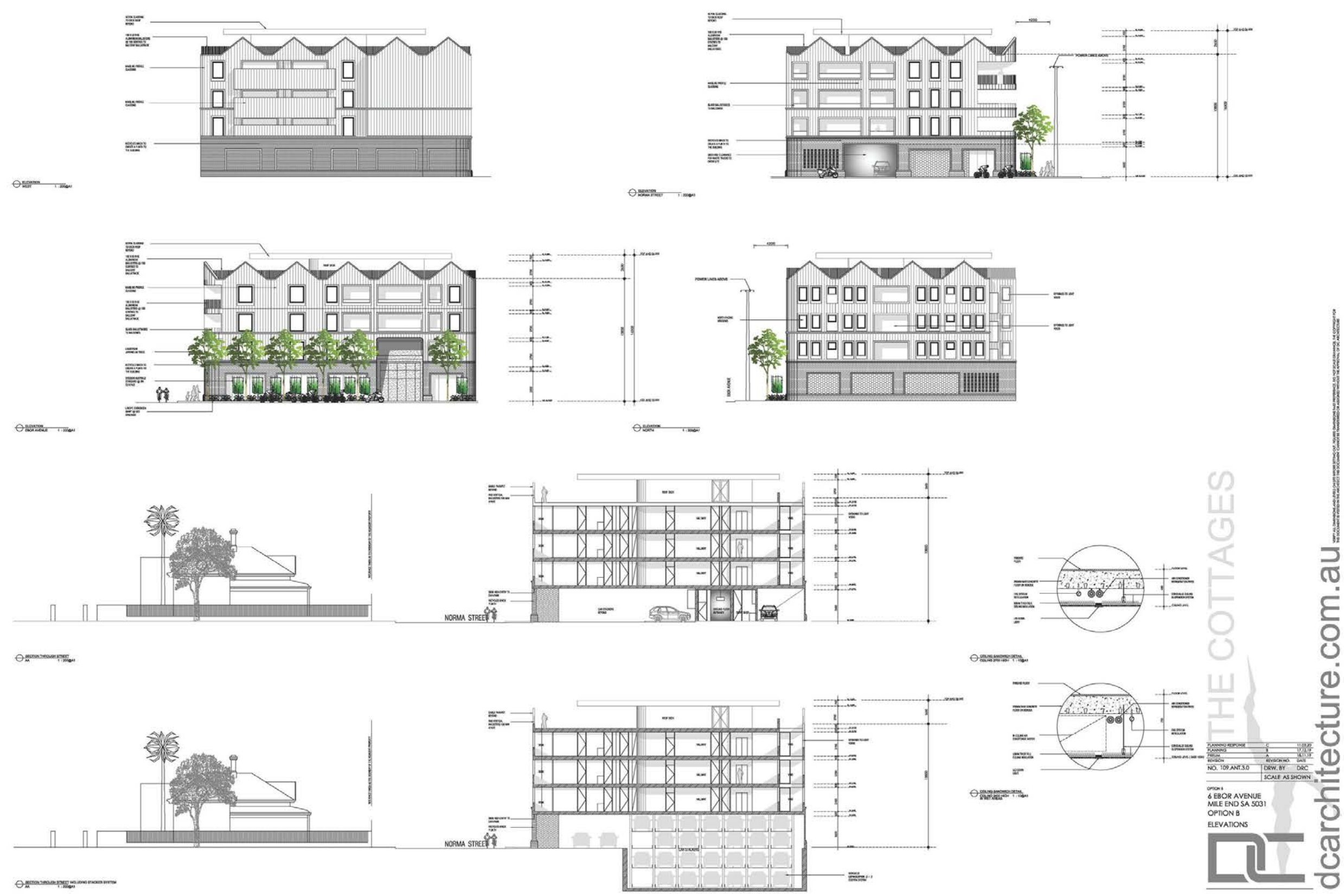
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Page 64





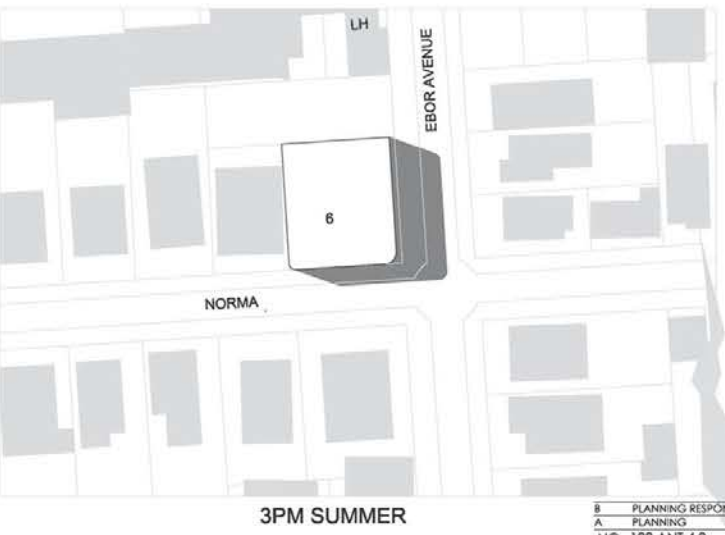
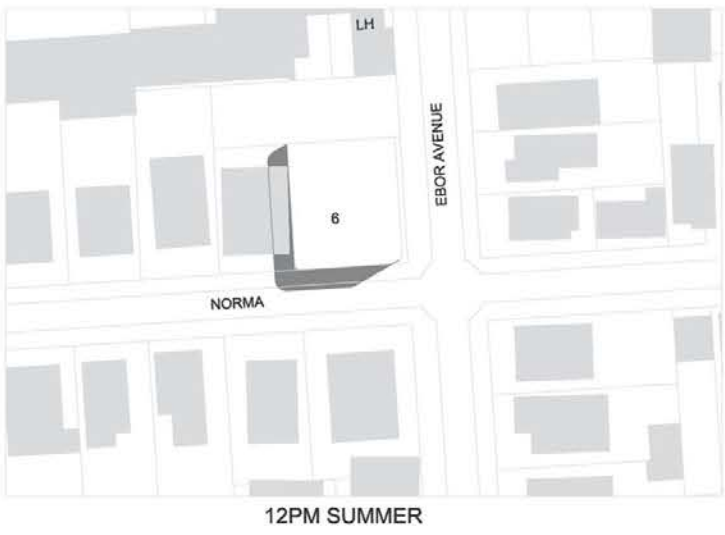
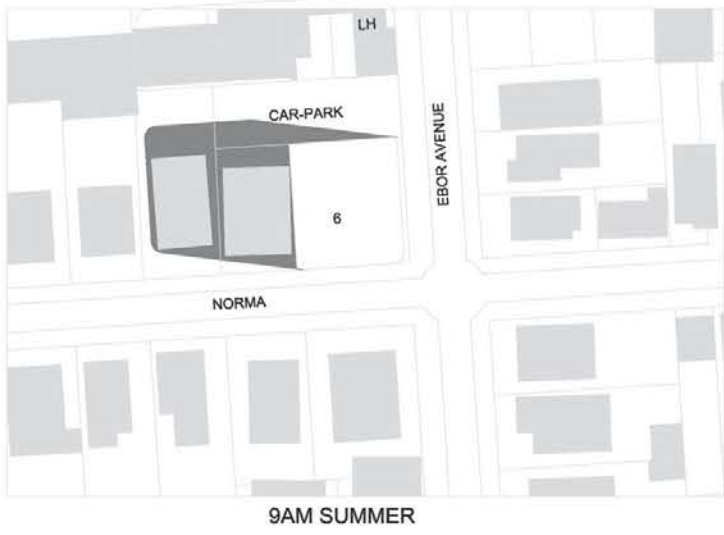
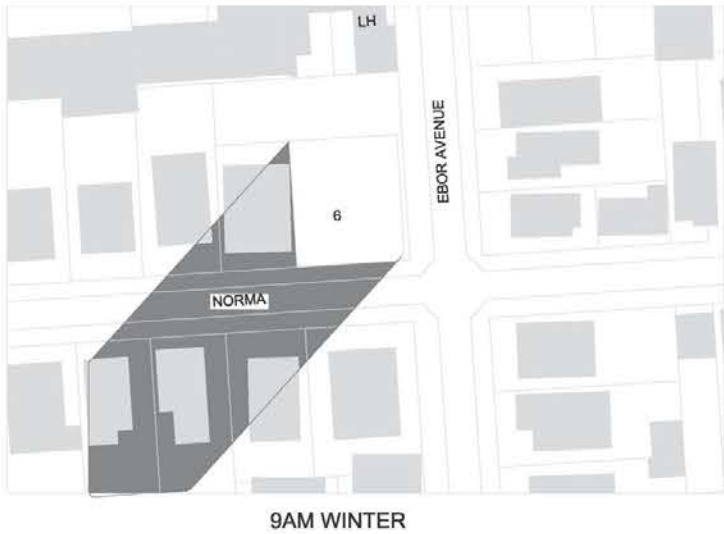
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STREET SCAPE



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**“THE COTTAGES”
RESIDENTIAL DEVELOPMENT
6 EBOR AVENUE, MILE END**
TRAFFIC AND PARKING REPORT





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Report title:	The Cottages Residential Development, 6 Ebor Avenue, Mile End			
Project number:	18167			
Client:	DC Architecture			
Client contact:	Damian Campagnaro			
Version	Date	Details/status	Prepared by	Approved by
Draft	08 May 19	For review	JJB	BNW
V1	09 Sep 19	For submission	JJB	BNW
V1.1	19 Dec 19	Updated plans	JJB	BNW

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1. INTRODUCTION

CIRQA has been engaged by DC Architecture to provide design and assessment advice for a proposed residential development ("The Cottages") at 6 Ebor Avenue, Mile End. Specifically, CIRQA has been engaged to provide advice in respect to traffic and parking aspects of the proposal.

This report provides a review of the subject site, the proposed development (and its associated operation), its access and parking provisions and the associated traffic impact on the adjacent road network. The traffic and parking assessments have been based upon plans prepared by DC Architecture (drawings no. 109.ANT.2.0A, 2.1A and 2.2A dated 17 December 2019).

2. BACKGROUND

2.1 SUBJECT SITE

The subject site is located on the corner of Ebor Avenue and Norma Street. The site is bound by Ebor Avenue to the east, Norma Street to the south, residential dwellings to the west and a commercial development to the north. The City of West Torrens' Development Plan identifies that the site is located within an Urban Corridor Zone (High Street Policy Area 35).

The subject site is currently occupied by a residential dwelling. Access is provided via two single width crossovers, located on Norma Street and Ebor Avenue, at which all turning movements are permitted.

2.2 ADJACENT ROAD NETWORK

Ebor Avenue is a local road under the care and control of the City of West Torrens. Ebor Avenue comprises a 10.4 m wide carriageway (approximate) with a single traffic lane in each direction. An urban speed limit of 50 km/h applies on Ebor Avenue.

Norma Street is a local road under the care and control of the City of West Torrens. Ebor Avenue comprises an 8.4 m wide carriageway (approximate) with a single traffic lane in each direction. An urban speed limit of 50 km/h applies on Norma Street.

Figure 1 illustrates the location of the subject site and associated access with respect to the adjacent road network.

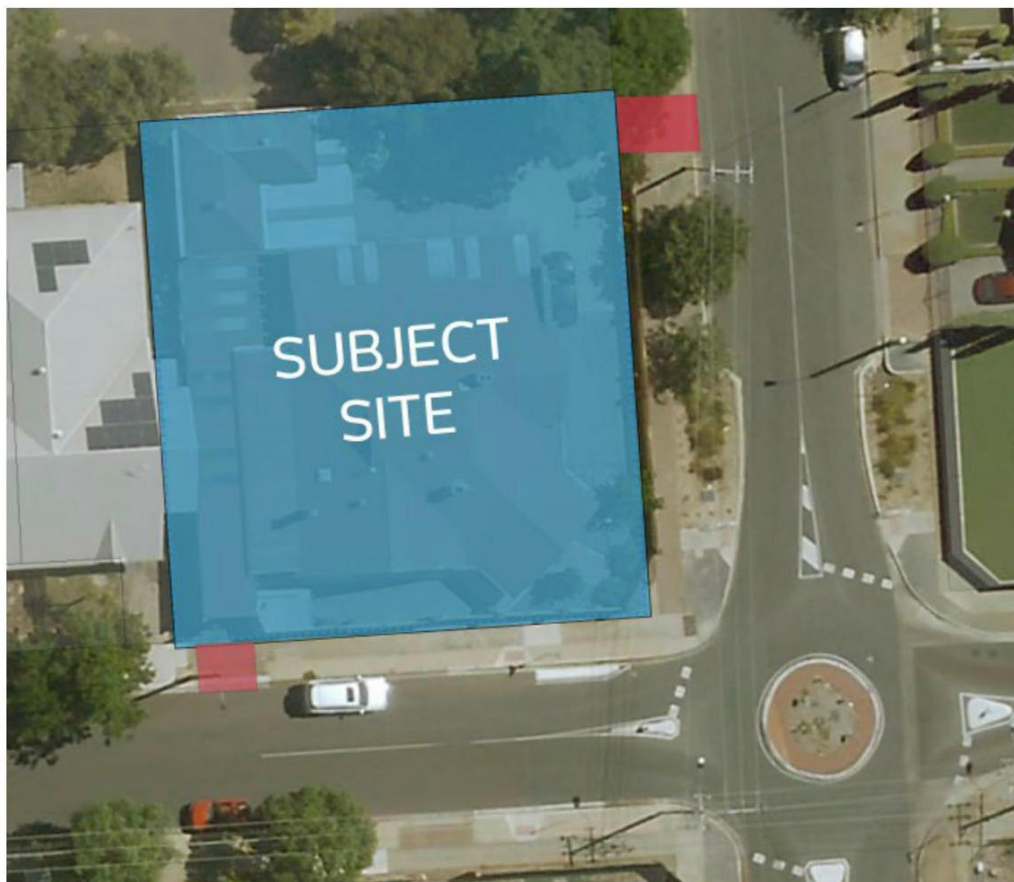


Figure 1 – Location of the subject site and existing access with respect to the adjacent road network

2.3 WALKING AND CYCLING

Pedestrians are able to access the subject site via sealed footpaths located on both sides of Norma Street and Ebor Avenue. Cyclists can access the site via the sealed footpaths or by cycling on-road.

2.4 PUBLIC TRANSPORT

Public transport services frequently travel in both directions along Henley Beach Road. Bus Stop 5 is a 'Go Zone' (high frequency), located approximately 80 m from the subject site. This stop is service by the following bus routes:

- H20 and H20C – Glenelg Interchange to Paradise Interchange;
- H20R – Paradise Interchange to Richmond;
- H22– Henley Beach South to Wattle Park;
- H22L – Wattle Park to Lockleys;
- H30 and H30C – West Lakes Centre Interchange to Paradise Interchange;



- H30S – West Lakes Centre Interchange to Newton;
- H32 – Henley Beach South to City;
- H33 and H33C – Henley Beach to Rostrevor; and
- N30 – West Lakes Centre Interchange to City (after midnight Saturday pm – Sunday am)

3. PROPOSED DEVELOPMENT

3.1 LAND USE AND YIELD

The proposed development comprises the demolition of the existing infrastructure on the subject site and the construction of a multi-storey mixed-use development. The development will primarily comprise residential flat building dwellings with a small shop (of 69.9 m² gross leasable floor area) on the ground floor. The residential component will comprise 1 one-bedroom dwelling (on the ground floor) and 21 two-bedroom dwellings (within the upper floors).

3.2 ACCESS AND PARKING DESIGN

The site will be serviced by a 33-space parking area (inclusive of one space reserved exclusively for use by people with disabilities). Multi-tier automated parking systems (stackers) will provide 26 of the parking spaces. It should be noted that such a stacker system provides independent parking spaces for use by multiple users (i.e. access is not dependent on other users). A further 12 bicycle parking spaces are also proposed.

The parking area will generally comply with the requirements of Australian/New Zealand Standard, *Parking Facilities Part 1: Off-street car parking* (AS/NZS 2890.1:2004) and Australian/New Zealand Standard, *Parking Facilities Part 6: Off-street parking for people with disabilities* (AS/NZS 2890.6:2009). There are a small number of non-conformances within the current design. However, it is considered that these can be easily addressed during detailed design (and conditioned accordingly). Specifically, the following provisions should be met:

- parking spaces shall be at least 2.4 m wide and 5.4 m long (these dimensions are currently met by the proposal with the exception of the parking spaces immediately adjacent the access point's sliding door. There is, however, adequate distance between the sliding door and the opposite wall adjacent the lobby to achieve lengths of 5.4 m for all spaces with an aisle width of at least 5.8 m);
- disabled parking spaces will be 2.4 m wide and 5.4 m long with an adjacent shared space of the same dimension (these dimensions are currently met by the proposal);



- the parking aisle will be at least 5.8 m wide (this dimension is currently met by the proposal);
- a 1.0 m end-of-aisle extension will be provided beyond the last parking space in the aisle (this dimension is currently met by the proposal);
- 0.3 m clearance will be provided to all objects greater than 0.15 m in height (the parking space next to the bin store does not achieve this clearance, however the edge of the bin store can easily be shifted 300 mm from the parking space to achieve this requirement and remain functional); and
- pedestrian sightlines will be provided at the site's property boundary (there is a slight non-conformance due to the location of a column at the side of the access point. However, the remaining façade to the east is clear for over 4.9 m and will provide a reasonable level of vision and perception of motion of pedestrians on the footpath. Notably, this is also an improvement on the conditions at the site's current two access points which have no sight line provisions to/from the footpath).

Vehicle access to the site will be provided via a 6 m wide two-way crossover on Norma Street. Simultaneous turning movements will be accommodated at the access with all vehicles able to enter and exit the site in a forward direction. Desirably, the access point would be widened to 6.1 m in detailed design (to provide 5.5 m two-way width plus 300 mm either side of the access). However, the proposed arrangement does conform with the Standard in that it will be a Category 1 (low volume) access driveway and the Standard permits lesser width (below 5.5 m) when there are less than 30 trips in a peak hour. As detailed in Section 5 below, the number of vehicle movements will be well below this level.

The removal of an existing crossover will allow the creation of an additional parking space on Ebor Avenue. However, the widened Norma Street access will remove one on-street parking spaces, resulting a no nett change to on-street parking provision in the vicinity of the site.

3.3 REFUSE COLLECTION

Refuse collection will be undertaken by a private contractor. The site has been designed to accommodate an 8.8 m medium rigid vehicle (MRV). It is understood that a head height of 3.8 m will be provided above all areas where commercial vehicle movements will occur (accommodation of this headheight should be confirmed in detailed design). Such a headheight is below the requirement of the relevant Australian Standards, however various waste contractors within Adelaide have vehicles with operating heights below this level which could service the site.



The collection vehicle will enter the subject site via a reverse-in manoeuvre from Norma Street and exit via a forward-out manoeuvre. Such movements are considered acceptable given the low volumes on Norma Street, infrequent nature of such service movements and that drivers will have sufficient sight distances to view other vehicles on the road network as well as pedestrians on the footpath. Figure 2 illustrates the turn path of the MRV accessing the site.

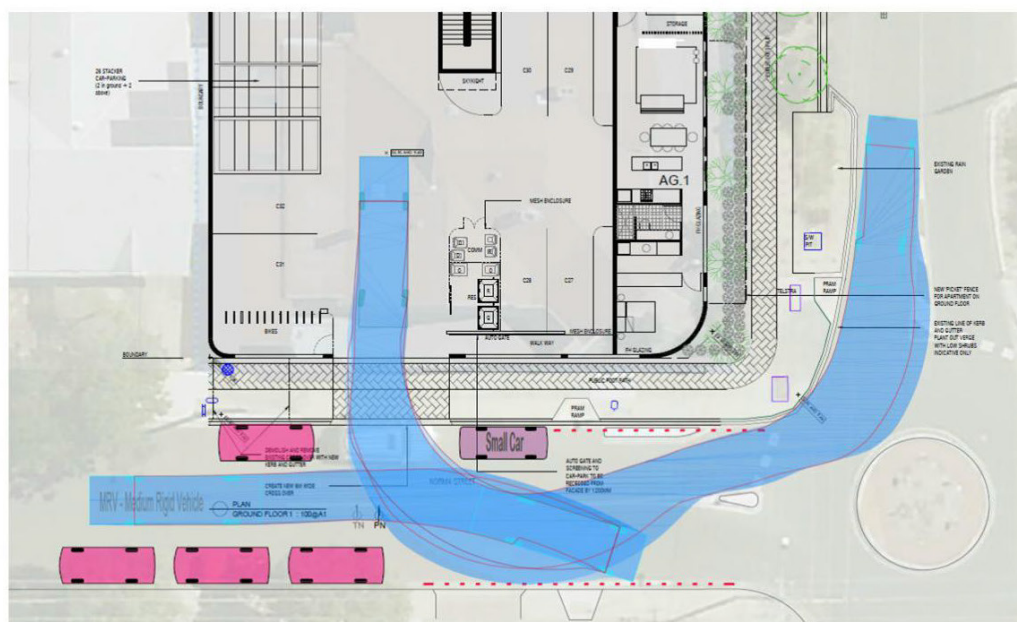


Figure 2 – Turn path of MRV for refuse collection

4. PARKING ASSESSMENT

4.1 CAR PARKING

The City of West Torrens' Development Plan identifies the following minimum parking rates for developments located within the Urban Corridor Zone (High Street Policy Area 35):

- **residential development** (residential flat buildings and residential development in multi-storey buildings):
 - 0.75 parking space per one-bedroom dwelling;
 - 1 parking space per two-bedroom dwelling; and
 - 0.25 visitor parking spaces per dwelling.
- **non-residential development** (excluding tourist accommodation):
 - 3 parking spaces per 100 m² of gross leasable floor area.



The parking rates identified by the City of West Torrens indicates that a total of 30 parking spaces (rounded up) are required for the proposed development (including 5.5 visitor spaces and 2 spaces for the shop tenancy). The proposal will provide a total of 33 on-site parking spaces. As such the proposed development will exceed the 'base' parking requirements of Council's Development Plan.

Visitors parking within the site will be required call the residents who would then have the ability to remotely open the roller door from their apartment. It is acknowledged that a proportion of visitors (including those associated with the shop tenancy) may, at times, park on-street. However, the number of spaces associated with visitors and patrons is very low and there would be minimal impact on conditions within the vicinity of the site.

4.2 BICYCLE PARKING

The City of West Torrens' Development Plan identifies the following bicycle parking rates for developments located within the Urban Corridor Zone (High Street Policy Area 35):

- **residential** (multi-storey building/residential flat building):
 - one for every four dwellings (resident bicycle parking); and
 - one for every ten dwellings (visitor bicycle parking).
- **shop:**
 - one for every 300 m² of gross leasable floor area (employee bicycle parking); and
 - one for every 600 m² of gross leasable floor area (shopper bicycle parking).

The bicycle parking rate identified by the City of West Torrens' Development Plan indicates that a total of nine bicycle parking spaces (rounded up) are required. As such, the provision of 12 bicycle spaces will meet the bicycle parking requirements of the Development Plan.

5. TRAFFIC ASSESSMENT

The NSW Roads and Maritime Services' *"Guide to Traffic Generating Developments"* (the RMS Guide), and its subsequent updates, is a document commonly used by traffic engineers in order to determine the forecast traffic generation of a variety of land uses.

The Guide identifies the following peak hour traffic generation rates that have been adopted for the assessment:



- **residential** (high density in regional locations) - 0.53 am peak vehicle trips per unit and 0.32 pm peak vehicle trips per unit; and
- **restaurant** (café) – 5 trips per 100 m² of floor area.

On the basis of the above, the proposal would generate in the order of 15 am and 10 pm peak hour movements. Such volumes are very low and will be readily accommodated at the proposed access points and on the adjacent road network.

6. SUMMARY

The proposed multi-storey development comprises the construction a residential apartment building with an additional small shop tenancy. Vehicle access to the site's at-grade car park will be provided via a two-way access on Norma Street.

A total of 33 parking spaces will be provided on-site. The car park will generally be provided in accordance with the requirements of the relevant Australian Standard. Minor alterations to ensure full compliance can be addressed during detailed design (and conditioned accordingly).

The number of spaces proposed exceed the requirements of the Development Plan. It is acknowledged that a proportion of visitors may, at times, park on-street. However, such demands would be very low and have minimal impact on conditions within the vicinity of the site.

The proposed development will theoretically generate 15 am and 10 pm peak hour trips. Such traffic generation numbers are considered low and will be readily accommodated by the surrounding road network.



PROPOSED RESIDENTIAL DEVELOPMENT

6 EBOR AVENUE, MILE END

WASTE MANAGEMENT PLAN



PROPOSED RESIDENTIAL DEVELOPMENT, 6 EBOR AVENUE, MILE END

Client: DC Architecture

Report Reference: 19146W

File Path: Y:\2019\19146W – 6 Ebor Avenue, Mile End SA\08 Reports\19146WREP01F01.docx

Tuesday, September 10, 2019

Document Control

Version:	Prepared By:	Position:	Date:	Reviewed By:	Position:	Date:
D01	Jasreena Kaur	Environmental Scientist	3 September 2019	Jo Garretty	Director	3 September 2019
F01	Jasreena Kaur	Environmental Scientist	10 September 2019	Jo Garretty	Director	10 September 2019

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EXECUTIVE SUMMARY

SALT has been engaged by DC Architecture to prepare a Waste Management Plan (WMP) for a proposed residential development located at 6 Ebor Avenue, Mile End.

SALT understands that the proposal involves the development of 25 apartments, consisting of 1 one-bedroom apartment, 21 two-bedroom apartments and 3 three-bedroom apartments, as well as 55m² coffee shop.

Residential waste would be stored on-site in the residential bin enclosure located in the ground level carpark of the subject site.

Residential waste would be collected by private contractor, with:

- One 1,100L garbage bin collected twice per week;
- One 1,100L commingled recycling bin collected twice per week; and
- Two 360L organic bins collected once per week.

Hard waste will be transferred to a waste transfer facility by residents, as required.

Commercial waste would be stored on-site in the commercial bin enclosure located in ground level carpark of the subject site.

Commercial waste would be collected by private contractor, with:

- One 120L garbage bin collected once per week;
- One 120L recycle bin collected once per week; and
- Two 120L organics bin collected once per week.

Waste collection vehicles will perform waste collections on-site.

Residential waste collections would be coordinated with commercial waste collections to reduce truck movements in the local area.

In the opinion of SALT, the enclosed Waste Management Plan would provide efficient waste management for the proposed development.

PROPOSED RESIDENTIAL DEVELOPMENT 6 EBOR AVENUE, MILE END
EXECUTIVE SUMMARY



TRAFFIC ENGINEERS / WASTE ENGINEERS / TRANSPORT PLANNERS / ROAD SAFETY AUDITORS

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PROPOSED RESIDENTIAL DEVELOPMENT 6 EBOR AVENUE, MILE END
LIST OF FIGURES AND TABLES



TRAFFIC ENGINEERS / WASTE ENGINEERS / TRANSPORT PLANNERS / ROAD SAFETY AUDITORS

III

1 INTRODUCTION

SALT has been requested by DC Architects to prepare a Waste Management Plan for a proposed mixed-use commercial and residential development located at 6 Ebor Avenue, Mile End.

This Waste Management Plan (WMP) has been prepared based on industry best practice and the West Torrens Council *Development Plan* 2018.

Generation rates have been adopted based on residential and commercial waste generation rates enclosed in the South Australia *Better Practice Guide: Waste Management for Residential and Mixed-Use Developments Better Practice Guide* (2014).

These rates are considered appropriate for a mixed-use development located within the City of West Torrens.

2 INCLUDED IN THIS REPORT

Enclosed is the Waste Management Plan for the proposed development at 6 Ebor Avenue, Mile End. Included are details regarding:

- Land use;
- Waste generation;
- Waste systems;
- Bin quantity, size and colour;
- Collection frequency;
- Bin storage area;
- Signage;
- Waste collection;
- Responsibilities;
- Ventilation, washing and vermin-prevention;
- Noise reduction;
- DDA compliance;
- Supplier contact information; and
- Scaled waste management drawings.

3 LAND USE

Development application number: to be allocated

Land Development Plan Zone: Commercial

Land use type: Mixed-use (commercial and residential)

Number of levels: 4

Residential Space: total of 25 apartments consisting of:

- 1 one-bedroom apartment
- 21 two-bedroom apartment; and
- 3 three-bedroom apartment.

Commercial Space:

- 55m² coffee shop.

1 TRAFFIC ENGINEERS / WASTE ENGINEERS / TRANSPORT PLANNERS / ROAD SAFETY AUDITORS



4 RESIDENTIAL WASTE MANAGEMENT PLAN

4.1 WASTE GENERATION

Residential waste generation rates are shown below in Table 1. Calculations are based on a 7 day per week operation.

Generation rates have been adopted based on residential waste generation rates enclosed in the South Australia *Better Practice Guide: Waste Management for Residential and Mixed-Use Developments Better Practice Guide* (2014).

These rates are considered appropriate for a mixed-use development located within the City of West Torrens.

Any common spaces to the residential areas, such as the common garden have not been included in these calculations as any waste generated in these areas is generated in service of the residential dwellings and therefore incorporated into the below rates.

Table 1 Residential Waste Generation Rates

Dwelling Size	Garbage (L/bedroom/week)	Commingled Recycling (L/bedroom/week)	Organics (L/bedroom/week)
High Density Residential Dwelling	30	25	10

A waste generation assessment of the proposed development is provided in Table 2.

Table 2 Residential Waste Generation Assessment

Dwelling Size	Quantity	Waste Per Week		
		Garbage	Commingled Recycling	Organics
One Bedroom	1	30L	25L	10L
Two Bedroom	21	1,260L	1,050L	420L
Three Bedroom	3	270L	225L	90L
Total Waste Generated per Week		1,560L	1,300L	520L

4.2 WASTE SYSTEMS

Waste would be sorted on-site by residents as appropriate into the following streams:

- Garbage (General Waste);
- Commingled Recycling;
- Organics; and
- Hard waste and e-waste

4.2.1 GARBAGE (GENERAL WASTE)

Each apartment would be furnished with plastic lined bins to have a minimum capacity of 15 litres for the temporary holding of garbage. Residents would transfer the waste as required to the stream appropriate 1,100L bin located in the ground floor residential bin enclosure, as shown in Appendix 1. Residents will access the bin enclosure via internal passageways followed by the lift or stairway provided.

Garbage is to be disposed of bagged.

4.2.2 COMMINGLED RECYCLING

Each apartment would be furnished with unlined bins to have a minimum capacity of 10 litres for the temporary holding of commingled recycling. Residents would transfer the waste as required to the stream appropriate 1,100L bin located in the ground floor residential bin enclosure, as shown in Appendix 1. Residents will access the bin enclosure via internal passageways followed by the lift or stairway provided.

Recyclables are to be disposed of loosely.



4.2.3 ORGANICS

Each apartment would be furnished with 5 litre organics bins which are either lined with compostable bags or unlined. The provision of bin lining would be determined by the engaged waste contractor. Residents would dispose of any organics (i.e. food and garden organics) generated within their respective apartments into the 360L organics bin provided in the ground floor residential bin enclosure, as shown in Appendix 1. Residents will access the bin enclosure via internal passageways followed by the lift or stairway provided.

Organics waste is to be disposed of using a compostable liner or as specified by the engaged contractor.

4.2.4 HARD WASTE AND E-WASTE

Following advice received from the City of West Torrens' Team Leader of Waste Management, Nick Teoh, it has been deemed suitable for residents of this development to transfer any hard waste and e-waste directly to a Council transfer station. Residents can dispose of their hard waste and e-waste items at the Adelaide Waste and Recycling Centre which is located at 181 Morphett Road, North Plympton and is approximately 7km from the subject site.

As stated in the City of West Torrens' *Recycling and Waste Guide for Multi-unit Dwellings*, residents are entitled to one free voucher per financial year for hard waste and e-waste disposal at the Adelaide Waste and Recycling Centre. Residents are entitled to 2 cubic metres of waste disposal per financial year.

A list of accepted and unaccepted hard waste and e-waste items at the Council transfer station is provided here: https://www.westtorrens.sa.gov.au/CWT/content/Waste_and_recycling/Hard_waste

4.3 BIN QUANTITY, SIZE AND COLLECTION FREQUENCY

Table 3 and Table 4 below contain information regarding bin quantity, size and frequency of collection.

Table 3 Residential Bin Size and Collection Frequency

Waste Stream	Collections per Week	Bin Size	No Bins	Weekly Volume	Weekly Capacity
Garbage	2	1,100L	1	1,560L	2,200L
Commingled Recycling	2	1,100L	1	1,300L	2,200L
Organics	1	360L	2	520L	720L

Table 4 Typical Waste Bin Dimensions

Capacity (L)	Width (mm)	Depth (mm)	Height (mm)	Area (m ²)
1,100	1240	1070	1330	1.33
360	680	848	1,100	0.58

4.4 BIN COLOUR AND SUPPLIER

All bins would be provided by private supplier. The below bin colours are specified by Australian Standard AS4123.7-2006, however due to the private nature of the collection, these are only recommendations and are not mandatory:

- Garbage (general waste) shall have red lids with dark green or black body;
- Recyclables shall have yellow lids with dark green or black body; and
- Organics shall have green lids with dark green or black body.



4.5 WASTE STORAGE AREA

Table 5 demonstrates the cumulative space requirements and provision of waste areas in the residential areas of the proposed development.

Space within the storage location would allow for bin rotation and safe service provision.

Please refer to scaled drawing shown in Appendix 1.

Table 5 Waste Area Space Requirements

Stream	Space Required (excluding circulation)	Space Provided
General Waste	1.33m ²	9.60m ²
Commingled Recycling	1.33m ²	
Organics	1.16m ²	
TOTAL	3.82m²	9.60m²

Note, commercial and residential waste would not be stored together.

Waste management would be overseen by building management.

5 COMMERCIAL WASTE MANAGEMENT PLAN

5.1 WASTE GENERATION

Commercial waste generation rates are shown in Table 6. Calculations are based on 7 days per week operation for the coffee shop.

Generation rates have been adopted based on commercial waste generation rates enclosed in the South Australia *Better Practice Guide: Waste Management for Residential and Mixed-Use Developments Better Practice Guide* (2014).

The coffee shop is expected to be used mainly with a takeaway concept for food and beverage and as such the takeaway waste generation rates have been adopted for this space.

These rates are considered appropriate for a mixed-use development located within the City of West Torrens.

Table 6 Commercial Waste Generation Rates

Use	Garbage (L/10m ² /week)	Commingled Recycling (L/10m ² /week)	Organics (L/10m ² /week)
Takeaway	21	21	24.5

A commercial waste generation assessment is provided in Table 7.

Table 7 Commercial Waste Generation Assessment

Use	Area	Waste Per Week		
		Garbage	Recycling	Organics
Takeaway	55m ²	116L	116L	135L
Total Waste Generated per Week		116L	116L	135L



5.2 WASTE SYSTEMS

Waste would be sorted on-site by staff and cleaners as appropriate into the following streams:

- Garbage (General Waste);
- Commingled Recycling;
- Organics; and
- Hard waste and difficult waste

5.2.1 GARBAGE (GENERAL WASTE)

The cafe space would be furnished with plastic lined bins for the temporary holding of garbage waste, to have minimum cumulative capacity of 20 litres. This capacity is based on the transfer of waste to the bin enclosure occurring once per day.

Staff would dispose of waste from these bins directly into the stream appropriate 120L bin provided within the ground level commercial bin enclosure, accessed via the car park (refer to Appendix 1).

Garbage is to be disposed of bagged.

5.2.2 COMMINGLED RECYCLING

The cafe space would be furnished with unlined bins for the temporary holding of recyclables, to have minimum cumulative capacity of 20 litres. This capacity is based on the transfer of waste to the bin enclosure occurring once per day.

Staff/cleaners would dispose of waste from these bins directly into the stream appropriate 120L bin provided within the ground level commercial bin enclosure, accessed via the car park (refer to Appendix 1).

Commingled recycling would be disposed of loosely.

5.2.3 ORGANICS

The café space would be furnished with bins which are either lined with compostable liners or unlined for the temporary holding of organics. The provision of bin lining would be determined by the engaged waste contractor.

Organics bins will have a minimum cumulative capacity of 20 litres. This capacity is based on the transfer of organics to the bin enclosure occurring once per day.

Staff/cleaners would dispose of waste from these bins directly into the appropriate 120L bin provided within the ground level commercial bin enclosure, accessed the car park (refer to Appendix 1).

Organics would be disposed of using a compostable liner or as specified by the engaged contractor.

5.2.4 HARD WASTE AND DIFFICULT WASTE

Any hard waste or difficult waste generated within the coffee shop will be managed and disposed appropriately by the coffee shop management. As only a minimal volume of hard and difficult waste is expected to be generated, the proposed disposal method for this waste stream is deemed most suitable for a commercial space of this scale.

Therefore, the coffee shop management would be responsible in disposing of any hard waste at a suitable transfer station or in engaging with a private contractor to undertake collections from the subject site.



5.3 BIN QUANTITY, SIZE AND COLLECTION FREQUENCY

The bin quantity, size and the frequency of collection are shown below in Table 8 and Table 9.

Commercial waste collections would be coordinated with residential waste collections to reduce truck movements in the local area.

Table 8 Commercial Bin Size and Collection Frequency

Waste Stream	Collections per Week	Bin Size	No. Bins	Weekly Volume	Weekly Capacity
Garbage	1	120L	1	116L	120L
Commingled Recycling	1	120L	1	116L	120L
Organics	1	120L	2	135L	240L

Table 9 Typical Waste Bin Dimensions

Capacity (L)	Width (mm)	Depth (mm)	Height (mm)	Area (m²)
120	480	545	930	0.26

5.4 BIN COLOUR AND SUPPLIER

All bins would be provided by private supplier. The below bin colours are specified by Australian Standard AS4123.7-2006, however due to the private nature of the collection, these are only recommendations and are not mandatory:

- Garbage (general waste) shall have red lids with dark green or black body;
- Recycle shall have yellow lids with dark green or black body; and
- Organics shall have green lids with dark green or black body.

Note, private contractors often supply bins for collection.

5.5 WASTE STORAGE AREA

Table 10 demonstrates the cumulative space requirements and provision of waste areas in the commercial area of the proposed development.

Please refer to scaled drawing shown in Appendix 1.

Table 10 Commercial Waste Area Space Requirements

Stream	Space Required (excluding circulation)	Space Provided
General Waste	0.26m²	
Commingled Recycling	0.26m²	4.65m²
Organics	0.52m²	
TOTAL	1.04m²	4.65m²

Note, commercial and residential waste would not be stored together in the ground level bin enclosures.

Waste management would be overseen by building management.



6 WASTE COLLECTION

General waste would be collected by a private contractor as follows.

Residential waste:

- One 1100L garbage bin collected twice per week;
- One 1100L commingled recycling bin collected twice per week;
- Two 360L organics bins collected once per week.

Commercial waste:

- One 120L garbage bin collected once per week;
- One 120L commingled recycling bin collected once per week;
- Two 120L organics bins collected once per week.

All waste bins would be stored on-site in the residential and commercial bin enclosure provided in the ground level car park.

General waste collections would occur via an 8.8m medium rigid waste collection vehicle. This vehicle will require a height clearance of at least 3800mm which is provided within the undercroft car park.

Waste collection vehicles would enter the subject site in a reversing manoeuvre from Norma Street and prop adjacent to the bin enclosures.

Vehicle operators would ferry waste bins from the residential and commercial bin enclosures and return bins upon emptying.

Waste collection vehicles would exit the site in a forward direction onto Norma Street.

Please refer to the swept path analysis attached in APPENDIX 2 which demonstrates waste truck access.

Building management would ensure that waste vehicle operators are able to access the bin enclosures.

Residential and commercial waste bins would not be presented to street kerb at any point.

7 RESPONSIBILITIES AND MANAGEMENT

Building management would be responsible for overseeing waste management within the development. Responsibilities would include:

- Educating residents and staff of the waste management methods on site;
- Providing relevant materials or guides to individual tenants that highlight expected service costs, waste areas and disposal methods for all waste streams;
- Ensuring appropriate signage is available in all waste areas;
- Ensuring that waste contractors are well informed on bin storage area, access routes, loading area, collection timing and frequencies;
- Inspecting waste stores and ensuring that bins are not overfilled at any point in time;
- Reviewing contamination within bins; and
- Investigating incidents of inappropriate waste storage (or aggregation).

Building management would ensure anyone found responsible for inappropriate waste disposal would be appropriately educated and made aware of correct waste disposal techniques.

Residents are responsible in disposing of the appropriate hard waste and e-waste items at the Council transfer station. A list of accepted and unaccepted items is available here:

https://www.westtorrenssagovau/CWT/content/Waste_and_recycling/Hard_waste



8 SIGNAGE

Waste storage areas and bins would be clearly marked and signed with the industry standard signage approved by Sustainability Victoria or equivalent. The typical Sustainability Victoria signage is illustrated in Figure 1.

Figure 1 Sustainability Victoria Signage



9 VENTILATION, WASHING AND VERMIN-PREVENTION

Ventilation would be provided in accordance with Australian Standard AS1668.

An appropriately drained wash down area would be provided within the bin enclosure in which each bin is to be washed regularly by building management. Bin washing areas or bin wash bays must not discharge into the stormwater collection system.

Alternatively, a third-party bin washing service can be engaged to perform this service. Bin washing suppliers must retain all waste water to within their washing apparatus so as to not impact on the drainage provisions of the site.

10 NOISE REDUCTION

All waste areas would meet EPA, BCA and AS2107 acoustic requirements as appropriate within operational hours assigned to minimise acoustic impact on surrounding premises.

11 DDA COMPLIANCE

All waste areas to be accessed by commercial staff and residents would comply with AS1428.1:2009.

12 SUPPLIER CONTACT INFORMATION

Table 11 provides a list of equipment specified by this waste management plan.

Below is a complimentary listing of contractors and equipment suppliers. You are not obligated to procure goods/services from these companies. This is not, nor is it intended to be, a complete list of available suppliers.

SALT does not warrant (or make representations for) the goods/services provided by these suppliers.

Table 11 High Level Purchasing Schedule

Item	Quantity	Supplier	Notes
1,100L Bins	2	Private Supplier*	1 x 1,100L bin for residential garbage 1 x 1,100L bin for residential commingled recycling
360L Bins	2	Private Supplier*	2 x 360L bins for residential organics
120L Bins	4	Private Supplier*	1 x 120L bin for commercial garbage 1 x 120L bin for commercial comingled recycling 2 x 120L bins for commercial organics

*Private waste collection contractors often supply their own bins for collection.



PROPOSED RESIDENTIAL DEVELOPMENT 6 EBOR AVENUE, MILE END
SUPPLIER CONTACT INFORMATION

12.1 EQUIPMENT SUPPLIERS

- Sulo MGB Australia (bin supplier) – 1300 364 388

12.2 WASTE COLLECTORS

12.2.1 GARBAGE AND RECYCLING

- Cleanaway – 13 13 39
- SUEZ Environment – 13 13 35
- VISY Waste Management – 03 9369 7447
- Veolia Environmental Services – 132 955

12.2.2 ORGANIC WASTE

- BioPak 1300 246 725

12.2.3 HARD WASTE

- SOLO Resource Recovery – 1300 46 76 56
- Adelaide Waste & Recycling Centre – 08 8295 5077

12.3 BIN WASHING SERVICES

- All Purpose Solutions – 08 8471 0494
- Binforce – 0414 742 700



APPENDIX 1 DESIGN DRAWINGS



APPENDIX 2 SWEPT PATH ANALYSIS (PREPARED BY OTHERS)





This drawing is a concept plan only and subject to the provision of detailed survey information (by others) and the preparation of detailed design. The drawing is not suitable for construction purposes. The information and data identified within this drawing are the property of CIRQA Pty Ltd and copyright. This drawing and the information contained therein is for the use of the authorised Client noted below. The drawing 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 drawing or the information contained therein.

DRAWING AMENDMENTS				
REV	DATE	DESCRIPTION	DWN	CHK
A	11/09/2018		JJB	BNW
B	18/09/2018		JJB	BNW
C	23/10/2018		JJB	BNW
D	4/09/2019		JJB	BNW

PROPOSED MIXED-USE DEVELOPMENT
CORNER OF EBOR AVENUE & NORMA STREET, MILE END
REFUSE COLLECTION VEHICLE (MEDIUM RIGID VEHICLE)

PROJECT # 18167 SHEET # 01D_SH01



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2016 EAST GIPPSLAND BUSINESS AWARDS FINALIST
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STATEMENT OF REPRESENTATION
Pursuant to Section 38 of the Development Act 1993

TO Chief Executive Officer
 City of West Torrens
 165 Sir Donald Bradman Drive
 HILTON 5033

DEVELOPMENT No. 211/12/2020
 PROPERTY ADDRESS: 4/6 Ebor Avenue, MILE END SA 5031, 6 Ebor Avenue, MILE END SA 5031, 1/6 Ebor Avenue, MILE END SA 5031, 2/6 Ebor Avenue, MILE END SA 5031, 3/6 Ebor Avenue, MILE END SA 5031

YOUR FULL NAME	J.M. MIRON + T E BARCLAY
YOUR ADDRESS	36A NORMA ST., MILE END SA 5031
YOUR PHONE No	
YOUR EMAIL	
NATURE OF INTEREST	Next door to proposed development. <small>(eg. Adjoining resident, owner of land in the vicinity etc.)</small>
REASON/S FOR REPRESENTATION We live next door to the proposed development and will be adversely affected. Please refer to enclosed letter detailing our reasons.	
MY REPRESENTATIONS WOULD BE OVERCOME BY <small>(state action sought)</small> Please refer to enclosed letter for details.	

Please indicate in the appropriate box below whether or not you wish to be heard by Council in respect to this submission:

I DO NOT WISH TO BE HEARD

I DESIRE TO BE HEARD PERSONALLY

I DESIRE TO BE REPRESENTED BY _____

(PLEASE SPECIFY)

☐
☒
☐

SIGNED

DATE

Janifer Miron
 17/02/2020

If space insufficient, please attach sheets

T. Barclay & J. Miron
36A Norma Street
Mile End SA 5031

17 February 2020

Chief Executive Officer, Terry Buss
City of West Torrens
165 Sir Donald Bradman Drive
Hilton SA 5031

RE: Development Application Number 211/12/2020, demolition of existing structures and construction of a 4 storey residential flat building comprising 22 dwellings, shop and car parking at 6 Ebor Avenue, Mile End.

Dear Terry

Thomas Barclay and I are the owners of the home located at 36A Norma Street, Mile End which is to the immediate west of the proposed development of 6 Ebor Avenue, Mile End.

We submit this letter to provide our comments on the proposed development to construct a multi-storey, mixed use building comprising of ground floor shop and residential apartments, as outlined in application number 211/12/2020.

This letter provides the reasons we object to this development and request that it be refused consent through the sections that follow:

1. Current context.
2. Specific comments on sections from the applicant's Development Assessment Report.
3. Impact of proposed development.
4. Matters not addressed within applicant's Development Assessment Report.
5. Requested changes to the design of the development.
6. Conclusion.

1. Current context

We purchased our home at 36A Norma Street, Mile End 15.5 years ago when this was classified as a residential zone.

Since 2004 we have invested in our home and land to improve its comfort and energy efficiency. We've enhanced and updated the interior and contents to make it comfortable for us to live here for many years to come. We love our home, the location, our neighbours and the current character of the neighbourhood.

We were aware of recent zoning changes however mistakenly thought that the new High Street Policy Area 35 applied to only to Henley Beach Road. We do not understand how

high-density development could be sought and encouraged along a street made up of single or double storey homes, the majority of which are of late 19th century/early twentieth century character and design.

We are clearly distraught and dismayed that the High Street zoning applies to the Northern side of Norma street, not only for us but for our neighbours as well.

2. Specific comments on sections from the applicant's Development Assessment Report.

2.1 Subject Land

"The dwelling has been converted to an office and has up to 4 tenancies."

This statement implies that the dwelling on the subject land has been entirely converted to a commercial dwelling. This is not the case as multiple tenancies within the house are occupied as residences. We are aware of this as we live next door and can see and hear the occupants living there day in, day out.

The Development Assessment Report has not acknowledged that the property at 6 Ebor Avenue has already been redeveloped from a single residence into multiple residences which has been providing a degree of urban infill and affordable housing to the area for many years. The redevelopment of this property maintained the character of the local area and is in scale and proportion to neighbouring properties. The number of occupants and residences within the property has not adversely affected the neighbourhood with regards to noise, privacy, air pollution (vehicle exhaust and ventilation from the apartments) and access to parking as these have been addressed within the existing design of the building and land.

2.2 Locality

"There is residential development west of the subject site including some relatively recent infill development."

The only property west of the subject site that has recently been developed are the single storey homes built in 1985, 35 years ago. These homes are to the immediate west of the proposed development and are not described at all in the report to reflect that the proposed development will be next door to them.



Image 1. Left to right: 36A Norma Street, 6 Ebor Avenue. Photo taken at 8.15 am.

There is no mention that there are also a significant number of late 19th century/early twentieth century homes further to the west of the proposed development.

Development Adjacent Heritage Places Principle 7 states “[t]he design of multi-storey buildings should not detract from the form and material of adjacent State and local heritage places listed in ... Local Heritage Places.” Principle 8 states that “[d]evelopment on land adjacent to a State or local heritage place...should be sited and designed to reinforce the historic character of the place and maintain its visual prominence.”

The proposed development in its current form does not meet this criterion due to its height, scale and design, which has not changed in scale, size or height from what was submitted to the State Commission Planning Assessment Panel in 2019.

“East of the subject land, dwellings are a mix of original dwellings, replacement dwellings and infill development at higher densities than at the time the land was initially developed.”

Properties east of the subject land which have been redeveloped at a higher density than at the time the land was initially developed have been limited to two storeys, as with the apartment blocks at 34 and 27 Norma Street. Properties adjacent to these two storey apartment blocks still have reasonable access to sunlight in their homes.

3.2 Design Approach

Objective 1 of the City of West Torrens Development Plan, General Section, Design and Appearance states “[d]evelopment of a high design standard and appearance that responds to an reinforces positive aspects of the local environment and built form.”

It is admirable that the proposed building attempts “...to reference the key character attributes of the area with respect to roof form and materiality” however while noting that grey Colourbond is used on some roofs, it is not commonly used on residential building walls in the area, except for some garden sheds, typically not within public view. The repeat gables to not appear to be of the same measurements/proportions as gables in the area.

5.4 Building Height

"It is important in this respect to also remember that the Development Plan is a practical code for practical application and the provisions of the Plan are not mandatory laws and are rather guidelines."

As the developer states themselves, it is not a requirement to build to the maximum allowed 16.5-meter height, therefore why are they doing this? Surely development approval of a lower, smaller scale development more in keeping with the character of the neighbourhood would be preferable and be more acceptable to the neighbours.

"Issues of height have been carefully considered in the design and planning of the development following several months of design development and consultation with the planning authority."

Did the character and scale of existing properties on Norma Street come into consideration during these months of consultation? It is obvious there are no other buildings of this height and scale on Norma Street. Construction of this proposed development, no matter how judiciously designed to fit in with the character of the neighbourhood, will never achieve this because of the discrepancy in height and scale to the existing properties.

5.5 Desired Character and Design

Regardless that the property to the immediate west of the proposed development is in the same Urban Corridor Zone and the requirement to provide "...a transition down in scale and intensity at the zone boundary to maintain the amenity of the residential properties within adjoining zones", does not apply we would like the Council to understand the implication of the proposed design on this property.

The property located at 36A Norma Street, immediately adjacent to the proposed development will have most of the home's seven windows overshadowed by the planned development. Three of the windows that provide the sole source of direct sunlight into the home will be completely overshadowed, as demonstrated by the following photograph. The guttering seen on the left are the garage and pergola currently on our boundary to 6 Ebor Street. The proposal replaces this with a 4-storey building.



Image 2. Rear view of 36A Norma Street, facing South, photo taken at 8.00 am. In addition, the solar panels of this property will be overshadowed by the height of the proposed development.

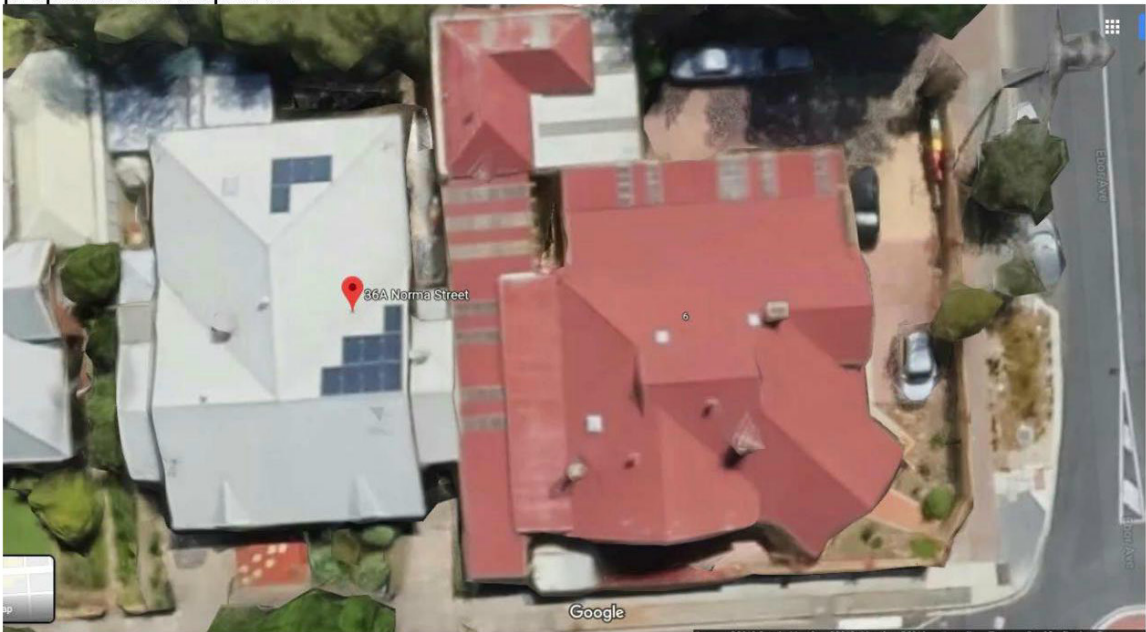


Image 3. Where pinned, photo of solar panels on roof of property at 36A Norma Street. Property to the right is 6 Ebor Avenue.

5.6 Apartment Amenity

Some of the proposed apartments are below the minimal Residential Principle 9 in terms of size, which raises the question of how these demonstrate their assertion that the "[a]partment amenity has been carefully considered to ensure highly functional and livable dwellings within the building.

Regarding outlook and views, the Development Assessment Report states "All dwellings have useable balconies and a depth to ensure that suitable daylight can be provided within all habitable rooms."

The developer does not reference any potential future high-density development on the land to the west of the property on Norma Street that would result in loss of daylight to these apartments. In the current plans, two of the apartments on each of the first, second and third levels would have no access at all to natural light if a similarly high-density development was built at 36A and 36B Norma Street. We therefore contend that the current proposal cannot go ahead because either there is the potential that six of the apartments would become unlivable due to loss of light if we redeveloped our site, or our opportunity to develop in keeping with the zoning would be restricted.

Nor is there any clear mention of visual, acoustic or environmental protection for residents living in the proposed development or in neighbouring properties. As this area is on the flight path for the Adelaide Airport, it is a given noise from aircraft will be heard within all apartments yet there is no clear mention of acoustic protection in the form of double/triple glazed windows as part of the construction materials.

3. Impact of proposed development.

The proposed development jeopardises not only ours, but our immediate and neighbours along Ebor Avenue and Norma Street's quality of life for the following reasons:

- Overshadowing of our property and home, resulting in the elimination of any sunshine being able to reach our property's sole eastern windows and only source of direct sunlight within our home.
- Overlooking and loss of privacy in our neighbours to the west and our private back yard due to location of apartment windows and balconies on the western side of the development.
- Loss of privacy due to use of communal open space on the roof by occupants and their guests.
- Increased and ongoing noise from:
 - Commercial operation of a café, will this be licensed?
 - Residents using their balconies.
 - Domestic and industrial vehicles accessing the property.
 - Plant equipment located on the western side of the roof, next to the western boundary.
 - Residents and their guests using the communal open space on the roof.
 - Ventilation and air conditioning machinery in operation at each apartment.
 - Operation of the car stacker.
- Environmental pollution due to increased traffic from residents, their guests, multiple rubbish removal vehicles each week which is greater than the current single weekly domestic rubbish removal. In addition, there is the potential for rubbish to be discarded from apartments on the western boundary into the property at 36A Norma Street, Mile End. There is no way to manage this.

- Loss of character of the neighbourhood, due to current design of the development, as it does not match current form or style and detracts from the current sought after character.
- Reduced access to amenities due to increased demand and pressure on road use and parking) should the development go ahead in its current or even modified form. This is due to the shortfall in parking spaces for residents and customers of the café in the current design of the development.

In addition to the matters noted above, there will also be an immense negative impact on our quality of life during demolition, excavation and construction of the development.

We don't know many people who would choose to live next to a property undergoing demolition, excavation and construction of a multi-storey building built right up to the shared property boundary, with all the implications that this type of construction will entail. This is less than ideal and unreasonable and should be considered as part of the Council's review of the proposed development.

If the proposed development is approved, it will have a negative effect on our quality of life due to our presence living next door to the development.

During demolition and construction:

- Noise pollution from demolition, excavation, infill, delivery of materials, increased human presence from construction crew.
- Noise pollution and potential for vibration damage to the property due to the use of construction equipment such as pile drivers.
- Restricted access to home property (driveway) due to presence of construction equipment (pile drivers, cement trucks, excavators, cranes etc.).

We acknowledge Objective 1 of the Urban Corridor Zone to have "[a] mixed use zone accommodating a range of compatible non-residential and medium and high-density residential land uses oriented towards a high frequency public transport corridor. However, we question the application of this objective when none of the rest of the immediate adjacent zone has been developed to the same levels.

We question if such a development, due to its size, location and bulk incorporating 22 small apartments truly contribute to economic vitality of the area? Due to the small apartment size, the residents will likely seek public open spaces which are not in the immediate neighbourhood thereby deterring these residents from remaining and contributing to the local economy. I propose that this development will also serve to deter current and future visitors to the area due to lack of parking and reduced access to amenities and businesses located along Henley Beach Road.

The proposed development is shaped like a cube and does not comply with the Urban Corridor Zone's desired character: "...the greatest height, mass and intensity of development will be focused at the main road frontage" as all sides are the same height.

In addition, "[o]verlooking, overshadowing and noise impacts will be moderated through careful design, impacts on adjoining zones where development is lower in scale and intensity will be minimised through transition of building heights and setbacks, judicious design and balconies, and use of landscaping. The transition of building heights and setbacks, and judicious design is especially important Character Policy Areas." Our neighbours' homes are in keeping with the prescribed desired character of the adjacent Cowandilla/Mile End West Character Policy Area 23, on the Southern side of Norma street and we contend that the proposed development's scale, bulk, design and character do not meet this requirement from the West Torrens Development Plan. We don't understand how this has not been considered or reflected in the design, scale and character of the proposed development.

4. Matters not addressed within applicant's Development Assessment Report.

5.8.1 Overlooking

We are concerned at the implication that there may be an issue with overlooking from the building's west façade. It is claimed that the potential has merely been "minimised" rather than excluded by "aligning the two sets of west facing decks/balconies at each floor where they are adjacent the neighbouring building as opposed to the open space of the nearest dwelling" and "insetting habitable room windows 2.75 meters inside the boundary and utilising the buildings outer wall as a screening device that directs views outward as opposed to downward". It is not clear what the line of sight will be from the windows or the balconies and whether privacy in open spaces in the houses to the western side of the development will be compromised.

There are no images provided in the application of the view of the development from the western Norma Street side of the development, which also makes it more difficult to assess what the full impact will be in terms of appearance, overlooking and overshadowing.

As the proposed development will be built to the western boundary, any western facing apartments will have complete oversight of the immediate property's back yard and likely the neighbours' back yards further to the west.

I would encourage the Council to visit the site (if not done already) to view it for themselves and get a sense of the many ways the proposed development will have a negative impact on all the neighbours and those living and visiting the neighbourhood.

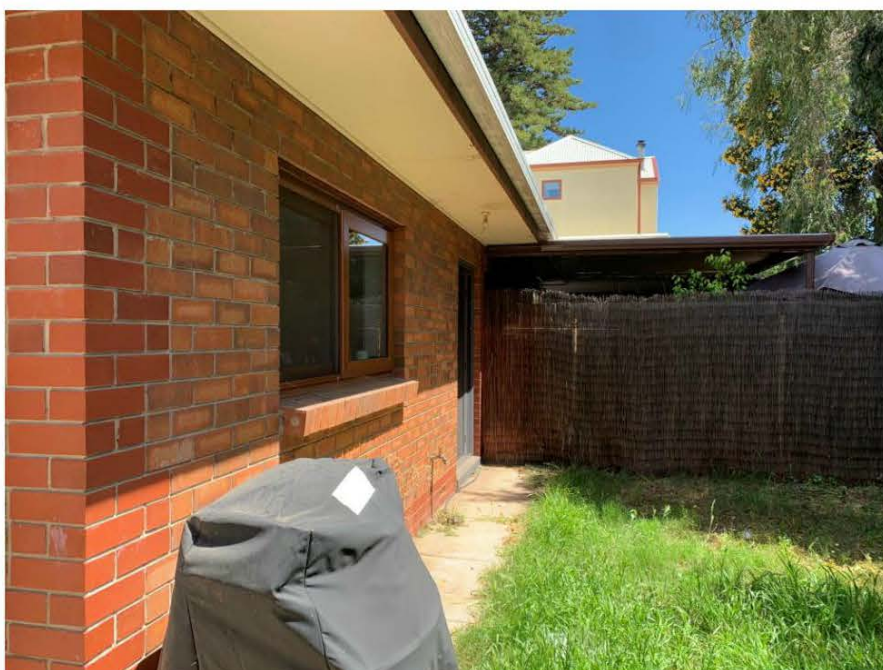


Image 5. Private back yard of 36A Norma Street, Mile End. Photo taken at 1.00 pm.

5.8.2 Overshading

Little information has been given regarding the overshadowing implications for the northern windows and ground level open space of the residences on the western side of the development, apart from the report stating that the "...proposed development will not affect

the availability of sunlight to the north-facing windows or habitable open space of the dwellings west or east of the subject land."

The Development Assessment report details the overshadowing of the property to the south on Norma Street but makes no reference to the overshadowing of the property to the west, at 36A Norma Street, where not only windows will be overshadowed but solar panels as well, completely negating their use and value.

5.9 Sustainability

Principle 3 states that "...development should facilitate the efficient use of photovoltaic cells and solar hot water systems by:

- (a) considering overshadowing from neighbouring buildings
- (b) designing roof orientation and pitches to maximise exposure to direct sunlight."

If the proposed development needs to take these matters into consideration when including these energy efficiency systems into their development, why then do they not have to consider the effect of their proposed development on existing neighbouring energy efficiency systems, such as the western property's solar panels which will be rendered useless with the four storey, 16.5 meter high building built next door.

It is ridiculous that existing sustainability measures on neighbouring properties can be rendered useless with proposed developments such as this.

5.10 Access and Car Parking

Access to the parking garage will be via Norma Street and will provide parking for 26 vehicles in a car stacker and 7 vehicles at ground level. Will access to the garage be restricted to those with a pass? If so, visitors and customers of the ground floor shop will park on the streets, further reducing visibility for visitors and residents.

We note that 26 of the spaces are provided via a car stacker, so there will be additional problems if the stacker breaks down or if residents concerned by possible delays in depositing or retrieving their cars choose to park in the street on some occasions. Also, Norma Street is already busy with traffic due to the supermarket and other shops in the Torrensville Plaza that has a back entry on to that section of Norma Street for carparking and deliveries. Has the additional traffic congestion caused by so many residents entering and exiting directly adjacent to the roundabout at the corner of Ebor and Norma been considered?

There is no reflection of the fact that the section of Norma Street on which 28 metres of frontage of the development are to be built is a street that is commonly used for parking by people using the supermarket and other shops in the Torrensville Plaza. Similarly parking for people using local shops and businesses often occurs on parts of the 30 metre section of Ebor Avenue that will be occupied by the proposed development given that the Henley Beach Road entrances to shops are a short distance away. Furthermore, a significant part of the building's own frontage will be taken up with the driveway, with existing no parking sections leading up to the access to the Norma Street/Ebor Avenue roundabout and with existing special planted areas designed to absorb/stop a history of flooding at the intersection. Finally, there seems to be no estimate of the parking requirements that will be generated by employees and customers of the proposed ground floor café in the development.

It therefore seems inevitable that this development will have a major impact on parking (and traffic flow) in the two streets, including implications for visitors and tradespeople trying to access other residences in the streets.

The Development Assessment Report for the Proposed Development does not address or is unclear about the matters that follow.

- Is access to the demolition and construction site through our property required and how does the developer intend to gain this?
- How will increase in noise, dust and traffic and reduction in parking during demolition, excavation, construction be managed?
- How and what impact will demolition and construction have on ours and neighbouring properties? Will the developers be obliged by the Council to provide dilapidation reports on adjacent properties, to document the condition of the property prior to the start of any demolition, excavation or construction?
- How will any damage to our property be mitigated and corrected should this occur?
- Is the developer insured to compensate neighbouring properties for damage resulting from construction?
- Will the site be excavated, to what depth, will pile drivers be used and how will this affect the local aquifer?
- What is the design of the car stacker, how is this used, how noisy will this be when in use?
- Will excavation affect the local water table? How deep is the aquifer at 6 Ebor Avenue and what processes will be put in place to prevent any flooding, or to address flooding? What compensation will there be should any damage to our property occur due to flooding during excavation/earthworks.
- Will excavation endanger the stability of the property immediately adjacent to the west, 36A Norma Street?
- How is the development design addressing and managing ventilation of exhaust fumes from residents' apartments and the cafe, entry and exit of domestic and commercial vehicles using accessing the garage and the car parking stacker.
- Will the apartments be occupied by owners or by investors who will rent these to tenants?
- Will short term (Airbnb) rentals be permitted.
- Will the external building materials be fire-rated, this is critical due to the proposed development being built up to the property's boundary?
- Will any plant equipment be soundproofed, including when the door is open?
- Will windows be double or triple glazed to protect against noise incursion and escaping to neighbours.

5. Requested changes to the design of the development.

Should the development be approved, we request these changes be mandated by the Council.

- a) A change in design on the western side of the proposed development, adjacent to 36A Norma Street to include a setback to scale the development so that all four storeys are not built up to the western boundary. If implemented, depending to what degree the setback was applied, this may:
 - a. reduce overshadowing of the neighbouring western property; and
 - b. decrease invasion of privacy and overlooking of our one private habitable outdoor space in our back yard.
- b) Enclose the western facing balconies with soundproofed glass and build in screening to provide visual privacy to neighbouring properties.
- c) Relocate the car stacker and roof-top plant equipment to the Henley Beach Road or Ebor Avenue side of the development so that these are not adjacent to a residence. The northern boundary is adjacent to a private commercial parking lot and the eastern boundary is adjacent Ebor Avenue. This would also move the entry to the parking garage to Ebor Avenue and reduce the impact of increased residential and commercial traffic on Norma Street.

- d) Relocate the rooftop communal open space to the middle of the roof to prevent any overlooking of immediate neighbouring properties.
- e) Mandated consultation by the developer with property owners immediately adjacent to 6 Ebor Avenue but also to those further along Ebor Avenue and Norma Street who will also be affected by this construction. Consultation would include access requirements, demonstrate adequate insurance and risk mitigation should properties be damaged during construction etc., and would address matters noted in section four of this submission: "Matters not addressed within applicant's Development Assessment Report."
- f) Provision of clear and legible designs and plans of the proposed development showing actual scale, height, materials from all angles and directions, including how this will overlook neighbouring properties.
- g) An indication of timeline for demolition and construction, once approvals are received.

6. Conclusion.

In conclusion, we oppose this development not only due to the direct impact this will have on our lives and those of our neighbours living immediately next door to the proposed development as well as those conducting business (Ebor Computing).

I, Jennifer Miron, would like to be heard by Council in respect of this submission.

Yours sincerely,

Thomas Barclay and Jennifer Miron

Lou Fantasia PLANNING

20 February 2020

Chief Executive Officer
City of West Torrens
165 Sir Donald Bradman Drive
HILTON SA 5033

Att Phil Smith

Email: development@wtcc.sa.gov.au

Dear Sir

**Development Application 211/12/2020- 6 Ebor Avenue Mile End
DC Architecture**

I have been engaged and instructed by Ramitt Pty Ltd the owner of 7 Ebor Avenue, Mile End to review and comment upon the proposed development.

Please consider this letter as representation in respect to Development Application DA 211/12/2020 for the construction of a multi-storey, mixed use building comprising ground floor shop and residential apartments.

For the reasons that I will outline below, I am of the view that the proposed development, in its current form does not warrant consent as it:

- will result in a scale of development that does not provide a suitable interface with the residential development on the southern side of Norma Avenue within the Residential Zone specifically the Cowandilla/Mile End West Character Policy Area; and
- car parking and traffic impacts.

1. Excessive Height and Inappropriate interface.

The subject land, at the north-western corner of the intersection of Ebor Avenue and Norma Street, Mile End, is located within the Urban Corridor Zone and more specifically the High Street Policy Area of the West Torrens (City) Development Plan. Norma Street is the zone boundary between the Urban Corridor Zone and the Residential Zone.

The residential properties on the southern side of Norma Street are within the Residential Zone more specifically the Cowandilla/Mile End West Character Policy Area.

It is acknowledged that the Development Plan provides for a scale, form and intensity of development on land within Urban Corridor Zone and High Street Policy Area that is greater than that otherwise provided elsewhere within the Council area.



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This opportunity is tempered, however by the need to have suitable regard to the interface with existing development on surrounding and nearby land.

The following Development Plan policies are relevant in this regard:

URBAN CORRIDOR ZONE

Objective 5: 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.

Desired Character

As one of the key zones in the City of West Torrens where there will be transformation in built form, new buildings will be recognised for their design excellence. These buildings will establish an interesting pedestrian environment and human-scale at ground level through careful building articulation and fenestration, verandas, balconies, canopies and landscaping. In general, the greatest height, mass and intensity of development will be focussed at the main road frontage. Buildings of 3 or more storeys will be the predominant built form. It is for these reasons that dwellings other than detached dwellings will be the predominant form of residential development

Overlooking, overshadowing and noise impacts will be moderated through careful design. Impacts on adjoining zones where development is lower in scale and intensity will be minimised through transition of building heights and setbacks, judicious design and location of windows and balconies, and the use of landscaping. The transition of building heights and setbacks, and judicious design is especially important adjacent Character Policy Areas, including those Character Policy Areas at Glandore and Ashford. The use of blank walls in these transitional areas, especially at the rear and side of allotments, will be avoided. Plant and service equipment will be enclosed and screened from view from the street and neighbouring allotments
(my underlining)

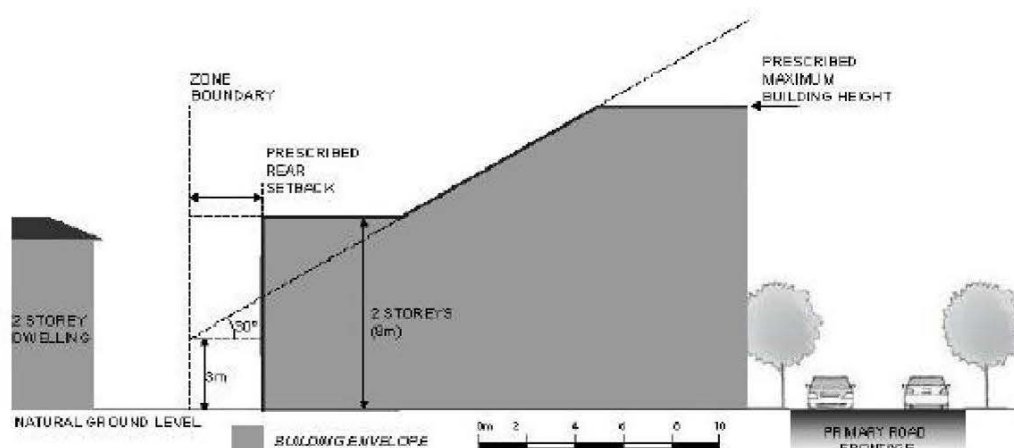
PRINCIPLES OF DEVELOPMENT CONTROL

Building Envelope

Interface Height Provisions

PDC 15 Any portion of a development above two storeys (8 metres) in height should be constructed within a building envelope provided by a 30 degree plane measured from a point 3 metres above natural ground level at the zone boundary (except where this boundary is a primary road frontage), as illustrated in Figure 1, unless it is demonstrated that the proposed development minimises interface impacts including from building massing, overshadowing and overlooking with adjoining residential development.

Figure 1



In relation to Zone Principle 15, the report refers to a legal opinion provided by Botten Levinson Lawyers which opines:

- PDC 15 does not apply as:
 - the zone boundary is situated in the centre of Norma Street and not to the boundary of the development; and
 - Norma Street is the 'primary street frontage' of the development having regard to the decision of Commissioner Nolan in *Tsarnas V City of Charles Sturt* (2016) SAERDC 2;
- If PDC 15 applies there are sound planning reasons for a departure from PDC 15.

While we acknowledge that the building is within the overall building height for the Zone, the subject land is not located on a main road and has not appropriately responded to the scale of the residential development on the southern side of Norma Street which is within a different zone and a Character Policy Area. Even though the subject site is separated from the residential development to the south by a road, Figure 1 above is considered applicable in determining the appropriate transition of building heights and setbacks along Norma Street as sought in the Desired Character for the Urban Corridor.

In relation to the issue of the 'primary street frontage' we have reviewed Commissioner Nolan's determination in the matter of *Tsarnas V City of Charles Sturt* SAERDC 2 (20 January 2016). The Commissioner in the determination outlined the matters the needs to be considered to determine what constitutes the primary frontage of the property being:

- ~ the obvious streetscape elements evident along the street (vis-a-vis the building form, siting and consistent setback of dwellings; and
- ~ the pattern of front yards and fencing; and
- ~ the replication of these elements on the subject land.

The existing dwelling design is clearly oriented to front Ebor Avenue with a brick panel and pillar within timber picket style fence to the entire Ebor Street frontage with a return along portion of Norma and corrugated iron fence and roller door to the balance of the Norma Street frontage. The dwelling excluding the feature verandah element is setback 2.8 metres from Norma Street being the side yard and only access from within the site and

5.0 metres from Ebor Avenue being the front yard with public access at the street corner to the feature verandah portico.

The dwelling at 8 Ebor Avenue is site and oriented to its primary street frontage which is Norma Street. It is one of the few dwellings on corner sites within the section of Mile End bound by Henley Beach Road to the north, Bagot Avenue to the west, Darebin Street to the south and South Road to the east that front an east- west road.

The primary street frontage to dwellings on corner sites within this area is the north-south streets of Falcon Avenue. Ebor Avenue, Bagot Avenue and South Road. As mentioned very few corner sites have an east-west street primary frontage.



Therefore, we submit that the primary street frontage of the subject land is Ebor Avenue and not Norma Street as stated in the URPS report and Zone Principle 15 is applicable in the assessment of this application.

The URPS report argues in support of the built form scaler fronting Norma Street that

- the proposed development appropriately transitions to the residential development on the opposite of Norma street citing several reasons there is distance of nearly 23 metres from the front verandah of the dwelling to the proposed building.
- proportionally the building has a similar height to the street width ratio (ie Close to 1:1) that provided a comfortable 'human' scale at street level; and
- the upper level is setback 4.0 metres from the Norma Street frontage.

We note several inaccuracies that the SECTION THROUGH STREET A-A Drawing No 109.ANT.3.0 revision B dated 17.12.19. The drawings indicate scale of 1:100@A1 for the Section A-A when in fact it scales at 1:200. Using the written height measurement of the building as reference to confirm the scale of 1:200, we note that the width of Norma Street measures 17.5 metres which is 2.26 metres wider than the actual street width of 15.24 metres and the setback of the dwelling at 8 Ebor Avenue measures 6.8 metres whereas it has a setback of 6.0 metres.

The Desired Character for the Urban Corridor Zone is clear in calling for taller buildings to be located on main roads and with the “...transition of building heights and setbacks, judicious design and location of windows and balconies, and the use of landscaping” to development in a different Zone and especially a Character Policy Area. The properties on the southern side of Norma Street are with a Character Policy Area.

While the roof of the roof top living area is setback from the Norma Street boundary the building façade has an overall height of 15.2 metres measured to the apex of the parapet gable and is a tall overbearing structure taking into account the existing and potential built form for the Character Policy Area.

The proposed building form adjacent to the zone boundary and directly opposite low scale residential development within a Character Policy Area is entirely inappropriate and represents, in my view, a notable departure from the Development Plan.

2. Carparking and Traffic

The proposed development includes parking for 33 vehicles, including 26 spaces in a stacker system and 7 individually accessible spaces, within the building with all vehicles access including waste collection from Norma Street. The car parking numbers are achieved through the use of carparking stackers.

We comment as follows in respect of the carparking area.

a) Lack of column spacing.

The proposal plans do not indicate nor identify fully the location and size of columns within the parking area which are typical in multi-storey buildings. The columns being structural elements would adversely affect the proposed car parking layout and stacker design and operation given that the columns dimensions must be excluded for the width of the parking bay.

b) Car Stacker

No details have been provided of the model and brand of the car stacker and concern is raised with the lack of information and detail of the design, operation and accessibility of vacant spaces and vehicle access.

Additional information is required to enable a proper assessment of the carparking stacker operation including acoustic impacts on the residents opposite the carpark

c) **Blind Aisles**

Clause 2.4.2 (c) from AS 2890.1-2004, which states '*In car parks open to the public, the maximum length of a blind aisle shall be equal to the width of six 90 degree spaces plus 1 m, unless provision is made for cars to turn around at the end and drive out forwards.*

The parking layout does not meet a mandatory requirement of Australian Standards (provision for cars to turn around at the end and drive forwards.

d) **Visitor Parking**

There is no nominated visitor parking within the carpark and the carpark entrance will have an 'Auto Gate' which would restrict access and use of the on-site parking to residents and employees with gate controls.

We note that the carpark is un-dimensioned which makes it difficult to confirm the size of the parking bays and aisles width and therefore we can only rely on the stated dimensions in the Cirqa report. However, the parking spaces would not be suitable for visitor parking as an aisle width and parking bay width indicated in the Cirqa report would only be appropriate for residential, domestic and employee parking.

e) **Pedestrian Vehicular Sight Lines.**

The proposed Norma Street access is unsatisfactory and would create a hazard for westbound pedestrians on the northern Norma Street footpath since the minimum 2.0m by 2.5m sight triangle, as required by *Figure 3.3 Minimum Sight Lines for Pedestrian Safety* within the relevant off-street car parking standard (*AS/NZS 2890.1:2004*) has not been provided on the eastern side of the proposed driveway crossover, at the property boundary.

f) **Traffic Queuing Impacts on Norma Street**

The proposal plans indicate an 'automatic gate' to the carpark setback 1.5 metres from the Norma Street boundary. Vehicles wishing to enter the carpark which include refuse collection vehicles which will have to queue in Norma Street while waiting for the gate to open before those vehicles can enter the carpark.

This is an unsatisfactory arrangement as vehicles will need to wait in the street for the gates to open and will restrict visitor and customer access to the carpark.

Taking into account the above issues, there are numerous traffic, parking and access related concerns associated with the proposed development. In my opinion the proposed development, as per the publicly available 'Application Documentation', warrants refusal from a traffic engineering perspective.

The current proposal results in an overdevelopment of the site with significant negative impacts to residential properties within the adjacent Residential Zone specifically the Cowandilla/Mile End West Character Policy Area.

My client or representative wishes to be heard by the Panel and would appreciate you advising me of the time and date of the meeting at which is it to be considered and whether any amended or further information is provided by the Applicant.

Please do not hesitate to contact me on 0413 743 405, if you have any queries on the matters raised above or require any additional information.

Yours faithfully

A handwritten signature in black ink, reading 'Lou Fantasia'. The 'L' is large and stylized, with the 'F' and 'antasia' following in a cursive script.

Lou Fantasia RPIA KCHS

Mile End 1840 002

19 February 2020



Town Planning
Development Advice
Strategic Management

Mr Phil Smith
Senior Development Officer – Planning
City of West Torrens
165 Sir Donald Bradman Drive
HILTON SA 5033

Dear Phil,

DEVELOPMENT APPLICATION NO.211/12/2020 – REPRESENTATION

I refer to the above mentioned Development Application by DC Architecture that seeks Development Plan Consent for the demolition of existing buildings and the construction of a 4 storey residential flat building comprising 22 dwellings, a shop and associated car parking on land located at 6 Ebor Avenue, Mile End.

I have been engaged by Mr Bill Cumpston, the owner of land at 4 & 8 Ebor Avenue and 147 Henley Beach Road, Mile End. Mr Cumpston (my Client) has held property in this location for some 33 years and has faithfully retained, restored and adapted the adjacent local heritage place.

For reasons that I outline below, I say that the proposal is an inappropriate form of development that should be refused consent. The extent of departure from important Development Plan provisions is significant and irreconcilable in the circumstance. As provided for, I seek to address Council's Assessment Panel.

1. Preliminary Matters

As you will be aware this is the second Development Application lodged by DC Architecture for this land in recent times, the previous being for a 5 storey building in much the same configuration, with the State Commission Assessment Panel (SCAP). It is understood that this application is still 'live' and that no decision has been made.

A representation was made on behalf of Mr Cumpston in relation to this previous application with the SCAP in which I raised numerous concerns, many of which continue to apply in respect to this more recent proposal which is essentially the same save for the deletion of the apartments on the fifth floor.

Prior to outlining these concerns in detail, I submit that Council's Assessment Panel may not proceed to determine this Development Application in so far as Council is not the relevant planning authority. A closer inspection of Schedule 10 of the Development Regulations, 2008 will identify the reason for this position.

Phillip Brunning & Associates

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Adelaide SA 5000
0407 019 748
phil@phillipbrunning.com



Schedule 10—Decisions by Development Assessment Commission

4C—Inner Metropolitan Area—buildings exceeding 4 storeys

- (1) Development that involves the erection or construction of a building that exceeds 4 storeys in height in—
- (a) any part of the area of the following councils defined in the relevant Development Plan as Urban Corridor Zone:
- (i) the City of Burnside;
 - (ii) the Corporation of the City of Norwood Payneham & St Peters;
 - (iii) the City of Prospect;
 - (iv) the Corporation of the City of Unley;
 - (v) the City of West Torrens; or

It is our contention that the lift lobby, stair enclosure and roof structure above the fourth storey constitutes *building*, in the meaning provided by at Section 4 of the Development Act, 1993, and as such, the proposed development exceeds 4 storeys in height.

building means a building or structure or a portion of a building or structure (including any fixtures or fittings which are subject to the provisions of the *Building Code of Australia*), whether temporary or permanent, moveable or immovable, and includes a boat or pontoon permanently moored or fixed to land, or a caravan permanently fixed to land;

While I do not contend that the roof structure with solar panels atop constitutes a fifth floor (even though it could ultimately be used for such purpose), it nonetheless would result in a building that exceeds 4 levels in height. It may not be 5 storeys, but is clearly greater than 4 storeys in height.

I would strongly encourage Council to take expert legal advice on this important procedural matter prior to proceeding further with the assessment and determination of this Development Application. The correct course of action, in my view will be to provide the Development Application to the SCAP for determination.

I am also of the view (for the same reasons) that this Development Application ought to be referred to the Government Architect for review and comment, as set out in Schedule 8 of the Development Regulations, 2008 and that such advice should be considered and acted on by the SCAP.

Schedule 8—Referrals and concurrences

Development	Body	Period	Conditions
25—Development in Inner Metropolitan Area—buildings exceeding 4 storeys			
Development that involves the erection or construction of a building that exceeds 4 storeys in height in—	Government Architect or Associate Government Architect	8 weeks	Regard
(a) any part of the area of the following councils defined in the relevant Development Plan as Urban Corridor Zone:			
(i) the City of Burnside;			
(ii) the Corporation of the City of Norwood Payneham & St Peters;			
(iii) the City of Prospect;			
(iv) the Corporation of the City of Unley;			
(v) the City of West Torrens; or			

My Client reserves his rights to review proceedings in this regard.



In any event, I am of the view that the documentation submitted in support of this Development Application lacks sufficient detail and/or is inaccurate to a point that the planning authority may not reasonably proceed to an assessment. More specifically, I identify the following failings:

- no site and locality plan showing the context in which this building is proposed;
- failure to acknowledge adjacent local heritage places to the north.
- confirmation of structural zone between floors;
- location of air conditioning plant – can we expect units to be placed on balconies;
- provision of 8 m³ for storage in each dwelling;
- accuracy of the shadowing diagrams which do not appear to be for this scheme;
- requirement for and location of electrical transformer
- traffic report relates to a proposal for 21 not 22 dwellings;
- details regarding the car stacking system proposed;
- the need for a basement/set down area required for this parking system;
- designation of parking for visitors and access gate arrangements;
- waste management report relates to different proposal;
- waste management report does not provide either Appendix 1 or 2;
- minimum head height clearance required for waste management vehicle;
- landscaping details, including species selection and irrigation;
- stormwater management details including the detention and reuse; and

Can I respectfully suggest that it would be inappropriate to proceed with assessment and determination of this application in the absence of this detail. In the interests of procedural fairness, I request that I am provided with any additional material submitted and the opportunity to review and make comment.

2. General Concerns

In summary, I consider the proposal to be inappropriate in so far as it:

- is an over development of the land;
- has a form, bulk and scale which is excessive in its context;
- exceeds the stated maximum building height;
- does not provide for a suitable transition down in scale at the zone boundary;
- does not provide a comfortable and appealing street environment for pedestrians;
- fails to provide a clearly defined podium with the required 2 metre set back;
- has little or no regard to local character;
- fails to have suitable regard to adjacent local heritage places; and
- fails to provide suitable head clearance of waste management vehicles.

As this is the first example of multi storey medium density development in this location, can I suggest that some caution is exercised in the assessment of this proposal to ensure that an appropriate benchmark or precedent is established so to the guide and/or moderate the expectations of future proponents.

3. Specific Concerns

The proposal is considered to be an **over development** of the land having regard to its building footprint and height, which we say is beyond the capacity of the land and locality to reasonably accommodate. In this regard the proposal is in conflict with the prevailing character and form of development in the locality.



To the extent that the Development provides for change to a more intensive and robust form of mixed use development such must be tempered by having appropriate regard to ***context and prevailing character***. To ignore such is to diminish and detract from the recognised character of the adjoining policy area to the south.

Land to the south is located within the ***Cowandilla / Mile End West Character Policy Area 23*** of the Development Plan which acknowledges and seeks to protect the predominance of Victorian-era villas, cottages and interwar Bungalows, Spanish Mission and Dutch Colonial style dwellings.

Good planning practice requires ***appropriate regard*** to this adjoining Policy Area.

The Objectives for the Urban Corridor Zone acknowledges this interface and the need to adopt a considered and sensitive approach so as to ***avoid harsh contrast and conflict*** with adjoining low scale residential areas. Specific reference is made to a transition in scale and intensity at the zone boundary.

Urban Corridor zone

Objectives:

- 5 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.
- 6 A safe, comfortable and appealing street environment for pedestrians that is sheltered from weather extremes, is of a pedestrian scale and optimises views or any outlook onto spaces of interest.

This is reinforced by the following paragraphs for the Desired Character statement.

As one of the key zones in the City of West Torrens where there will be transformation in built form, new buildings will be recognised for their design excellence. These buildings will establish an interesting pedestrian environment and human-scale at ground level through careful building articulation and fenestration, verandas, balconies, canopies and landscaping. In general, the greatest height, mass and intensity of development will be focussed at the main road frontage. Buildings of 3 or more storeys will be the predominant built form. It is for these reasons that dwellings other than detached dwellings will be the predominant form of residential development.

Overlooking, overshadowing and noise impacts will be moderated through careful design. Impacts on adjoining zones where development is lower in scale and intensity will be minimised through transition of building heights and setbacks, judicious design and location of windows and balconies, and the use of landscaping. The transition of building heights and setbacks, and judicious design is especially important adjacent Character Policy Areas, including those Character Policy Areas at Glandore and Ashford. The use of blank walls in these transitional areas, especially at the rear and side of allotments, will be avoided. Plant and service equipment will be enclosed and screened from view from the street and neighbouring allotments.

An important design consideration is the provision of a ***clearly defined podium***.

Principle of Development Control

- 7 Buildings should maintain a pedestrian scale at street level, and should:
 - (a) include a clearly defined podium, or street wall with a parapet, and a maximum building height of 2 storeys from natural ground level
 - (b) have levels above the defined podium or street wall setback a minimum of 2 metres from that wall.

On my review the proposal ***fails this requirement***, with no set back provided for those levels above ground floor. The differentiation of materials alone is not sufficient to achieve the form of development envisaged by the Development Plan so as to achieve a comfortable pedestrian scale at street level.



The Development Plan provides for a maximum building height of 4 storeys and up to 16.5 metres in this location being within the High Street Policy Area 35, and between South Road and Marion Road. The proposal is **clearly greater than 4 storeys** and would in practice be substantively higher than 16.5 metres.

I say this in so far as the design does not provide for a freeboard allowance relative to natural ground level to the ground floor and specifies very **ambitious floor to floor dimension** which I suggest is not practically achievable in terms of structural considerations and protection of plumbing on the underside of each floor.

I consider that the drawings misrepresent the actual height of the development.

In my experience '**over height**' development is only entertained on larger site which have a greater capacity to accommodate taller development via the provision of suitable transition in scale to lower scale development and on the basis of high quality design. This proposal displays neither.

This additional height in combination with nominal set backs, high site coverage and the lack of a true podium results in a form and scale of development which is excessive, and can otherwise be described as 'over development'. The Applicant should be **encouraged to review their approach** in this regard.

Can I suggest that development of greater scale may be accommodate on larger sites with frontage to Henley Beach Road and that on smaller sites fronting residential streets, a lower building height of **3 levels may be appropriate**, particularly in the absence of a podium and meaningful set backs.

In relation to site density, the proposal is equivalent to 256 dwellings per hectare which is nearly 4 times the minimum anticipated for the High Street Policy Area. While an upper limit is not specified, this density is **well beyond medium density** as described within the Planning Strategy, i.e. 35 to 70 dwellings per hectare.

This is another clear indicator of 'over development'.

The General Section of the Development Plan provides further guidance under the heading 'Medium Density and High rise Development (3 or More Storeys) in relation to **design and composition**. The following provisions of the Development Plan are particularly relevant in this regard.

Medium Density and High rise Development (3 or More Storeys)

Objectives

- 3 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.
- 4 Development that integrates built form within high quality landscapes to optimize amenity, security and personal safety for occupants and visitors.
- 5 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.



Principle of Development Control

- 1 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.

Can I respectfully submit that the proposal **falls well short of the required test** for design quality, with little or no regard for prevailing character. The design style of the proposed building is plainly foreign to this locality, and draws no influence from or pays little if any respect to surrounding development.

More specifically in relation to the **adjacent Local Heritage Places**, the Application fails to acknowledge their presence (a significant oversight) and as a consequence has no regard to those provisions of the Development Plan that seek to conserve the setting of such buildings, including the following.

Heritage Places

Objectives

- 3 Conservation of the setting of State and local heritage places.

Principle of Development Control

- 6 Development that materially affects the context within which the heritage place is situated should be compatible with the heritage place. It is not necessary to replicate historic detailing, however design elements that should be compatible include, but are not limited to:
 - (a) scale and bulk
 - (b) width of frontage
 - (c) boundary setback patterns
 - (d) proportion and composition of design elements such as roof lines, openings, fencing and landscaping
 - (e) colour and texture of external materials.

While it is debatable as to whether the proposal will 'materially' affect the context within the adjacent heritage places are situated, it **may not be described as compatible** in terms of scale and bulk, proportions and composition of design. This is a disappointing and otherwise avoidable outcome.

In any event, the proposal is plainly at odds with the following provisions.

Development Adjacent Heritage Places

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

In terms of dwelling design, function and amenity the proposal has certain deficiencies not the least of which being the **reliance on elongated 'tunnels'** in a number of instances for natural light and ventilation to second bedrooms. This is a less than desirable arrangement.

I also think it important to note that if in the event that the site to the north is developed with a building of comparable height and form (as represented on the proposal plans) bedrooms associated with adjacent dwellings will be reliant on light and ventilation derived from a small void within the building.



Such an arrangement exacerbates **reliance on mechanical air conditioning** and artificial light, therefore impacts energy efficiency in the longer term. I note that a sustainability report has not been provided in relation to this proposal.

No detail is provided regarding the type and location of air conditioning plant. Can we expect on units placed on balconies that will further diminish the **limited area of private open space** provided for each dwelling, which in a number of instances is below the stated minimum of 11 square metres.

I can not see how the proposal satisfies the requirement for **8 cubic metres of storage** for each dwelling. Storage beyond that ordinarily required for 'day to day' use is an important requirement that should not be overlooked and one which is increasingly expected by residents of this type of accommodation.

The proposal provides no detail in relation to the manner in which a suitable internal sound environment may be achieved given identified noise sources including aircraft. I note that the land is located within a **Noise and Emissions Overlay Area**. Relevant provisions of the Development Plan have not been addressed in this regard.

Turning now to matters of traffic, access and car parking, I think it important to place on the record that the **car park adjoining to the north is private** land and used in association with my Client's commercial premises. It may not be relied upon by the Applicant as suggested in the various technical reports.

If a four vehicle stacked arrangement is to be relied on, then I suggest that the Applicant should be more forthcoming in respect to the specific mechanical unit (presumably automated) to be installed, its operation and management. I note that the drawings do not indicated the required set down area below ground floor level.

I suggest the Applicant ought to provide expert advice as to the **functionality and efficiency of this mechanical parking system** in terms of access time that may contribute to delay and therefore the ranking of vehicles back onto the driveway and public road carriageway contributing to conflict with other road users.

While on the face of it the overall number of parking spaces to be provided is in substantive conformity with the minimum sought by the Development Plan, I question the **practicality of the proposed arrangement** in terms of use by visitors to residential dwellings, if not customers of the café.

Clarity is required in terms of the operation of the driveway to Norma Street. The Applicant needs to clearly state whether a roller door or shutter is to be utilised to this driveway opening to the parking garage, and if so how will it be managed and operated over a 24 hour period, i.e. when will it be closed?

Of particular concern is that both the Traffic and the Waste Management reports have assumed or relied upon a head height clearance of 3.8 metres to the ground floor parking area in order for the required size waste collection vehicle to access the site. **To the contrary, the plans clearly specify only 3.5 metres.**

Once gain, this contributes to an overall height greater than 16.5 metres.



As it stands, **waste collection may not occur on site** and that such will need to occur on the public roadway for which no provision has been made. At a minimum, there will need to be two on street parking spaces removed or time limited to allow for collection to take place in this manner, which is suboptimal and otherwise avoidable.

While not shown on the proposal plans, the Development Assessment Report makes mention of a 20, 000 litre rain water tank. In addition to this being shown on the proposal plans, detail will need to be provided regarding the proportion given over to detention and/or reuse on site.

4. Conclusion

In conclusion, I reaffirm that this proposal:

- is an 'over development' of the land;
- is excessive in height, scale and building bulk;
- has little or no regard to its context in design terms; and
- will have a negative impact on the character and amenity of the locality.

The extent of departure from the Development Plan is too great in my opinion and therefore ought to be refused consent.

Yours faithfully

PHILLIP BRUNNING & ASSOCIATES PTY LTD

A handwritten signature in black ink, appearing to be 'PB', with a long vertical line extending downwards from the bottom of the signature.

PHILLIP BRUNNING RPIA
Registered Planner

Ref: 20/0110

12 March 2020

Mr Phil Smith
Senior Development Officer – Planning
City of West Torrens
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HILTON SA 5033



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Dear Phil

Response to Representations – DA 211/12/20120 – 6 Ebor Ave, Mile End

Thank you for forwarding a copy of the three representations received in relation to this development application.

URPS has reviewed the representations on behalf of the applicant and provides the responses below.

Representations

Three representations were made from the following parties:

- Ramitt Pty Ltd (C/- Lou Fantasia Planning), 7 Ebor Ave, Mile End
- B Cumpston (C/- Phillip Brunning and Associates), 4&8 Ebor Ave and 147 Henley Beach Road, Mile End
- J Miron and T Barclay, 36A Norma Street, Mile End

There are a number of matters common to these representations and rather than address each representation separately, the objections are summarised as:

- Preliminary matters and correct process;
- Building height and design;
- Parking, access and servicing;
- Overdevelopment of the site;
- Heritage place interface;
- Scale at boundary interface;
- Absence of similar development in the locality;
- Apartment amenity;
- Overshadowing and overlooking;
- Noise from apartments and waste collection;
- Construction impacts
- Water table impacts; and

shaping great communities

- Adequacy of information provided.

Each of these issues is addressed individually below.

Preliminary matters and correct process

A representor has raised the correct categorisation of the application, the question of the appropriate relevant authority and requirement for referral to the Government Architect.

The basis of this contention is that the building exceeds four storeys in height.

We note that whilst the *Development Act 1993* and *Development Regulations 2008* do not define the term storey, the Building Code of Australia (BCA), in the National Construction Code series, contains technical provisions for the design and construction of buildings and other structures and includes the following:

Storey means a space within a building which is situated between one floor level and the floor level next above, or if there is no floor above, the ceiling or roof above, but not—

- a) a space that contains only—
 - i) a lift shaft, stairway or meter room; or
 - ii) a bathroom, shower room, laundry, water closet, or other sanitary compartment; or
 - iii) accommodation intended for not more than 3 vehicles; or
 - iv) a combination of the above; or
- b) a mezzanine.

On this basis, the proposed building is clearly a four-storey building.

Accordingly, the Council is the relevant planning authority and no referral is required on the basis that the building is greater than a four-storey building.

Building height and design

A number of representors have raised the issue of height and interface with adjoining land.

Zone Principle 13 seeks development in this location of the Zone of “4 storeys and up to 16.5 metres”. The proposed development is four storeys with an open roof terrace measuring 16.5 metres at its highest point therefore achieves the intent Zone Principle 13.

The building has been setback from street boundaries in accordance with Zone Principle 17. The building setbacks also comply with Zone Principles 18 and 19 which permit the construction of buildings along the secondary street, rear and side boundaries.

A representor has questioned the provision of a clearly defined podium.

We note that a clearly defined podium is a key feature of the design, and whilst a two metre setback above the podium has not been included, it provides the building with a clearly defined element at a maximum building height of no greater than two storeys and incorporates a change of materials. Given that the

building meets the setback requirements and visual separation of the podium level from those above and the building is consistent with the envisaged height for the Zone, we do not consider that the absence of a building setback is fundamental. Such a setback would make no difference to the height, bulk or scale of the development and would make no difference to the success of the architecture proposed for this site.

Scale at boundary interface

A representor has acknowledged that the building is within the overall building height for the Zone and that the subject site is separated by a road to land in a different zone, however on his interpretation Zone Principle of Development Control 15 should be applied, citing *Tsarnas v City of Charles Sturt*.

A legal opinion from Botten Levinson Lawyers regarding the application of Principle 15 (previously supplied), outlines, in summary:

1. *on a literal (and proper) reading of PDC 15, PDC 15 only relates and applies to sites where a zone boundary runs along a boundary of the development site, in which case the building envelope set out in Figure 1 to PDC 15 will apply. That is so, unless the Zone/property boundary to which PDC 15 would apply is the "primary road frontage" of the development site;*
2. *having regard to the decision of Commissioner Nolan in Tsarnas v City of Charles Sturt [2016] SAERDC 2, Norma Street is the "primary road frontage" to the Land;*
3. *PDC 15 does not apply to the Land because:*
 - 3.1 *the Zone boundary separating the Urban Corridor Zone from the Residential Zone to the south is not situated on the southern boundary to the Land, it runs down the centre of Norma Street; and*
 - 3.2 *in any event, as Norma Street is the primary road frontage to the Land, the exception within PDC 15 is satisfied, making the PDC inapplicable.*
4. *even if PDC 15 did apply in the circumstances (which for the above reasons, it does not), there are sound planning reasons for a departure from PDC 15 in this case.*

Notwithstanding this view, the proposed development is considered to appropriately transition to the residential development on the opposite side of Norma Street because:

- there is a substantial space provided between the proposed building and the residential land on the southern side of Norma Street (15 metres) with a distance of nearly 23 metres between the front verandah of the dwelling south of the site and the proposed building;
- proportionally, the proposed building has a similar height to street width ratio (i.e. close to 1:1) that provides a comfortable human scale at street level, and
- the upper level of the building is setback 4 metres from the Norma Street frontage.

Overshadowing and overlooking

A number of representors have raised that the building may overlook or overshadow adjoining sites.

As noted in our application the proposed development has been designed such that dwellings facing south and east overlook public streets as is desired by the Development Plan provisions that seek to enhance passive surveillance of the public realm. The northern façade has some windows that face north and overlook an existing car park.

As the proposed building is over 3 storeys in height, there are no quantitative standards that would seek to limit the potential for overlooking. For this kind of development and noting that the Zone is encouraging of a transition to a denser form of development and character so to create a vibrant area, a degree of overlooking is both reasonable and expected.

That aside, the building's west facing façade has been carefully composed to minimise the potential for direct overlooking through:

- aligning the two west facing decks/balconies at each floor where they are adjacent the neighbouring building as opposed to the open space of the nearest dwelling
- inseting habitable room windows 2.75 metres inside the boundary and utilising the buildings outer wall as a screening device that directs views outward as opposed to downward

The proposed development will not significantly affect the availability of sunlight to the north-facing windows or habitable open space of the dwellings west or east of the subject land.

There is some overshadowing impact of the dwelling directly south of the site on the opposite side of Norma Street, however, that impact is generally appropriate given the separation provided by Norma Street and the street setback of the dwelling to the south. Further:

- the overshadowing that affects that dwelling will not affect the private open space (as the front yard is not private open space) but may impact the north-facing windows.
- based on the shadow diagrams, the north-facing windows of the dwelling to the south will receive sunlight for approximately 1.5 hours in the morning of the winter solstice (i.e. 9am to around 10.30am) and approximately 1 hour in the afternoon (from around 2pm to 3pm in accordance with the times outlined above)
- the windows may also receive some sunlight through the middle hours of the day as the sun rises above the proposed building

Overdevelopment of the site and absence of similar development in the locality

Representations have questioned the building footprint and height, with one specifically noting it represents an overdevelopment and that "the proposal is conflict (sic) with the prevailing character and form of development in the locality".

This approach to considering the proposed development is erroneous.

The subject land is located within the Urban Corridor which specifically contemplates this zone will contain an innovative mix of medium density (45-70 dwellings per hectare) and high density (70-200 dwellings per hectare) residential development. Buildings of 3 or more storeys will be the predominant built form. It is for these reasons that dwellings other than detached dwellings will be the predominant form of residential development.

Notably, this Zone was only introduced over the subject land in 2017 and this proposal is amongst the first new developments to be considered under this zoning.

The current zoning represents a significant departure from the previous zoning and wholesale regeneration of the area is now clearly envisaged. Accordingly, it is not only likely that the proposed development has a different character to the locality but rather it is both necessary and desirable for this outcome in order to achieve the clearly outlined desired character.

Parking, access and servicing

A number of representors have raised the adequacy of the parking provision, impact on traffic and servicing requirements for the building. One representor has provided a number of specific comments related to his interpretation of the relevant standards for off-street parking design and access.

The traffic and parking report provided with the application has been prepared by a qualified and experienced traffic engineer and clearly outlines the suitability, design and appropriateness of the parking design and impact on traffic within the locality.

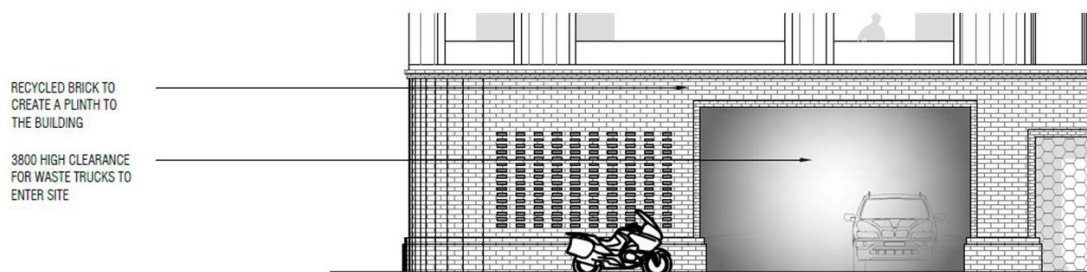
The traffic and parking report notes the following:

The parking area will generally comply with the requirements of Australian/New Zealand Standard, Parking Facilities Part 1: Off-street car parking (AS/NZS 2890.1:2004) and Australian/New Zealand Standard, Parking Facilities Part 6: Off-street parking for people with disabilities (AS/NZS 2890.6:2009). There are a small number of non-conformances within the current design. However, it is considered that these can be easily addressed during detailed design (and conditioned accordingly). Specifically, the following provisions should be met:

- *parking spaces shall be at least 2.4 m wide and 5.4 m long (these dimensions are currently met by the proposal with the exception of the parking spaces immediately adjacent the access point's sliding door. There is, however, adequate distance between the sliding door and the opposite wall adjacent the lobby to achieve lengths of 5.4 m for all spaces with an aisle width of at least 5.8 m);*
- *disabled parking spaces will be 2.4 m wide and 5.4 m long with an adjacent shared space of the same dimension (these dimensions are currently met by the proposal);*
- *the parking aisle will be at least 5.8 m wide (this dimension is currently met by the proposal);*
- *a 1.0 m end-of-aisle extension will be provided beyond the last parking space in the aisle (this dimension is currently met by the proposal);*
- *0.3 m clearance will be provided to all objects greater than 0.15 m in height (the parking space next to the bin store does not achieve this clearance, however the edge of the bin store can easily be shifted 300 mm from the parking space to achieve this requirement and remain functional); and*
- *pedestrian sightlines will be provided at the site's property boundary (there is a slight non-conformance due to the location of a column at the side of the access point. However, the remaining façade to the east is clear for over 4.9 m and will provide a reasonable level of vision and perception of motion of pedestrians on the footpath. Notably, this is also an improvement on the conditions at the site's current two access points which have no sight line provisions to/from the footpath).*

A total of 33 parking spaces will be provided on-site. The car park will generally be provided in accordance with the requirements of the relevant Australian Standard. Minor alterations to ensure full compliance can be addressed during detailed design (and conditioned accordingly).

The proposal plans clearly show a 3.8m clearance height to the car parking areas. There is a 3.5m reference on the drawing which refers to the ceiling height of the ground floor shop. There is no ceiling in the car park.



Heritage place interface

Representations have questioned the consideration given to the heritage places to the north of the subject site.

We note the presence of the local heritage places to the north of the site, however we also note that there is presently little, if any, relationship between the subject land and these places. This is in large part due to a physical separation, no shared street orientation and a car park between the subject land and the heritage places (refer to Figure 1). The heritage place has an orientation to Henley beach Road and the extent of listing applies only to the external form, details and materials of front section of house. The subject land is located to the south of the heritage places and is screened by existing vegetation. Consequently the proposed development is considered to have little impact on these local heritage places.



Figure 1: Car park separating the subject land from heritage places (Image: Google)

Apartment amenity

A representor has raised the issue of amenity available to occupants of the proposed apartments.

We reiterate that apartment amenity has been carefully considered to ensure highly functional and liveable dwellings within the building. In this respect:

- **Dwelling Size:**
 - > all but 3 dwellings (1 dwelling on levels 1-3) satisfy the minimum living area outlined in Residential Development Principle 9. Those dwellings are 1m² smaller than the desired minimum. Given this is such a small shortfall and has no material impact on the function or amenity of those dwellings, the shortfall is considered appropriate.
- **Outlook/Views:**
 - > Most dwellings at levels 1-3 have a dual aspect with some utilising light wells/voids to provide light into all bedrooms. All dwellings have useable balconies and a depth to ensure that suitable daylight can be provided within all habitable rooms. Where there is potential for views between apartment bedrooms and balconies, privacy screens are able to be installed to limit views between these areas and ensure sufficient privacy for all occupants.
- **Storage:**
 - > All dwellings achieve the desired extent of storage of 8m³. This storage is provided solely within each dwelling.

All dwellings have balconies and whilst 6 of the (2 each on levels 1-3) have balconies that are marginally smaller than the desired 11m² at 9m², all balconies meet the desired minimum dimension of 2m and are therefore considered to be usable/functional for residents.

In addition, Residential Development Principle 24 permits the substitution of private open space where the equivalent area is provided as communal open space.

In this case, the development provides for 590m² of communal open space on the roof terrace. This communal open space area far exceeds the shortfall of 12m² across the 6 balconies that do not meet the desired minimum area.

The communal open space area is also:

- visually screened from public areas of the development, and
- it will be landscaped to be functional and attractive and to encourage residential use.

The provision of private open space is considered to meet the relevant provisions of the Development Plan.

Noise from apartments and waste collection

A representor has raised the issue of noise from the occupants of the apartments affecting their residential amenity, and additionally the noise associated with waste collection may also affect their level of amenity.

We note that the dwellings herein proposed are residential apartments and not serviced apartments or a hotel. The likely noise from the development is not considered to be problematic.

This zone will contain an innovative mix of medium density and high density residential development, together with community and employment land uses. The combination of land uses will vary and some locations will contain a genuine land use mix with ground floor shops, restaurants and offices, and upper level residential, while other areas will give primacy to residential development. Other parts of the zone will have a strong employment focus.

Within this context, the proposed use is not considered to generate noise above levels that are commensurate with the envisaged development in the desired character.

Construction impacts

A representor has raised a number of issues relating to construction noise, inconvenience, access and damage to their property.

Whilst a construction program has not yet been prepared, construction access will be directly onto the subject land from public roads and no access via representors land is required. All construction activities will be required to comply with the EPA's Environment Protection (Noise) Policy 2007 which sets out mandatory requirements for noise from construction activities.

Builders will take all reasonable measures to minimise noise and to limit noise activities to between 7 am to 7 pm, Monday to Saturday.

The applicant is willing to arrange for a pre-construction dilapidation survey of the representor's property.

Water table impacts

A representor has raised the issue of impact to the water table below the subject land.

Detailed engineering of footing design has yet to occur, however this issue is routinely and uneventfully managed across metropolitan Adelaide.

Adequacy of information provided

A representor has raised a number of details for which further information was sought. We provide the following responses:

No site and locality plan showing the context in which this building is proposed

The plans provided with the application accurately identify the subject land and the streetscape elevations provided more than adequately show the context of the locality. An updated drawing set is provided with this response and for completeness sake includes a more detailed locality plan.

Failure to acknowledge adjacent local heritage places to the north

The context and siting of the proposed building is accurately shown on the Ebor Avenue Streetscape Elevation provided with the application.

Confirmation of structural zone between floors

The application plans and details include a section through the building at 1:100 scale at A1 demonstrating the zones between floors.

For a building of this nature a slab of 150-200 mm thick, 150mm for services such as fire sprinklers, air conditioner refrigeration lines and electrical wiring reticulation, plus 50mm for plasterboard and ceiling channel is required. This equates to 400 mm thick floor sandwich. Detailed structural sections are provided with the drawing set provided with this response.

Location of air conditioning plant – can we expect units to be placed on balconies

Air conditioner indoor units will be a wall hung type therefore negating any need for bulky ducts in ceiling. The main indoor unit for the air conditioner will be in the wet areas whereby a non-habitable room can have a lower ceiling of 2400 allowing adequate room for the concealed indoor unit.

AC plant is located on the roof as shown on the proposal plans.

Provision of 8 m3 for storage in each dwelling

Each apartment is provided with eight cubic metres of storage within the apartment.

Accuracy of the shadowing diagrams which do not appear to be for this scheme

Shadow diagrams were provided with the application details and are accurate for this scheme.

Requirement for and location of electrical transformer

A transformer may or may not be required subject to detailed engineering investigations. In the event that a transformer is required, it will be buried under the car park area with a trafficable lid.

Traffic report relates to a proposal for 21 not 22 dwellings

The traffic report clearly states on page three “*The residential component will comprise 1 one-bedroom dwelling (on the ground floor) and 21 two-bedroom dwellings (within the upper floors)*”. This correctly references the 22 dwellings.

Details regarding the car stacking system proposed

There are a number of stacking systems that are proven technologies. The applicant proposes to use the Hercules Car Stacker System. Additional details are shown on the drawings provided with this response.

The need for a basement/set down area required for this parking system

The details of the nominated car stacking system are shown on the drawings provided with this response.

Designation of parking for visitors and access gate arrangements

The traffic and parking report clearly states visitors parking within the site will be required call the residents who would then have the ability to remotely open the roller door from their apartment. It is acknowledged that a proportion of visitors (including those associated with the shop tenancy) may, at times, park on-street. However, the number of spaces associated with visitors and patrons is very low and there would be minimal impact on conditions within the vicinity of the site.

A total of 5.5 visitor spaces and 2 spaces for the shop tenancy are required and are nominated on the drawings provided with this response. These can readily be provided with no conflict with the car stacker system.

Waste management report relates to different proposal

The waste management report related to an earlier proposal, differentiated only by a total of 25 rather than 22 dwellings. Access and servicing remain the same between the two proposals and given the reduction in overall dwellings, this is not considered to be a fundamental difference.

Waste management report does not provide either Appendix 1 or 2

These are re-supplied with this response out of an abundance of caution.

Minimum head height clearance required for waste management vehicle

As detailed earlier in this response, a clearance height of 3.8m has been proposed and shown on the plans on public exhibition.

Landscaping details, including species selection and irrigation

More detailed planting and landscaping details are provided with this response.

Stormwater management details including the detention and reuse

The application report states in section 5.12:

"The proposed development will involve the capture stormwater for reuse within the building. It is targeted that the development will retain 70% of all stormwater for reuse within the building.

An underground tank will be installed within the car park area and this is anticipated to hold in the order of 20kL. This will be further resolved during the detailed design stage of the development."

We trust that this response to representations enables the assessment of this application to be finalised. We confirm that the applicant wishes to be heard personally by the Panel in response to these representations

Please feel free to call me on 8333 7999 should you have questions.

Yours sincerely



David Bills
Associate Director

Enc

Preliminary Traffic, Flooding & Stormwater Assessment

Development Application No: 211/12/2020

Assessing Officer: Phil Smith
Site Address: 4/6 Ebor Avenue, MILE END SA 5031, 6 Ebor Avenue, MILE END SA 5031, 1/6 Ebor Avenue, MILE END SA 5031, 2/6 Ebor Avenue, MILE END SA 5031, 3/6 Ebor Avenue, MILE END SA 5031
Certificate of Title: CT-5178/585, CT-5178/585, CT-5178/585, CT-5178/585, CT-5178/585
Description of Development Demolition of existing structures and construction of a 4 -storey residential flat building comprising 22 dwellings, shop and carparking

TO THE TECHNICAL OFFICER - CITY ASSETS

Please provide your comments in relation to:

- ☐ Site drainage and stormwater disposal
- ☐ Required FFL
- ☐ On-site vehicle parking and manoeuvrability
- ☐ New Crossover
- ☐ Your advice is also sought on other aspects of the proposal as follows:

.....
.....

PLANNING OFFICER - Phil Smith

DATE 29 January, 2020



Memo

To Phil Smith
From Richard Tan
Date 29-Jan-2020
Subject 211/12/2020, 4/6 Ebor Avenue, MILE END SA 5031, 6 Ebor Avenue, MILE END SA 5031, 1/6 Ebor Avenue, MILE END SA 5031, 2/6 Ebor Avenue, MILE END SA 5031, 3/6 Ebor Avenue, MILE END SA 5031

Phil Smith,

The following City Assets Department comments are provided with regards to the assessment of the above development application:

1.0 FFL Consideration – Finished Floor Level (FFL) Requirement

- 1.1 Council seeks to ensure that the FFL of all new development is protected from inundation when considering a 350mm stormwater flow depth in the adjacent street water table.

This is typically achieved through establishing the FFL of new development a minimum of 350mm above the highest adjacent street water table.

In association with the above proposed development, no site or road verge level information has been provided and as such it is impossible to determine if the proposal will satisfy the above consideration.

Simply conditioning that a development satisfy this consideration can have its complications with regards to the ultimately required level of the development in relation to neighbouring properties and the related planning considerations this brings about. It may also bring about the necessity for alterations to the design of the development which are outside of the expectations of the applicant (for example; requiring step(s) up from existing buildings to additions).

It is recommended that appropriate site and adjacent road verge survey information be provided to correctly assess the required minimum FFL for this proposal.

2.0 Verge Interaction



City of **West Torrens**

Between the City and the Sea

- 2.1** In association with new development, driveways and stormwater connections through the road verge need to be located and shaped such that they appropriately interact with and accommodate existing verge features in front of the subject and adjacent properties. Any new driveway access shall be constructed as near as practicable to 90 degrees to the kerb alignment (unless specifically approved otherwise) and must be situated wholly within the property frontage.

New driveways and stormwater connections are typically desired to be located a minimum 1.0 metre offset from other existing or proposed driveways, stormwater connections, stobie poles, street lights, side entry pits and pram ramps, etc. (as measured at the kerb line, except for driveway separation which will be measured from property boundary). An absolute minimum offset of 0.5m from new crossovers and stormwater connections to other existing road verge elements is acceptable in cases where space is limited.

These new features are also desired to be located a minimum of 2.0 metres from existing street trees, although a lesser offset may be acceptable in some circumstances. If an offset less than the desired 2.0 metres is proposed or if it is requested for the street tree to be removed, then assessment for the suitability of such will be necessary from Council's Technical Officer (Arboriculture).

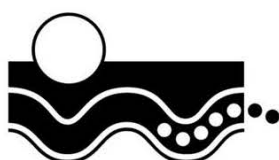
- 2.1.1** A site plan showing existing verge features has been provided. However, I noted that some of the existing verge element is missing from the plan (ie kerb protuberance on Norma Street).

It is recommended that a detailed civil plan with existing verge features should be provided for further assessment. It should also be noted that any proposed new verge features should provide offset distance complying with the above requirements.

- 2.2** It should also be nominated for the stormwater connection through the road verge area to be constructed of shape and material to satisfy Council's standard requirements

- 100 x 50 x 2mm RHS Galvanised Steel or
- 125 x 75 x 2mm RHS Galvanised Steel or
- Multiples of the above.

It is recommended that revised plans clearly and accurately indicating satisfaction of the above criteria be provided to Council.



City of **West Torrens**

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- 2.3** It should be noted that as discussed in earlier meeting, Council is willing to work closely with the developer in upgrading the road verge in another process separate from the DA.

3.0 Traffic Requirements

The following comments have been provided by Council's Traffic Consultant, Mr Frank Siow

I refer to the above mixed use development on the subject site. I have previously commented on an earlier proposal on the same site which had 25 dwellings and a ground floor commercial tenancy of 63m².

The current proposal comprises of a 4-storey development with 22 dwellings (one 1br and twenty-one 2br dwellings) and a ground floor commercial tenancy of approximately 70m². Car parking comprises of 33 spaces, of which 26 of the parking spaces would be in the form of a 4 level car stacker system. The remaining 7 parking spaces, including a disabled space, would be individually accessible standard spaces.

Twelve (12) bicycle parking spaces would also be provided on the ground level car park. Access to the car park would be from Norma Street.

I understand that, given that the subject development is now 4-storey in height, Council will be the relevant planning authority for this development.

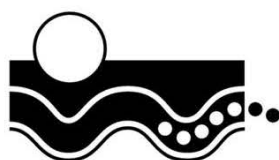
3.1 Parking Assessment

The subject site is located within the *Urban Corridor Zone High Street Policy Area 35*. *Table WeTo/6* would be applicable and the parking requirement for *Policy Area 35* would be:

- 0.75 spaces per 1-bedroom dwelling
- 1 space per 2-bedroom dwelling
- 1.25 spaces per 3-bedroom dwelling
- 0.25 spaces per dwelling for visitor parking
- 3 to 5 spaces per 100m² GLFA (for non-residential development)

Based on the proposal, the parking required is estimated at:

- 21.75 spaces for dwelling occupants
- 5.5 spaces for dwelling visitors
- 2.1 to 3.5 spaces for the non-residential land use
- TOTAL REQUIRED: 29 spaces (rounded down) to 31 spaces (rounded up)



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There would be some scope for sharing of parking between the dwelling visitors and the commercial patrons. In addition, the subject site would be conveniently accessible to major bus services along Henley Beach Road, which would encourage the use of bus transport as a mode of travel.

While I understand that on-street parking demand in Ebor Avenue and Norma Street is quite significant given the proximity to the District Centre, having regard to the above considerations, the provision of 33 spaces on-site is considered to be satisfactory.

The bicycle parking provision (12 spaces) would be able to satisfy the Development Plan requirement.

3.2 **Parking Layout**

My comments regarding the proposed parking layout are as follows:

- The car stackers (26 spaces) would generally be appropriate for occupant parking only, as my understanding is that users have to be trained on the use of the control system and access procedure.
- The car stackers would be located very close to the car park entrance. It is a fairly large car stacker system located within a constrained site. Being of a 4-level design, there may be reasonable delays encountered by a user waiting to enter the platform. This may result in the potential queue extending into Norma Street, where the roundabout is located in close proximity. There is no queueing area shown in the proposal plan such that another entering vehicle could bypass the queued vehicle waiting to use the platform to access the other at-grade spaces. The requirement to ensure that queues of vehicles waiting to use the platform do not extend beyond the boundary is specified in *Section 3.5 of AS/NZS 2890.1-2004*. There is no information provided of the type of car stacker system proposed and the operational time for the parking and retrieval of vehicles, which affects the queueing and delays experienced. The Applicant should be requested to further information on how this issue would be addressed.
- The CIRQA report notes that a minimum 5.8m parking aisleway would be provided. The aisleway adjacent to the car stackers is located opposite a solid wall, therefore the minimum aisleway



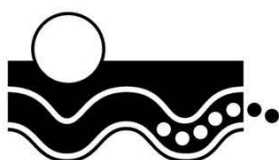
width should be increased to 6.1m to comply with AS/NZS 2890.1-2004.

- It is unclear if space C28 has an additional 0.3m clearance width to the adjacent bin area, as required by AS/NZS 2890.1-2004.
- A corner cut-off of at least 3m by 3m should be provided to accommodate future footpath requirements and for sight distance purposes for the operation of the existing roundabout.
- On the left hand side of the car park exit, it appears that a lattice wall would be provided along the Norma Street frontage of the development. The provision of any solid wall at this location would not allow the pedestrian sight line requirement specified in *FIGURE 3.3* of AS/NZS 2890.1-2004 to be met. The design should be amended accordingly to ensure that the pedestrian sight line requirement is met.
- The path from the lobby to the car park is located between the lift wall on one side and the staircase wall on the other side. There would be no sight line provided for a pedestrian to view an on-coming vehicle on the car park aisleway before stepping out. The Applicant should clarify how this sight line issue is to be addressed.
- An automatic gate is proposed for the car park adjacent to the Norma Street boundary. To enable unimpeded access to the parking spaces for visitors and users of the commercial tenancy, the gate should remain open until the closing time of the commercial tenancy. If the gate is closed after hours, the Applicant should clarify how the visitor parking spaces are to be accessed for the dwellings.

3.3 Traffic Impact

The peak hour trip generation of the development should not result in unacceptable traffic impacts on the adjacent roads.

I note that the proposal plan shows some changes to on-street parking in Ebor Avenue, with car parking converted to motor bike parking. On-street parking is under the control of Council and I understand that the conversion to motorbike parking would not be acceptable to Council, given the current high vehicle parking demands in the area.



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I note that there is no assessment provided with respect to the potential impact on sight line requirements at the roundabout, due to the location of the proposed building. The sight line requirement for roundabouts is specified in *FIGURE 3.1* of the *Guide to Road Design Part 4B: Roundabouts*. The roundabout approach affected is Ebor Avenue north, where the driver has to be able to view a vehicle coming from the right (Ebor Avenue west approach). The Applicant should be requested to assess this aspect and, if the sight line is affected, the proposed building should be set back accordingly to address this issue.

4.0 Waste Management

- 4.1** Due to the nature of this application being a commercial development, it is recommended that further assessment from Council's Waste Management Team is required.

It is recommended that further assessment from Council's Waste Management Team is required.

5.0 Stormwater Management

5.1 Stormwater Harvest and Re-use

For developments of this nature, City Assets typically strongly encourages the inclusion of stormwater collection and active re-use.

Collection and active re-use of stormwater in developments of this nature can go a long way towards the achieving the other stormwater management measures if water quality and detention, as well as the sustainability benefits which area achieve through water conservation considerations.

It is strongly encourage that the applicant explore the stormwater collection and re-use option as above.

- 5.2** Stormwater detention measures will be required to be undertaken to limit the peak discharge rate for the site critical 20 year ARI storm event to equivalent to a predevelopment arrangement with a 0.25 runoff coefficient.

In calculating the stormwater detention requirements, runoff from any existing structures and buildings to be maintained must be taken into consideration.



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It is recommended that an indication of how the storage is to be provided and calculations supporting the nominated volume be submitted to Council.

- 5.3** Council typically requests the implementation of stormwater quality measures for development of this nature to address the removal of stormwater pollutants from the stormwater flow exiting the site.

It is recommended that given the scale of the car park, some basic stormwater quality devices should be proposed to remove and oil, grease and litter, preventing these pollutants entering Council's stormwater system.

6.0 Other

- 6.1** The proposed building is approximately 4.2m setback from overhead power lines.

It is recommended that the applicant should confirm with SAPN whether that will be acceptable.

Regards
Richard Tan
Civil Engineer

City of West Torrens Heritage Advisor Comment

Planning Application No.:	211/953/2019
Location:	6 Ebor Avenue, MILE END
Zone:	Urban Corridor abutting Residential
Policy Area:	High Street Policy Area 35
Heritage Status:	Not Listed, Adjacent Local Heritage Place
Proposal:	Construction of 5 storey residential flat building
To:	Cathryn Jones
Date:	15 October 2019

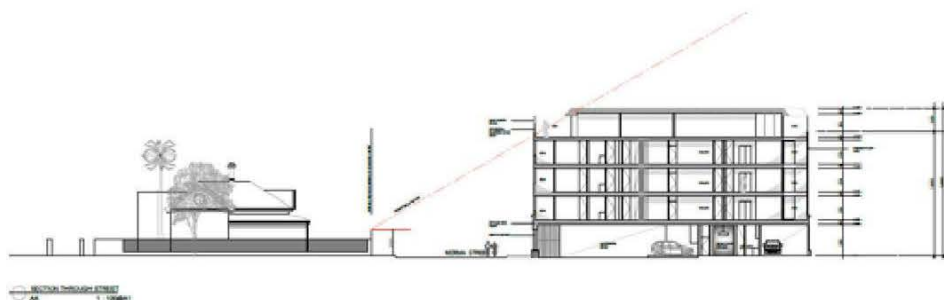


Proposed view from Henley Beach Road



Norma Street and Ebor Avenue Junction

City of West Torrens Heritage Advisor Comment



Description:

The proposed development involves the demolition of an existing unlisted dwelling, located on the southern edge of the Urban Corridor and the construction of a five-storey residential flat building adjacent and to the south of a Local Heritage Place.

The upper level will be set back four metres from the parapet on the south side, 3.2 metres from the parapet on the east side and 1.9 metres from the parapet on the north side.

The east façade will be set two metres off the side boundary becoming a landscaped area at street level. A portion will be fenced. The entrance canopy by 6700 high and will incorporate some of the first floor.

The proposed Ground Floor will include carparking to be accessed from Norma Street and a shop and single bedroom apartment on the east side. The Foyer and entrance to the apartments will be from the east side.

The proposal has a finished height of 16.5m.

The three intermediate upper levels are constructed to the Norma Street street boundary and approximately 3 metres from the west boundary, apart from the SW corner apartment which is constructed to the west boundary. The northern apartments are constructed to the north boundary. The upper levels are also two metres set back from the east boundary.

The three intermediate upper levels have rounded corners on the North East, South East and South west corners.

The proposed development includes an approximately 4500mm high recycled brick podium base with the first three upper levels clad using 'Maxline' profile Colorbond cladding and the upper level clad in scyon cladding, set back behind a gabled parapet infilled with aluminium balustrade. The upper level will have a flat roof upon which are located solar panels.

City of West Torrens Heritage Advisor Comment

The design of the facades includes detailed cornice to the brick plinth, numerous openings, voids/balconies, entry canopy, shading devices and gable-like design to the parapet. The proposal also includes landscaping within the ground level setback on Ebor Avenue with a picket fence.

The building façade has rounded corners to the street and has balconies, voids and light wells set in behind the façade, which has long horizontal openings. There is balcony cut outs at the west end of the north façade and at the south end of the east façade. The façade also frames blank walling, which is constructed of contrasting material.

There is a Local Heritage Place to the north at the corner of Ebor Avenue and Henley Beach Road described as:

"Former dwelling; External form, details and materials of front section of house."

Section 23(4) Criteria include: a, d, f:

- (a) it displays historical, economic or social themes that are of importance to the local area; or
- (d) it displays aesthetic merit, design characteristics or construction techniques of significance to the local area; or
- (f) it is a notable landmark in the area

As development affecting a dwelling within the High Street Policy Area 35 and Urban Corridor Zone, and located adjacent to a Local Heritage Place, I have considered the following Development Plan Provisions:

Design and Appearance

OBJECTIVES: 1

PRINCIPLES OF DEVELOPMENT CONTROL: 1,2,3,4,5

Development Adjacent Heritage Places: 7,8

Relationship to the Street and Public Realm: 13,14

Heritage Places

OBJECTIVES: 3

PRINCIPLES OF DEVELOPMENT CONTROL: 2,5,6,7

High Street Policy Area 35

OBJECTIVES: 1,2,3,4,5,6

DESIRED CHARACTER

PRINCIPLES OF DEVELOPMENT CONTROL: 1,3,4,5,6,7

Urban Corridor Zone

OBJECTIVES: 1,2, 3, 4,5,6,7,9

DESIRED CHARACTER

PRINCIPLES OF DEVELOPMENT CONTROL: 4,6,7,8,9,10,11,12,13,15

Residential Zone PA23,

OBJECTIVE: 1

DESIRED CHARACTER

PRINCIPLES OF DEVELOPMENT CONTROL : 2

City of West Torrens Heritage Advisor Comment

Assessment:

The proposal has been amended considerably since initial feedback was provided. I consider the proposal to be a more respectful approach to the interface between Urban Corridor and Residential Zone and a proposal that demonstrates good contextual reference to the Local Heritage Place. The Architect has provided a useful story of the design development from an initial concept through to the current proposal.

Design and Appearance Objective 1 and PDC 13 seek a high design of standard and appearance that responds to and reinforces positive aspects of the local environment and built form. The proposal introduces a new form of multi-level development into a predominantly single storey area, on the southern edge of the Urban Corridor Zone and achieves satisfaction of the above provisions.

The proposal has been designed to reflect the characteristics and proportions of the surrounding single storey buildings, particularly with the recycled brick podium and innovative, fine grained, gabled façade, that envelopes the building, true to the original concept.

PDC 1 of Design and Appearance seeks contextual reference to heights, materials, roof form and articulation and, in that respect, the proposal has been articulated with horizontal and vertical elements, materials and forms that relate to the scale of the immediate area.

The perspective sketches indicate some reflective material on the curved balconies. A materials, finishes and colour schedule would be helpful in satisfying Design and Appearance PDC 2.

Design and Appearance PDC 3 and PDC 4 are somewhat of a planning assessment given the Policy Area. Design and Appearance PDC 5 is satisfied by the integration of balconies behind the façade providing visual interest and relief through their punctuation of the façade.

In terms of the Local Heritage Place, the proposal satisfies PDC 7. It is considered sufficiently separated from the rear of the Place so as not to detract from the form and materials of the Place, especially in consideration of the plinth element and the proportions of the gable elements to the façade. This also serves to reinforce the historic character of the place and maintain its visual prominence, satisfying PDC 8 and PDC 14.

The Local Heritage Place is on a separate allotment to the Subject Land and therefore the conservation (Heritage Places Objective 1) or continued use (Heritage Places Objective 2) are not under the control of this proposal or threatened by this proposal. The architectural response is and has been amended from the initially presented proposal in a manner demonstrating greater reference to and consideration of surrounding character and the Local Heritage Place.

The setting of the Local Heritage Place (Heritage Places Objective 3) faces Henley Beach Road and Ebor Avenue. The rear of the Local Heritage Place is considered to be sufficiently separated from the proposal. The north elevation of the proposal has been designed to better reflect the elements of the LHP.

Two perspective views have been provided:

- From the south east looking north to the LHP, including the east wall of the proposal and the east facing walls of the LHP;
- From the north east looking south to the proposal.

The perspective views demonstrate the dynamic contextual relationship that is evident in the amended schem.

City of West Torrens Heritage Advisor Comment

The streetscape elevations provided indicate there will be sufficient separation from the described front portion of the Local Heritage Place. The North Elevation of the proposal will be screened for the moment by a tree on the land of the Local Heritage Place. The proximity and future health of the tree may be of relevance.

The North Elevation incorporates a central void, between two visually interesting walls that provide a consistent expression on all four sides. The corner cut outs also provide visual interest.

While not on the land of the LHP, I consider the development to be close and high enough to warrant consideration of the impact of views contemplated by Heritage Places PDC2, the compatibility with the Heritage Value considered in Heritage Places PDC 3.

The perspective views requested demonstrate the proposed development is sufficiently separated and contextually designed so as not to diminish the Local Heritage Place as a prominent local landmark, especially when viewed from Henley Beach Road.

Heritage Places PDC 5 is satisfied because the new building is located to the rear of the LHP and not on the Subject Land. Satisfaction of Heritage Places PDC 6, which considers the effect on context of a development on a LHP has been demonstrated by the perspectives, which exhibit compatibility of scale, bulk, width, proportion, compositions, materials and colour.

Heritage Places PDC 7 also is satisfied because the design is clearly distinguishable and offers some good articulation, visual interest and materials of the façade adjacent the LHP, with a central void, visual interest, rounded corner and corner cut out.

The impact of the proposal is worthy of interrogation because, while the height is as contemplated at 16500, the number of storeys exceeds that contemplated in Urban Corridor Zone PDC 13 and the Desired Character of High Street Policy Area 35 (Objective 6 and PDC 3).

The architect has designed the parapet height to be 13850 at its lowest point, reinforcing the four storey element. The fifth storey is set back behind the parapet, and the section sight line from the south combined with the splayed design of the parapet, providing reassurance that the upper storey will not be highly visible.

Further to setting the upper level back from the face of the parapet, the contextual design approach, which references elements of the adjacent single storey character, particularly on the south side of Norma Street, satisfy PDC 17 of the Urban Corridor Zone provides comfort in reducing the impact of an Urban Corridor building on the south side of Norma Street, within the Cowandilla/Mile End Character PA 23.

In terms of Objective 2 and 3 of the High Street Policy Area 35, the design proposal offers a continuous and consistent built edge, articulated to reflect the intimate built scale and fine-grained detailing of adjacent dwellings. The Ground Floor, certainly to the Ebor Avenue frontage provides satisfaction to Objective 4 and 5.

Desired Character seeks to moderate overlooking, overshadowing and noise impacts through careful design impacts on adjoining zones where development is lower in scale and intensity will be minimised through transition of building heights and setbacks, judicious design and location of windows and balconies, and the use of landscaping.

Desired Character Objective 6 and PDC 3 of the High Street Policy Area 35 and Objective 9 and PDC 4 of the Zone are considered satisfied by the fine grained approach taken with the facades, ground treatments and built form. The building is clearly a form of residential development that the High Street Policy Area 35 desires as the eventual predominant form; however, it has through its design, acknowledged the existence of detached single storey buildings opposite as the area transforms.

City of West Torrens Heritage Advisor Comment

The apartment building locates a shop on the lower level. Its proposed height and architectural treatment of the additional fifth level are supported, as explained previously.

The proposal is innovative in its approach and transforming of built form, offering design excellence, invited by PA35 Desired Character of PA35 Objective 9 and PDC 4. This may be written with Henley Beach Road in mind rather than Norma Street and Ebor Avenue.

I note the proposal is not within or adjacent to the Historic Conservation Area, considered by Desired Character. The Ground Floor height is 3500 as contemplated in PDC 6 of the Policy Area.

The fine grained approach proposed offers, the low point height of the gabled parapet and the setting back of the upper level within the prescribed height limit, provide some satisfaction of Objective 5 of the Zone.

The building exhibits a clearly defined podium and while the façade is only slightly set back, the cut outs in the façade for balconies offer some consolation to the otherwise satisfied PDC 7 of the Zone. The fine grained façade serves to satisfy PDC 8 of the Zone. PDC 13 of the Zone is considered satisfied through the architectural treatments and upper level setbacks as described above and the proposal has responded to the Interface Height Provisions of PDC 15.

The Desired Character of PA23 seeks uniformity of built form, particularly as viewed from the street, where all new development is complementary to the key character elements. The location proximate to the Zone boundary may make satisfaction of this transition difficult, but the proposal has endeavored through a contextual approach to reflect the intimate scale of the Policy Area opposite.

Consideration of plant and service equipment enclosure and screening from view from the street and neighbouring allotments is encouraged.

Conclusion:

The development displays innovation in contextual design. While it exceeds the number of storeys contemplated in the Policy Area, the height proposed matches the maximum allowable height.

The impact on the rear of the Local Heritage Place is minimised through the amended design, which exhibits a podium, fine grained scale and upper level that is set behind a gabled parapet.

The proposal is acceptable from a Local Heritage Perspective and may requires further detail on:

- Materials, finishes and colours (particularly consideration of avoiding reflective cladding)
- Roof mounted plant and equipment other than the solar panels.

Douglas Alexander



Waste Management Assessment

Development Application No: 211/12/2020

Assessing Officer: Phil Smith

Site Address: 4/6 Ebor Avenue, MILE END SA 5031, 6 Ebor Avenue, MILE END SA 5031, 1/6 Ebor Avenue, MILE END SA 5031, 2/6 Ebor Avenue, MILE END SA 5031, 3/6 Ebor Avenue, MILE END SA 5031

Certificate of Title: CT-5178/585, CT-5178/585, CT-5178/585, CT-5178/585, CT-5178/585

Description of Development Demolition of existing structures and construction of a 4 -storey residential flat building comprising 22 dwellings, shop and carparking

TO TEAM LEADER WASTE MANAGEMENT - REGULATORY SERVICES

Please provide your comments in relation to:

☐ Any aspect that you feel needs further attention or detail

.....
.....



Memo

To Phil Smith
From Nick Teoh
Date 30-Apr-2020
Subject 211/12/2020 4/6 Ebor Avenue, MILE END SA 5031, 6 Ebor Avenue, MILE END SA 5031, 1/6 Ebor Avenue, MILE END SA 5031, 2/6 Ebor Avenue, MILE END SA 5031, 3/6 Ebor Avenue, MILE END SA 5031

Dear Phil Smith

The following Waste Management comments are provided with regards to the assessment of the above develop application:

Waste Management

It is requested that the following areas of the proposed waste management plan for 6 Erbor Avenue be reviewed:

1. Provision of waste capacity to each dwelling:

- 4.2.1 - Proposed minimum general waste capacity of 15L
- 4.2.2 - Proposed minimum recycling capacity of 10L
- 4.2.3 - Proposed minimum organics capacity of 5L

Zero Waste SA's Better Practice Guide for Waste Management outlines under 4.4.2 recommends the following provisions for each dwelling:

General waste- At least 20L
Recycling - At least 30L
Organics - At least 10L

Additionally, City of West Torrens provide a 6L kitchen caddy that can be provided to residential tenants at no charge.

2. Bin quantity and size

4.3 outlines 360L bins to be used for organic matter generated by residents of 6 Erbor Avenue. It is suggested that confirmation is sought from a commercial waste operator that 360L bins for organic waste is available and can be collected. Typically, 360L bins are not used for organic waste due to the possible weight restrictions imposed by the collection process. Waste vehicle side-arms have weight limits, typically 150kg that an organics bin full of wet food waste can exceed, however they can be managed by a rear-load collection vehicle.

3. Waste collection



It is recommended that waste collection takes place outside of peak morning and afternoon periods to ensure minimum impact to residents departing/returning from work and for the general public.

The waste management plan proposed for 6 Erbor Avenue is acceptable; however review of the areas outlined above will improve liveability for residents.

Kind regards

Nick Teoh
Team Leader Waste Management

6.2 80-84 Sir Donald Bradman Drive, HILTON

Application No 211/1287/2018/A

Appearing before the Panel will be:

Representor: **Daniel Boffa** of 6 Pearson Street, Hilton wishes to appear in support of the representation

Applicant: **Future Urban** on behalf of Meals On Wheels (SA) Incorporated wishes to appear in response to the representation

DEVELOPMENT APPLICATION DETAILS

DESCRIPTION OF DEVELOPMENT	Variation to Development Application 211/1287/2018 for construction of a one and two-storey facility, incorporating office, training room, commercial kitchen store and 3.1m high acoustic barrier, advertising and ancillary carpark - <i>Vary Condition 8 of approval: hours of operation to now include weekends</i>
APPLICANT	Meals On Wheels (SA) Incorporated
APPLICATION NUMBER	211/1287/2018A
LODGEMENT DATE	7 February 2020
ZONE	Commercial Zone Residential Zone
POLICY AREA	Arterial Roads Policy Area 1 Cowandilla / Mile End West Character Policy Area 23
APPLICATION TYPE	Merit
PUBLIC NOTIFICATION	Category 3
REFERRALS	Internal <ul style="list-style-type: none"> City Assets External <ul style="list-style-type: none"> Nil
DEVELOPMENT PLAN VERSION	Consolidated 12 July 2018
DELEGATION	<ul style="list-style-type: none"> The relevant application is for a merit, Category 2 or Category 3 form of development, representations have been received and one or more representors wish to be heard on their representation.
RECOMMENDATION	Support with conditions
AUTHOR	Brendan Fewster

BACKGROUND

Development Application 211/1287/2018 for construction of a one and two-storey facility, incorporating office, training room, commercial kitchen store and 3.1m high acoustic barrier, advertising and ancillary carpark was considered by the Council Assessment Panel (CAP) on 11 June 2019.

The CAP resolved to grant Development Plan Consent subject to several conditions. Development Approval has since been granted and construction of the development has commenced and is nearing completion.

A copy of the meeting minutes and staff report are contained in **Attachment 2**.

Condition 8 of the authorisation states:

The hours of operation of the land use approved herein shall be limited to 5am to 11pm - Monday to Friday.

This new application seeks to vary Condition 8 by extending the approved operating hours to include weekends.

SUBJECT LAND AND LOCALITY

The subject land comprises five contiguous allotments that are formally described as:

- Allotment 53 Deposited Plan 48953 CT Volume 5725 Folio 70;
- Allotment 54 Deposited Plan 48953 CT Volume 5725 Folio 71;
- Allotment 55 Deposited Plan 48953 CT Volume 5725 Folio 72;
- Allotment 35 Deposited Plan 2574 CT Volume 5773 Folio 544; and
- Allotment 36, 37, 38 & 39 Deposited Plan 2574 CT Volume 5875 Folio 402.

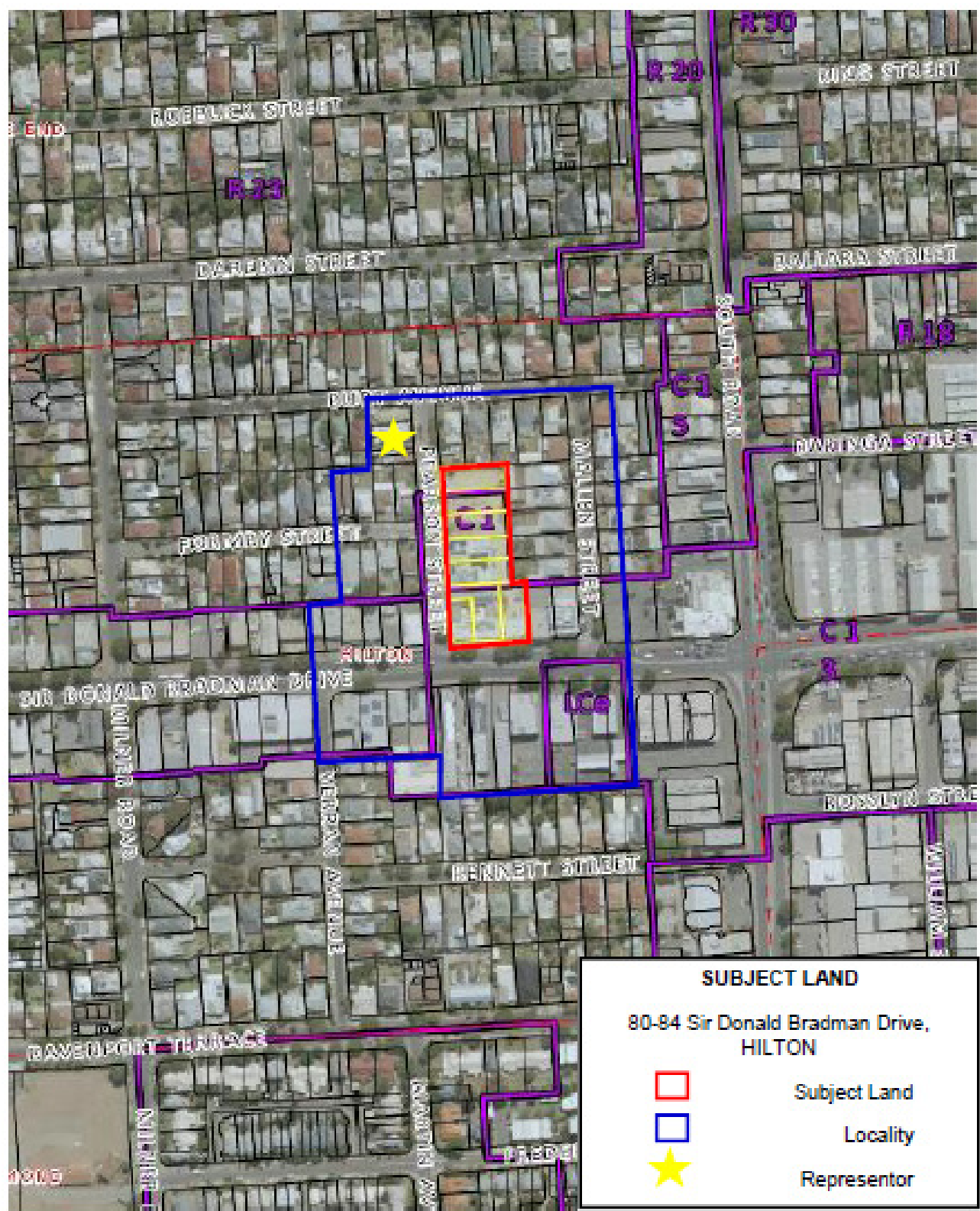
The subject land is more commonly known as 80-84 Sir Donald Bradman Drive, Hilton. The site is irregular in shape with a 52 metre (m) wide frontage to Sir Donald Bradman Drive, a secondary frontage to Pearson Street of 109m and a site area of 5167 square metres (m²). It is noted that there are no easements, encumbrances or Land Management Agreements on the Certificates of Title and there are no regulated trees on the subject site or on adjoining land that would be affected by the development.

All original buildings and structures have been removed and the approved building is currently under construction.

The locality is relatively mixed use in land use and built form character comprising low density residential development to the north, east and west and commercial development along Sir Donald Bradman Drive. Commercial development in the locality is generally up to two storeys and either built to the Sir Donald Bradman Drive frontage or setback with a car parking to the front of the site. The commercial land uses vary from shops and restaurants to light industry and bulky goods.

The amenity of the locality is low to moderate, which is attributed to the mix of uses and buildings and the high volume and frequency of traffic along Sir Donald Bradman Drive.

The subject land and locality are shown on the aerial imagery and maps below.



RELEVANT APPLICATIONS

DA Number	Description of Development	Decision	Decision Date
211/1287/2018	Construction of a one and two-storey facility, incorporating office, training room, commercial kitchen store and 3.1m high acoustic barrier, advertising and ancillary carpark	Development Approval	2 July 2019

PROPOSAL

The proposal is seeking to vary the development that was approved under Development Application 211/1287/2018. The approved development comprised the construction of a one and two-storey facility, incorporating office, training room, commercial kitchen store and 3.1m high acoustic barrier, advertising and ancillary car park.

The proposed variation relates to Condition 8 of the approval that states:

The hours of operation of the land use approved herein shall be limited to 5am to 11pm - Monday to Friday.

The revised hours of operation proposed are:

- 5.00am to 11.00pm - Monday to Friday
- 7.30am to 5.30pm - Saturday
- 9.00am to 5.00pm - Sunday

The applicant is seeking to extend the operating hours to enable occasional food production and distribution, staff training days and/or administration on weekends.

The relevant plans and documents are contained in **Attachment 3**.

PUBLIC NOTIFICATION

The application is a Category 3 form of development pursuant to Section 38 of the *Development Act 1993*, as the changes could not be considered as minor in nature.

Properties notified	40 properties were notified during the public notification process.
Representations	One (1) representation received.
Persons wishing to be heard	One (1) representor who wishes to be heard. <ul style="list-style-type: none"> • Daniel Boffa of 6 Pearson Street, Hilton

Summary of representations	<p>Concerns were raised regarding the following matters:</p> <ul style="list-style-type: none"> • Loss of property value; • Noise and disturbance; • Odour; • Adequacy of car parking and access; • Traffic generation; and • Waste management.
Applicant's response to representations	<p>Summary of applicant's response:</p> <ul style="list-style-type: none"> • Staff training is contemplated as part of an "office" use; • The previous land use on the subject site had no planning limitations on its operation or hours of operation; • The proposed hours have been changed to: <ul style="list-style-type: none"> - Saturdays – 7:30am to 5:30pm - Sundays – 9:00am to 5:00pm • Loss of property value is not a valid planning consideration; • High efficiency filtration, electrostatic and/or ultraviolet systems and exhaust air fans will minimise odour; • The use of permanent acoustic treatments will contain vehicle and operational noise; • Medium Rigid Vehicles will not be allowed to access the site on weekends; • The approved development satisfies the EPA's noise criteria for weekday operation and weekend operation - weekend operation will be less intensive; • WSP's Senior Acoustic Engineer has confirmed that the proposed operational hours will satisfy the noise requirements; • Access and car parking was thoroughly assessed as part of the original development and deemed acceptable; • The proposed weekend operations are expected to generate less traffic than the weekday operations; and • No change to stormwater management.

A copy of the representation and the applicant's response is contained in **Attachment 4**.

INTERNAL REFERRALS

Department	Comments
City Assets	<ul style="list-style-type: none"> • The variation to extend operating hours to include weekend is unlikely to impact on traffic as most of the traffic occurs during peak traffic hours.

A copy of the relevant referral response is contained in **Attachment 5**.

RELEVANT DEVELOPMENT PLAN PROVISIONS

The subject land is located within the Commercial Zone and Residential Zone and, more specifically, within Arterial Roads Policy Area 1 and Cowandilla / Mile End West Character Policy Area 23 as described in the West Torrens Council Development Plan.

The relevant Desired Character statements are as follows:

Residential Zone - Desired Character:

This zone will contain predominantly residential development. There may also be some small-scale non-residential activities such as offices, shops, consulting rooms and educational establishments in certain locations. Non-residential activities will be complementary to surrounding dwellings.

Allotments will be at very low, low and medium densities to provide a diversity of housing options in different parts of the zone. The range of allotment sizes will support the desired dwelling types anticipated in each policy area, and the minimum allotment sizes shall be treated as such in order to achieve the Desired Character for each policy area and, in turn, reinforce distinction between policy areas. Row dwellings and residential flat buildings will be common near centres and in policy areas where the desired density is higher, in contrast to the predominance of detached dwellings in policy areas where the distinct established character is identified for protection and enhancement. There will also be potential for semi-detached dwellings and group dwellings in other policy areas.

*Residential development in the form of a multiple dwelling, residential flat building or group dwelling will not be undertaken in a **Historic Conservation Area**.*

Landscaping will be provided throughout the zone to enhance the appearance of buildings from the street as viewed by pedestrians, provide an appropriate transition between the public and private realm and reduce heat loads in summer.

Cowandilla/Mile End West Character Policy Area 23 - Desired Character:

The policy area will contain predominantly detached dwelling and semi-detached dwellings. There will also be some small-scale non-residential activities such as offices, shops and consulting rooms in certain locations. Non-residential activities will be complementary to surrounding dwellings.

Allotments will vary in size from low density to very low density and are generally deep, with narrow frontages to main streets. Subdivision will reinforce the existing allotment pattern which is a significant positive feature of the policy area.

There will be unity of built-form, particularly as viewed from the street, where all new development is complementary to the key character elements of Victorian-era villas, cottages, inter-war bungalows, Spanish mission and Dutch colonial-style dwellings, rather than dominating or detracting from them. Key elements of this character include pitched roofs, verandahs/porticos and masonry building materials. There will be predominantly one storey buildings, with some two storey buildings designed in a manner that is complementary to the single storey character of nearby buildings. Setbacks will be complementary to the boundary setbacks of older dwelling in the policy area, preserving considerable space in private yards for landscaping.

There will be no garages/carports forward of the main façade of buildings. Fencing forward of dwellings will be low to provide views of built-form that define the character of the policy area. Any driveway crossovers will be carefully designed and located to ensure the preservation of street trees which have an important positive impact on the streetscape.

Arterial Roads Policy Area 1 - Desired Character:

This policy area will accommodate a wide range of commercial and light industrial uses.

It is envisaged that the appearance of commercial development within the policy area will be improved through the redevelopment and upgrading of existing development sites.

Development site refers to the land which incorporates a development and all the features and facilities associated with that development, such as outbuildings, driveways, parking areas, landscaped areas, service yards and fences. Where a number of buildings or dwellings have shared use of such features and facilities, the development site incorporates all such buildings or dwellings and their shared features and facilities.

Precinct 3 Sir Donald Bradman Drive (Mile End):

This precinct will accommodate bulky goods outlets, light industry, service industry and warehouses. Residential developments in the form of two and three storey residential flat buildings or dwellings above office and consulting room developments are envisaged in the area west of the South Road intersection.

Development facing Sir Donald Bradman Drive and South Road will be of high quality and well landscaped. Large scale development up to three storeys is envisaged east of the South Road intersection, reducing to smaller scale development west of the intersection.

That part of the precinct between the Hilton Bridge and South Road will accommodate high quality bulky goods outlets development and upper level office space.

Extensive landscaping will be undertaken in the setback areas near the eastern boundary of the precinct incorporating substantial trees which will grow to form prominent features in the eastern part of the precinct, particularly as viewed from the Hilton Bridge.

Additional provisions of the Development Plan which relate to the proposed development are contained in **Attachment 1**.

ASSESSMENT

In assessing the merits or otherwise of the application, the proposed development is discussed under the following sub headings:

Representor Concerns

It is noted that the representor has raised concerns that relate to food odour and the adequacy of vehicular access and car parking. These matters were considered in depth as part of the original application and deemed acceptable. The representor is also concerned that the proposal would include a new use; that being the training of staff (i.e. training facility). It should be noted that the approved development included training facilities and the current proposal would simply allow training to take place on a Saturday or Sunday. As the proposed variation relates only to the hours of operation, these matters do not require further consideration.

Other matters raised by the representor such as noise, traffic generation and waste management, which are inherent to the operational hours of the development are considered below.

Noise and Disturbance

The applicant is seeking to extend the operating hours to enable occasional food production and distribution, staff training days and administration on weekends.

The proposed weekend hours, which are 7.30am to 5.30pm on Saturday and 9.00am to 5.00pm on Sunday are core or 'standard' hours for many commercial developments, including several nearby businesses along Sir Donald Bradman Drive. These hours are generally considered to balance the commercial needs of businesses while maintaining the living environments of surrounding residents. It is also considered appropriate to restrict operating hours on public holidays to 9.00am to 5.00pm.

The external noise impacts associated with the development were previously assessed and deemed to satisfy the EPA's noise criteria. This included an acoustic assessment that was undertaken by WSP Australia Pty Ltd, which recommended the construction of a new 3.1m high boundary fence. WSP Australia Pty Ltd has confirmed the following in relation to the new proposed operating hours:

"Our assessment for the original DA application is based on the most onerous criteria i.e. noise generated during the night time operations. Given the time frames and operations outlined in your attached letter the additional weekend activities are expected to satisfy the requirements of the City of West Torrens Council Development Plan and the Noise EPP".

Given that the proposed operating hours would be within core weekend business hours and the weekend operations would be less intensive than the approved weekday activities (i.e. less food production, less staff on-site and less vehicle movements), the proposal would not result in noise and general disturbance that would be considered detrimental to the amenity of surrounding residents.

To minimise external impacts as much as possible, conditions of consent that limit the number of staff attending weekend trainings and prohibit food production and distribution during staff trainings on weekends or public holidays have been recommended.

Traffic Generation

The representor has raised concern that the proposal to extend the operating hours to include weekends would result in additional traffic in adjacent streets. As confirmed by the applicant, the weekend operations are expected to generate significantly less traffic than the weekday operations due to the following:

- no incoming deliveries will be received on weekends;
- no waste collection will occur on weekends;
- food production and distribution will not occur at the same time as staff trainings;
- no more than 40 staff will attend staff training on weekends;
- staff training would take place only once a month on weekends; and
- staff will be able to use the visitor car park accessible from Sir Donald Bradman Drive or the staff car park accessible from Pearson Street, therefore potentially reducing vehicle movements on Pearson Street.

Council's City Assets Department is also satisfied that the proposed operating hours are "unlikely to impact on traffic as most of the traffic occurs during peak traffic hours".

With the above operational restrictions in place, the proposal would not result in any adverse traffic-related impacts. Conditions of consent that reinforce the above operational requirements have been recommended.

Waste Management

The approved development included a comprehensive Waste Management Plan that was prepared by WSP Australia Pty Ltd. This included an external 29m² bin storage area located at the northern end of the building, which will accommodate the following:

- 2 x 1,100L general waste bins;
- 6 x 1,100L recyclables; and
- 4 x 240L food waste bins.

There will be no change to the approved waste collection hours which are between 7.00am and 7.00pm weekdays.

WSP Australia Pty Ltd have reviewed the impacts of the extended operating hours and *"are satisfied that the previous assessments accommodate these proposed revisions, in accordance with the approach described in the attached variation letter"*.

PDC 2, 5 and 6 of the General Section (Waste) are hereby satisfied.

SUMMARY

When balanced against the approved development and the existing site and locality characteristics, the proposal to extend the operating hours to include weekends is considered to be orderly and appropriate.

The proposal will include limitations on staff numbers and access for larger vehicles on weekends to ensure any traffic-related impacts are minimised. Furthermore, the extended operating hours would not result in additional noise or disturbance as appropriate noise attenuation and odour management measures have already been approved for the development and are still considered suitable.

Having considered all the relevant provisions of the Development Plan, the proposal is not considered to be seriously at variance with the Development Plan.

On balance the proposed development sufficiently accords with the relevant provisions contained within the West Torrens Council Development Plan Consolidated 12 July 2018 and warrants Development Plan Consent and Development Approval.

RECOMMENDATION

The Council Assessment Panel, having considered all aspects of the report, the application for consent to carry out development of land and pursuant to the provisions of the *Development Act 1993* resolves to GRANT Development Plan Consent and Development Approval for Application No. 211/1287/2018/A by Meals On Wheels (SA) Incorporated for Variation to Development Application 211/1287/2018 for construction of a one and two-storey facility, incorporating office, training room, commercial kitchen store and 3.1m high acoustic barrier, advertising and ancillary carpark - *Vary Condition 8 of approval: hours of operation to now include weekends* at 80-84 Sir Donald Bradman Drive, Hilton (CT 5773/544, 5875/402, 5725/70, 5725/71 & 5725/72) subject to the following conditions of consent:

Development Plan Consent Conditions:

1. The development must be undertaken, completed and maintained in accordance with the plans and information detailed in this Application except where varied by any conditions listed below:
 - Letter prepared by Future Urban dated 6 February 2020;
 - Letter prepared by Future Urban dated 16 April 2020;
 - Email from Nick Asha of WSP Australia Pty Ltd dated 16 April 2020; and
 - Email from Greg Barry of WSP Australia Pty Ltd dated 16 April 2020.

2. Except where varied by this approval, all other conditions, approved plans and details relating to Development Application 211/1287/2018 shall continue to apply to the approved development.

Reason: To ensure the development is undertaken in accordance with the approved plans and conditions.

3. The hours of operation of the development approved herein shall be between the following:
- 5.00am to 11.00pm - Monday to Friday (no change)
 - 7.30am to 5.30pm - Saturday
 - 9.00am to 5.00pm - Sunday or Public Holidays

Reason: To minimise the impact of the development on the amenity of the locality.

4. No commercial service vehicles (MRV waste collection and food supply vehicles) shall access the site on weekends or public holidays and no incoming deliveries shall be received on weekends or public holidays.

Reason: To minimise the impact of the development on the amenity of the locality.

5. Food production and distribution shall not occur at the same time as staff trainings on weekends or public holidays.

Reason: To minimise the impact of the development on the amenity of the locality.

6. No more than 40 staff shall attend staff training on weekends or public holidays.

Reason: To minimise the impact of the development on the amenity of the locality.

Attachments

1. Relevant Development Plan Provisions
2. Council Assessment Panel Agenda and Minutes 11 June 2019 - Item 6.2
3. Application Documents
4. Representation & Applicant's Response
5. Internal Referral Response

Relevant Development Plan Provisions

<u>General Section</u>		
<i>Interface between Land Uses</i>	<i>Objectives</i>	1, 2 & 3
	<i>Principles of Development Control</i>	1, 2, 3, 6, 8, 9, 12 & 13
<i>Transportation and Access</i>	<i>Objectives</i>	1 & 2
	<i>Principles of Development Control</i>	1, 2, 3, 8, 12, 13, 14, 16, 17, 20, 21, 22, 23, 24, 26, 27, 28, 32, 34, 35, 36, 37, 38, 39, 40, 41, 42 & 43
<i>Waste</i>	<i>Objectives</i>	1 & 2
	<i>Principles of Development Control</i>	1, 2, 3, 4, 5 & 6

6.2 80-84 Sir Donald Bradman Drive, HILTON

Application No 211/1287/2018

DEVELOPMENT APPLICATION DETAILS

DESCRIPTION OF DEVELOPMENT	Construction of a one and two-storey facility, incorporating office, training room, commercial kitchen, store and 3.1m high acoustic barrier, advertising and ancillary carpark	
APPLICANT	Meals on Wheels SA Inc.	
LODGEMENT DATE	30/11/2018	
ZONE	Residential Zone	Commercial Zone
POLICY AREA	Cowandilla / Mile End West Character Policy Area 23	Arterial Roads Policy Area 1
Precinct	N/A	Precinct 3 Sir Donald Bradman Drive (Mile End)
APPLICATION TYPE	Merit	
PUBLIC NOTIFICATION	Category 3	
REFERRALS	Internal <ul style="list-style-type: none"> • City Assets • City Operations • Environmental Health External <ul style="list-style-type: none"> • Department of Planning, Transport and Infrastructure (DPTI) 	
DEVELOPMENT PLAN VERSION	Consolidated 12 July 2018	
DELEGATION	<ul style="list-style-type: none"> • Where the Chief Executive Officer or Assessment Manager form the opinion that the relevant application warrants consideration and determination by the CAP. 	
RECOMMENDATION	Support with conditions	
AUTHOR	Jordan Leverington	

SUBJECT LAND AND LOCALITY

The subject land is formally described as:

- Allotment 53 Deposited Plan 48953 (CT Volume 5725 Folio 70).
- Allotment 54 Deposited Plan 48953 (CT Volume 5725 Folio 71).
- Allotment 55 Deposited Plan 48953 (CT Volume 5725 Folio 72).
- Allotment 35 Deposited Plan 2574 (CT Volume 5773 Folio 544).
- Allotment 36, 37, 38 & 39 Deposited Plan 2574 (CT Volume 5875 Folio 402).

This land is located in the area named Hilton, Hundred of Adelaide, more commonly known as 80-84 Sir Donald Bradman Drive, Hilton. The subject site is irregular in shape with a 52 metre (m) wide frontage to Sir Donald Bradman Drive, a secondary frontage to Pearson Street of 109m and a site area of 5167 square metres (m²). It is noted that there are no easements, encumbrances or Land Management Agreements on the Certificates of Title and there are no regulated trees on the subject site or on adjoining land that would be affected by the development.

The site is currently vacant, having recently had all existing structures and vegetation removed. The site is relatively flat with the southern end of the allotment subject to up to 0.1m of flood water during a 1 in 100 year Annual Rain Interval (ARI) event.

The locality is mixed use in nature comprised of low density residential development as well as commercial development along Sir Donald Bradman Drive. Residential development is generally in the form of post-war single storey detached dwellings at low density.

Commercial development in the locality is single and double storey in nature and either built up to the front boundary along Sir Donald Bradman Drive or set back with a car park to the front of the site. The commercial land uses vary from shops and restaurants to light industry and bulky goods.

Sir Donald Bradman Drive is an arterial road with an estimated 29,800 vehicles per day

The amenity of the locality is considered to be low to medium due it being located under the flight path, as well as the traffic impact along Sir Donald Bradman Drive and existing commercial development.

The subject land and locality are shown on the aerial imagery and maps below.





RELEVANT APPLICATIONS

DA Number	Description of Development	Decision	Decision Date
211/175/2019	Demolition of existing and associated structures	Development approved	26/02/2019

PROPOSAL

The proposed application seeks to build the South Australian head office for Meals on Wheels. This facility will incorporate:

- A commercial kitchen;
- Office;
- Training rooms;
- Store;
- Loading area; and
- Car parks.

The facility will accommodate between 55 - 70 staff and visitors during operating hours between 5:00am and 11:00pm Monday to Friday. The office and training areas of the facility are to be located adjacent Sir Donald Bradman Drive where the building is to be two storeys in height.

There are two car parks proposed, the largest of which is located at the northern end of the site and can accommodate 53 vehicles. The smaller car park, at the southern end of the site, can accommodate a further 11 vehicles. The peripheries of the car parks will be landscaped.

The loading area is to be located on the eastern side of the building and will be used by Medium Rigid Vehicles (MRV). Local deliveries will also be undertaken by commercial vans to be stored adjacent the northern façade of the building when not in use.

The existing brick wall along portions of the eastern boundary of the site will be retained up to a height of 3.1m. On portions of the boundary where this wall does not exist, a 3.1m high Colorbond® fence will be built to form an acoustic barrier to the adjacent dwellings.

General and food waste will be collected daily, whilst comingled recycling will be collected at least twice a week. All waste will be collected by a private contractor.

The relevant plans and documents are contained in **Attachment 2**.

INTERNAL REFERRALS

Department	Comments
City Assets	<ul style="list-style-type: none"> • Car parking numbers and vehicle movements have been determined as satisfactory. • The largest vehicle to be accommodated on-site should not exceed a Medium Rigid Vehicle (MRV) as defined in the Australian Standard 2890.2. • All commercial and service vehicles must enter via the Pearson Street crossover. • The car park access via Sir Donald Bradman Drive must only be used for visitor parking and not commercial vehicles. • The crossover on Sir Donald Bradman Drive needs to be widened in order to accommodate simultaneous movement of vehicles. • Unused existing crossovers on Pearson Street will be reinstated to upright kerb.

	<ul style="list-style-type: none"> Stormwater collection and reuse concept is acceptable and detailed design should be in accordance with this concept. Peak stormwater discharge from the site shall not exceed 22 litres per second. The subject site is prone to a low level of flooding, but the proposed FFL is satisfactory to mitigate inundation.
City Operations	<ul style="list-style-type: none"> Some pruning of a Platanus x acerifolia (London Plane tree) will be necessary to allow construction of the proposed building. These works will be undertaken by Council staff.
Environmental Health	<ul style="list-style-type: none"> Generally supportive of the proposal but wishes to arrange a pre-opening inspection to ensure food safety standards have been achieved.

EXTERNAL REFERRALS

Department	Comments
DPTI	<ul style="list-style-type: none"> Does not object in principle to the proposed development. Council should ensure there is sufficient parking on site. The Metropolitan Adelaide Road Widening Plan shows that there is a possible requirement for a 4.5m deep strip of land to be acquired for road widening purposes. Consent to build within this area needs to be obtained from the Commissioner of Highways.

A copy of the relevant referral response is contained in **Attachment 3**.

RELEVANT DEVELOPMENT PLAN PROVISIONS

The subject land is located within the following Zones, Policy Areas and precincts as described in the West Torrens Council Development Plan:

- Residential Zone, Cowandilla / Mile End West Character Policy Area 23
- Commercial Zone, Arterial Roads Policy Area 1
- Commercial Zone, Arterial Roads Policy Area 1, Precinct 3, Sir Donald Bradman Drive (Mile End)

The relevant Desired Character statements are as follows:

Residential Zone - Desired Character	
<p><i>This zone will contain predominantly residential development. There may also be some small-scale non-residential activities such as offices, shops, consulting rooms and educational establishments in certain locations. Non-residential activities will be complementary to surrounding dwellings.</i></p> <p><i>Allotments will be at very low, low and medium densities to provide a diversity of housing options in different parts of the zone. The range of allotment sizes will support the desired dwelling types anticipated in each policy area, and the minimum allotment sizes shall be treated as such in order to achieve the Desired Character for each policy area and, in turn, reinforce distinction between policy areas. Row dwellings and residential flat buildings will be common near centres and in policy areas where the desired density is higher, in contrast to the predominance of detached dwellings in policy areas where the distinct established character is identified for protection and enhancement. There will also be potential for semi-detached dwellings and group dwellings in other policy areas.</i></p> <p><i>Residential development in the form of a multiple dwelling, residential flat building or group dwelling will not be undertaken in a Historic Conservation Area.</i></p> <p><i>Landscaping will be provided throughout the zone to enhance the appearance of buildings from the street as viewed by pedestrians, provide an appropriate transition between the public and private realm and reduce heat loads in summer.</i></p>	
Objective	4
Principles of Development Control	1, 3, 5, 12, 14, 17 & 18

Cowandilla/Mile End West Character Policy Area 23 - Desired Character	
<p><i>The policy area will contain predominantly detached dwelling and semi-detached dwellings. There will also be some small-scale non-residential activities such as offices, shops and consulting rooms in certain locations. Non-residential activities will be complementary to surrounding dwellings.</i></p> <p><i>Allotments will vary in size from low density to very low density and are generally deep, with narrow frontages to main streets. Subdivision will reinforce the existing allotment pattern which is a significant positive feature of the policy area.</i></p> <p><i>There will be unity of built-form, particularly as viewed from the street, where all new development is complementary to the key character elements of Victorian-era villas, cottages, inter-war bungalows, Spanish mission and Dutch colonial-style dwellings, rather than dominating or detracting from them. Key elements of this character include pitched roofs, verandahs/porticos and masonry building materials. There will be predominantly one storey buildings, with some two storey buildings designed in a manner that is complementary to the single storey character of nearby buildings. Setbacks will be complementary to the boundary setbacks of older dwelling in the policy area, preserving considerable space in private yards for landscaping.</i></p> <p><i>There will be no garages/carports forward of the main façade of buildings. Fencing forward of dwellings will be low to provide views of built-form that define the character of the policy area. Any driveway crossovers will be carefully designed and located to ensure the preservation of street trees which have an important positive impact on the streetscape.</i></p>	
Objective	1
Principles of Development Control	1 & 2

Arterial Roads Policy Area 1 - Desired Character

This policy area will accommodate a wide range of commercial and light industrial uses.

It is envisaged that the appearance of commercial development within the policy area will be improved through the redevelopment and upgrading of existing development sites.

Development site refers to the land which incorporates a development and all the features and facilities associated with that development, such as outbuildings, driveways, parking areas, landscaped areas, service yards and fences. Where a number of buildings or dwellings have shared use of such features and facilities, the development site incorporates all such buildings or dwellings and their shared features and facilities.

Objective	1
Principles of Development Control	1, 2, 3, 7 & 8

Precinct 3: Sir Donald Bradman Drive (Mile End) - Desired Character

This precinct will accommodate bulky goods outlets, light industry, service industry and warehouses. Residential developments in the form of two and three storey residential flat buildings or dwellings above office and consulting room developments are envisaged in the area west of the South Road intersection.

Development facing Sir Donald Bradman Drive and South Road will be of high quality and well landscaped. Large scale development up to three storeys is envisaged east of the South Road intersection, reducing to smaller scale development west of the intersection.

That part of the precinct between the Hilton Bridge and South Road will accommodate high quality bulky goods outlets development and upper level office space.

Extensive landscaping will be undertaken in the setback areas near the eastern boundary of the precinct incorporating substantial trees which will grow to form prominent features in the eastern part of the precinct, particularly as viewed from the Hilton Bridge.

Principles of Development Control	26 & 27
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Additional provisions of the Development Plan which relate to the proposed development are contained in **Attachment 1**.

LEGAL ADVICE

As previously described, the subject site crosses two Zones, two Policy Areas and a Precinct. Previous case law has directed that the proposal must be assessed against **all** the relevant provisions of the Development Plan. But as these Zones, Policy Areas and Precinct have different Desired Character statements, non-complying triggers and public notification requirements, a number of issues have arisen through the assessment process. Of particular note is that some aspects of the proposal are non-complying in the Residential Zone, but not in the Commercial Zone.

The applicant originally proposed that the application was an integrated development and, as such, none of the individual aspects of the development could be separated out and individually assessed. In addition, since integrated development is not listed as non-complying, the proposal should be assessed as merit. This conflicted with previous legal advice Council had received when considering recent applications for petrol stations. This advice indicated that the Courts were no longer supporting the notion of integrated development and that each component part of a development proposal should be considered when assessing the application.

Administration sought further legal advice in order to determine the correct approach to categorisation and processing of this particular application. The advice suggested that the application should be assessed on merit as those aspects of the development that would trigger the non-complying status were not to be built in the Residential Zone. Given that the advertising, office and industrial components of the proposal are all to be built in the Commercial Zone, the non-complying process is not triggered. The legal advice also reinforced the fact that the application could not be considered as an integrated development.

QUANTITATIVE STANDARDS

The proposal is assessed for consistency with the quantitative requirements of the Development Plan as outlined in the table below:

The parcel of land within the Residential Zone is to be used for the northern car park, landscaping and the acoustic fence. As there are no quantitative provisions within the Zone that relate to these aspects, no assessment of these aspects can be undertaken. Accordingly, the following provisions apply to the Commercial Zone only.

DEVELOPMENT PLAN PROVISIONS	STANDARD	ASSESSMENT
GROSS LEASABLE AREA <i>Commercial Zone</i> <i>PDC 4</i>	Consulting room or office (not greater than 30% of gross leasable floor area) GLFA = 2443m ²	30% (741m ²) Satisfies
PRIMARY STREET SETBACK <i>Commercial Zone</i> <i>PDC 8</i>	3m	3.5m Satisfies
BUILDING HEIGHT <i>Commercial Zone</i> <i>PDC 32 & 33</i>	2 storeys or 8.5m (max.)	2 storeys / 11m Does Not Satisfy
CAR PARKING SPACES <i>Transportation and Access</i> <i>PDC 34</i>	46 spaces required	64 spaces provided Satisfies

ASSESSMENT

In assessing the merits or otherwise of the application, the proposed development is discussed under the following sub headings:

Land Use

The subject site was previously used by Rossi Boots for manufacturing and factory direct sales. This industrial land use pre-dates planning authorisations with aerial imaging showing a factory had been built on the site between 1949 and 1959.

The proposal is formed of several different land uses combined into a mixed use development. These land uses include light industry, office and car parking. None of these land uses are envisaged within the Residential Zone, whereas light industry and offices ancillary to a light industry are envisaged within the Commercial Zone and in Precinct 3 Sir Donald Bradman Drive (Mile End). Given that the light industry and office uses are located entirely within the Commercial Zone, the proposed land use is considered appropriate for the site.

Desired Character

The Desired Character of the Commercial Zone, Arterial Roads Policy Area 1 and Precinct 3 Sir Donald Bradman Drive (Mile End) envisages light industry to take place although as noted, it is not envisaged in the Residential Zone. Light industry is defined in the Development Regulations 2008 as:

light industry means an industry where the process carried on, the materials and machinery used, the transport of materials, goods or commodities to and from the land on or in which (wholly or in part) the industry is conducted and the scale of the industry does not—
(a) detrimentally affect the amenity of the locality or the amenity within the vicinity of the locality by reason of the establishment or the bulk of any building or structure, the emission of noise, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit, oil, spilled light, or otherwise howsoever; or
(b) directly or indirectly, cause dangerous or congested traffic conditions in any nearby road;

The proposed development is considered to satisfy this definition whereas it is arguable whether the previous industrial use did.

The office component of the proposal will allow Meals on Wheels to incorporate the kitchen and head office on the same site. Offices are also envisaged within the Commercial Zone, Arterial Roads Policy Area 1 and Precinct 3 Sir Donald Bradman Drive (Mile End). The Desired Character for Precinct 3 specifically states that offices are envisaged along Sir Donald Bradman Drive west of the South Road intersection which is consistent with the subject site.

The Desired Character of the Residential Zone encourages residential land uses and small scale non-residential land uses which serve the local community. The proposed northern car park to be located within the Residential Zone is considered to be a small scale non-residential land use, however it will not serve the local community as it is a secured car park only accessible by staff. While this does not strictly meet the intent of the desired character, it is not considered to be fatal to the application.

Interface between land uses

The Development Plan recognises the potential for issues to arise between different land uses especially when industry adjoins residential uses. However, in this instance industrial and residential land uses have existed side by side since the mid 1900's. Perhaps it is for this reason that no representations were received against the application during the public notification period.

Whilst the proposed land use is similar in nature to the existing land use, the wholesale redevelopment of the site will provide for a more modern, useable and improved design in that the impacts often associated with light industry will be mitigated. For example, loading and unloading of materials was previously undertaken by Rossi on Pearson Street using roller doors placed on the western façade of the building. The proposed development incorporates a purpose-built vehicle loading bay and a suitable area for on-site vehicle movements to ensure that such movements do not impact on the local traffic network.

The proposal will nonetheless generate noise and odour which could cause nuisance to adjoining residents. However, the applicant has included methods to mitigate or eliminate the potential nuisance. Noise will be generated by staff and delivery vehicles attending the site from 5:00am and then leaving again up to 11pm. It will also be generated by plant equipment associated with the kitchen. In order to reduce the impact from these noise sources, acoustic treatments have been proposed at the northern and eastern boundaries of the subject site and on the building itself to protect the amenity of adjoining residential properties. The previous factory was built to the eastern boundary so the wall has been retained to not only reduce noise but to also retain the status quo visually. Where the boundary wall did not exist, a new 3.1m high Colorbond® fence will be built.

The applicant has provided an acoustic report written by WSP engineers that highlights the potential noise emitters such as delivery vehicles, forklift, staff cars, plant equipment, refrigeration and air conditioning units. The report was originally drafted with an assumption that semi-trailers would be conducting deliveries and a 2.8m high boundary fence would be in place. However, the application has been changed to limit the size of vehicles to an MRV and to increase the boundary wall height to 3.1m. The Acoustic report concludes that the proposed development will comply with the EPA's Environmental Protection (Noise) Policy 2009.

The roof mounted plant equipment will also be acoustically treated by a 1m high parapet wall while the kitchen exhaust fan will be fitted with an Air and Odour Management HC series hood. These hoods use stainless steel grease filters, electrostatic filtration, ozone generators and activated carbon modules to reduce the emission of odours. This equipment was tested on a McDonald's restaurant in Sydney and was found to remove between 69% and 87% of all odours produced by the kitchen. The roof mounted location of the kitchen exhaust will also help disperse any odours that are emitted before they are able to travel to adjoining residential properties.

Administration were initially concerned about the potential for overlooking from the first floor offices into the rear yard of 2 Mallen Street. However the applicant has provided a diagram demonstrating that overlooking from these offices is unlikely (see Figure 1 below or a larger copy within Attachment 2). This diagram demonstrates the proposed development will not result in unreasonable overlooking of the adjacent residential properties.

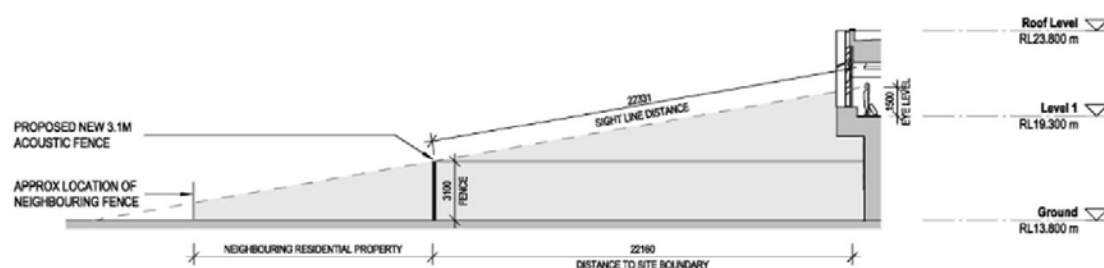


Figure 1: Overlooking diagram

As previously described the hours of operation will be between 5am and 11pm Monday to Friday. This has the potential to conflict with residential land uses, but due to the proximity of Sir Donald Bradman Drive this impact is considered to be minimal. The proposed hours of operation exceed those of the previous industry land use, however there were no conditions that restricted these operating hours. Issues that could arise with the extended operating hours are noise, odour and traffic impacts. The noise and odour issues are considered to be satisfactorily resolved by methods described above.

Traffic impacts are considered to be relatively minor given that the majority of staff attending the site will be working in the office component of the development during normal business hours. There will be approximately 20 kitchen staff that will attend the site outside of these hours which is unlikely to cause traffic impacts, especially as the site is well serviced by high frequency public (bus) transport along Sir Donald Bradman Drive.

Due to the hours of operation, external lighting will be necessary around the car park and loading area. The final lighting design has yet to be determined, but the applicant has provided a preliminary scheme outlining that external lighting will be via Light Emitting Diodes (LED), controlled by timers and shielded from sensitive receivers in accordance with Australian Standard 4282 - Control of the Obtrusive Effects of Outdoor lighting. A condition has been added to the staff recommendation in order to control light spill to adjoining properties and the public road network.

Built Form

The proposed building is a single structure formed of two distinct parts. The two storey component adjacent Sir Donald Bradman Drive accommodates the office, meeting rooms, training rooms and storage. The single storey component accommodates the food preparation, storage and loading areas.

The external surfaces of the building have been carefully chosen to integrate the past and present. The ground level southern and western facades will be predominantly red face brick reflecting the external surfaces of the previous Rossi building and matching the brick wall being retained along the eastern boundary of the allotment. The upper level will be predominantly clad in a white metal shroud and will incorporate considerable glazing overlooking Sir Donald Bradman Drive and the southern car park.

The maximum height of the building is 11m which exceeds the 8.5m maximum height described in PDC 33 of the Commercial Zone. The Policy Area provisions do not provide any further guidance as to what the 8.5m maximum height limit is seeking to achieve although staff consider it seeks to moderate the visual bulk and scale of development as well as protect adjacent residential properties from potential overlooking and overshadowing impacts. It is considered that the overlooking and overshadowing aspects have been satisfactorily resolved. The impact from the 1.5m exceedance in height is considered to be mitigated by the 20m setback from the closest residential property boundary.

PDC 14 of the Design and Appearance section of the Development Plan calls for buildings to be designed in order to avoid extensive areas of uninterrupted walls facing public areas. The western façade of the building is 64m long with windows only being incorporated within the first 5m back from Sir Donald Bradman Drive. The remainder of the wall is made up of face brick and Danapalon (polycarbonate sheeting) in order to offset what would otherwise be a blank and uninteresting wall. The architect has also incorporated some articulation, varying heights and shapes. This is considered to be an improvement over the western façade of the previous building, as shown in Figure 2 below. It should also be noted that the dwellings on the western side of Pearson Street do not face the subject site and as such will not be detrimentally impacted. The council verge in this location is destined for major upgrades (discussed below) which will further improve the amenity of the site when viewed from Pearson Street.



Figure 2: Looking east at the subject site from Pearson Street (Source: Google street view)

Parking and Access

A traffic impact statement has been prepared by WSP engineers on behalf of the applicant. As noted, the largest vehicle accessing the site will be a Medium Rigid Vehicle (MRV). Delivery trucks will enter solely via the southern Pearson Street crossover and exit via Pearson Street or Sir Donald Bradman Drive. These movements have been considered and endorsed by both Council's traffic engineers as well as the Department of Planning, Transport and Infrastructure (DPTI). DPTI's advice includes seven conditions and an advisory note which have been added to the staff recommendation.

The proposal includes four parking spaces at the rear of the proposed building which will be used to store delivery vans when not in use. These parks are reserved and will not be available for staff or visitors.

Staff parking is located at the northern end of the site and is accessed via a double-width crossover. Access to this car park was revised from the initial design in order to improve driver visibility. The initial proposed location resulted in obstructed views for vehicles exiting the site due to a large electrical transformer. This change is considered to satisfy Objective 2 and PDC 9 of the Transport and Access section of the Development Plan which seeks safe and convenient access for anticipated modes of transport.

Visitors will utilise the car park at the southern end of the site using the crossover on Sir Donald Bradman Drive. All car parks are of a sufficient size and allow convenient movements in accordance with Australian Standard 2890. The provision of 64 car parking spaces has been accepted as an appropriate amount that will cater for the proposed development. In addition to the car parking there are nine bicycle parks and easy access to public transport that traverses Sir Donald Bradman Drive and South Road.

On street parking will be increased as the current restrictions along Pearson Street are to be removed as all loading and unloading will now be undertaken on-site.

Waste Management

A comprehensive waste management plan has been produced by WSP engineers and outlines the demand and servicing of the proposed development. In accordance with PDC 5 of the Waste section of the Development Plan, there is an external 29m² bin storage area located at the northern end of the building which will accommodate the following:

- 2 x 1,100L general waste bins;
- 6 x 1,100L commingled recyclables; and
- 4 x 240L food waste bins;

The majority of waste produced by the proposal is from food production, with 1400 to 2800 meals to be made each day. Waste will also be generated from the office and training areas but at a smaller scale.

Due to the volume of waste created, as well as the potential for odour and attraction of pests, waste will be collected regularly. All waste will be collected by a private contractor with general and food waste being collected daily and commingled recyclables collected a minimum of twice a week. The kitchen grease trap will be serviced on an as-needs basis but at a minimum of every 3 months. The contractor will pump out the grease into a tanker and deposit it to a licensed liquid recovery and treatment centre. This is considered to satisfy Objective 1 of the Waste section of the Development Plan which seeks waste to be minimised where possible and disposed of in an environmentally sensitive manner.

Waste collection vehicles will enter the site via Pearson Road and park adjacent the bin storage area. Bins will then be moved from the storage area in order to be deposited into the truck. Due to the potential noise arising from this activity, waste collection will be limited to between 7am and 7pm weekdays.

Landscaping

There is a wide selection of plantings proposed that include ground covered shrubs, bushes, hedges and trees. The species have been selected to be both visually attractive whilst also being able to thrive in the local climate. PDC 2 of the Landscaping, Fences and Wall section of the Development Plan supports drought tolerant plants and suggests locally indigenous species where appropriate. The proposal includes a number of plants indigenous to Australia but only one that is locally indigenous, *Myoporum parvifolium* (Creeping Boobialla).

The proposed landscaping has been dispersed across the site which helps break up expanses of hard paved surfaces. The northern car park will have 18 trees around the periphery which will provide a green buffer between the proposed use and adjoining residential uses as well as shade for the car park.

Landscaping is also proposed along the Sir Donald Bradman Road frontage and within a court yard between the single and two storey parts of the building.

The Development Plan calls for a minimum of 10% of the site to be landscaped, which equates to an area of 517m². The proposal provides 449m² or 8.7% of the site area. The deficiency is not considered fatal to the application due to its quality and because this is a significant increase in landscaping compared to the current situation. It should be noted that the landscaping proposed is also significantly more than that provided by other non-residential development in the locality.

Council's Assets department has agreed to enter into a verge upgrade project with Meals on Wheels to undertake extensive works to the Pearson Street frontage. These works involve:

- Removal and reinstatement of existing redundant concrete driveway inverts, being returned to kerb and water table;
- Removal of existing concrete footpath along the length of the site;
- Supply and lay new brick paved footpath along site frontage (to match into existing brick paving at Sir Donald Bradman Drive end);
- Remove existing street trees (except Plane Tree);
- Establish 15 new trees along site frontage;
- Supply and install new timber edge tree beds around each tree, including mulch infill finish;
- Establish new low level plantings around the base of each new tree;
- Supply and install compacted verge treatment (x6) between tree beds;
- Supply and install irrigation to all new land and connect to an applicant provided supply point; and
- Construction of new concrete inverts and new driveway crossing places to the site.

These new street trees will provide significant screening of the western facade of the proposed building, whilst also substantially improving the amenity of the locality and reducing urban heat loads.

Stormwater Management

The proposed development will produce a large amount of stormwater runoff from both the structure itself as well as the hard paved areas of the loading bay and car parks. Council actively encourages the on-site storage and reuse of this water to not only reduce the impact on Council infrastructure, but also for its environmental benefits. Simple solutions such as plumbing rainwater to the toilet cisterns or irrigation systems can have a dramatic impact on water usage.

The applicants have provided a conceptual stormwater management plan drafted by WSP Engineers. City Assets have considered the report and generally accept its solutions, however it should be noted that detailed design has not yet been undertaken. If the final design accords with the conceptual plan then it will be appropriate. A condition to reflect this has been added to the staff recommendation.

SUMMARY

The proposed development will replace an existing industrial land use but construct an entirely new structure and car park. The proposed built form will modernise the way the site can operate by allowing loading and unloading to occur on-site rather than within the public road network. There are some minor deficiencies in terms of overall building height and amount of landscaping, however they are considered minor and not fatal to the application. The application includes treatments to minimise the noise and odour impact to neighbours which are considered to be an improvement on the current situation. No representations were received during the Category 3 public notification process which indicates that the local community is not concerned by this proposal.

Having considered all the relevant provisions of the Development Plan, the proposal is not considered to be seriously at variance with the Development Plan.

On balance the proposed development sufficiently accords with the relevant provisions contained within the West Torrens Council Development Plan Consolidated 12 July 2018 and warrants Development Plan Consent.

RECOMMENDATION

The Council Assessment Panel, having considered all aspects of the report, the application for consent to carry out development of land and pursuant to the provisions of the *Development Act 1993* resolves to GRANT Development Plan Consent for Application No. 211/1287/2018 by Meals on Wheels to undertake the construction of a one and two-storey facility, incorporating office, training room, commercial kitchen, store and 3.1m high acoustic barrier, advertising and ancillary carpark at 80-84 Sir Donald Bradman Drive (CTs 5773/544, 5875/402, 5725/70, 5725/71 & 5725/72) subject to the following conditions of consent:

Development Plan Consent Conditions:

1. The development shall be undertaken, completed and maintained in accordance with the plans and information detailed in this application except where varied by any conditions listed below.
Reason: To ensure the proposal is developed in accordance with the plans and documents lodged with Council.
2. The establishment of all landscaping shall occur no later than the next available planting season after substantial completion of the development. Such landscaping shall be maintained in good health and condition to the reasonable satisfaction of Council at all times. Any dead or diseased plants or trees shall be replaced with a suitable species.
Reason: To provide amenity for the occupants of the development and those of adjacent properties.
3. The maximum size of service vehicles accessing the site, including the refuse collection vehicle, shall be limited to a Medium Rigid Vehicle (MRV).
Reason: To ensure the ongoing use and safety of vehicle parking and manoeuvring areas.
4. The driveways, parking and vehicle manoeuvring areas shall not be used for the storage or display of materials or goods, including waste products and refuse.
Reason: To ensure the ongoing use and safety of vehicle parking and manoeuvring areas.
5. The loading and unloading of goods and merchandise shall be carried out on the subject land and is not permitted to be carried out in the street.
Reason: To maintain the flow of traffic and ensure the ongoing safety of the street for travellers.
6. Prior to the occupation or use of the development, all stormwater design and construction shall be to the satisfaction of Council to ensure that stormwater does not adversely affect any adjoining property or public road and, for this purpose, stormwater drainage shall not at any time:
 - a) Result in the entry of water into a building; or
 - b) Affect the stability of a building; or
 - c) Create insanitary or dangerous conditions on the site or within the building; or
 - d) Flow or discharge onto the land of an adjoining owner; or
 - e) Flow across footpaths or public ways.*Reason: To ensure that adequate provision is made for the collection and dispersal of stormwater.*

7. During construction, stormwater from the site shall be managed to ensure that it does not cause nuisance to any adjoining property until the site is stabilised. Temporary drainage measures shall be installed as soon as the roof is constructed to ensure debris, litter, sediment, fuels and oil products from the construction site do not enter Council's stormwater system, neighbouring properties or the road network.
Reason: To provide adequate protection against the possibility of stormwater inundation to neighbouring properties.
8. The hours of operation of the land use approved herein shall be limited to 5am to 11pm - Monday to Friday;
Reason: To ensure that the development does not unreasonably diminish the amenity of residents of adjoining properties.
9. A 3.1 metre boundary fence, as shown in North Fencing Diagram shall be constructed of Colorbond® steel and be airtight at all junctions including with the ground. The fence shall be installed in accordance with the acoustic report prepared by WSP dated March 2019.
Reason: To ensure the proposal is established in accordance with the plans and documents lodged with Council.
10. All external lights on the subject site shall be directed, screened and of such limited intensity that overspill of light into nearby premises is avoided and no nuisance or loss of amenity is caused to any person beyond the site, including passing motorists.
Reason: To ensure that the proposed lighting does not cause undue disturbance, annoyance or inconvenience to the general public, adjoining landowners, users, motorists.
11. The Sir Donald Bradman Drive access driveway should be clearly signed to indicate "Visitor Car Park Access Only - No Commercial Vehicles".
Reason: To provide safe and convenient parking and access for users of the development.
12. Detailed design of Stormwater Detention measures are to be consistent with the WSP 'DRAINS' model as provided to ensure;
 - Overall peak stormwater discharge from the site is to be limited to a maximum of 38 litres per second.
 - Peak stormwater discharge from the visitor car park catchment is to be limited to 22 litres per second, with a 12,000 litre stormwater detention storage capacity.
 - Peak stormwater discharge from the staff car park catchment is to be limited to 16 litres per second, with a 47,000 litre stormwater detention storage capacity.*Reason: To ensure the proposal is established in accordance with the plans and documents lodged with Council.*
13. Detailed design of Stormwater Quality Improvement measures are to be consistent with the WSP Stormwater Management Plan dated November 2018.
Reason: To ensure that adequate provision is made for the collection and dispersal of stormwater.
14. A backflow prevention device must be installed on the private stormwater system, within the private site, to prevent the potential of surcharge from the public stormwater system entering the private site stormwater system.
Reason: To ensure that adequate provision is made for the collection and dispersal of stormwater.
15. Waste collection shall not occur before 7am or after 7pm.
Reason: To provide amenity for the occupants of the development and those of adjacent properties.

Conditions imposed upon recommendation of DPTI

16. All access shall be located in general accordance with the site plan provided by JPE Design Studio, Drawing Number. A-1-01, Revision D, dated 20 March 2019.
Reason: To ensure the proposal is developed in accordance with the plans and documents lodged with Council.
17. The Sir Donald Bradman Drive access shall cater for two-way passenger vehicles and Medium Rigid Vehicle exit movements only.
Reason: To maintain the flow of traffic and ensure the ongoing safety of the street for travellers.
18. The Sir Donald Bradman Drive crossover shall be suitably flared from the property boundary to the kerb line to facilitate simultaneous two-way vehicular movements while keeping a minimum of 2 metre separation from the street tree on both sides of the crossover.
Reason: To maintain the flow of traffic and ensure the ongoing safety of the street for travellers.
19. All vehicles shall enter and exit the site in a forward direction.
Reason: To maintain the flow of traffic and ensure the ongoing safety of the street for travellers.
20. All commercial vehicle parking facilities shall be designed in accordance with AS/NZS 2890.2:2018.
Reason: To ensure the ongoing use and safety of vehicle parking and manoeuvring areas.
21. 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.
Reason: To maintain the flow of traffic and ensure the ongoing safety of the street for travellers.
22. Stormwater run-off shall be collected on-site and discharged without jeopardising the integrity and safety of Sir Donald Bradman Drive. Any alterations to the road drainage infrastructure required to facilitate this shall be at the applicant's cost.
Reason: To ensure that adequate provision is made for the collection and dispersal of stormwater.

Note imposed upon recommendation of DPTI

The Metropolitan Adelaide Road Widening Plan shows a possible requirement for a strip of land up to 4.5 metres in width from the Sir Donald Bradman Drive frontage of this site, for future upgrading of the Sir Donald Bradman Drive/South Road intersection. The consent of the Commissioner of Highways under the Metropolitan Adelaide Road Widening Plan Act 1972 is required to all building works on or within 6 metres of the possible requirement. The attached consent form should be completed by the applicant and forwarded to DPTI via email (dpti.luc@sa.gov.au), together with a copy of the approved plans.

Attachments

1. **Objectives and Principles of Development Control**
2. **Plans and associated information**
3. **Referrals**

CITY OF WEST TORRENS



MINUTES
of the
COUNCIL ASSESSMENT PANEL

held in the George Robertson Room, Civic Centre
165 Sir Donald Bradman Drive, Hilton

on

TUESDAY, 11 JUNE 2019
at 5.00pm

Donna Ferretti
Assessment Manager

- General Section, Residential Development Principle of Development Control 9
Reason: The proposed development does not contribute to the character of the locality.
- General Section, Residential Development Principle of Development Control 19
Reason: The proposed development does not provide sufficient private open space.
- General Section, Transportation and Access Principle of Development Control 34
Reason: The proposed development does not provide off-street vehicle parking for visitors.
- Residential Zone Principle of Development Control 5
Reason: The proposed development is not consistent with the desired character for the policy area.
- Residential Zone Principle of Development Control 11
Reason: The proposed development does not provide sufficient side boundary setbacks.
- Torrensville East Conservation Policy Area 33 Objective 1
Reason: The proposed development does not contribute to the desired character of the policy area.
- Torrensville East Conservation Policy Area 33 Principle of Development Control 1
Reason: The proposed residential flat building is contrary to the forms of development envisaged in the policy area.
- Torrensville East Conservation Policy Area 33 Principle of Development Control 2
Reason: The proposed development is not consistent with the desired character for the policy area.
- Torrensville East Conservation Policy Area 33 Principle of Development Control 4
Reason: The proposed building setback from the street boundary does not align with buildings on adjacent allotments.

6.2 80-84 Sir Donald Bradman Drive, HILTON

Application No 211/1287/2018

RECOMMENDATION

The Council Assessment Panel, having considered all aspects of the report, the application for consent to carry out development of land and pursuant to the provisions of the *Development Act 1993* resolves to GRANT Development Plan Consent for Application No. 211/1287/2018 by Meals on Wheels to undertake the construction of a one and two-storey facility, incorporating office, training room, commercial kitchen, store and 3.1m high acoustic barrier, advertising and ancillary carpark at 80-84 Sir Donald Bradman Drive (CTs 5773/544, 5875/402, 5725/70, 5725/71 & 5725/72) subject to the following conditions of consent:

Development Plan Consent Conditions:

1. The development shall be undertaken, completed and maintained in accordance with the plans and information detailed in this application except where varied by any conditions listed below.
Reason: To ensure the proposal is developed in accordance with the plans and documents lodged with Council.

2. The establishment of all landscaping shall occur no later than the next available planting season after substantial completion of the development. Such landscaping shall be maintained in good health and condition to the reasonable satisfaction of Council at all times. Any dead or diseased plants or trees shall be replaced with a suitable species.

Reason: To provide amenity for the occupants of the development and those of adjacent properties.

3. The maximum size of service vehicles accessing the site, including the refuse collection vehicle, shall be limited to a Medium Rigid Vehicle (MRV).

Reason: To ensure the ongoing use and safety of vehicle parking and manoeuvring areas.

4. The driveways, parking and vehicle manoeuvring areas shall not be used for the storage or display of materials or goods, including waste products and refuse.

Reason: To ensure the ongoing use and safety of vehicle parking and manoeuvring areas.

5. The loading and unloading of goods and merchandise shall be carried out on the subject land and is not permitted to be carried out in the street.

Reason: To maintain the flow of traffic and ensure the ongoing safety of the street for travellers.

6. Prior to the occupation or use of the development, all stormwater design and construction shall be to the satisfaction of Council to ensure that stormwater does not adversely affect any adjoining property or public road and, for this purpose, stormwater drainage shall not at any time:

- a) Result in the entry of water into a building; or
- b) Affect the stability of a building; or
- c) Create insanitary or dangerous conditions on the site or within the building; or
- d) Flow or discharge onto the land of an adjoining owner; or
- e) Flow across footpaths or public ways.

Reason: To ensure that adequate provision is made for the collection and dispersal of stormwater.

7. During construction, stormwater from the site shall be managed to ensure that it does not cause nuisance to any adjoining property until the site is stabilised. Temporary drainage measures shall be installed as soon as the roof is constructed to ensure debris, litter, sediment, fuels and oil products from the construction site do not enter Council's stormwater system, neighbouring properties or the road network.

Reason: To provide adequate protection against the possibility of stormwater inundation to neighbouring properties.

8. The hours of operation of the land use approved herein shall be limited to 5am to 11pm - Monday to Friday;

Reason: To ensure that the development does not unreasonably diminish the amenity of residents of adjoining properties.

9. A 3.1 metre boundary fence, as shown in North Fencing Diagram shall be constructed of Colorbond® steel and be airtight at all junctions including with the ground. The fence shall be installed in accordance with the acoustic report prepared by WSP dated March 2019.

Reason: To ensure the proposal is established in accordance with the plans and documents lodged with Council.

10. All external lights on the subject site shall be directed, screened and of such limited intensity that overspill of light into nearby premises is avoided and no nuisance or loss of amenity is caused to any person beyond the site, including passing motorists.

Reason: To ensure that the proposed lighting does not cause undue disturbance, annoyance or inconvenience to the general public, adjoining landowners, users, motorists.

11. The Sir Donald Bradman Drive access driveway should be clearly signed to indicate 'Visitor Car Park Access Only - No Commercial Vehicles'.

Reason: To provide safe and convenient parking and access for users of the development.

12. Detailed design of Stormwater Detention measures are to be consistent with the WSP 'DRAINS' model as provided to ensure;

- Overall peak stormwater discharge from the site is to be limited to a maximum of 38 litres per second.
- Peak stormwater discharge from the visitor car park catchment is to be limited to 22 litres per second, with a 12,000 litre stormwater detention storage capacity.
- Peak stormwater discharge from the staff car park catchment is to be limited to 16 litres per second, with a 47,000 litre stormwater detention storage capacity.

Reason: To ensure the proposal is established in accordance with the plans and documents lodged with Council.

13. Detailed design of Stormwater Quality Improvement measures are to be consistent with the WSP Stormwater Management Plan dated November 2018.

Reason: To ensure that adequate provision is made for the collection and dispersal of stormwater.

14. A backflow prevention device must be installed on the private stormwater system, within the private site, to prevent the potential of surcharge from the public stormwater system entering the private site stormwater system.

Reason: To ensure that adequate provision is made for the collection and dispersal of stormwater.

15. Waste collection shall not occur before 7am or after 7pm.

Reason: To provide amenity for the occupants of the development and those of adjacent properties.

Conditions imposed upon recommendation of DPTI

16. All access shall be located in general accordance with the site plan provided by JPE Design Studio, Drawing Number. A-1-01, Revision D, dated 20 March 2019.

Reason: To ensure the proposal is developed in accordance with the plans and documents lodged with Council.

17. The Sir Donald Bradman Drive access shall cater for two-way passenger vehicles and Medium Rigid Vehicle exit movements only.

Reason: To maintain the flow of traffic and ensure the ongoing safety of the street for travellers.

18. The Sir Donald Bradman Drive crossover shall be suitably flared from the property boundary to the kerb line to facilitate simultaneous two-way vehicular movements while keeping a minimum of 2 metre separation from the street tree on both sides of the crossover.

Reason: To maintain the flow of traffic and ensure the ongoing safety of the street for travellers.

19. All vehicles shall enter and exit the site in a forward direction.

Reason: To maintain the flow of traffic and ensure the ongoing safety of the street for travellers.

20. All commercial vehicle parking facilities shall be designed in accordance with AS/NZS 2890.2:2018.

Reason: To ensure the ongoing use and safety of vehicle parking and manoeuvring areas.

21. 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.

Reason: To maintain the flow of traffic and ensure the ongoing safety of the street for travellers.

22. Stormwater run-off shall be collected on-site and discharged without jeopardising the integrity and safety of Sir Donald Bradman Drive. Any alterations to the road drainage infrastructure required to facilitate this shall be at the applicant's cost.

Reason: To ensure that adequate provision is made for the collection and dispersal of stormwater.

Note imposed upon recommendation of DPTI

The Metropolitan Adelaide Road Widening Plan shows a possible requirement for a strip of land up to 4.5 metres in width from the Sir Donald Bradman Drive frontage of this site, for future upgrading of the Sir Donald Bradman Drive/South Road intersection. The consent of the Commissioner of Highways under the Metropolitan Adelaide Road Widening Plan Act 1972 is required to all building works on or within 6 metres of the possible requirement. The attached consent form should be completed by the applicant and forwarded to DPTI via email (dpti.luc@sa.gov.au), together with a copy of the approved plans.

COUNCIL ASSESSMENT PANEL DECISION

The Panel resolved that the recommendation be adopted.

REF: 0124 – 80 – 84 Sir Donald Bradman Drive, Hilton

6 February 2020

Ms Rachel Knuckey
Team Leader – Planning
City of West Torrens
165 Sir Donald Bradman Drive
HILTON SA 5033



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89 King William Street
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Dear Rachel,

VARIATION TO AUTHORISATION PREVIOUSLY GIVEN TO DA 211/1287/2018 AT 80 – 84 SIR DONALD BRADMAN DRIVE, HILTON.

We write on behalf of the applicant, Meals on Wheels SA Inc, who seek to vary the abovementioned development application, previously granted Development Approval.

The variation proposed herein seeks to amend Condition 8 on the Decision Notification Form and increase the approved operational hours to include weekends.

Condition 8 outlines that the approved operational hours are Monday to Friday, 5:00am to 11:00pm, and the proposed variation seeks to increase this to include Saturdays, 7:00am to 5:30pm and Sundays 8:00am to 6:00pm. No aspects of the approved built form are proposed to be varied.

Meals on Wheels seek this approval to future proof their development and allow the opportunity for occasional food production/distribution, staff training days or administration on weekends.

The estimated weekend operations are outlined in Table 1 below.

Table 1 *Estimated weekend operations.*

Activity	Maximum frequency	Minimum		Maximum	
		Operational Hours	Staff	Operational Hours	Staff
<i>Food production (cooking and/or packing and cleaning)</i>	12 times a year (likely in 4 week blocks, not monthly)	Saturday – 7:30am to 4:30pm	10	Saturday – 7:00am to 5:00pm and Sunday – 9:00am to 5:00pm	12 (each day)
<i>Food Distribution</i>	15 times a year	Saturday – 7:30am to 3:30pm	2	Saturday – 7:00am – 5:00pm and Sunday – 9:00am to 5:00pm	4 (each day)
<i>Staff Training</i>	1 per month	Saturday or Sunday – 8:30am to 5:30pm	20	Saturday or Sunday – 8:00am – 6:00pm	40
<i>Administration</i>	2 – 4 times per month	Saturday – 7:30am to 5:30pm	3	Saturday – 8:00am – 6:00pm and Sunday – 8:00am – 6:00pm	10

REF 0124 | 6 February 2020





Meals on Wheels confirm the following:

- food production and distribution will not occur on the same days as staff trainings;
- food distribution will be undertaken by the Meals on Wheels fleet comprising two vans only, each completing one return trip;
- no incoming deliveries will be received on weekends;
- the hours of operation above include the arrival and departure times for staff; and
- no waste collection will occur on weekends.

Even if the proposed facility was to operate at full scale over the weekend, there will be no adverse or detrimental impacts on the locality. This is due to the numerous strategies which have been incorporated into the design and operations of the Meals on Wheels facility and which mitigate noise, traffic, odours, and overlooking to an acceptable degree. These strategies were thoroughly assessed in the original development application and deemed to be appropriate by the Council Assessment Panel in granting Development Plan Consent.

Further to the above, we also confirm that:

- the proposal has been reviewed by the Senior Acoustic Engineer at WSP, who confirms that the proposed extended operational hours are not expected to affect the noise assessment. Further, the previously approved noise mitigation strategies are suitable for the proposed weekend operations as the Environmental Protection Authority's noise criteria does not change over weekend periods; and
- the proposal has been reviewed by the Senior Sustainability Consultant at WSP, who confirms that the approved Waste Management Plan allowed capacity for peak daily productions (2,800 meals) where the average volumes will likely be lower, at approximately 1,400 meals. The additional waste generated for each stream by weekend operations (maximum of 1,000 meals per day) can be accommodated in this additional capacity. If required, an additional waste collection can be scheduled for the following Monday between 9:00am and 4:00pm.

The proposal involves no change in land use or building work, it seeks only to vary the hours of operation.

As noted by the Chief Justice in *Caltex Australia Petroleum Pty Ltd V City of Holdfast Bay [2014]*, an increase in the hours of operation, even to 24 hour trading, would not change the genus of the use, commenting that...

"The general relaxation in trading hours over several decades also mitigates against categorising pre-existing uses by reference to times of operation. To my mind against that general relaxation, the extension of trading hours can be seen as a "natural change" in the use of the land."

No doubt, the importance that the imposition of Condition 8 had in the granting the previous authorisation will influence Council's decision as to whether or not the condition may be varied. In this instance, we say that limited importance would have been placed on the conditions as they were merely a reflection of the hours nominated by the applicant at the time.



Having regard to the above, and pursuant to Regulation 47A of the *Development Regulations 2008*, we have formed the opinion that the proposed variation could be considered as “minor”, as the proposal:

- will not alter the approved building footprint or any element of the built form;
- will have no impact on the visual appearance of the building when viewed from the street;
- will not result in any additional impacts to neighbours, as the proposed will:
 - » operate within the EPA’s noise criteria by virtue of the noise mitigation strategies already approved;
 - » manage the additional waste generated by weekend meal production within the approved Waste Management Plan;
 - » generate less traffic movements than the weekday operations and will not include incoming delivery or waste collection movements; and
 - » not increase overshadowing or opportunities for overlooking into areas of private open space or habitable rooms associated with neighbouring dwellings.

We would appreciate your consideration of the above, and your advice in relation to how you intend to proceed with the application.

Should you wish to discuss any of the above matters further, do not hesitate to contact the undersigned on (08) 8221 5511.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Milly Nott', with a stylized flourish at the end.

Milly Nott
Planner

Milly Nott

From: Asha, Nick <Nick.Asha@wsp.com>
Sent: Thursday, 16 April 2020 12:36 PM
To: Milly Nott
Cc: Barry, Greg
Subject: RE: Review of Weekend Operational Hours - Meals on Wheels
Attachments: 0124 - Variation - 80-84 Sir Donald Bradman Drive.pdf

Hi Milly,

This is to confirm that we have reviewed the proposed changes to weekend operations, with respect to impacts on the proposed waste management strategy and provisions.

We are satisfied that the previous assessments accommodate these proposed revisions, in accordance with the approach described in the attached variation letter.

Should you have any queries in this regard please do not hesitate to contact me.

Kind regards,

Nick Asha
Senior Sustainability Consultant



T: +61 2 8907 0922
M: +61 418 434 221
Nick.Asha@wsp.com

WSP Australia Pty Limited
Level 27, 680 George Street
Sydney, NSW
2000 Australia

wsp.com

From: Milly Nott [mailto:milly@futureurban.com.au]
Sent: 15 April 2020 2:10 PM
To: Barry, Greg <Greg.Barry@wsp.com>; Asha, Nick <Nick.Asha@wsp.com>
Subject: Review of Weekend Operational Hours - Meals on Wheels

Good afternoon Greg and Nick,

Further to our previous discussions, are you able to please review the proposed weekend hours of operation and anticipated weekend activities for Meals on Wheels at Hilton, and advise whether your previous assessments will be impacted.

The proposed weekend activities are outlined in the attached letter, and the hours of operation are:

- Saturdays – 7:30am to 5:30pm; and
- Sundays – 9:00am to 5:00pm.

Thank you very much for your assistance with this.

Kindest Regards,

MILLY NOTT
Planner



P. (08) 8221 5511 **M.** 0450 965 858

E. milly@futureurban.com.au

W. www.futureurban.com.au

Ground Floor, 89 King William St, Adelaide
GPO Box 2403, Adelaide SA 5001

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Milly Nott

From: Barry, Greg <Greg.Barry@wsp.com>
Sent: Thursday, 16 April 2020 1: 8 PM
To: Milly Nott
Cc: Asha, Nick
Subject: RE: Review of Weekend Operational Hours - Meals on Wheels

Hi Milly,

Our assessment for the original D A application is based on the most onerous criteria i.e. noise generated during the night time operations. Given the time frames and operations outlined in your attached letter the additional weekend activities are expected to satisfy the requirements of the City of West Torrens Council Development Plan and the Noise EPP.

Please let me know if you have any questions or queries regarding this.

Sincere regards,

Greg

Greg Barry
Senior Acoustic Engineer



T: +61 8 840 4283

Greg.Barry@wsp.com

WSP Australia Pty Limited
Level 1
1 King William Street
Adelaide, SA
5000 Australia

wsp.com

From: Milly Nott [mailto:milly@futureurban.com.au]
Sent: Wednesday, 15 April 2020 1: 0 PM
To: Barry, Greg <Greg.Barry@wsp.com>; Asha, Nick <Nick.Asha@wsp.com>
Subject: Review of Weekend Operational Hours - Meals on Wheels

Good afternoon Greg and Nick,

Further to our previous discussions, are you able to please review the proposed weekend hours of operation and anticipated weekend activities for Meals on Wheels at Hilton, and advise whether your previous assessments will be impacted.

The proposed weekend activities are outlined in the attached letter, and the hours of operation are:

- Saturdays – 7:30am to 5:30pm; and
- Sundays – 9:00am to 5:00pm.

Thank you very much for your assistance with this.

Kindest Regards,

MILLY NOTT
Planner



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STATEMENT OF REPRESENTATION
Pursuant to Section 38 of the Development Act
1993

TO Chief Executive Officer
 City of West Torrens
 165 Sir Donald Bradman Drive
 HILTON 5033

DEVELOPMENT No. 211/1287/2018/A
 PROPERTY ADDRESS: 80-84 Sir Donald Bradman Drive, HILTON SA 5033

YOUR FULL NAME	DANIEL JOHN BOFFA
YOUR ADDRESS	6 PEARSON STREET HILTON SA 5033
YOUR PHONE No	
YOUR EMAIL	
NATURE OF INTEREST	OWNER OF PROPERTY IN THE STREET OF <small>(eg. Adjoining resident, owner of land in the vicinity etc.)</small> DEVELOPMENT
REASON/S FOR REPRESENTATION	
PLEASE SEE ATTACHED SHEET - PAGES 1 & 2	
MY REPRESENTATIONS WOULD BE OVERCOME BY <small>(state action sought)</small>	
PLEASE SEE ATTACHED SHEET - PAGE 3	

Please indicate in the appropriate box below whether or not you wish to be heard by Council in respect to this submission:

I DO **NOT** WISH TO BE HEARD ☐

I DESIRE TO BE HEARD PERSONALLY ☒

I DESIRE TO BE REPRESENTED BY _____ ☐

(PLEASE SPECIFY)

SIGNED

DATE 10/3/2020

Responsible Officer: Brendan Fewster

If space insufficient, please attach sheets

Chief Executive Officer
City of West Torrens
165 Sir Donald Bradman Drive
HILTON 5033

Daniel Boffa
6 Pearson Street
HILTON 5033

STATEMENT OF REPRESENTATION
Pursuant to Section 38 of the Development Act 1993

Development No. **211/1287/2018/A**
Property Address: **80-84 Sir Donald Bradman Drive, HILTON SA 5033**

Dear Terry Buss PSM,

REASONS FOR REPRESENTATION:

This application goes to the very core of the use at the base of the original development approval.

For a street such as ours, this extension is a radical alteration from the previous site use. We have not at any time in the past had a use on that site which incorporated weekend activity, with previous use by Rossi boots being solely on weekdays between 8AM and 5PM with no detrimental noise or activity outside those times. Current usage approvals for Meals on Wheels to operate between 5AM and 11PM are already extensive given its location on a residential street, already vastly exceeding previous usage of the site.

In addition to this, the proposed use is a totally different use to that which was approved. It now includes the training en masse on weekends of volunteers from all over the state rather than the provision of meals to deserving customers. This therefore constitutes a training facility and a new use NOT envisaged as per the *Caltex Australia Petroleum Pty Ltd vs Holdfast Bay (2014)* is therefore irrelevant to this application for a variation to trading hours. Meals on Wheels should be facilitating this training at a purpose-built training facility that is setup to accommodate the training of a high volume of people and one that can provide suitable car parking. If they wish to use this site as a training facility, a new application should be required by Council.

I appreciate that we live in a street that has mixed use but we also have a right to see that use continue as status quo without the extension now proposed.

The current application is in my opinion a complete and first-class example of an abuse of the planning process. The Applicant in my opinion must have known all along that there would be objections to the original application if weekend use were envisaged and has therefore waited until the construction is fait accompli before springing this bombshell upon us. The Applicant must not be rewarded with an approval by Council for the reprehensible behaviour behind this Application. In my opinion the only other explanation is sheer incompetence in not realising their business plan necessitated weekend operation. In either case, this is a sad beginning for the new site on which

millions of dollars of funds backed presumably by the public purse have been expended. I believe that the Applicant has been mendacious ab initio and if Council decides to collaborate in what I believe is a scheme to deprive residents of their legitimate rights to a fair and an open consideration of a planning decision from its inception I will have to use my right to refer this whole affair to ICAC for its consideration.

I have listed below my primary concerns with the application for a variation to the operating hours. These concerns are already heavily impacted by the extended weekday hours noted above.

- **The perceived loss of property value**
 - Whilst this may be difficult to quantify, clearly weekend trading in addition to extensive weekday trading is undesirable to prospective buyers and is highly likely to have a negative effect on the demand and consequential value/sale price of neighbouring properties.
- **Noise and disturbance resulting from use**
- **Hazardous materials**
- **The emission of smells**
- **Adequacy of parking/loading/turning**
 - This has already been a significant problem during construction – I often have to park on Burt street (or direct visitors to my property to do so). Given the natural increase in street parking from residents on weekends (more residents are home due to not being at work), it is reasonable to expect that weekend operating will negatively affect availability of street parking. The training of staff from around the state would not only affect my street, but will undoubtedly create a parking nightmare for many of the neighbouring streets.
- **Traffic generation**
- **Road access**
- **Previous planning decisions (including appeal decisions)**
- **Stormwater management**
 - Through the building process, our drain has regularly been blocked by debris from the building site, how can Meals on Wheels ensure that this will be continue to be an issue once they are operational on this site? If it continues to be an issue, this will be impacted by the extended hours of operation
- **Rubbish/Waste on Pearson and surrounding residential streets**
 - Workers from the previous site's operator and workers on the construction of the current site have held minimal regard to waste management with litter and cigarette butts regularly found on the footpath and nature strips. As per my previous point, an increase in operating hours will only serve to exacerbate this problem.

MY REPRESENTATIONS WOULD BE OVERCOME BY:

My actions sought are for outright refusal of this variation as this is the only way my representations noted above to be overcome.

The current approvals for Meals on Wheels to operate between 5AM and 11PM on weekdays are already extreme given their location being predominantly on a residential street. Having spoken to fellow residents at length about this, we all agree that we have been extremely tolerant and accommodating not only of the extensive increase to weekday operating hours noted above, but to the detrimental effects suffered during the construction process. The manner and timing to which this variation has been sought are appalling.

In addition to this, I reiterate my previous point that Meals on Wheels regarding the variation of use to now include training en masse on weekends of volunteers from all over the state. Training of this size was not previously outlined in their original application nor does the Council's approval take this into consideration. As such, as well as nullifying the relevance of their citing of the Caltex case, this should require an entirely new application to be presented to council as this would heavily exacerbate many of the issues that I have raised above such as traffic, parking noise and litter.

As a long-term resident of Pearson Street and rate payer to West Torrens Council, I expect that the Council will make the right decision and decline this variation at all levels to protect its residents.

With Regards,



Daniel Boffa

6 Pearson Street

HILTON 5033

REF: 0124 – 80-84 Sir Donald Bradman Drive, Hilton - Variation

16 April 2020

Mr Brendan Fewster
Contract Development Assessment Officer
City of West Torrens
165 Sir Donald Bradman Drive
HILTON SA 5033



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W: www.futureurbangroup.com
E: info@futureurbangroup.com
ABN: 34 452 110 398

Dear Brendan,

**RE: RESPONSE TO REPRESENTATION RECEIVED IN RELATION TO
DA 211/1287/2018A AT 80 – 84 SIR DONALD BRADMAN DRIVE, HILTON.**

We write on behalf of the applicant, Meals on Wheels SA Inc, in response to the representation received for the abovementioned variation application.

After the Category 3 public notification period ended, the Council's Administration provided the single representation received from Mr Daniel John Boffa, who is the owner of the property at 6 Pearson Street, Hilton. His property is indicated on the map below:

Figure 1 *Location of the representor in relation to the subject site.*



The matters raised in Mr Boffa's representation are discussed under the headings below.



Land Use

In addressing Mr Boffa's concerns in relation to the land use, we wish to draw his attention to the following matters:

- staff training is contemplated as part of an "office" use, and indeed, is explicitly listed in the nature of the development previously granted consent; and
- the previous land use on the subject site had no planning limitations on its operation or hours of operation. That is to say, this land use (and any subsequent land use of the same nature) would have been well within its rights to operation 24 hours a day, 7 days a week.

We also wish to point out that it is not the hours of operation alone which may impact the locality, it is the operation itself. That is to say, it is the traffic, noise, odour, lighting, etc. associated with the operation which may cause disturbance. If these impacts are properly managed, then it would not matter if the operational hours were 24 hours a day, 7 days a week as there would be no external impact.

With this in mind, the approved land use includes an extensive list of mitigating strategies which will limit the operation's impacts on the external locality to an acceptable degree (as outlined further in the following sections). This has been confirmed by Council's Administration and the Council Assessment Panel in granting consent for the original development application.

Notwithstanding all of the above, Meals on Wheels have refined their proposed weekend hours of operation to:

- Saturdays – 7:30am to 5:30pm; and
- Sundays – 9:00am to 5:00pm.

They also confirm that:

- no incoming deliveries will be received on weekends;
- no waste collection will occur on weekends;
- food production and distribution will not occur on the same days as staff trainings; and
- food distribution will be undertaken by the Meals on Wheels fleet comprising three vehicles only (two vans and one light-rigid vehicle).

We clarify that Meals on Wheels do not intend to operate every weekend of the year. Rather, they seek this approval to allow greater flexibility in their operation. This will allow them to continue to provide their essential service during busy periods (such as Easter and Christmas), offer staff flexibility and accommodate any other unpredictable circumstances (such as the ongoing COVID 19 pandemic).

Purpose for Variation

We will not address the accusations made by this representor in relation to the assessment of the approved development or this variation which, we note, were both open to Category 3 public notification.

Loss of Property Value

This is not a valid planning consideration and as such will not be addressed.



Noise and Disturbance, Hazardous Materials, and Emission of Smells

Whilst Mr Boffa has not specified his exact concerns in regard to the above, we assume that his concerns relate to the potential exacerbation of these elements as a result of the proposed occasional weekend operations.

Firstly, the following should be noted regarding the uses proposed to occasionally be undertaken on weekends by Meals on Wheels:

- noise generated on staff training and administration days will be associated with staff vehicles arriving/departing at the beginning and end of the day (i.e. on two occasions during the day);
- noise generated during food production will be associated with staff arriving/departing (i.e. on two occasions during the day) and exhaust fans; and
- noise generated during food distribution will be associated with the Meals on Wheels fleet vehicles (comprising a total of three vehicles; two vans and a light-rigid vehicle) internally manoeuvring, then exiting and returning to the site. Specifically, the vehicles will move from their parked location on-site to the Loading Dock on the eastern side of the building, exit the site to either Pearson Street or Sir Donald Bradman once in the morning, then return once in the afternoon via Pearson Street.

In response to Mr Boffa, we confirm that, similar to the weekday operations, an extensive list of mitigating strategies will be utilised during weekend operation to ensure there is no adverse impact to residential neighbours. These strategies include (but are not limited to):

- the use of high efficiency filtration, electrostatic and/or ultraviolet systems and exhaust air fans to minimise, if not completely eliminate, cooking odours;
- use of permanent acoustic treatments to contain vehicle and operational noise to within the Environment Protection Authority's (EPA) noise criteria, including:
 - » 3.1 metre high acoustic fencing/walls along the northern and eastern site boundaries;
 - » inclusion of landscaping along the western site boundary;
 - » acoustic attenuators to the inlet and outlet of exhaust fans; and
 - » acoustic louvres to the rooftop plants;
- operational management strategies such as:
 - » restricting waste collection and incoming deliveries to weekdays only, therefore completely removing any impacts associated with these Medium Rigid Vehicles on the locality during weekend operation;
 - » limiting the use of the northern crossover from/to Pearson Street to staff only and no commercial vehicles (e.g. vans, trucks, etc.); and
 - » staff training and continuous reminders to ensure that noise levels in the staff car park (northern portion of the site) are kept to a minimum.

It is important to note that the Environment Protection Authority's (EPA) noise criteria does not differentiate between weekday and weekend operations. Therefore, as the approved development for weekday operation satisfies this criteria, so too will the weekend operations which are to be considerably less intensive. WSP's Senior Acoustic Engineer has confirmed that the proposed operational hours will satisfy the requirements of the City of West Torrens Council Development Plan and the Noise EPP (confirmation enclosed).



It is clear that the proposed hours of operation will not adversely disturb the residential locality, or more particularly, Mr Boffa's property.

Adequacy of Parking/Loading/Turning

These aspects of the development were thoroughly assessed as part of the original development application and were supported by Council's Administration and the Council Assessment Panel, in granting planning consent.

The proposed variation will not alter or affect the previous assessment of these aspects of the development, and as such they remain appropriate and acceptable.

Issues regarding on-street parking availability during construction are not related to the proposed variation nor are they a valid planning consideration. As such, they will not be addressed here.

Traffic Generation

Mr Boffa has not clarified his issue in relation to traffic generation, as such we are unable to address any specific concern. Generally speaking however, the proposed weekend operations are expected to generate less traffic than the weekday operations as on weekends:

- food production and distribution will not occur on the same days as staff trainings;
- a minimum of two and a maximum of 40 staff will be onsite at any one time on either a Saturday or a Sunday;
- the maximum number of staff onsite (40) will be during staff training days which are anticipated a maximum of once a month;
- staff will be able to use the visitor car park accessible from Sir Donald Bradman Drive or the staff car park accessible from Pearson Street, therefore potentially reducing vehicle movements on Pearson Street;
- food distribution vans will exit the site to either Sir Donald Bradman and Pearson Street, therefore potentially reducing vehicle movements on Pearson Street;
- there will be no incoming deliveries; and
- there will no waste collection.

Road Access

Again, Mr Boffa has not clarified his concerns in relation to "road access", however we confirm that road access will not be unduly impacted, as the weekend operations will manage all anticipated parking, manoeuvring and loading demands on-site.

Previous Planning Decisions (including appeal decisions)

The original application was subject to Category 3 public notification, however no representations were received and no third party appeals were lodged with the Environmental, Resources and Development Court.



Stormwater Management

The proposed variation does not seek to change, nor will it affect, the stormwater management plan previously granted consent. This being the case, it is clear that stormwater can and will be appropriately managed by the development.

Rubbish / Waste on Pearson and Surrounding Residential Streets

Matters associated with the previous land owner and construction are not related to the proposed variation nor are they a valid planning considerations. They will not be addressed here.

Conclusion

We consider that the matters raised by Mr Boffa have been appropriately addressed, and it is clear that the proposed variation to the operational hours will not adversely impact the locality. On this basis, the development warrants Development Plan Consent.

It would be appreciated if we could please be kept informed of the date of the relevant Council Assessment Panel meeting, as we reserve our right to appear on behalf of the applicant and respond to any third-party submissions.

Should you have any further queries in relation to the above, do not hesitate to contact the undersigned on (08) 8221 5511.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Milly Nott', with a stylized flourish at the end.

Milly Nott
Planner

Preliminary Traffic, Flooding & Stormwater Assessment

Development Application No: 211/1287/2018/A

Assessing Officer: Brendan Fewster
Site Address: 80-84 Sir Donald Bradman Drive, HILTON SA 5033
Certificate of Title: CT-5773/544, CT-5875/402, CT-5725/70, CT-5725/71, CT-5725/72
Description of Development: Construction of a one and two-storey facility, incorporating office, training room, commercial kitchen store and 3.1m high acoustic barrier, advertising and ancillary carpark; VARIATION: vary Condition 8: hours of operation to include weekends

TO THE TECHNICAL OFFICER - CITY ASSETS

Please provide your comments in relation to:

- ☐ Site drainage and stormwater disposal
- ☐ Required FFL
- ☐ On-site vehicle parking and manoeuvrability
- ☐ New Crossover
- ☐ Your advice is also sought on other aspects of the proposal as follows:

.....
.....

PLANNING OFFICER - Brendan Fewster

DATE 14 February, 2020



Memo

To Brendan Fewster
From Richard Tan
Date 14-Feb-2020
Subject 211/1287/2018/A, 80-84 Sir Donald Bradman Drive, HILTON SA 5033

Brendan Fewster,

The following City Assets Department comments are provided with regards to the assessment of the above development application:

1.0 **Traffic Requirements**

- 1.1 The variation to extend operating hours to include weekend is unlikely to impact on traffic as most of the traffic concerns occurs during peak traffic hours.

Regards
Richard Tan
Civil Engineer

6.3 217 Anzac Highway, PLYMPTON

Application No 211/1240/2019

DEVELOPMENT APPLICATION DETAILS

DESCRIPTION OF DEVELOPMENT	Construction of one (1) three-storey residential flat building containing six (6) dwellings with associated landscaping, bin enclosure and boundary fencing to maximum height of 2.4 metres
APPLICANT	Square Ceilings Pty Ltd
APPLICATION NUMBER	211/1240/2019
LODGEMENT DATE	12 December 2019
ZONE	Urban Corridor Zone
POLICY AREA	Boulevard Policy Area 34
APPLICATION TYPE	Merit
PUBLIC NOTIFICATION	Category 1
REFERRALS	Internal <ul style="list-style-type: none"> • City Assets • Waste Management External <ul style="list-style-type: none"> • Department of Planning, Transport and Infrastructure (DPTI)
DEVELOPMENT PLAN VERSION	Consolidated 12 July 2018
DELEGATION	<ul style="list-style-type: none"> • The relevant application proposes mixed use development, including residential development, of three or more storeys above finished ground level
RECOMMENDATION	Support with conditions
AUTHOR	Brendan Fewster

SUBJECT LAND AND LOCALITY

The subject land comprises a single allotment that is commonly known as 217 Anzac Highway, Plympton. The land is formally described as Allotment 6 in Deposited Plan 1979 in the area named Plympton Hundred of Adelaide, Volume 5658 Folio 769.

The subject site is generally rectangular in shape with an angled frontage of 15.8 metres (m), a depth of 47.4m and a total site area of approximately 723 square metres (m²).

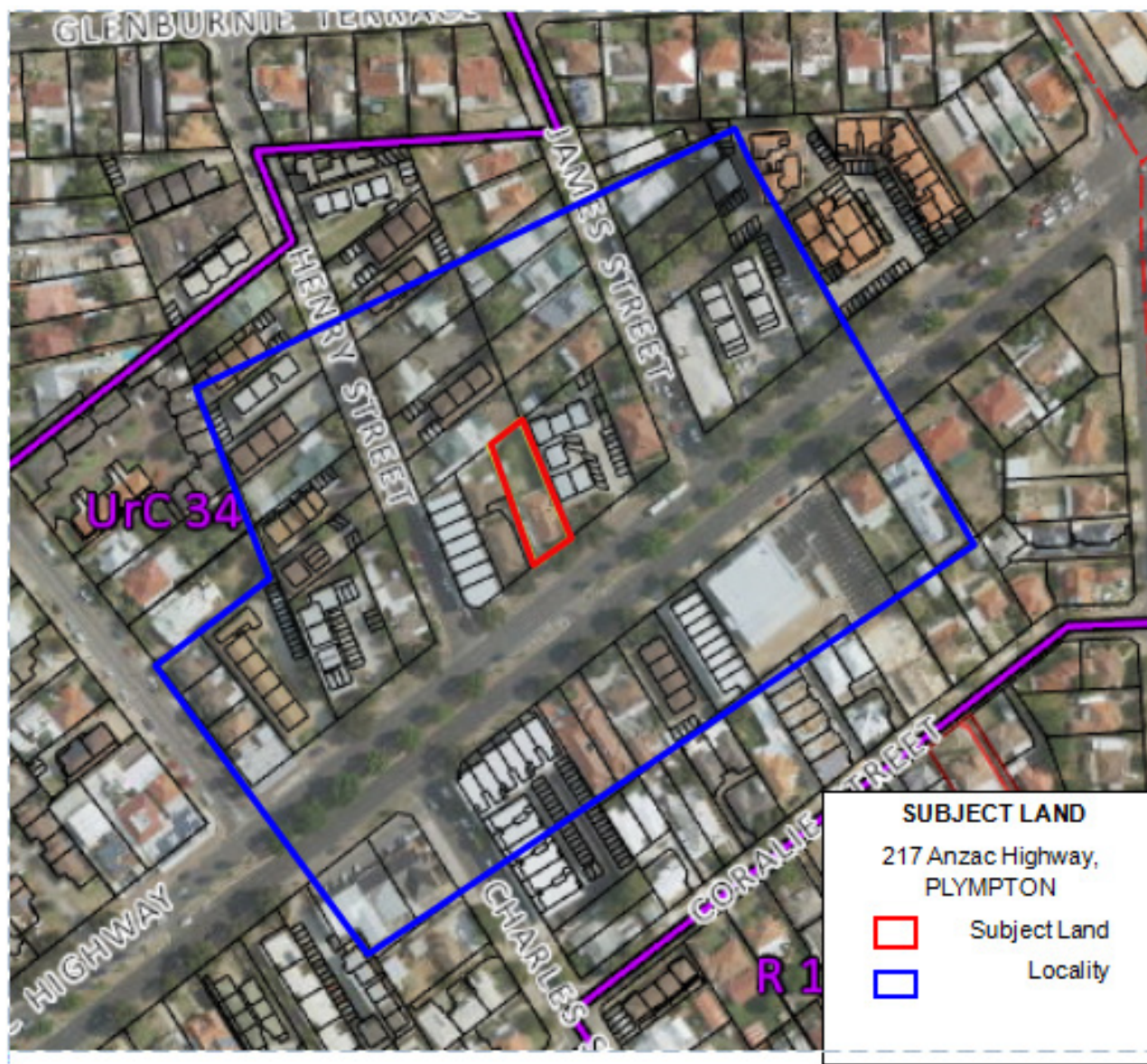
It is noted that there are no easements, encumbrances or Land Management Agreements on the Certificate of Title.

The site currently contains a single storey dwelling and an outbuilding to the rear. The land is relatively flat with an approximate fall of only 200mm from the front of the site to the rear boundary. There are no Regulated Trees on the site or on adjoining land that would be affected by the development, however the large Ash Trees in front of the site on Anzac Highway are Local Heritage listed.

The locality is dominated by the Anzac Highway road corridor, which is a major arterial road. The northern side of Anzac Highway is residential in land use and built form character, comprising a mix of detached dwellings, group dwellings and residential flat buildings of up to four storeys in height. There are several recent developments of three storeys on both sides of Anzac Highway. Existing development on the southern side of Anzac Highway is predominantly residential although there is a large commercial development (child care centre) that is opposite the subject land. The original allotment pattern has been significantly fragmented as a result of infill development.

The amenity in the vicinity of Anzac Highway is low to moderate, which is attributed to the mixed built form character and the high volume and frequency of traffic along Anzac Highway.

The subject land and locality are shown on the aerial imagery and maps below.



RELEVANT APPLICATIONS

DA Number	Description of Development	Decision	Decision Date
211/50/2020	Land division - Community Title; SCAP No. 211/C004/20; Create five (5) additional allotments and common property	Under Consideration	
211/1421/2016	Removal of a regulated tree - Eucalyptus crebra (Narrow-Leaved Ironbark)	Approved	21/12/2016

PROPOSAL

The application is seeking the construction of a three-storey residential flat buildings containing six dwellings.

The proposed building has a linear design and orientation, with all dwellings fronting onto a new common driveway that follows the alignment of the western side boundary. The southern end of the building (Dwelling 1) incorporates fenestration and a return balcony to address the road frontage. The main front wall is setback a minimum of 3.1m from the road boundary, with the front balcony setback at least 4.34m.

The proposed building is designed with a common architectural style and form with relatively simple facades that include modular projections, balconies and flat roofs behind parapet walls. External materials include vertical Scyon Axon panels and rendered wall cladding, aluminium screens and aluminium frame windows and doors finished in light colours (white, grey and dark or similar).

A bin storage area will be located in the front south-eastern corner of the site. The storage area will be enclosed with vertical Scyon Axon panels and colorbond sheeting at a maximum height of approximately 2.7 metres.

A combined retaining wall and good neighbour fence with a maximum height of 2.4 metres is to be constructed along the side and rear boundaries. A mix of landscaping will be provided adjacent to the visitor park at the front of the site, along the common driveway and within the rear courtyard of each dwelling comprising a mix of trees and hedge plantings.

All existing buildings on the site are to be demolished.

The relevant plans and documents are contained in **Attachment 2**.

PUBLIC NOTIFICATION

The application is a Category 1 form of development pursuant to the Procedural Matters section of the Urban Corridor Zone.

As the proposal is Category 1, public notification was not required to be undertaken.

INTERNAL REFERRALS

Department	Comments
City Assets	<ul style="list-style-type: none"> • The FFL's of the proposed development (17.05 minimum) have been assessed as satisfying minimum requirements (16.90) in consideration of street and/or flood level information. • The proposed stormwater connection location has been assessed as satisfying minimum requirements. • The shape and material of stormwater connection through the road verge area has been assessed as satisfying minimum requirements. • Significant alterations will be required to the existing public Side Entry Pit (SEP) fronting the subject site to allow for a standard driveway access for proposed development. • The common driveway has been assessed as satisfying minimum requirements. • Provided plan has indicated that letter boxes is within the 300mm landscaping area of the common driveway entrance, which should be relocated. • One parking spaces has been proposed to be located directly off of the 6m by 6m passing entry within the property. Although often supported by City Development, City Assets does not support this arrangement and considers this to be potentially dangerous due to vehicles accessing these spaces having to enter and exit the property from the wrong side of the common driveway. • Provided car parking space has been assessed as satisfying minimum requirements. • Council's Waste Management team has supported the waste for this development to be serviced by Council's waste services. • It is likely that the applicant has chosen to adopt the 'Alternate' approach for desired stormwater management for this site, however the description of the tank does not meet all of the 'Alternate' stormwater management approach requirements. • The internal garage length is currently measured at 5.6m. Considering in an enclosed garage with obstruction (walls and garage door) on four sides, and the manoeuvrability within the garage, City Assets believe that a 5.8m garage internal length is considered reasonable. It is left to the planner's consideration on whether a 5.6m garage internal length will be acceptable.
Waste Management	<ul style="list-style-type: none"> • The proposed shared waste service is supported.

EXTERNAL REFERRALS

Department	Comments
DPTI	<ul style="list-style-type: none"> • Whilst it is not ideal for the driveway to be located opposite a median opening, it is understood that the proposed driveway cannot be located to the other side of the allotment due to an existing street tree. • It is noted that the proposed driveway arrangement seems to broadly facilitate the turning movements required for passenger vehicles parked in the garages and on-site visitor park to enter and exit the site in a forward direction, the department recommends the following minor alterations to the proposed driveway: <ul style="list-style-type: none"> - The trafficable surface should be 6.0 metres in width consistent with AS/NZS 2890.1 2004 - The driveway should meet Anzac Highway at 90° to the road, or as near as practicable - The driveway should ideally have some physical separation from the neighbouring access (approx. 1.0 metres of upright kerb would be desirable) - Ideally, visitor parks should not be located within the first 6.0 metres of a driveway to minimise the likelihood of conflicting vehicle movements

A copy of the relevant referral responses is contained in **Attachment 3**.

RELEVANT DEVELOPMENT PLAN PROVISIONS

The subject land is located within the Urban Corridor Zone and, more specifically, is within Boulevard Policy Area 34 as described in the West Torrens Council Development Plan.

The relevant Desired Character statements are as follows:

Urban Corridor Zone - Desired Character:

This zone will contain an innovative mix of medium density (45-70 dwellings per hectare) and high density (70-200 dwellings per hectare) residential development, together with community and employment land uses, along the Port Road, Anzac Highway, Richmond Road and Henley Beach Road corridors. The combination of land uses will vary within these corridors. Some locations will contain a genuine land use mix with ground floor shops, restaurants and offices, and upper level residential, while other areas will give primacy to residential development. Other parts of the zone will have a strong employment focus.

The function of main roads in the zone, particularly Port Road, Richmond Road and Anzac Highway, as major transport corridors will be protected by providing access to allotments from secondary road frontages and rear access ways as much as possible. Parking areas will be consolidated, shared (where possible) and screened from the street or public spaces. Allotments with car parking fronting Port Road, Anzac Highway, Richmond Road and Henley Beach Road will be redeveloped with built form closer to the road and reconfigured car parking areas.

As one of the key zones in the City of West Torrens where there will be transformation in built form, new buildings will be recognised for their design excellence. These buildings will establish an interesting pedestrian environment and human-scale at ground level through careful building articulation and fenestration, verandas, balconies, canopies and landscaping. In general, the greatest height, mass and intensity of development will be focussed at the main road frontage. Buildings of 3 or more storeys will be the predominant built form. It is for these reasons that dwellings other than detached dwellings will be the predominant form of residential development.

Overlooking, overshadowing and noise impacts will be moderated through careful design. Impacts on adjoining zones where development is lower in scale and intensity will be minimised through transition of building heights and setbacks, judicious design and location of windows and balconies, and the use of landscaping. The transition of building heights and setbacks, and judicious design is especially important adjacent Character Policy Areas, including those Character Policy Areas at Glandore and Ashford. The use of blank walls in these transitional areas, especially at the rear and side of allotments, will be avoided. Plant and service equipment will be enclosed and screened from view from the street and neighbouring allotments.

Where buildings are set back from main roads, landscaping will contribute to a pleasant pedestrian environment and provide an attractive transition between the public and private realm. Large scale development in the zone will facilitate the establishment of areas of communal and public open space, and create links with existing movement patterns and destinations in the zone. Front fencing in the zone will be kept low and/or visually permeable.

Some parts of the zone, including allotments in Thebarton and Keswick, are potentially contaminated because of previous and current industrial activities. In these circumstances, development is expected to occur on a precautionary basis if site contamination investigations identify potential site contamination, particularly where it involves sensitive uses such residential development.

The Thebarton brewery has potential to cause nuisance to future users and residents within this zone through noise and odour. To mitigate potential adverse impacts, residential development north of Smith Street that is likely to be sensitive to brewery operations should generally be avoided unless interface mitigation measures have been implemented (or will be implemented within an acceptable period) such that the anticipated impacts are within acceptable limits. Noise and air amenity with the zone is not expected to be equivalent to that expected from living in a purely residential zone.

Boulevard Policy Area 34 - Desired Character:

The policy area will contain a mix of land uses that complement the function of Port Road as a strategic transport route linking central Adelaide with the north western suburbs, and Anzac Highway linking central Adelaide with Glenelg.

The redevelopment of existing commercial and industrial allotments into medium-to-high scale, mixed-use development will occur. Where development has a mix of land uses, non-residential activities such as shops, offices and consulting rooms will be located on lower levels with residential land uses above. In order to achieve the desired transformation of the policy area, dwellings other than detached dwellings will be the predominant form of residential development. A mix of complementary land uses will assist in extending the usage of the policy area beyond normal working hours to enhance its vibrancy and safety.

Development will take place at medium and high densities, at a scale that is proportionate to the width of Port Road and Anzac Highway respectively. To achieve this, development will take place on large, often amalgamated allotments. Vehicle access points will be located off side streets and new rear laneways where possible, so that vehicle flows, safety and efficient pedestrian movement along Port Road and Anzac Highway are maintained.

Pedestrian areas will be enhanced to maximise safety and strong links will be made between development and tram stops along Port Road, and Bonython Park.

While the use and address of buildings will be designed to be easily interpreted when driving in a vehicle, the footpath will be sheltered with awnings, verandas and similar structures. Buildings of up to eight storeys will have a strong presence to Port Road and Anzac Highway. At lower levels, buildings will have a human scale through the use of design elements such as balconies, verandas and canopies. Development on corner allotments will enhance the gateway function of such corners by providing strong, built-form edges combined with careful detailing at a pedestrian scale to both street frontages.

Podium elements, where higher floors of the building are set back further than lower level floors, may be used to improve air quality (through greater air circulation), as well as enhancing solar access, privacy and outlook for both the residents of the building and neighbours.

Buildings along Port Road will have zero setback from the front boundary in order to establish a strong and imposing presence to the road, while short front setbacks along Anzac Highway will allow for some landscaping to contribute to a more open landscaped character.

On-site vehicle parking will not be visible from Port Road and Anzac Highway, by locating parking areas behind building façades and shielding undercroft parking areas with landscaping and articulated screens.

Additional provisions of the Development Plan which relate to the proposed development are contained in **Attachment 1**.

QUANTITATIVE STANDARDS

The proposal is assessed for consistency with the quantitative requirements of the Development Plan as outlined in the table below:

DEVELOPMENT PLAN PROVISIONS	STANDARD	ASSESSMENT
NET SITE DENSITY <i>Urban Corridor Zone</i> PDC 5	100 dwellings per hectare (min.)	83 dwellings per hectare Does Not Satisfy
PRIMARY STREET SETBACK <i>Urban Corridor Zone</i> PDC 17	Minimum setback where frontage is to Port Road, Anzac Highway or Henley Beach Road - No minimum at Port Road - 3m at Anzac Highway All other cases - 2 metres	3.1m Satisfies
SIDE SETBACK <i>Urban Corridor Zone</i> PDC 19	Side Frontage width 20m or less - no minimum up to 2 storeys and 3m above this height Frontage width >20m - 3m	Ground floor - 1.0m-6.3m First floor - 1.0m-4.3m Second Floor - 1.0m-3.7m Satisfies

REAR SETBACK <i>Urban Corridor Zone</i> <i>PDC 19</i>	<p>Rear 3m (min.) (where abuts a different zone)</p> <p>0m (all other cases)</p>	<p>0.93m-3.34m</p> <p>Satisfies</p>
STORAGE <i>Residential Development</i> <i>PDC 31</i>	<p>8m³ (min.)</p>	<p>8m³ (under stairs, linen, WIR)</p> <p>Satisfies</p>
BUILDING HEIGHT <i>Urban Corridor Zone</i> <i>PDC 13</i>	<p>Min. Height - 3 storeys or 4 storeys for land facing the Adelaide Park Lands</p> <p>Max. Height - Allotments abutting Residential Character Glandore Policy Area 24, and allotments between Syme Street and South Road: 3 storeys and 12.5m</p> <p>8 storeys or 32.5m (all other allotments)</p>	<p>3 storeys or 10m</p> <p>Satisfies</p>
CARPARKING SPACES <i>Urban Corridor Zone</i> <i>PDC 20</i>	<p>Residential Development (+ an additional 0.25 spaces per dwelling for visitors)</p> <ul style="list-style-type: none"> - 0.25 spaces per studio (no separate bedroom) - 0.75 spaces per 1 bedroom dwelling - 1 space per 2 bedroom dwelling - 1.25 spaces per 3+bedroom dwelling 	<p>3 x 2-bed 3 x 3-bed Demand - 8.25 spaces</p> <p>2 spaces provided for Dwellings 1, 2 & 6 1 space provided for Dwellings 3-5 plus one shared visitor space (10 spaces in total)</p> <p>Satisfies</p>
BICYCLE PARKING <i>WeTo/7 Off-street Bicycle Parking Requirements for Designated Areas</i>	<p>Employee / resident = 1 for every 4 dwellings Visitor / shopper = 1 for every 10 dwellings</p>	<p>Bike storage in garage or courtyard</p> <p>Satisfies</p>
LANDSCAPING Medium and High Rise Development (3 or more stories) <i>PDC 23</i>	<p>Deep soil areas (min)</p> <p><300m² = 10m² with a min dimension of 1.5m</p> <p>300 - 1500m² = 7% site area with a min dimension of 3m</p>	<p>Approximately 10.3%</p> <p>Satisfies</p>

ASSESSMENT

In assessing the merits or otherwise of the application, the proposed development is discussed under the following sub headings:

Form of Development and Desired Character

The subject land is situated within Boulevard Policy Area 34 of the Urban Corridor Zone.

Objective 1 of the Policy Area envisages the following:

*"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".
(underlined for emphasis)*

The proposal to construct a residential flat building containing dwellings over three levels is therefore a desirable form of development from a general land use perspective.

While the provision of residential uses within mixed-use developments is desirable, PDC 1 and 2 of the Policy Area does not preclude development that is exclusively 'residential' provided it contributes positively to a *"medium-to-high density urban environment"*. As considered in more detail below, the proposed three storey residential flat building would be of high density and a scale that is complementary to recent development within the locality.

Accordingly, the proposal is considered to be an orderly and desirable form of development.

Residential Density

The Desired Character for the Urban Corridor Zone is seeking a *"mix of medium density (45-70 dwellings per hectare) and high density (70-200 dwellings per hectare) residential development"*.

As the subject land has a total area of 723m², the 'net' residential density of the development has been calculated at 83 dwellings per hectare. While PDC 5 of the Zone recommends a 'minimum' density of 100 dwellings per hectare within the Boulevard Policy Area 34, the proposed development is within the high density range and the density shortfall equates to only one dwelling, which could have been achieved within the current building envelope with smaller sized dwellings (i.e. studio and one-bed). It is considered more appropriate to provide larger two and three-bedroom dwellings as is currently proposed.

As considered in more detail below, the proposed density of the development would not compromise the spatial and functional characteristics of the development in terms of the built form relationship with the street and adjoining properties, on-site car parking and vehicle manoeuvrability or the internal amenity for future occupants.

Accordingly, the residential density is considered to meet the intent of the Zone and Policy Area as an area for medium and high density residential development.

Design and Appearance

The Development Plan provisions promote contemporary and innovative building designs. New development that provides a *"uniform streetscape edge"* is desirable within the Zone and Policy Area.

The proposed residential flat building is of a modern design with a common architectural style and form. The street façade has been improved with the inclusion of fenestration, a return balcony and feature vertical cladding, which ensure the building has a reasonable street presence. The façades include windows to both upper floors that facilitate passive surveillance of the internal driveway and adjacent footpath, while the dwelling entrances are readily identifiable and accessible from the road frontage and vehicle parking areas. The facades are also recessed at certain points to break up the building mass and proportions and different materials and colour variations provide visual interest.

The proposal includes a bin enclosure in the front corner of the site. While it would be preferred for the enclosure is located at the rear, the current location would facilitate convenient bin management without having a significant visual impact upon the streetscape. The enclosure will have a maximum height of 2.7m and will be clad with vertical Scyon Axon panels and colorbond sheeting to complement the proposed dwellings.

The internal floor areas would provide functional living environments with living rooms having an outlook to balconies and rear courtyards and reasonable access to sunlight.

PDC 13 of the Urban Corridor Zone envisages building heights of up to eight storeys or 32.5m within Boulevard Policy Area 34. The proposed building has a maximum height of 10 metres (three storeys), which is well within the recommended height range. The proposed building height is therefore acceptable.

The design and appearance of the proposal is of a relatively high standard and when considered against the existing site conditions and the intent of the Urban Corridor Zone, the proposed development would respond positively to the surrounding built form character. PDC 4, 8 and 9 of Boulevard Policy Area 34 and Objective 1 and PDC 1 of the General Section (Design and Appearance) are therefore satisfied.

Boundary Setbacks

As recommended by PDC 17 of the Urban Corridor Zone, buildings should be setback from Anzac Highway at a minimum distance of 3m. The main front wall of the proposed building is setback at least 3.1m from the road boundary, with the front balcony setback at least 4.34m. The front building setbacks are therefore acceptable and the road façade is relatively well-articulated with some landscaping provided.

For side boundary setbacks, PDC 19 of the Urban Corridor Zone does not prescribe a minimum setback for buildings up to a height of two storeys. For buildings of three or more storeys, a minimum setback of 3m is required. The third storey (level 2) of the proposed building is setback greater than 3m from the western side boundary however the setback to the eastern side is between 1m and 3m. The reduced setback on this side is reasonable in this instance given the ground and first floors are setback from the boundary and that the adjoining land is occupied by a three storey building that is located a similar distance from the boundary. The north to south orientation of the land would also minimise any overshadowing impacts.

The proposed rear boundary setbacks are acceptable as PDC 19 allows for boundary development (i.e. no setback) where the subject land does not directly abut land in a different zone.

Retaining and Fencing

The proposal includes the construction of a colorbond fencing along the side and rear boundaries at a height of 2.1m. As some sections of the boundaries will require retaining up to a height of approximately 300mm, the combined height of the retaining walls and fencing will be a maximum of 2.4m. Given that PDC 19 of the Urban Corridor Zone allows boundary walls of up to two storeys, the overall height of the fencing is acceptable.

Vehicle Access and Car Parking

The Development Plan provisions seek to ensure that new development provides safe and convenient access for vehicles and pedestrians and sufficient on-site car parking for residents and visitors. As the proposal includes changes to an existing access on Anzac Highway, which is a major arterial road, the application has been referred to the Department of Planning, Transport and Infrastructure (DPTI).

A common driveway along the western side of the site will provide vehicle access to all of the dwellings within the residential flat building. The crossover design has been amended in response to concerns raised by both DPTI and Council's City Assets Department. The internal manoeuvring areas have also been considered and deemed to meet the relevant Australian Standard. The proposed access arrangements are considered safe and convenient in accordance with PDC 24 of the General Section (Transportation and Access).

In terms of on-site car parking, Dwellings 1, 2 and 6 will be provided with double garages while Dwellings 2-5 will have single garages. One common visitor space is to be provided at the front of the site. A total of 10 spaces will therefore be provided for the development. PDC 20 of the Urban Corridor Zone requires car parking to be provided based on *Table WeTo/6 - Off-street Vehicle Parking Requirements for Designated Areas*. In Boulevard Policy Area 34, car parking should be provided as follows:

- 1 space per 2 bedroom dwelling
- 1.25 spaces per 3 + bedroom dwelling
- Plus 0.25 spaces per dwelling for visitors

Given the proposal comprises 3 x 2-bedroom and 3 x 3-bedroom dwellings, there is a Development Plan requirement for 8.25 spaces (inclusive of visitor parking). As 10 car parking spaces will be provided, the proposal satisfies PDC 20.

Council's City Assets Department raised traffic safety concerns with the proposed visitor space as it located adjacent to the passing area at the front of the site. Given the low traffic generation of the development the potential for vehicle conflict is considered negligible, with the benefits of having a common visitor space outweighing the low risk of vehicle conflict. Concerns were also raised with the internal length of the garages being less than 5.8m. The proposed internal garage length has been increased to 5.7 metres, which is consistent with general industry standards. It should be noted that the Australian Standards do not specify a minimum internal garage length of 5.8m.

Landscaping

The applicant has provided a landscaping scheme for the development that includes a mix of trees, shrubs and hedges to the front of the site, within rear yards and along the new common driveway. Permeable paving is also proposed for the visitor parking space. The proposed landscaping would equate to approximately 10 per cent of the site, which satisfies the deep soil zone requirements of PDC 23 of the General Section (Medium and High Rise Development (3 or More Storeys)). The landscaping would enhance the internal amenity and external appearance of the development in accordance with PDC 1 and 4 of the General Section (Landscaping, Fences and Walls).

Private Open Space

The proposed dwellings will be provided with between 23m² and 33m² of private open space comprising of rear courtyards and balconies. The amount of private open space for each dwelling is considered to satisfy PDC 19 of the General Section (Residential Development). The rear yards achieve the minimum dimension guidelines and would also be accessible from either a study or garage, which is reasonable given the overall configuration of the dwellings. Suitable private open space for entertaining, clothes drying and other domestic functions would therefore be provided for occupants of the proposed dwellings.

Overlooking

The proposal has been amended so that all upper level windows and balconies facing the side and rear boundaries have fixed obscure glazing to a height of at least 1.7m above the floor level. It is noted that the elevations nominate these windows as being obscure but not fixed. This requirement will be reinforced by way of condition.

The proposed privacy measures are considered adequate in preventing 'direct' views from the upper storey windows and balconies into the habitable room windows and yards areas of adjoining properties. The proposal therefore satisfies PDC 27 of the General Section (Residential Development).

Overshadowing

Given the three storey scale of the proposed building, it is reasonable to expect that some shadow would be cast over the adjoining land to the south, particularly during winter months.

The applicant has provided a series of shadow diagrams for the winter solstice, which demonstrate that the most significant shadowing impacts would affect the Anzac Highway road reserve rather than the adjoining residential properties. The habitable room windows and yard areas of the adjoining properties will continue to receive at least two hours of natural light during the day in winter, as required under PDC 11 of the General Section (Residential Development).

The proposal is therefore considered to satisfy PDC 10, 11 and 12 of the General Section (Residential Development).

Stormwater and Flood Management

Stormwater runoff from each dwelling will be directed to individual 3,000L rainwater retention tanks and plumbed into all toilets and the laundry for each dwelling. Overflow from the rainwater tanks and hard paved surfaces will be discharged to the street water table in accordance with Council's standard requirements. Council's City Assets Department has confirmed that the proposed stormwater management system is acceptable.

Waste collection

A Waste Management Report has been prepared by Colby Phillips Advisory. The report confirms that a 'shared' bin service will be provided based on the one of the following design options:

Preferred Option (once Council introduces larger general waste bins)

- 3 x 240L *general waste - weekly service*
- 4 x 240L *recycle - fortnightly service*
- 2 x 240L *organics - fortnightly service*

Interim Option (based on current requirements)

- 4 x 140L *general waste - weekly service*
- 4 x 240L *recycle - fortnightly service*
- 2 x 240L *organics - fortnightly service*

Council's Waste Management Department has supported a shared service and considers there to be sufficient space for kerbside presentation based on the above number of bins. A private waste contractor is therefore not required. The proposal is consistent with Objective 2 of the General Section (Waste).

A condition of consent has been included that requires the owner to notify any potential purchaser or occupier of the land that a shared waste collection arrangement will service the land.

SUMMARY

When balanced against the existing site and locality characteristics and the Desired Character for the Urban Corridor Zone and Boulevard Policy Area 34, the proposed residential development is considered to be an orderly and desirable form of development.

The building scale and layout the development density is consistent with the Desired Character for the Zone and Policy Area and compatible with the existing and desired built form characteristics of the locality.

Having considered all the relevant Objectives and Principles of the Development Plan, the proposal is not considered to be seriously at variance with the Development Plan.

On balance, the proposed development sufficiently accords with the relevant provisions contained within the West Torrens Council Development Plan Consolidated 6 February 2018 and warrants Development Plan Consent subject to conditions.

RECOMMENDATION

The Council Assessment Panel, having considered all aspects of the report, the application for consent to carry out development of land and pursuant to the provisions of the *Development Act 1993* resolves to GRANT Development Plan Consent for Application No. 211/1240/2019 by Square Ceilings Pty Ltd for construction of one (1) three-storey residential flat building containing six (6) dwellings with associated landscaping, bin enclosure and boundary fencing to maximum height of 2.4 metres at 217 Anzac Highway, Plympton 5038 (CT 5658/769) subject to the following conditions of consent and reserved matter:

Reserved Matters:

The following information shall be submitted for further assessment and approval by the City of West Torrens as reserved matters under Section 33(3) of the *Development Act 1993*:

1. Stormwater quality improvement measures that are demonstrated to satisfy the State Government Water-Sensitive Urban Design policy guidelines must be submitted to the satisfaction of Council.

Development Plan Consent Conditions:

1. The development must be undertaken, completed and maintained in accordance with the plans and information detailed in this Application except where varied by any conditions listed below:
 - Proposed Site Plan (Drawing No. 190 24 SD01, Rev. B) prepared by Nic Design Studio dated 27 March 2020;
 - Proposed Plans (Drawing No. 190 24 SD02, Rev. B) prepared by Nic Design Studio dated 27 March 2020;
 - Proposed Site Plan (Drawing No. 190 24 SD03, Rev. B) prepared by Nic Design Studio dated 27 March 2020;
 - Proposed Sections (Drawing No. 190 24 SD04, Rev. B) prepared by Nic Design Studio dated 27 March 2020;
 - Proposed Elevations (Drawing No. 190 24 SD05, Rev. B) prepared by Nic Design Studio dated 27 March 2020;
 - Proposed Elevations (Drawing No. 190 24 SD06, Rev. C) prepared by Nic Design Studio dated 27 March 2020;
 - Shadow Diagrams (Drawing No. 190 24 SD07, Rev. B) prepared by Nic Design Studio dated 27 March 2020;

- Proposed Landscape Plan (Drawing No. 190 24 SD08, Rev. B) prepared by Nic Design Studio dated 27 March 2020;
 - 3D Views (Drawing No. 190 24 SD09) prepared by Nic Design Studio dated 27 March 2020;
 - Detail Surevey (Jon No. 190410) prepared by Damrob dated 25 October 2019;
 - Civil Details - 1 (Drawing No. 191028-C1/B) prepared by SCA Engineers dated 31 March 2020;
 - Survey Layout Plan (Drawing No. 191028-C2/B) prepared by SCA Engineers dated 31 March 2020;
 - Civil Layout Plan (Drawing No. 191028-C3/B) prepared by SCA Engineers dated 31 March 2020;
 - Retention Water Tank Detail (Drawing No. 191028-C4/B) prepared by SCA Engineers dated 31 March 2020;
 - Traffic and Parking Assessment prepared by Phil Weaver & Associates dated 10 December 2019;
 - Waste Management Plan prepared by Colby Phillips Advisory dated 26 November 2019; and
 - Planning Report prepared by Future Urban dated 10 December 2019.
2. All stormwater design and construction will be in accordance with Australian Standards and recognised engineering best practices to ensure that stormwater does not adversely affect any adjoining property or public road and, for this purpose, stormwater drainage will not at any time:
- a) Result in the entry of water into a building; or
 - b) Affect the stability of a building; or
 - c) Create unhealthy or dangerous conditions on the site or within the building; or
 - d) Flow or discharge onto the land of an adjoining owner; or
 - e) Flow across footpaths or public ways.
- Reason: To ensure that adequate provision is made for the collection and dispersal of stormwater.*
3. All stormwater management measures for the development approved herein, including harvest tanks and supply mechanisms shall be installed and operational prior to the occupation of the development.
- Reason: To ensure that adequate provision is made for the management of stormwater.*
4. The stormwater connection through the road verge area shall be constructed of shape and material to satisfy Council's standard requirements as follows:
- 100 x 50 x 2mm RHS Galvanised Steel; or
 - 125 x 75 x 2mm RHS Galvanised Steel; or
 - Multiples of the above.
- Reason: To maintain existing Council infrastructure.*
5. All driveways, parking and manoeuvring areas will be formed, surfaced with concrete, bitumen or paving, and be properly drained prior to occupation, and shall be maintained in reasonable condition at all times to the satisfaction of Council.
- Reason: To ensure safe and convenient vehicle access and to suppress dust*

6. All landscaping shall be planted in accordance with the approved plans (Proposed Landscape Plan, Drawing No. 190 24 SD08, Rev. B prepared by Nic Design Studio dated 27 March 2020) within three (3) months of the occupancy of the development. Any person(s) who have the benefit of this approval will cultivate, tend and nurture the landscaping and shall replace any plants which may become diseased or die.

Reason: To enhance the amenity of the site and locality and to mitigate against heat loading

7. The upper storey windows and balconies of all dwellings, except for the south-facing (front) windows of Dwelling 1, shall be fitted with fixed obscure glass to the windows and balcony balustrades to a minimum height of 1.7 metres above the upper floor level to minimise the potential for overlooking of adjoining properties, prior to occupation of the building. The glazing in these windows shall be maintained to the satisfaction of Council at all times.

Reason: To maintain the privacy of neighbouring residents

8. No aboveground structures, such as letterboxes, service meters or similar are to be installed within the common driveway entrance and passing area.

Reason: To ensure safe and convenient vehicle access

9. The storage and collection of waste shall occur in accordance with the approved plans and the Waste Management Plan prepared Colby Phillips Advisory dated 26 November 2019.

Reason: To ensure waste is appropriately managed on the land

10. The owner shall inform in writing any potential purchaser or occupier of the land (or portion thereof) that a shared waste collection arrangement will service the land for the collection of waste.

Reason: To ensure waste is appropriately managed on the land

11. The bin storage enclosure shall be kept clean and tidy at all times with bins cleaned regularly to minimise odour.

Reason: To minimise odour and to maintain the amenity of neighbouring properties

Conditions imposed upon recommendation of DPTI

12. Vehicular access to/from Anzac Highway shall be a minimum of 6 metres in width with generous flaring to the road, located adjacent the western site boundary.
13. All vehicles shall enter and exit the site in a forward direction.
14. Stormwater run-off shall be collected on-site and discharged without jeopardising the safety and integrity of the road network. Any alterations to the road drainage infrastructure required to facilitate this shall be at the applicant's expense.

Attachments

1. **Relevant Development Plan Provisions**
2. **Proposal Plans & Documents**
3. **Referral Responses**

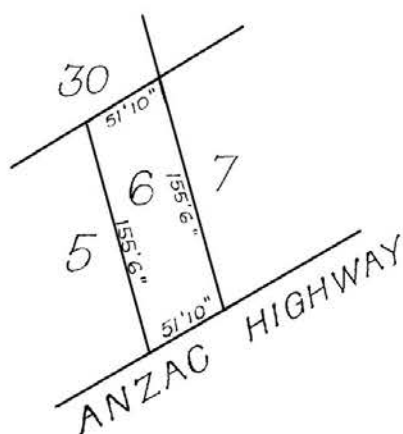
Relevant Development Plan Provisions

General Section		
Crime Prevention	Objectives	1
	Principles of Development Control	1, 2, 3, 6, 7 & 8
Design and Appearance	Objectives	1 & 2
	Principles of Development Control	1, 2, 3, 4, 5, 9, 10, 12, 13, 14, 15, 16, 21, 22 & 23
Energy Efficiency	Objectives	1 & 2
	Principles of Development Control	1, 2 & 3
Land Division	Objectives	1, 2, 3 & 4
	Principles of Development Control	1, 2, 4, 5, 6 & 8
Landscaping, Fences and Walls	Objectives	1 & 2
	Principles of Development Control	1, 2, 3, 4, 6
Medium and High Rise Development (3 or More Storeys)	Objectives	1, 2, 3, 4, 5 & 7
	Principles of Development Control	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27 & 28
Orderly and Sustainable Development	Objectives	1, 2, 3, 4 & 5
	Principles of Development Control	1 & 3
Residential Development	Objectives	1, 2, 3, 4 & 5
	Principles of Development Control	1, 4, 5, 7, 8, 9, 10, 11, 12, 13, 14, 16, 18, 19, 20, 21, 22, 28, 30, 31, 32 & 33
Transportation and Access	Objectives	2
	Principles of Development Control	1, 2, 8, 9, 11, 23, 24, 30, 34, 35, 36, 37 & 44
Waste	Objectives	1 & 2
	Principles of Development Control	1, 2, 3, 4 & 5



Product
Date/Time
Customer Reference
Order ID

Register Search (CT 5658/769)
09/12/2019 09:23AM
217 Anzac Hwy
20191209001214



100 50 0 100 FT

DISTANCES ARE IN FEET AND INCHES
FOR METRIC CONVERSION
1 FOOT = 0.3048 METRES
1 INCH = 0.0254 METRES



Product Register Search (CT 5658/769)
Date/Time 09/12/2019 09:23AM
Customer Reference 217 Anzac Hwy
Order ID 20191209001214



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 5658 Folio 769

Parent Title(s) CT 2534/27
Creating Dealing(s) CONVERTED TITLE
Title Issued 01/06/1999 Edition 5 Edition Issued 20/09/2019

Estate Type

FEE SIMPLE

Registered Proprietor

SQUARE CEILINGS PTY. LTD. (ACN: 160 675 892)
OF 218 ANZAC HIGHWAY PLYMPTON SA 5038

Description of Land

ALLOTMENT 6 DEPOSITED PLAN 1979
IN THE AREA NAMED PLYMPTON
HUNDRED OF ADELAIDE

Easements

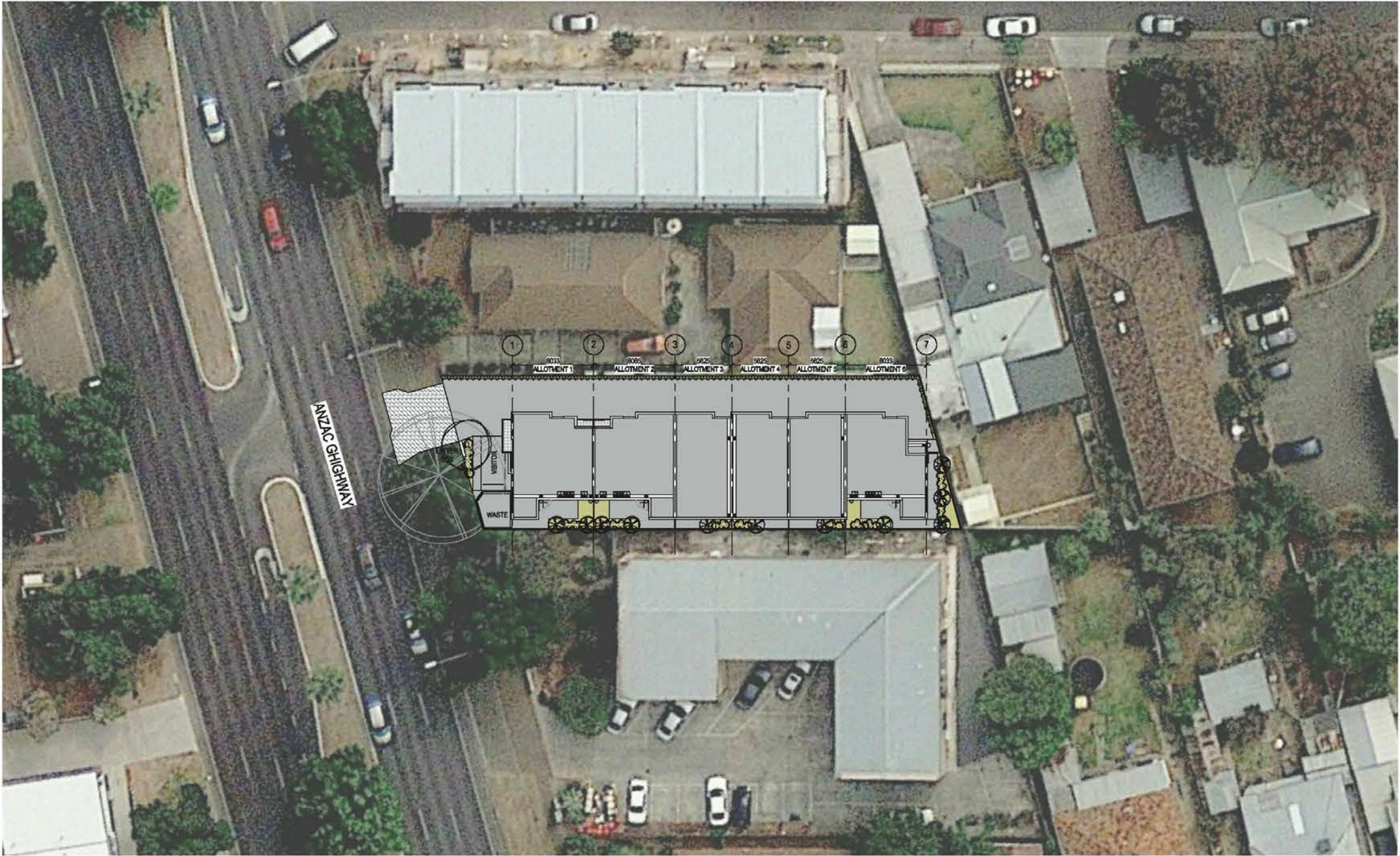
NIL

Schedule of Dealings

NIL

Notations

Dealings Affecting Title	NIL
Priority Notices	NIL
Notations on Plan	NIL
Registrar-General's Notes	NIL
Administrative Interests	NIL



SITE PLAN

DEVELOPMENT SUMMARY

TOTAL SITE AREA	722.66M²	TOWNHOUSES 2		TOWNHOUSES 4		TOWNHOUSES 6	
TOTAL ALLOTMENT NUMBER	6 ALLOTMENTS	TOTAL ALLOTMENT AREA	72.3M²	TOTAL ALLOTMENT AREA	50.4M²	TOTAL ALLOTMENT AREA	90.57M²
TOTAL NUMBER OF TOWNHOUSES	6 TOWNHOUSES	TOTAL BUILDING AREA (NOT INCL BALCONY)	178M²	TOTAL BUILDING AREA (NOT INCL BALCONY)	141M²	TOTAL BUILDING AREA (NOT INCL BALCONY)	174.3M²
TOTAL NUMBER OF VISITOR PARKING	1 CAR PARK	TOTAL PRIVATE OPEN SPACE (INCL BALCONY)	32.7M²	TOTAL PRIVATE OPEN SPACE (INCL BALCONY)	21.8M²	TOTAL PRIVATE OPEN SPACE (INCL BALCONY)	48M²
		TOTAL GROUND FLOOR FOOTPRINT	50.7M²	TOTAL GROUND FLOOR FOOTPRINT	35.5M²	TOTAL GROUND FLOOR FOOTPRINT	51.15M²
		TOTAL STORAGE AREA	10.04M²	TOTAL STORAGE AREA	8.78M²	TOTAL STORAGE AREA	9.86M²
TOWNHOUSES 1		TOWNHOUSES 3		TOWNHOUSES 5			
TOTAL ALLOTMENT AREA	74.1M²	TOTAL ALLOTMENT AREA	50.4M²	TOTAL ALLOTMENT AREA	50.4M²		
TOTAL BUILDING AREA (NOT INCL BALCONY)	190.6M²	TOTAL BUILDING AREA (NOT INCL BALCONY)	141M²	TOTAL BUILDING AREA (NOT INCL BALCONY)	141M²		
TOTAL PRIVATE OPEN SPACE (INCL BALCONY)	34.4M²	TOTAL PRIVATE OPEN SPACE (INCL BALCONY)	21.8M²	TOTAL PRIVATE OPEN SPACE (INCL BALCONY)	21.8M²		
TOTAL GROUND FLOOR FOOTPRINT	62.43M²	TOTAL GROUND FLOOR FOOTPRINT	35.5M²	TOTAL GROUND FLOOR FOOTPRINT	35.5M²		
TOTAL STORAGE AREA	10.04M²	TOTAL STORAGE AREA	8.78M²	TOTAL STORAGE AREA	8.78M²		

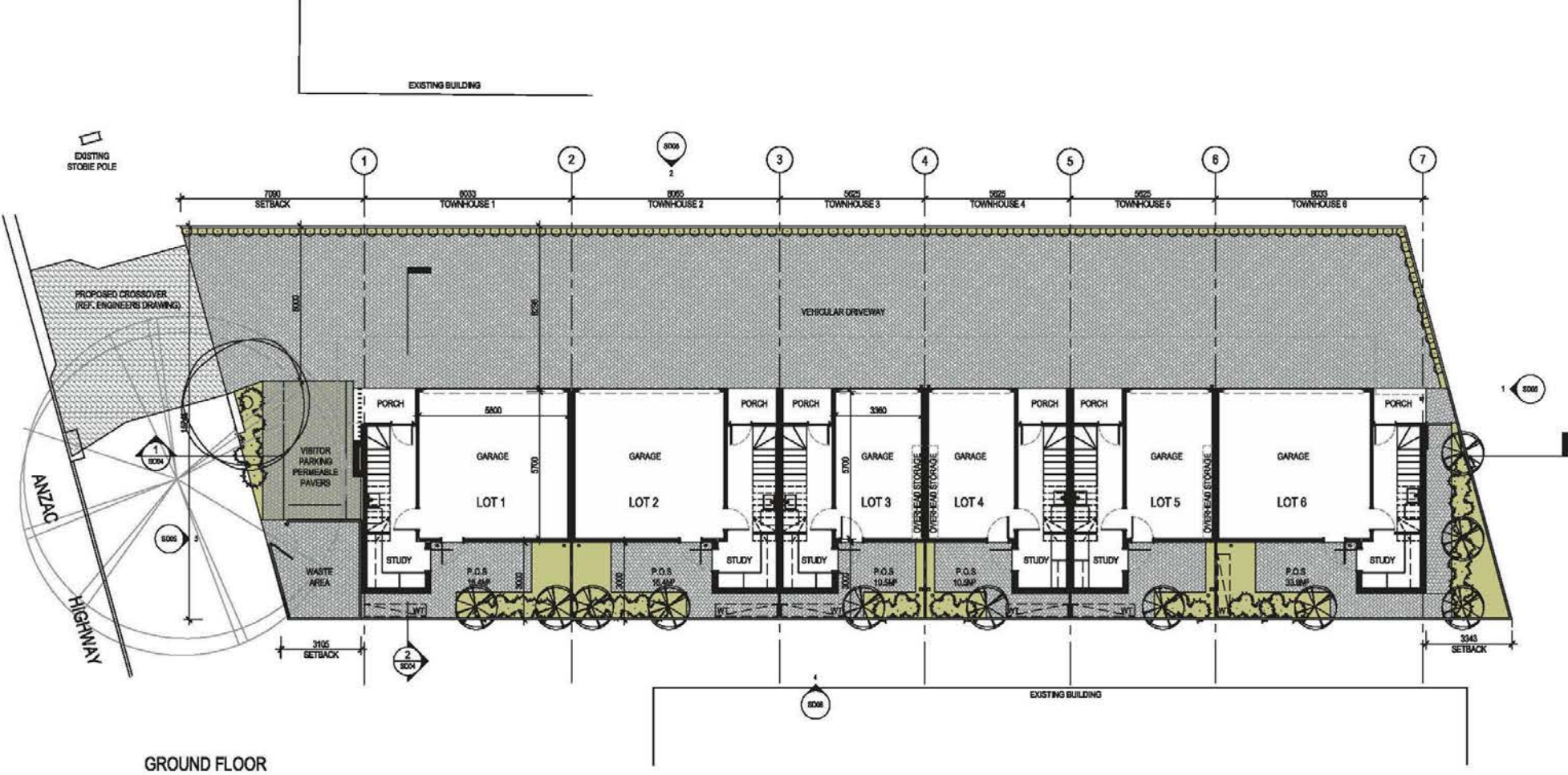


TOWNHOUSE DEVELOPMENT 217 ANZAC HIGHWAY PLYMPTON

PROPOSED SITE PLAN

1 : 200 @A1 2020-03-27 19024_SD01 B

FOR APPROVAL
nic
NIC DESIGN STUDIO

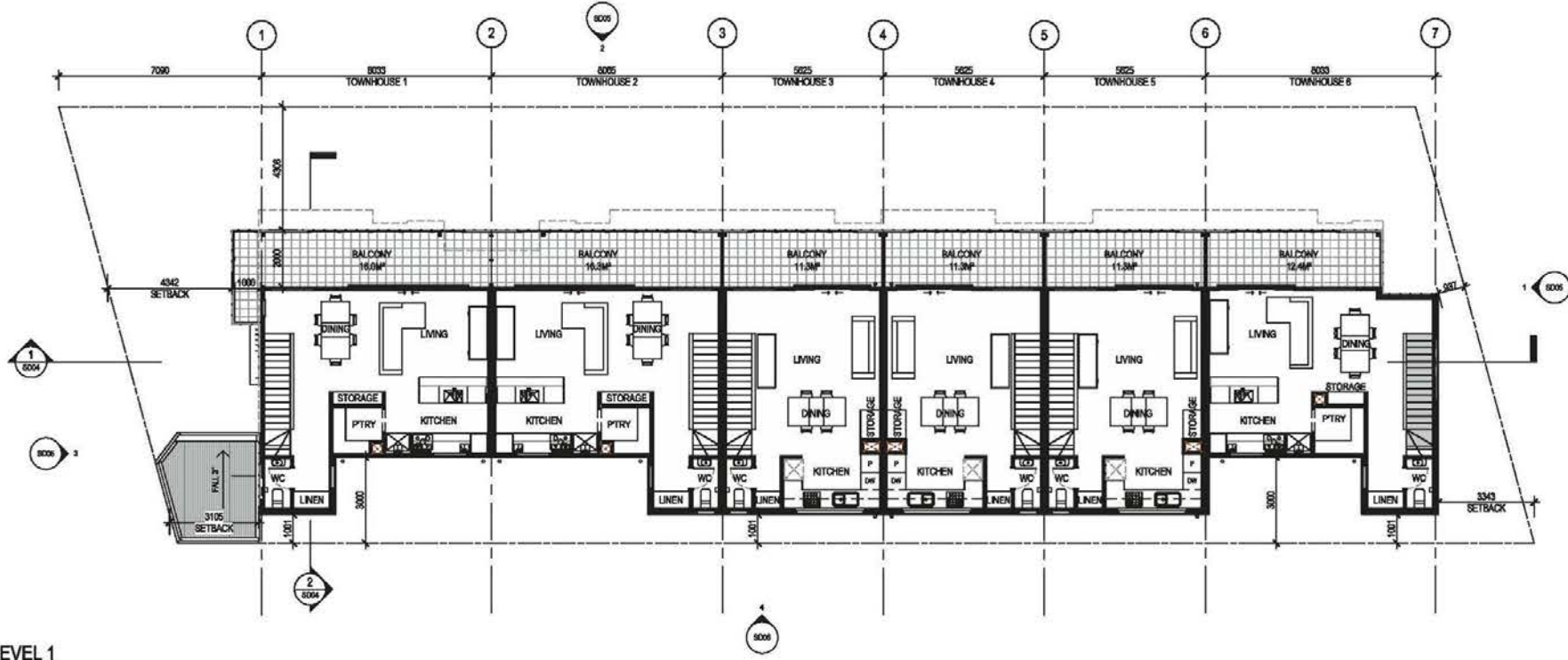


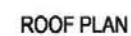
STORAGE BREAKDOWN

LOT1	PANTRY = 8.1m²	LOT2	PANTRY = 8.1m²
	STORAGE = 1.7m²		STORAGE = 1.7m²
	LINEN = 1.8m²		LINEN = 1.8m²
	TOTAL = 9.6m²		TOTAL = 9.6m²

LOT3	OVERHEAD STORAGE = 0.9m²	LOT4	OVERHEAD STORAGE = 0.9m²
	LINEN = 1.2m²		LINEN = 1.2m²
	STORAGE @ LV 1 = 1.0m²		STORAGE @ LV 1 = 1.0m²
	STORAGE @ LV 2 = 4.4m²		STORAGE @ LV 2 = 4.4m²
	TOTAL = 8.1m²		TOTAL = 8.1m²

LOT5	OVERHEAD STORAGE = 0.9m²	LOT6	PANTRY = 8.1m²
	LINEN = 1.2m²		STORAGE = 1.7m²
	STORAGE @ LV 1 = 1.0m²		LINEN = 1.8m²
	STORAGE @ LV 2 = 4.4m²		TOTAL = 9.6m²
	TOTAL = 8.1m²		





drawing

Index

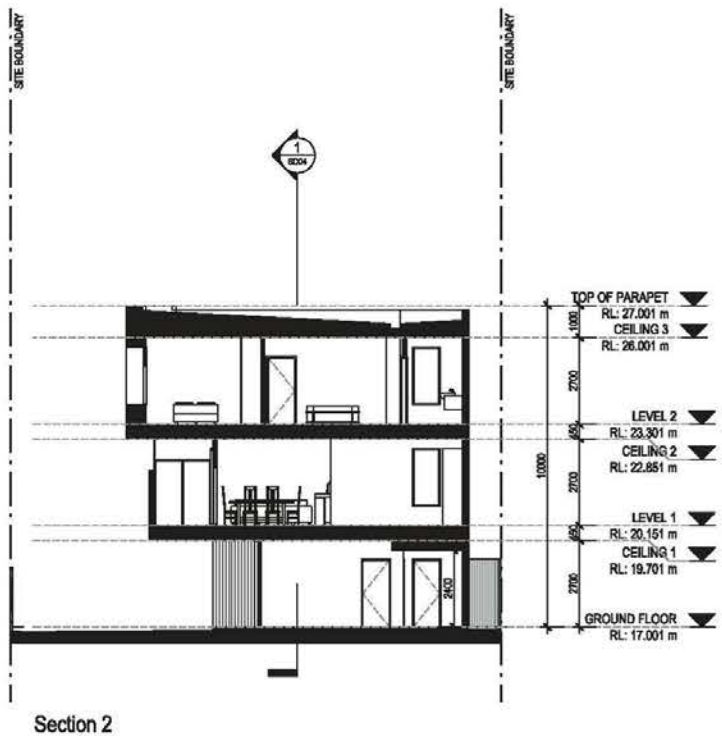
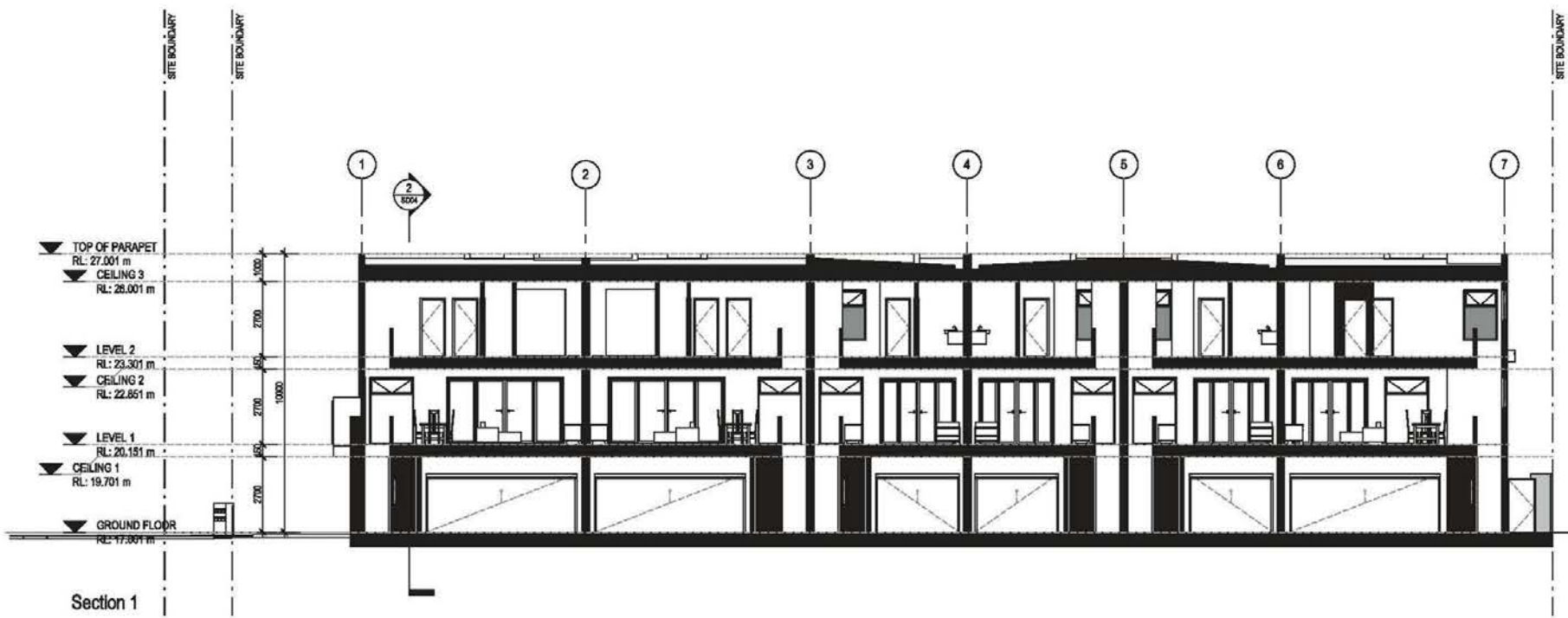
1 **date**

drawing no.

revision

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NIC DESIGN STUDIO

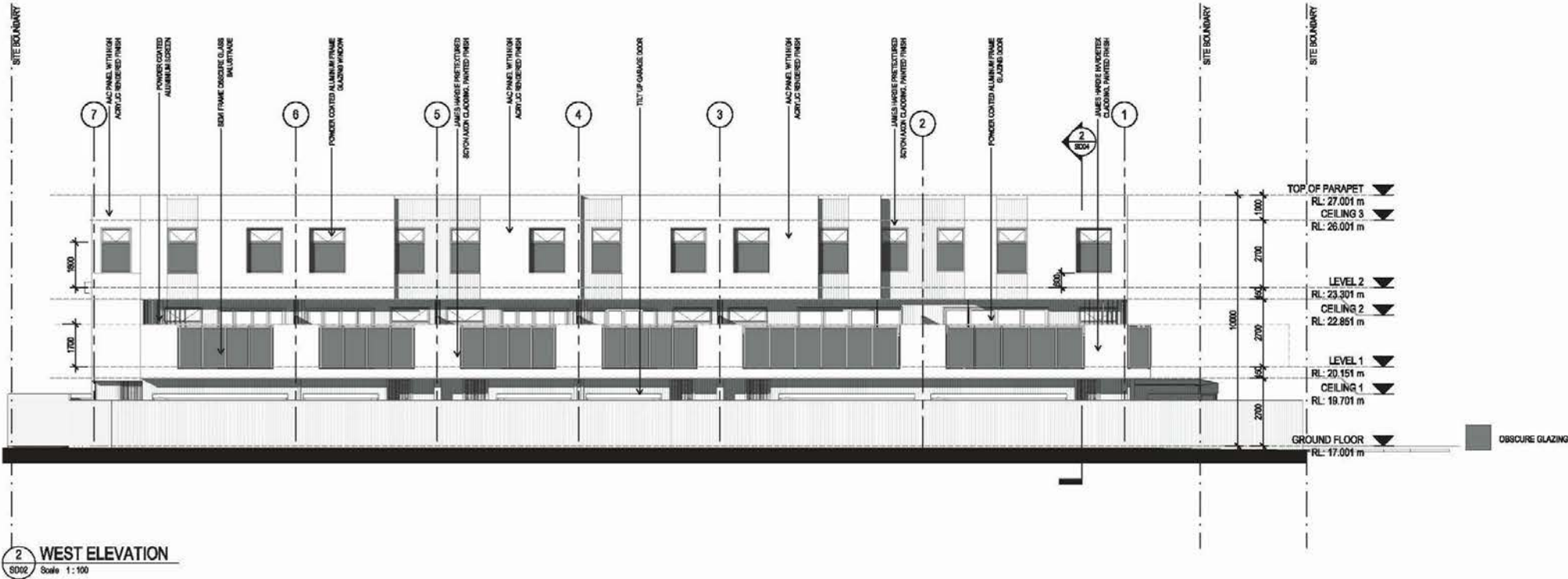
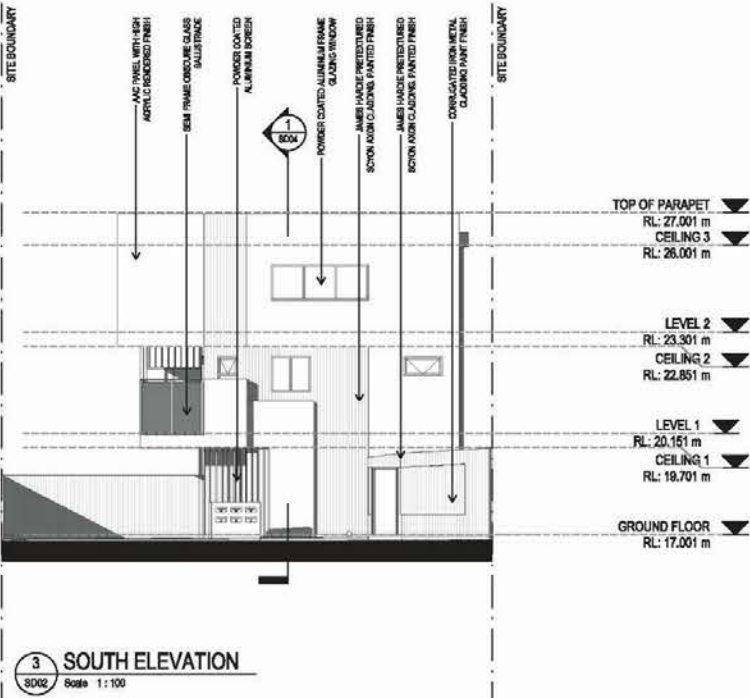
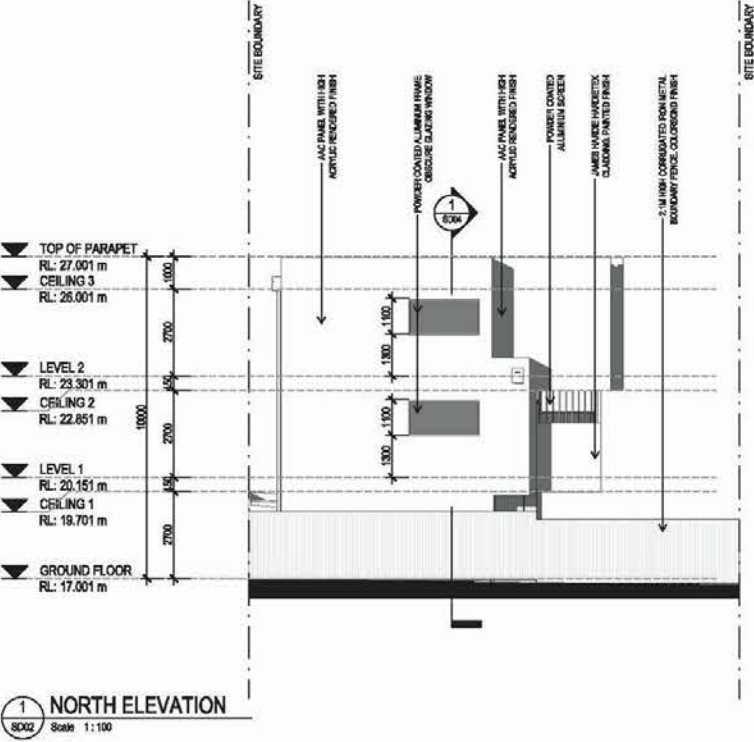


TOWNHOUSE DEVELOPMENT 217 ANZAC HIGHWAY PLYMPTON

PROPOSED SECTIONS

scale 1 : 100 @A1 date 2020-03-27 drawing no. 19024_SD04 revision B

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nic
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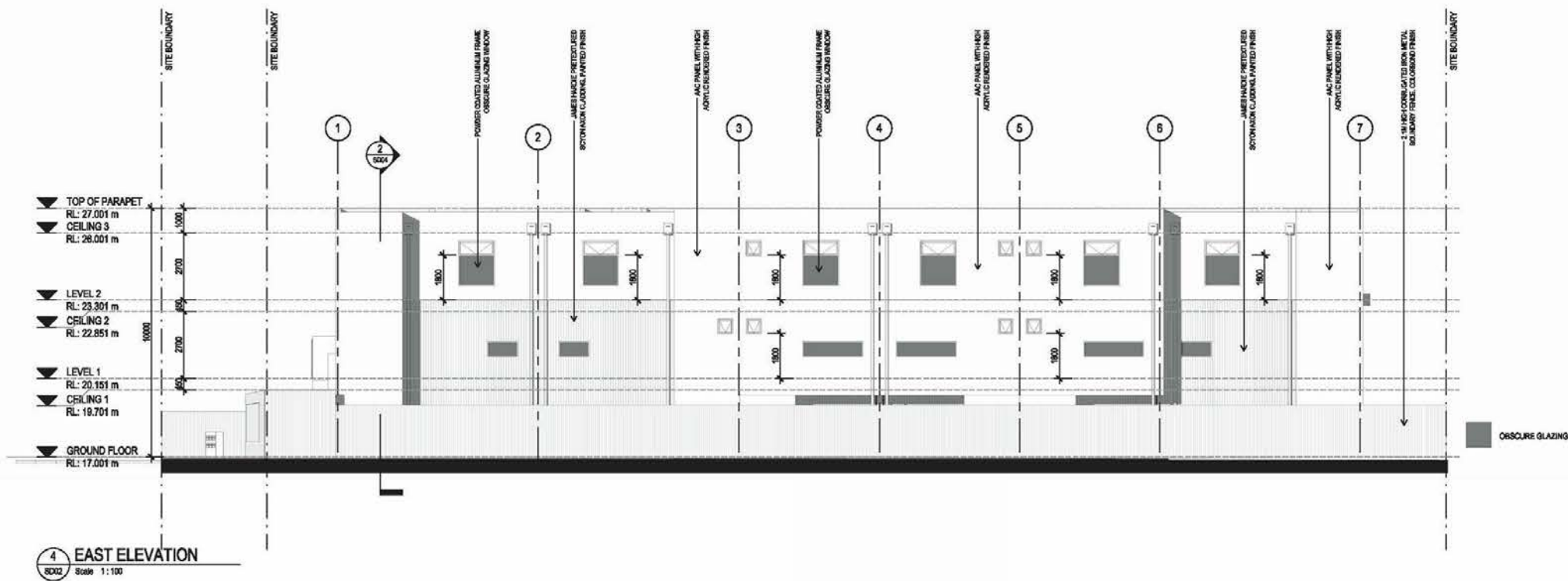


TOWNHOUSE DEVELOPMENT 217 ANZAC HIGHWAY PLYMPTON

PROPOSED ELEVATIONS

Scale 1:100 @A1 Date 2020-03-27 Drawing no. 19024_SD05 Revision C

FOR APPROVAL
nic
NIC DESIGN STUDIO



MATERIAL LEGENDS



JAMES HARDIE AXON CLADDING



POWDER COATED ALUMINUM FRAME GLAZED WINDOW AND DOOR



GARAGE PANEL LIGHT DOOR



PERMEABLE PAVERS



ARTIST IMPRESSION



TOWNHOUSE DEVELOPMENT 217 ANZAC HIGHWAY PLYMPTON

PROPOSED ELEVATIONS

scale 1:100 @A1 date 2020-03-27 drawing no. 19024_SD06 revision C

FOR APPROVAL

nic
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SHADOW DIAGRAM JUNE 21 - 9AM



SHADOW DIAGRAM JUNE 21 - 12PM



SHADOW DIAGRAM JUNE 21 - 3PM



SHADOW DIAGRAM DECEMBER 21 - 9AM



SHADOW DIAGRAM DECEMBER 21 - 12PM



SHADOW DIAGRAM DECEMBER 21 - 3PM

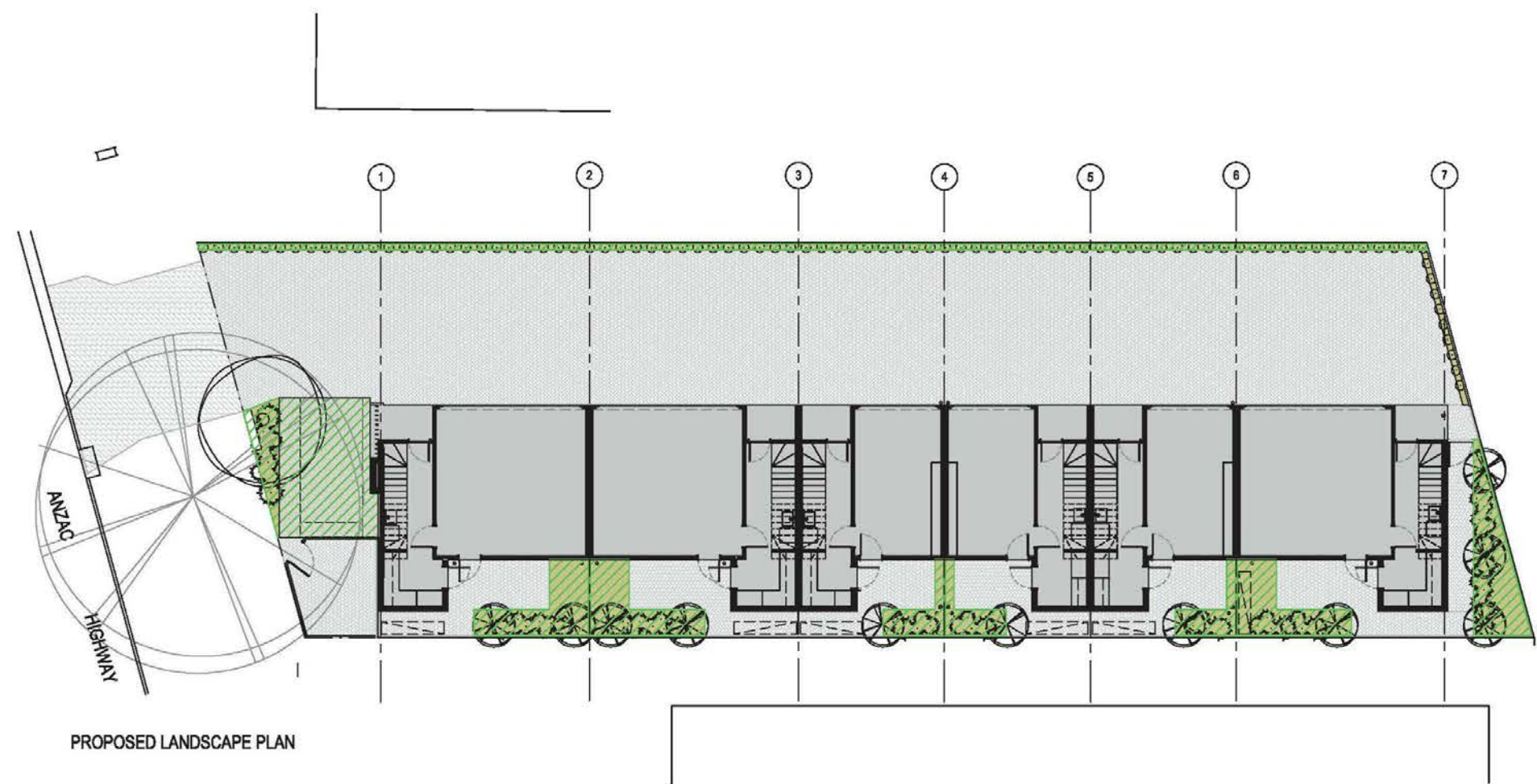


TOWNHOUSE DEVELOPMENT 217 ANZAC HIGHWAY PLYMPTON

SHADOW DIAGRAMS

scale	date	drawing no.	revision
1 : 500 @A1	2020-03-27	19024_SD07	B

FOR APPROVAL
nic
NIC DESIGN STUDIO



LANDSCAPE SCHEDULE

LOW HEDGE



Common name: English Box
Botanical Name: *Buxus Sempervirens*
Height & width: Height 2M Width 1.5M
Flower Colour: Green
Flowering Time: All year



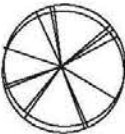
LOW HEDGE



Common name: Murraya Hedge
Botanical Name: *Murraya Paniculata*
Height & width: Height 3M
Flower Colour: White
Flowering Time: All year



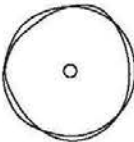
MEDIUM TREE



Common name: Ornamental 'Capital' Pear
Botanical Name: *Pyrus Calleryana*
Height 9-11m x Width 1-3m
Foliage: Deciduous
Flowering Time: Spring



MEDIUM TREE



Common name: Manchurian Flowering Pear
Botanical Name: *Pyrus Ussuriensis*
Height 9m x Width 7m
Flower Colour: White, Green
Flowering Time: Spring



LANDSCAPE AREA = 74.1m² (10.3% OF SITE AREA)
(INC. PERMEABLE PAVING AREA)



TOWNHOUSE DEVELOPMENT 217 ANZAC HIGHWAY PLYMPTON

PROPOSED LANDSCAPE PLAN

As @A1 2020-03-27 19024_SD08 B

FOR APPROVAL
nic
NIC DESIGN STUDIO



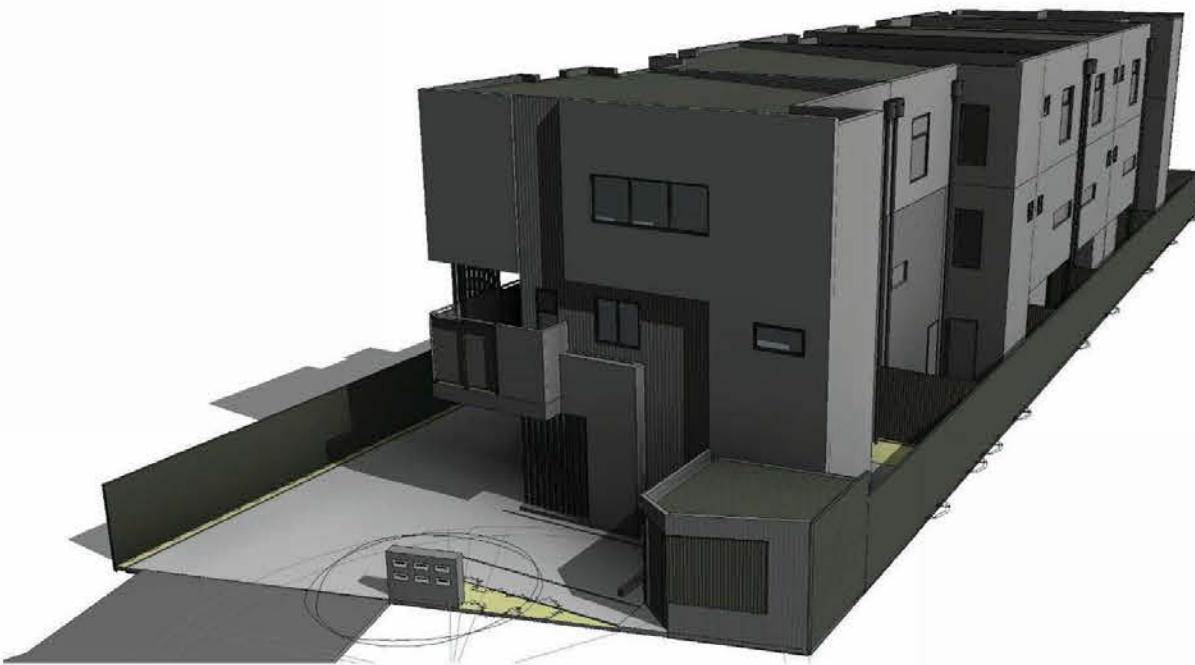
3D View 3



3D View 4



3D View 5



3D View 6



TOWNHOUSE DEVELOPMENT 217 ANZAC HIGHWAY PLYMPTON

3D VIEWS

@A1 2020-03-27 19024_SD09

nic
NIC DESIGN STUDIO



NOTES:

1. All downpipe connections are to be ø90 uPVC and are to be provided with cleaning eyes.
2. All Stormwater pipes shall be ø90 UNO.
3. All Stormwater pipes shall be laid as per AS 3500 to achieve minimum cover and grade U.N.O. If cover can not be achieved encase pipe in 100 thick concrete.
4. Sumps, gratings & MH's shall be 300sq (UNO) with walls & floors of 100 thick concrete, reinforced with SL72 fabric central + an approved cover/grate & frame.
5. Where sumps/grates or the like are cast into a concrete slab, provide 2-N12 crack control bars at the corners of such cast-in items. Bars are to be 1000 long and tied to the top layer of slab reinforcement.
6. Bedding and back-filling around stormwater pipes shall conform to AS 3725-1989.
7. Bedding sand for stormwater pipes shall be coarse, free flowing pit sand, with a plasticity index less than 5. The material shall be clean with 100% passing the 6.7mm sieve and not greater than 10% passing a 0.075mm sieve. It shall have a minimum compacted depth of 75mm.
8. Boundary Locations are based on fences/stakes only. It is recommended that an identification survey be done to establish true boundaries.
9. Provide 40mm thick lagging to all pipe penetrations through footing beams.
10. Waterproofing of neighbouring boundary walls is required if the finish floor level of the proposed building and/or site is higher than the finish floor level of neighbouring buildings.

LEGEND

uPVC SOWER PIPE

— SEAL —

— uPVC STORMWATER SEALED SYSTEM

— uPVC STORMWATER PIPE

— HDPE PUMP CHAMBER DISCHARGE PIPE

EXISTING SURFACE SPOT LEVEL

EXISTING WATER TABLE LEVEL

EXISTING TOP OF KERB LEVEL

TOP OF RETAINING WALL LEVEL

NEW PAVEMENT LEVEL

LAWN/LANDSCAPE LEVEL

STORMWATER INSPECTION POINT

STORMWATER ø90 PVC GRATE

300sq GRATED SUMP (U.N.O)

STORMWATER JUNCTION BOX

ø90 DOWNPIPE

SPREADER DRAIN

ETSA PIT/CABLE

TELSTRA SERVICES

STOBIE POLE

GAS METER

WATER METER

EXISTING TREE

ACO DRAIN K200s WITH GALVANISED GRATE (150kN)

PAVING

100 KERB AND GUTTER

CONCRETE SPOON DRAIN

RETAINING WALL

LANDSCAPING/LAWN AREA

COVER LEVEL

INLET LEVEL

OUTLET LEVEL

CL = 119.92

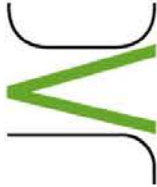
IL = 119.52

OL = 119.47

COVER

INLET

OUTLET



REVIEWED AND AMENDED TO
SATISFY COUNCIL QUERIES.

JACK ADCOCK CONSULTING PTY LTD

200206 JMA 31/03/2020

B	25.02.20	Changes as per council's requirements.
A	29.11.19	Changes due to new architectural drawings.
Amend	Date	Description

SCA

ENGINEERS

SUITE 3, 76 OSMOND TERRACE NORWOOD SA 5067

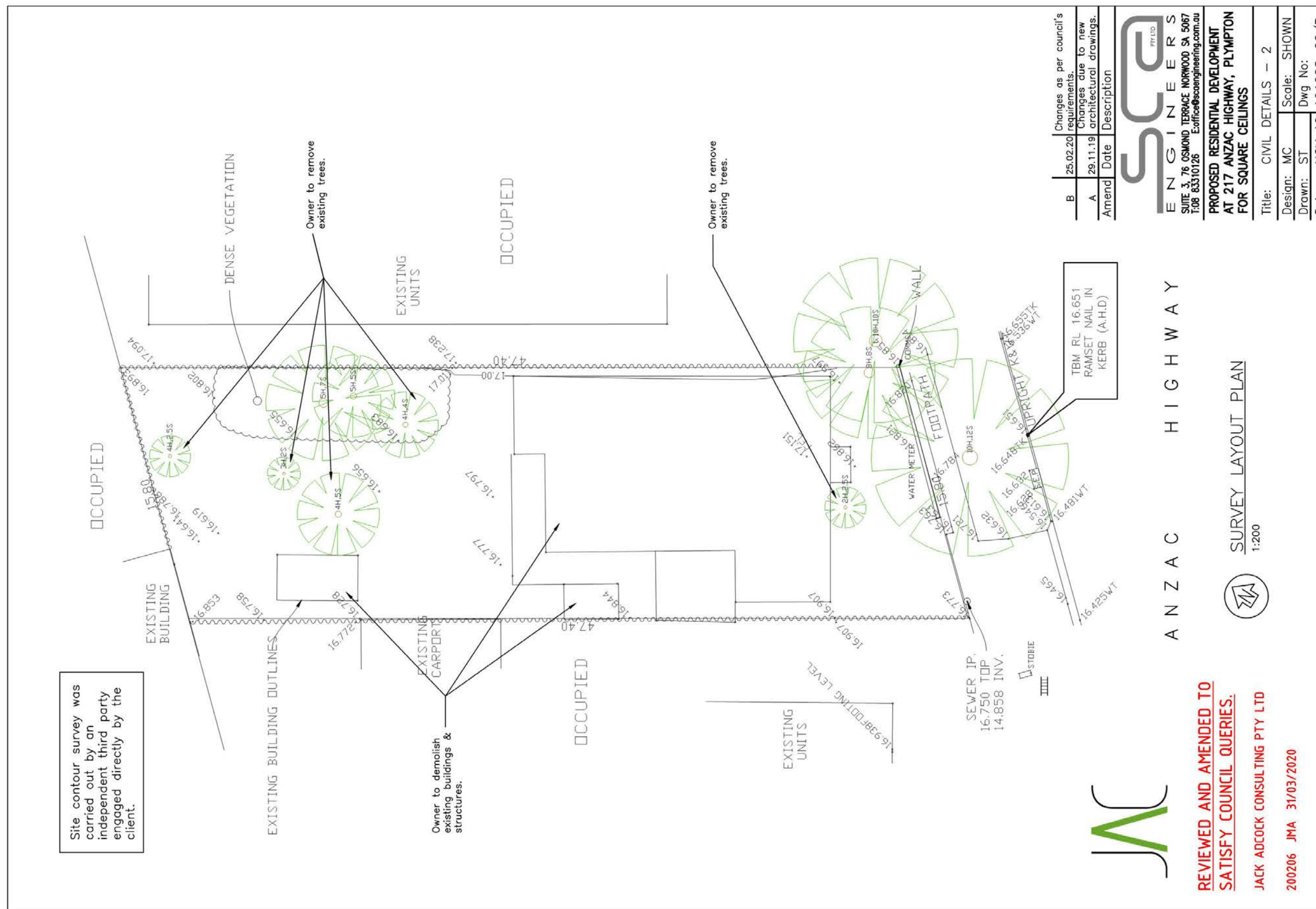
T:08 83310126 E:office@scaengineering.com.au

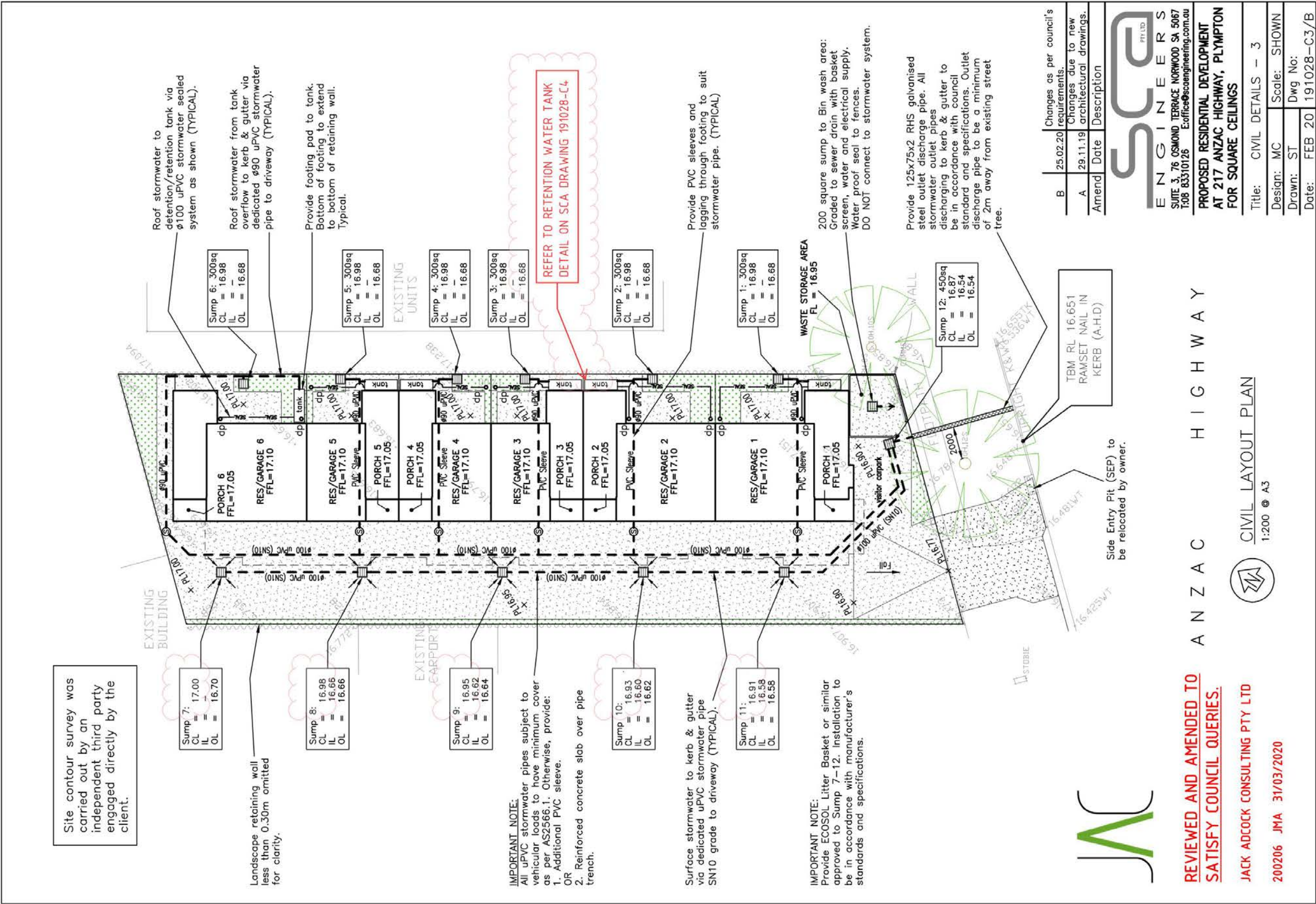
PROPOSED RESIDENTIAL DEVELOPMENT

AT 217 ANZAC HIGHWAY, PLYMPTON

FOR SQUARE CEILINGS

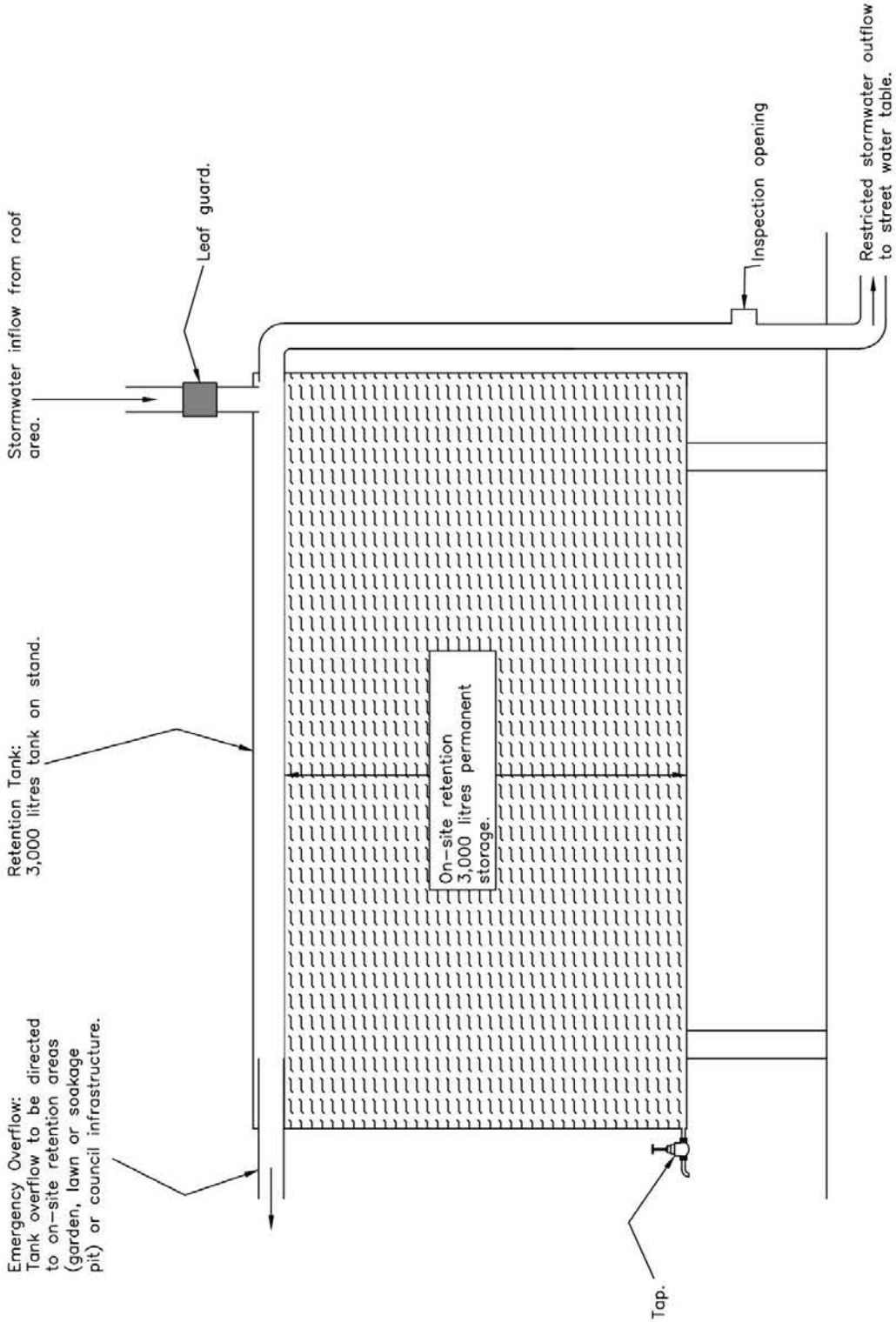
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Design:	MC	Scale: SHOWN
Drawn:	ST	Dwg No:
Date:	NOV 19	191028-C1/B





In accordance with Council and BCA requirements, ensure:

- i) Water from rainwater tank to be plumbed to **ALL** water closet and **ALL** laundry cold water outlets. **OPTIONAL** - to Hot Water Service.
- ii) The inlet and overflow of the tank must be fitted with mosquito-proof, non-degradable screens formed from 0.315mm material and have a minimum of 6x7 openings per cm2.
- iii) Other plumbing requirements associated with this re-use system (ie mains backup and isolation) to be in accordance with standard compulsory stormwater re-use requirements in the building code.
- iv) All elements of the stormwater collection and re-use system to be installed and fully operational prior to the occupancy of a dwelling.



RETENTION WATER TANK DETAIL
NTS



REVIEWED AND AMENDED TO
SATISFY COUNCIL QUERIES.

JACK ADCOCK CONSULTING PTY LTD

200206 JMA 31/03/2020

Changes as per council's requirements.	
B	25.02.20
Changes due to new architectural drawings.	
A	29.11.19
Amend	Date
Description	



ENGINEERS
SUITE 3, 76 OSMOND TERRACE NORWOOD SA 5067
T:08 83310126 E:office@scengineering.com.au

PROPOSED RESIDENTIAL DEVELOPMENT
AT 217 ANZAC HIGHWAY, PLYMPTON
FOR SQUARE CEILINGS

Title:	CIVIL DETAILS - 4
Design:	MC
Scale:	SHOWN
Drawn:	ST
Dwg No:	
Date:	FEB 20 191028-C4/B





Water Basket Specification



environmentally engineered
for a better future



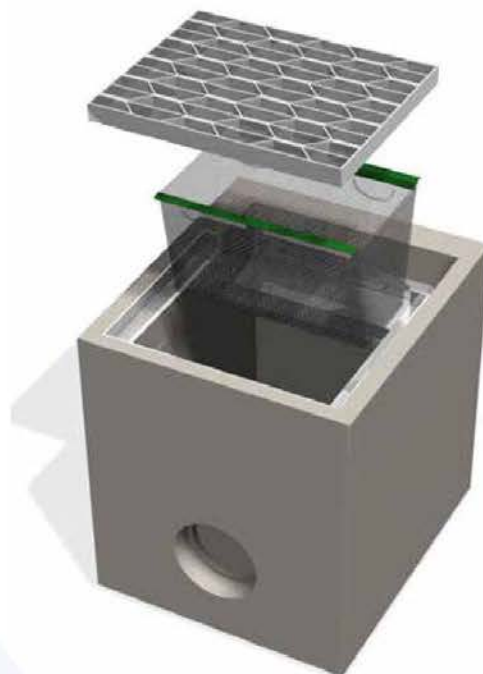


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1.0 Introduction

Increasingly stringent environmental best management practice requires planners and developers to apply a fit-for-purpose treatment train approach to stormwater treatment to achieve today's water quality objectives (WQOs). An integral element to any good WSUD design is primary treatment or pre-screening of stormwater flows to remove coarse sediment and gross pollutants prior to downstream secondary or tertiary treatment systems such as bio retention filters or wetlands.

The Ecosol™ Litter Basket provides effective primary treatment of stormwater flows at point of source. For many years the Ecosol™ Litter Basket has been seen as the industry standard for at-source filtration with its effectiveness proven over time both in the field and under strict laboratory conditions.



The system has been designed to provide robust and durable cost effective at-source primary treatment system that captures and retains solid pollutants at drainage entry points.

In developing this innovative stormwater treatment system careful consideration has been given to durability, longevity, cost and maintainability. Key commercial technical features include:

- low visual impact and energy footprint;
- designed hydraulics with proven performance and longevity;
- scalable design; and
- cost effective maintenance regime.

This technical manual describes the operation and performance characteristics of the system.



1.1 How And Why The Ecosol™ Litter Basket Works

The Ecosol™ Litter Basket captures pollutants at drainage entry points and consists of a capture basket and an overflow by-pass flap(s). The basket is fitted below the invert of the gutter and inside the drainage inlet pit and importantly does not obstruct flow in the outlet pipe. Solid pollutants enter the Ecosol™ Litter Basket with the stormwater from roadside or other run-off areas, such as car parks. The incoming flow and the pollutants aquaplane across the flap(s) into the capture basket. The filtered stormwater then passes into the drainage network without any head/hydraulic loss through the unit.

As the basket approaches 90% full, the by-pass flap(s) begins to open in response to the incoming flow. Once the basket is 100% full the pressure of the incoming flow forces open the by-pass flap(s), allowing the excess flow, to enter the drainage system through the by-pass openings. This effectively eliminates the likelihood of flooding, a common fault with other at-source systems. Even when in by-pass, the captured pollutants are not remobilised and are retained in the capture basket.



2.0 Ecosol™ Litter Basket Credentials

Ecosol has commissioned a range of tests to confirm not only product performance but also to help with further research and development work. In 1996, the University of South Australia, a National Australian Testing Authority (NATA)-approved testing body, tested the Ecosol™ Litter Basket. Its full-size Roadway Surface Drainage Rig was used to carry out a series of tests in two stages on the Ecosol™ Litter Basket. These tests measured the capture performance of the unit in both on-grade and sag situations for a range of flows containing full-size, real-life solid pollutants. The testing confirmed the unit's ability to capture 97% of pollutants greater than the filtration mesh size.

The testing also focused on determining whether the unit had any hydraulic impact on the flows entering the pit. It found that the Ecosol™ Litter Basket did not reduce the pit's inlet capacity, a key benefit, especially as the unit is often installed in road side entry pits where any level of flooding would be unacceptable. The Ecosol™ Litter Basket also has a by-pass overflow that effectively eliminates the risk of flooding.

In 2012 Ecosol engaged the University of Adelaide (ENGTEST The school of civil, environmental and mining engineering) to undertake further independently laboratory hydraulic and capture efficiency testing on the improved Ecosol™ Litter Basket design. Additionally they also undertook a comprehensive peer review of all prior and current Ecosol™ Litter Basket field and laboratory testing reports to comprehensively determine its performance specification. Reference – "Performance Review of the Ecosol™ Litter Basket at-source solid pollutant filter (report dated 9 May 2013).



3.0 Warranty And Life Expectancy



The Ecosol™ Litter Basket has a one-year warranty covering all components and workmanship. Urban Asset Solutions Pty Ltd will rectify any defects that fall within the warranty period. The warranty does not cover damage caused by vandalism and may be invalidated by inappropriate cleaning procedures or where the unit is not cleaned within the recommended frequency. The Ecosol™ Litter Basket is designed to meet strict engineering guidelines and manufacturers guarantees and is one of the most durable at-source treatment systems available. The stainless steel components have a life expectancy of 15 years while the filtration bag has a life expectancy of 5 years providing appropriate maintenance practices are employed.

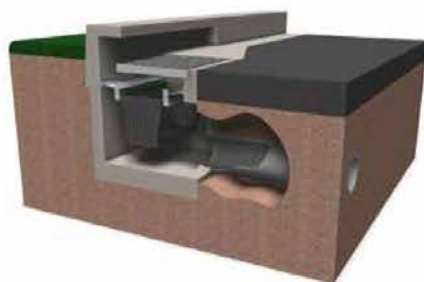


4.0 Key Features And Benefits

The Ecosol™ Litter Basket captures and retains a range of pollutants at entry points to the drainage network. Easily installed into most types of side entry pits, also known as gully pits or catch-pits, it retains more than 97% of pollutants greater than 600µm and in the field it has been found to collect much smaller particles, including fine sediments.

For many years the Ecosol™ Litter Basket has been seen as the industry standard for at-source filtration with its effectiveness proven over time both in the field and under strict laboratory conditions. Consisting of a capture basket, reusable liner, and overflow bypass flap(s) the Ecosol™ Litter Basket is fitted below the invert of the gutter inside the drainage pit and, importantly, does not obstruct flow into the outlet pipe. The liner is easily removed and emptied during maintenance and comes in a range of filtration fabric sizes from 100µm to 3000µm, depending on the site requirements.

Key Features	Benefits
Hydraulics	<ul style="list-style-type: none"> Minimal head/hydraulic loss Does not affect stormwater inlet capacity Treats 100% of incoming flow
Pollutant Capture and Retention	<ul style="list-style-type: none"> Unique by-pass overflow eliminates flooding risk More than 97% of solid pollutants > 600µm Significant amounts of sediment and more than 40% TSS No remobilisation of captured pollutants
Design	<ul style="list-style-type: none"> Different sizes of filter media available for targeted pollutant capture Able to be retro-fitted into existing pits or supplied in its own pit Easily installed
Cleaning and Maintenance	<ul style="list-style-type: none"> Dry storage of pollution thereby reducing risk of toxic fermentation Pollutants not handled during cleaning
Environmental Impact	<ul style="list-style-type: none"> Re-usable filter liner is easily removed for manual cleaning Reduces sedimentation build-up Visually unobtrusive



5.0 Key Dimensions

The Ecosol™ Litter Basket can be fitted to new and existing side entry pits (whether single, double, or triple in size), including those with non-standard inlets, outlets, and junctions. The table below shows the approximate dimensions and holding capacities for the most typical Ecosol™ Litter Basket applications. Holding capacities, treatable flow rates and by-pass capacities vary dependent on the site-specifics.

Stormwater Inlet Pit Description	Dimensions (Length x Width) ²		Holding Capacity (typical basket depth 450mm) ¹	Treatable Flow Rate (L/s) ²		By-pass Capacity	Static Head in By-pass
				200µm mesh	1.5mm mesh		
	Pit	Litter Basket	(m ³)			L/s	mm
Drainway	600 x 595	600 x 445	0.120	53	106	110	150
Single Grated Kerb Inlet (with Lintel)	600 x 600	600 x 450	0.121	53	106	110	150
	900 x 750	900 x 450	0.182	83	167	215	150
	900 x 900	900 x 600	0.243	83	167	215	150
Double Grated Kerb Inlet (with Lintel)	1200 x 600	2 x 600 x 450	0.243	103	212	220	150
	1200 x 900	2 x 600 x 600	0.324	103	212	430	150
	1800 x 600	2 x 900 x 450	0.364	106	220	230	150
	1800 x 900	2 x 900 x 600	0.496	106	220	440	150
Single Side Kerb Inlet (with Lintel - no grate)	600 x 660	600 x 450	0.121	53	106	110	150
	900 x 750	900 x 450	0.182	83	167	215	150
	900 x 900	900 x 600	0.243	83	167	215	150
Double Side Kerb Inlet (with Lintel - no grate)	1200 x 600	2 x 600 x 450	0.243	103	212	220	150
	1200 x 900	2 x 600 x 600	0.324	106	220	430	150
	1800 x 600	2 x 900 x 450	0.364	106	220	230	150
	1800 x 900	2 x 900 x 600	0.486	106	220	440	150
Grated Field Inlet (no Kerb or Lintel)	600 x 600	600 x 450	0.121	53	106	110	150
	900 x 750	900 x 450	0.182	83	167	215	150
	900 x 900	900 x 600	0.243	83	167	215	150
Circular Inlet	600	437 x 437	0.085	54	108	120	150
	750	558 x 558	0.140	92	184	172	150
	900	680 x 680	0.208	103	212	225	150
	1050	801 x 801	0.228	103	212	225	150

¹ Holding capacities are largely determined by the existing inlet pit dimensions and the outlet pipe diameter but typically ranges from 120 - 364Kg at 100% full.

² The TFR varies dependent on the size of the Litter Basket, mesh apertures and percentage of fill for the individual baskets. For the purpose of providing indicative TFR's we have assumed a minimum 375mm diameter outlet and empty litter baskets.

³ All Ecosol™ Litter Baskets installed in pits larger than 600mm in width are fitted with flow plates, removable capture baskets, optional hydrocarbon socks and include by-pass openings to cater for peak flow conditions.

6.0 Collection And Removal Efficiencies

Stormwater treatment is best when distributed across the catchment treating stormwater pollutants as close as possible to their point of source. The Ecosol™ Litter Basket provides a cost effective and efficient solution at point of source and has the highest treatable flow rate of any comparable system. In order to determine a meaningful characterisation of the Ecosol™ Litter Basket collection efficiency, an extensive verification phase was undertaken by Avocet Consulting Pty Ltd, Ecosol and EngTest (The University of Adelaide). To best summarise the capture efficiency results of extensive product testing a regression of the data points using a sigmoidal regression curve was selected as it provided a conservative fit to the wide scatter of data collected. Refer to figures 1 & 2 for testing results. Table 1 summarises these results

6.1 Particle Size Distribution Collection Efficiency

Pollutant Capture Efficiency PSD

Sieve Size (micron)	Capture Efficiency (200µm Filter Bag)	Capture Efficiency (1500µm Filter Bag)
2000 - 6000	97%	97%
600 - 2000	97%	77%
200 - 600	86%	37%
60 - 200	35%	8%
20 - 60	4%	1%

Table 1 – Ecosol™ Litter Basket typical particle size distribution results at designed Treatable Flow Rates.

6.2 Laboratory Testing Collection Efficiency Sigmoidal Regression Lines

In 1996, the University of South Australia tested the Ecosol™ Litter Basket. These tests measured the capture efficiencies of the unit in both on-grade and sag situations for a range of flows containing full-size, real-life solid pollutants. In 2012 the University of Adelaide (Engtest Civil, Environmental and Mining) completed further measurements of the products capture efficiency at varying flow rates and compiled comprehensive product performance report (Performance Review of the Ecosol™ Litter Basket) reviewing both past and present field and laboratory testing data. The below graphs summarise this data.

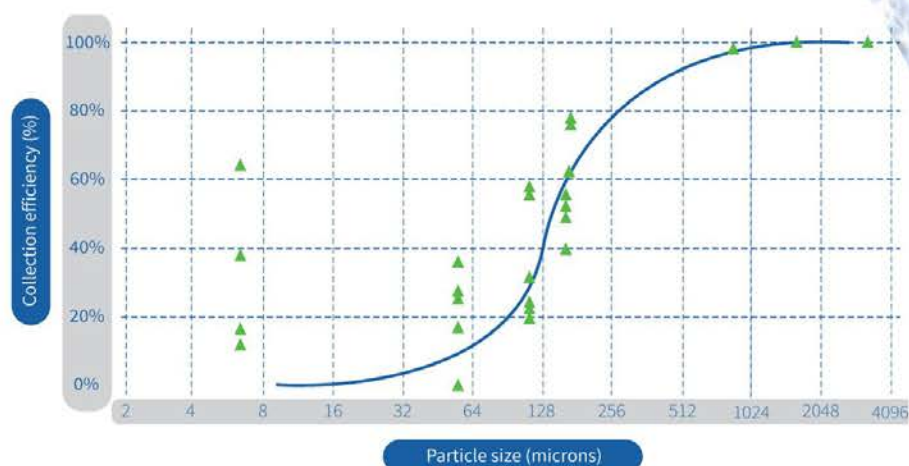


Figure 1 - Sigmoidal regression line for the Ecosol™ Litter Basket, with a 200 micron filtration bag indicating high capture efficiencies for a range of particle sizes.

6.2 Laboratory Testing Collection Efficiency Sigmoidal Regression Lines continued

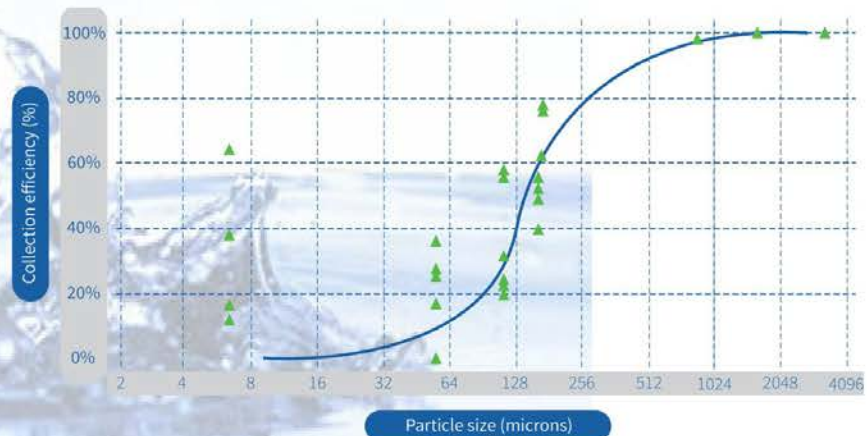


Figure 2 - Sigmoidal regression line for the Ecosol™ Litter Basket, with a 1500 micron filtration bag indicating high capture efficiencies for a range of particle sizes.

6.3 Field Testing Particle Size Distribution Data

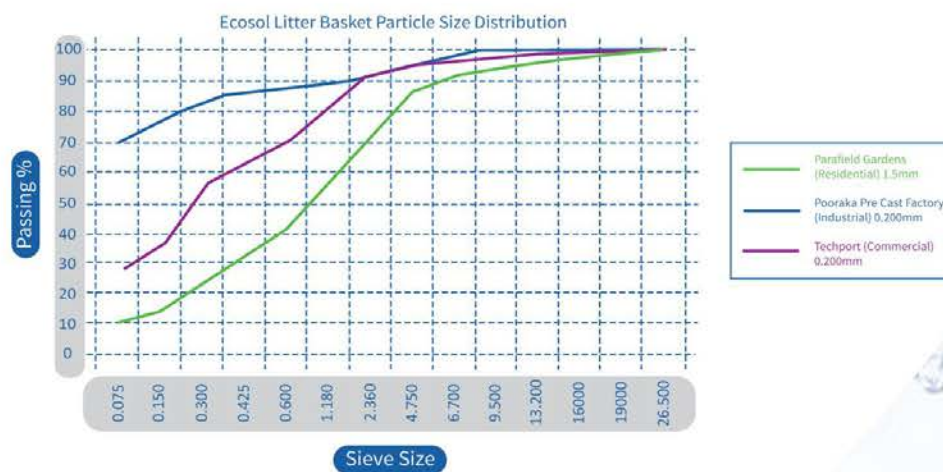


Figure 3 - Field testing Particle size distribution data for three separate product installations.

6.4 Summary Product Collection Efficiency Data

In recent years modern Water Sensitive Urban Design (WSUD) objectives and principles now applied to most urban development's require more onerous water quality objectives (WQOs) specifically targeting the removal of suspended solids, nitrogen, phosphorus and heavy metals. The Ecosol™ Litter Basket is an integral part of the treatment train providing essential pre-screening of stormwater flows, and when used in conjunction with other treatment measures such as swales or sand filters will achieve target water quality objectives.

Performance Criteria ¹	Capture Efficiency (Up to) (200µm Filter Bag)	Capture Efficiency (Up to) (1500µm Filter Bag)
Gross Pollutants (>600µm)	97%	77%
Total Suspended Solids (TSS) (20 - 600µm)	41%	15%
Total Phosphorous (TP)	39%	15%
Total Nitrogen (TN)	11%	4%
Heavy Metals	6%	2%
Total Petroleum/Hydrocarbon	20%	7%

¹ Figures quoted are mean collection efficiency statistics based on available product testing data. It is important to note that the water quality CE values are indicative of potential field CEs given that Ecosol™ Litter Basket provides physical screening and the removal of chemical constituents is therefore largely dependent on the chemical composition of the particles and the bonding of these chemical constituents to the surface of the particles.

6.5 Products Options



To enhance the product capture efficiencies other filter medias can be incorporated into the design.

Hydrocarbon booms installed within the Ecosol™ Litter Basket will provide additional protection against oil or fuel spills in wet conditions.

Reactive filtration media pillows installed at the base of the basket will provide improved capture efficiencies for heavy metals, total nitrogen, total phosphorous, turbidity and suspended solids.

7.0 MUSIC Modelling Guidelines

These guidelines provide instruction to the creation and application of a treatment node for the Ecosol™ Litter Basket for the Model for Urban Stormwater Improvement Conceptualisation (MUSIC). The Ecosol™ Litter Basket can be modelled in MUSIC using the Generic Treatment node to represent the results derived from independent laboratory testing and field testing by the University of South Australia and the University of Adelaide (ENGTEST The school of civil, environmental and mining engineering). The guidelines apply to the creation of the treatment node within MUSIC v6.0.4

Insert a GPT treatment node into your model by selecting "GPT" under the treatment nodes menu. When the node is created the node properties dialog is displayed. There are several changes that need to be made in this dialog.

- Adjust the text in the Location box to read "Ecosol™ Litter Basket" plus any other relevant information (200µm or 1500µm).
- Adjust the low flow bypass to reflect any flow (m3/sec) diverted away from the unit before treatment (usually zero).
- Adjust the high flow bypass to reflect the treatable flow rate (TFR values are detailed in page 6) (L/Sec) any higher flows will bypass treatment

NOTES: Can be used to describe assumptions or location of reduction values for authority approvals

Adjust the transfer function for each pollutant selecting the pollutant and editing (right click on the function point) the input and output values on the graph below to reflect the capture efficiencies (ce) of the treatment device. Table 2 provides the input and output values for the Ecosol™ Litter Basket based on the use of a 200µm filter liner. Table 6 provides the input and output values for the Ecosol™ Litter Basket based on the use of a standard 1500µm filter liner

Pollutant	Removal Rate (%)	Entered Input Value	Entered Output Value
Total Suspended Solids (20 - 600µm)	41	1000	590
Total Phosphorus	39	1000	610
Total Nitrogen	11	1000	890
Gross Pollutants (>600µm)	97	1000	30
Heavy Metals	6	n/a	n/a
Total Petroleum/Hydrocarbons	20	n/a	n/a

Table 2 - Ecosol™ Litter Basket - 200 µm Filter liner, input and output values.

7.0 MUSIC Modelling Guidelines Continued

Pollutant	Removal Rate (%)	Entered Input Value	Entered Output Value
Total Suspended Solids (20 - 600µm)	15	1000	850
Total Phosphorus	15	1000	850
Total Nitrogen	4	1000	960
Gross Pollutants (>600µm)	77	1000	230
Heavy Metals	2	n/a	n/a
Total Petroleum/Hydrocarbons	7	n/a	n/a

Table 3 - Ecosol™ Litter Basket -1500 µm Filter liner, input and output values.

Once the transfer functions have been defined for each of the pollutants the node has been fully defined. When completed the properties window can be closed by clicking the "Finish" button.

For further assistance in sizing or specifying a system for your next project please complete the form in Appendix 1 and forward to your local Urban Asset Solutions Pty Ltd representative

8.0 Monitoring

Under normal weather and operating condition your Ecosol™ Litter Baskets should be checked a minimum of every two - three months depending on the quality and quantity of the inflow to the unit and immediately following a major storm event. Initially, Urban Asset Solutions Pty Ltd recommends that monitoring is undertaken monthly. Once the unit has been in operation for an extended period of time (say, 24 months) then the monitoring schedule can be adjusted to reflect the actual operating conditions specific to the catchment.

9.0 Cleaning And Maintenance

During the first two years of operation it is important to regularly monitor and maintain each unit to better determine long-term maintenance regimes. All elements within the Ecosol™ Litter Basket have been designed for easy safe and cost efficient cleaning by either manual basket removal or vacuum method. Please refer to the product maintenance guide for full cleaning and maintenance procedures.

The figures in the table below give a broad guideline about the optimal catchment size, and the number of cleans required annually based on typical expected urban pollutant loads.

Optimal Catchment Size (Ha)	Recommended cleaning frequency based on optimal catchment sizes and typical pollutant loads (per annum)	
	Typical Developed Urban Catchment	
Up to 0.2		2
Up to 0.3		2-3
Up to 0.5		3-4



One of the key advantages of the Ecosol™ Litter Basket is that it can be cleaned by vacuum method using street sweeping vehicles. This is safe and cost efficient.

10.0 Applications And Configurations

The Ecosol™ Litter Basket is an at-source filtration system that is ideal for capturing solid pollutants in a variety of locations but is especially effective in built-up areas, so-called “hot spots” such as shopping precincts and restaurant strips.

The ability to retro-fit the Ecosol™ Litter Basket into existing pits means that drainage lines serving pollutant-generating catchments, such as schools, shopping precincts, and central business districts, can be targeted for treatment cost efficiently.



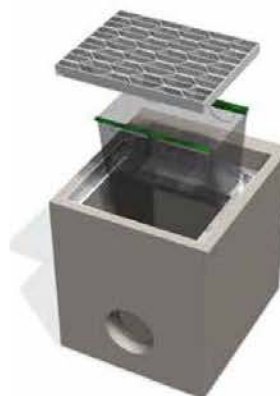
Shopping Centre



Residential Development

Treatment-train Approach

As no one measure can treat all of the pollutants generated from a typical development a treatment-train approach to stormwater management is always preferable. This involves using a range of treatment measures, working together, to achieve improved water quality. The Ecosol™ Litter Basket operating as a pre-screening system in a treatment train provides essential primary treatment thereby enhancing the operating life of secondary and tertiary treatment systems.



URBAN
ASSET SOLUTIONS

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11.0 Turnkey Services

Urban Asset Solutions Pty Ltd design and estimating staff provide a dedicated management approach towards your project. In addition all staff are capable of liaising with the client, the consulting engineer, the contractor, and all other interested third parties to achieve a successful outcome.

Given the wide range of pit types, sizes, and configurations, Urban Asset Solutions Pty Ltd provide a complete turnkey service inclusive of site measure, manufacture and installation on-site to suit each individual stormwater inlet pit. This flexibility, when compared to other off-the-shelf, supply-only products, means the client can be assured of a unit that not only has proven performance but also one that is ideally suited to the particular needs of the site. The unit's unique design enables it to maximise holding capacities for the many different types of pits without impeding on the hydraulic design characteristics of the inlet pit.

Urban Asset Solutions Pty Ltd has a very competitive cleaning service. After each clean we provide a report detailing the volume and type of pollutants removed. We believe that it is in your best interests for Urban Asset Solutions Pty Ltd staff to clean and maintain the unit, not only because we are specialists, but also because proper monitoring and maintenance enhances the unit life significantly.

Should you use another company to clean the unit, or undertake this work yourself, we request that it be conducted according to Urban Asset Solutions Pty Ltd specifications. Otherwise, you may invalidate your warranty, as damage caused by inappropriate cleaning procedures is not covered. The advantages of using Urban Asset Solutions Pty Ltd to clean and maintain your unit are that you get:

- regular inspections of your unit;
- a comprehensive cleaning service with removal and disposal of all captured pollutants;
- a detailed report provided on completion of each clean;
- trained and experienced staff; and remedial work completed, if required.

12.0 Accreditation

Urban Asset Solutions Pty Ltd is accredited to AS/NZS ISO 1400 (Environment) and AS/NZS 9001 (Quality). Our commitment to continuously improving our products and services is demonstrated by our ongoing accreditation for Quality and Environmental Management. Urban Asset Solutions Pty Ltd is also committed to a safe environment for its employees. We are fully third-party accredited to AS/NZS 4801.

13.0 Supplier And Technical Product Contact Details

For any maintenance or technical product enquiries please contact:

Urban Asset Solutions Pty Ltd

Tel: 1300 706 624

Fax: 1300 706 634

Email: info@urbanassetsolutions.com.au



Appendix 1

Ecosol™ Litter Basket Essential Information Form

To ensure your system is appropriately designed for its intended application and meets local water quality objectives it is essential that the following minimum information is provided:

Customer Details	
Asset Owner:	Asset ID:
Unit Location :	Ecosol Ref:
Date:	Time:
Inspected By:	Product Code: Ecosol™ Litter Basket
Project and Site Information	
Project Name:	
Project Address:	
Type of Development/Catchment Type	
Pollutant Removal Targets (%):	Gross Pollutants (>2000µm)
Site Water Quality Objectives (WQO's)	Total Suspended Solids (20 – 2000µm)
	Total Phosphorus
	Total Nitrogen
	Heavy Metals
	Total Petroleum/ Hydrocarbon
	Other
Local Authority:	
Proposed Number of Ecosol™ Litter Baskets required:	
Inlet pit type & typical dimensions (e.g. Grated side entry pit 900 x 600mm)	
Other essential design or site relevant information	

Please forward the above information for your next project to your local Urban Asset Solutions Pty Ltd representative. On receipt Urban Asset Solutions Pty Ltd will model and design the most appropriately sized system to suit your application to assist you achieve the project Water Sensitive Urban design objectives.
Email: info@urbanassetsolutions.com.au
Fax: 1300 706 634

Appendix 2

References

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STORMWATER ENGINEERING DOCUMENTATION

Date: 4 December 2019
Project: Proposed Residential Development
Site: 217 Anzac Highway, Plympton
Client: Square Ceilings

Job No: 191028
Designer: NIC Design Studio

CIVIL • STRUCTURAL • DESIGN

| S T R U C T U R A L C I V I L A U S T R A L I A |
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SUITE 3, 76 OSMOND TERRACE NORWOOD SOUTH AUSTRALIA 5067
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This report has been prepared exclusively for the above mentioned Client. No part of the document shall be used by any third party without the prior written approval of Structural Civil Australia Pty Ltd. Structural Civil Australia Pty Ltd will not accept any liability (either in whole or in part) for the use of any information contained in this report until such permission has been granted in writing.



Marcus Chin
BE, MIEAust
for and on behalf of
STRUCTURAL CIVIL AUSTRALIA PTY LTD

ENGINEERING DOCUMENTATION
217 Anzac Highway PLYMPTON

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SECTION 1
ENGINEERING
SPECIFICATION

General Details:

Date: 4 December 2019
Project: Proposed Residential Development
Site: 217 Anzac Highway, Plympton
Client: Square Ceilings
Job No: 191028
Designer: NIC Design Studio

Specification Index:

Section 100 Groundworks
Section 200 Concrete
Section 300 Stormwater and Plumbing Services
Section 400 Structural Steel

ENGINEERING DOCUMENTATION
217 Anzac Highway PLYMPTON

SECTION 100 GROUNDWORKS**1 GENERAL****A Definitions**

Bad ground:

Ground unsuitable for the purposes of the works, including fill liable to subsidence, ground containing cavities, faults or fissures, ground contaminated by harmful substances and ground which is or becomes soft, wet or unstable.

Line of influence:

A line extending downward and outward at an angle of 45 degrees from the bottom edge of a footing, slab or pavement and defining the extent of foundation material having influence on the stability of the footing, slab or pavement.

Rock:

Any monolithic material with volume greater than 0.5 m³ which cannot be removed until broken up either by explosives or by rippers or percussion tools.

Sub-Base:

The trimmed or prepared portion of the formation on which the pavement or slab is constructed.

Sub-Grade:

The prepared portion of the formation on which the Sub-Base is constructed.

2 INSPECTION**A Immediate notice**

Give immediate notice and obtain instructions before carrying out any further work when rock or bad ground is encountered.

3 EXISTING SERVICES**A Marking**

Before commencing groundworks, locate and mark existing underground services in the areas which will be affected by the groundworks operations including clearing, excavating and trenching.

B Excavation

Do not excavate by machine within 1 m of existing underground services without approval.

4 ENVIRONMENTAL PROTECTION**A Erosion control**

Plan/carry out the work to avoid erosion and contamination of the site.

B Dewatering

Keep groundworks free of water. Provide and maintain slopes, crowns and drains on excavations and embankments to ensure free drainage. Place construction, including masonry, concrete and services, on ground from which free water has been removed. Prevent water flow over freshly laid work.

5 SITE CLEARING**A Extent**

Clear only the site areas occupied by works such as buildings, paving, excavations, regrading and landscaping and areas identified as areas to be cleared.

B Clearing operations

Remove everything on or above the site surface, including rubbish, scrap, grass, vegetable matter and organic debris, scrub, trees, timber, stumps, boulders and rubble. Remove grass to a depth just sufficient to include the root zone.

Grubbing:

Grub out stumps and roots over 75 mm diameter to a minimum depth of 500 mm below subgrade under buildings or paving, or 300 mm below finished surface in unpaved areas.

C Spoil

Remove surplus excavated material or site clearance material from the site.

D Removal of topsoil

Remove the topsoil layer of the natural ground to a depth of 100 mm over the areas to be excavated and areas to be occupied by structures, pavements, embankments and the like. If the topsoil extends to a depth greater than 100 mm give notice and obtain instructions before proceeding.

E Topsoil stockpiles

Stockpile site topsoil approved for re-use. Protect the topsoil stockpiles from contamination by other excavated material, weeds and building debris.

6 SITE PREWETTING**A Aim**

The aim of prewetting a site is to reduce the differential heave of reactive clays. Prewetting is achieved by watering the site before the sub-base is placed.

B Extent

On all highly reactive sites, prewet the the Sub-Grade under the proposed building area by watering with normal garden sprinklers for a minimum of 2 hours a day for a period of 12 days prior to construction. After prewetting, the Sub-Base must be placed and compacted within 3 days.

7 EXCAVATION**A Extent**

Site surface:

Excavate over the site to give correct levels and profiles as the basis for construction, paving, filling and landscaping. Make allowance for compaction or settlement.

Footings:

Excavate for footings and footing piers to the required sizes and depths. Confirm that bearing capacity is adequate.

B Bearing surfaces

Provide even plane bearing surfaces for loadbearing elements including footings. Step to accommodate level changes. Make the steps to the appropriate courses if supporting masonry.

C Reinstatement

Where excavation exceeds the required depth, or deteriorates, reinstate to the correct depth, level and bearing value.

D Existing footings

If excavation is required below the line of influence of an existing footing, use methods which maintain the support of the footing and ensure that the structure and finishes supported by the footing are not damaged.

8 GRADING**A External areas**

Grade to give falls away from buildings, minimum 1:100.

B Subfloor areas

Grade the ground surface under suspended floors to drain ground or surface water away from buildings without ponding whilst providing a minimum clear crawl space of 200mm.

C General

Prepare the ground surface before placing fill, ground slabs or load bearing elements. Remove loose material, debris and organic matter and compact the ground to achieve the required density.

D Benching

If fill is to be placed on a surface which slopes more than 1:4, bench the surface to form a key for the fill.

E Tolerances

Finish the surface to the required level, grade and shape within the following tolerances:

- Under slabs and loadbearing elements: +0, -25 mm.
- Other ground surfaces: ±30 mm

9 FILL**A Source**

Provide fill free from perishable matter, imported on to the site from an approved source unless the fill type can be provided from spoil recovered from the excavations or designated borrow pits.

B Fill types

General fill:

Well graded inorganic, non-perishable, material complying with the following:

- Maximum particle size: 75 mm
- Plasticity index: Not greater than 35%.

Select fill:

Granular material complying with the following:

- Maximum particle size: 75 mm.
- Proportion passing 0.075 mm sieve: 25% maximum.
- Plasticity index: Not greater than 15% and not less than 2%.

Hardcore:

Inorganic hard material capable of being compacted to an even stable surface.

C Imported fill

Prior to placing any imported fill, submit certification or test results which establish its compliance with the contract.

10 PLACING FILL**A General**

Place fill in layers and compact each layer to achieve the required density. When placing, compact fill in layers simultaneously on both sides of structures, culverts and pipelines to avoid differential loading.

B Moisture content

Where necessary to achieve the required density or moisture content, adjust the moisture content of the fill prior to compaction.

C Fill schedule

Location	Fill type	Depth	Maximum layer thickness (loose)
Building Platform	Hardcore	To suit	200mm
All other areas	Select Fill	To suit	200mm

11 REQUIRED DENSITY**A Minimum density table**

Location	Cohesive soils. Min dry density ratio (standard compaction) to AS 1289.5.4.1	Cohesionless soils. Minimum density index to AS 1289.5.6.1
General Site Fill	95	65
Footings and slab on ground	100	70
Embankments and paved areas:		
≥ 0.3 m below top of Sub-Grade	98	70
< 0.3 m below top of Sub-Grade	100	80
All other areas:		
≥ 0.3 m below finished surface	90	62
< 0.3 m below finished surface	95	65

12 DENSITY TESTS**A General**

Use an independent **NATA Approved** testing laboratory. Rework and retest areas which do not achieve the required density until that density is achieved.

B Test locations and frequency

Test the areas of fill which will support non-spanning concrete ground slabs, roads and paved areas. Rate of testing to be not less than one test per 200 m³ or one test per layer per 1000 m², whichever requires the more tests. Distribute the testing evenly throughout the fill.

13 SERVICE TRENCHES**A Excavation**

Excavate for underground services. Generally make the trenches straight between manholes, inspection points and junctions, with vertical sides and uniform grades.

B Backfilling

Backfill service trenches as soon as possible after approval of the laid and bedded service. Compact to the required density.

Backfill material:

Coarse, free flowing pit sand complying with the following:

- Portion passing 0.067mm sieve: 100%
- Portion passing 0.075mm sieve: Not greater than 10%
- Plasticity Index: Not greater than 5

C Reinstatement

Reinstate existing surfaces removed or disturbed by trench excavations to match existing and adjacent work.

14 TERMITE BARRIER**A Standard**

General: To AS 3660.1.

B Chemical soil barriers - spray application (full under-floor treatment)

In accordance with the requirements of AS 3660.1, apply an approved pesticide over the entire building area bedding soil, extending to the perimeter. Installation must only be carried out in accordance with the manufacturer's recommendations, by experienced personnel from a member organisation of the Australian Environmental Pest Managers Association Ltd.

SECTION 200 CONCRETE

1 GENERAL

A Standards

Materials and construction: To AS 3600, AS 3610, and AS 2870.

2 INSPECTION

A Notice

Give sufficient notice so that inspection may be made at the following stages:

- Completion of any footing excavations.
- Film underlay installed on the base.
- Completed formwork, and reinforcement, cores and embedments fixed in place.
- Commencement of concrete placing.

3 TESTS

A Compressive strength

Sample, test, and assess: To AS 3600 Section 20.

B Rejection

Remove rejected concrete from the site.

4 CONTRACTOR'S SUBMISSIONS

A Slab joints

Submit for information and approval the proposed methods and timing of all slab joints.

5 VAPOUR BARRIER

A General

Provide a vapour barrier under internal slabs on ground including integral ground beams and footings. Lap all joints 200 mm and seal the laps with waterproof adhesive tape. Seal penetrations with waterproof tape.

B Material

Polyethylene film: 0.2 mm thick impact resistant film, pigmented and branded by the manufacturer.

C Base preparation

Blind the surface with sufficient sand to cover any hard projections. Wet the sand just before placing the underlay.

6 FORMWORK

A Surface finish class

Use the applicable class from AS 3610 table 3.3.1.

B Visually important surfaces

For concrete of surface classes 1, 2 or 3, set out the formwork to give a regular arrangement of panels, joints, bolt holes, and similar visible elements in the formed surface. Form 45° bevels, 25 mm on the face on corners and angles.

C Formed surfaces schedule

Concrete element or surface	Surface finish class to AS 3610
Exposed edges of concrete	Class 2
Vertical concrete faces	Class 2

7 REINFORCEMENT

A General

Reinforcement is to be free of corrosion, debris and all deleterious matter.

Supply and fix reinforcement, including tie wires, support chairs, spacers and accessories. Supplied reinforcement is to be readily identifiable as to grade and origin.

B Dowels

Unless noted otherwise, to AS 1302, grade 250R, each dowel in one piece, straight, with square cut ends free from burrs. Apply two coats of bitumen emulsion to half the length of the dowel at one end. Embed the unpainted half of the dowels in the concrete placed first.

Tolerances:

- Location: \pm half the diameter of the dowel.
- Alignment: 2 mm in 300 mm.

C Reinforcement cover schedule

Unless noted otherwise, cover to reinforcement (including ligatures) to be as follows:

Concrete surface	Minimum cover (mm)
Slab cast against vapour barrier	20 top, 25 bottom
Footings cast against vapour barrier	20 top, 50 bottom and sides
Footings not cast against vapour barrier	20 top, 50 bottom and sides

D Reinforcement Laps

Bars:

Where reinforcement bars are spliced, all laps are to be a minimum of 60 bar diameters.

Fabric:

Where reinforcement fabric is spliced, the two outermost transverse wires of one sheet of fabric must overlap the two outermost transverse wires of the sheet being lapped.

8 EMBEDDED ITEMS

A Placing and fixing

Fix cores and embedded items to prevent movement during concrete placing. Obtain approval before cutting reinforcement or displacing reinforcement from its required location.

B Corrosion protection

Galvanize ferrous fixings (other than stainless steel) to AS 1650 or AS 1214. Passivate galvanized surfaces to be embedded in concrete by dipping in 0.2% sodium dichromate solution.

9 CONCRETE

A Ready mixed supply

To AS 1379, by the batch production process. Deliver in agitator trucks.

B Concrete Grade

Unless noted otherwise, all concrete shall have a nominal maximum aggregate size of 20mm, a slump limit of 80mm, and the following grades:

Location	Grade	Characteristic Strength
Residential Footings	N20	20 MPa
Residential Ground Slab	N20	20 MPa
Non residential Footings & Slabs	N25	25 MPa
Suspended slabs	N25	25 MPa
Exposed members where the site is more than 1 km from the coast	N32	32 MPa
Exposed members where the site is less than 1 km from the coast	N40	40 MPa

C Concrete placing

Place concrete in layers such that each succeeding layer is blended into the preceding one by the compaction process. In Slabs and pavements the concrete is to be placed uniformly over the width of the slab so that the face is generally vertical and normal to the direction of placing.

D Compaction

Fully compact the concrete to remove entrapped air. Avoid over-vibration that may cause segregation. Exercise care around fixings, corners and areas of steel congestion.

E Curing

During the curing period maintain the concrete, with minimum moisture loss, at a reasonably constant temperature, not excessively hot or cold, by a suitable method which may include:

- Ponding or continuous sprinkling with water (wet curing).
- An impermeable membrane.
- An absorptive cover kept continuously wet.

Curing period:

Cure continuously until the total cumulative number of days or fractions of days (not necessarily consecutive), during which the air temperature in contact with the concrete is above 10°C, is not less than 7 days.

10 FINISHES TO UNFORMED SURFACES**A Surface tolerances**

- Class A - Maximum deviation from a 3 m straight edge: 3 mm.
 Class B - Maximum deviation from a 3 m straight edge: 6 mm.
 Class C - Maximum deviation from a 600 mm straight edge: 6 mm.

B Screeding

Finish slab surfaces by approved means to finished levels. Produce surfaces to tolerance Class A.

C Finishing methods

Scored finish:

After screeding, give the surface a coarse scored texture in the required direction by drawing a stiff brush or rake across the surface.

Machine floated finish:

Finish the screeded surface with approved power driven equipment to a uniform smooth texture. Hand float in locations inaccessible to the machine float.

Steel trowelled finish:

Use steel hand trowels to produce the final finish free of trowel marks and uniform in texture and appearance.

Wood float finish:

Produce the final finish with a wood float.

Broom finish:

After floating use a broom to produce an even textured slip-resistant surface.

D Unformed surfaces schedule

Concrete element or surface	Finish	Surface tolerance class
Floor slab - general	Machine floated finish	Class A
Floor slab - tiled areas	Broom finish	Class B

11 REINFORCED CONCRETE PAVEMENTS AND SLABS**A Concrete placing**

Preparation for placing:

Moisten the subgrade sufficiently in advance of placing to ensure a firm, uniform moist surface at the time of placing. Remove loose material and debris from the surface. Do not operate construction equipment on the prepared surface.

Temperature limits:

The temperature of the concrete when placed in the forms must not be less than 10°C nor more than 32°C. Do not place concrete when the shaded air temperature is less than 4°C.

Hot weather placing:

If placing concrete in hot weather take precautions to avoid premature stiffening of the mix and reduce water absorption and evaporation losses. If the air temperature exceeds 32°C place and compact the concrete as quickly as possible and then cover it with an impervious membrane.

No concrete is to be poured if the air temperature is estimated to exceed 36°C.

B Joints**Expansion joints:**

Form the edge of the concrete placed first to provide a smooth vertical face. Fix an approved joint filler with waterproof adhesive.

Contraction joints:

Form weakened plane joints to a width of 3 mm and a depth at least one quarter of the depth of concrete. Withdraw the former during finishing and tool the joint to a 6 mm radius.

Sawn joints:

Where specified on the drawings, contraction joints may be constructed by sawing the hardened concrete.

Dowelled joints:

Formed or sawn joints reinforced with dowels and sealed.

Construction joint:

Terminate each day's placing with a construction joint coinciding with a contraction joint or expansion joint.

C Location of joints

Construct joints in the concrete as shown on the drawings.

In the absence of any joints shown on the drawings, provide sawn joints at approximately 5 metre centres in both directions of the concrete pavement.

D Finishes

Immediately after compaction carry out transverse finishing using a vibrating screed followed by hand finishing and broom finishing. Produce surfaces as defined in FINISHES TO UNFORMED SURFACES.

Joints and edges:

Finish with a jointing tool.

SECTION 300 STORMWATER AND PLUMBING SERVICES

1 TESTS

A Hydrostatic tests

Fill the pipework with water and test at the required pressure and duration.

B UPVC pipework

Cure solvent cement joints for at least 24 hours before testing.

2 CONTRACTOR'S SUBMISSIONS

Work-as-executed drawings

Submit drawings showing the "as installed" locations of pipes, fittings, pits, inspection openings and equipment. Show the depth of underground pipework.

3 CONNECTION

A Local authorities

Obtain the drainage plans from the relevant authority which are necessary for the connection of all drains. If the authority elects to perform or supply part of the works, make arrangements and pay the fees payable for the work.

B Connection

If connection into an existing drain is required, carry out the excavation necessary to locate and expose the connection point. On completion reinstate the surfaces and elements which have been disturbed such as roads, pavements, kerbs, footpaths and nature strips.

4 TRENCHES

A Cover to pipelines

To AS 3500.3 clause 3.8.

Non-ferrous pipes subject to vehicular loading under roads and parking areas: 600 mm.

B Slope and Grade of Trenches

Trenches should be sloped away from the building area to ensure that no water is introduced to the foundation of the building. All trenches should have the minimum grade as specified by the relevant authority. Any trenches within 1.5m of the building must be backfilled with clay or concrete in the top 300mm.

5 STORMWATER AND PLUMBING SERVICE DRAINS

A Laying

Lay pipelines and drains to the required levels and minimum gradients with the spigot ends in the direction of flow. Keep the number of joints to a minimum.

B Inspection openings

Where lengths of drain are not accessible from pits, provide inspection openings with covers at bends and junctions and changes of grade.

C Concrete Penetrations

Penetrations of the slab and beams by service pipes and drains should be avoided. Where necessary however, the penetration through the concrete shall be sleeved to allow for movement with 40mm thick closed polyethylene or similar approved material.

D Sleeved Pipes

Pipes sleeved with polyethylene or similar material may be encased in concrete provided flexible joints are provided at the exterior of the slab. Flexible joints must comply with the relevant authority's regulations.

E Reactive Sites

On reactive sites (Class H, E1, E2 and P), the connection of all drains must include flexible connections. Flexible connections must meet the relevant authority's regulation approval.

F Reinforcement

Where reinforcement is cut to accommodate the plumbing/drainage sleeve, additional reinforcement equivalent to that being cut, should be correctly placed to give 50mm cover and a lap of 60 bar diameters either side of the sleeve. Also, where the sleeve is close to the bottom reinforcement, additional excavation must occur below the pipe to allow the bottom bars the correct cover and lap.

G Downpipe connections

Turn up the drain branch pipeline with a suitable bend to meet the downpipe, to finish 50 mm above finished ground or pavement level.

H Cleaning

During construction provide temporary covers to openings and keep the pipeline free of debris. On completion flush the pipelines with water and leave them clean.

8 SUBSOIL DRAINS**A General**

Provide subsoil drains where necessary to intercept groundwater seepage and prevent water build up behind walls and under floors. Connect subsoil drains to the stormwater drainage system.

9 STORMWATER AND INLET PITS**A Reinforced concrete pits**

In situ concrete:

25 MPa concrete, 150 mm thick.

- Reinforcement: F82 mesh.
- Pipe connections: Build inlet and outlet pipes into the pit walls during construction.

Precast concrete:

Proprietary precast concrete units or spun precast wall sections, minimum 20 MPa concrete, 60 mm thick. Provide cored holes as required.

B Metal access covers and grates

To AS 3996.

C Cover levels

Top level of cover or grating, including frames:

- In paved areas, flush with the paving surface.
- In landscaped areas, 25 mm above finished surface.
- Gratings taking surface water runoff, set to receive the runoff without ponding.

SECTION 400 STRUCTURAL STEEL

1 GENERAL

A Standards To AS 4100

2 INSPECTION

A Notice

Give sufficient notice so that inspection may be made at the following stages:

- Commencement of shop fabrication.
- Surface preparation prior to shop painting.
- Steelwork and column bases erected on site, prior to grouting, encasing, site painting or cladding.

3 CONTRACTOR'S SUBMISSIONS

A Shop drawings

Submit shop drawings showing the following information:

- Relevant details of each assembly, component and connection.
- Information relative to fabrication, surface treatment, transport and erection.
- Temporary works such as lifting lugs, temporary cleats and bracing which are required for transport and erection of the structural steelwork.

B Compliance

Provide evidence that the steel used in the work complies with the required material standards.

4 MATERIALS AND COMPONENTS

A Standards

Materials generally: To AS 4100 Section 2.

Cold-formed sections: To AS 1538 clause 1.7.

B Steel grade table

Type of steel	Grade
Universal beams & columns, parallel flange channels, large angles	BHP 300PLUS
Other hot rolled structural bars and sections to AS 3679.1	250
Hot rolled plates, floor plates and slabs to AS 3678	250
Hollow sections to AS 1163	350
Cold formed purlins and girts to AS 1397	G450 Z275

5 CONSTRUCTION GENERALLY

A Availability

If steel members are not available in the required section, grade or length, obtain approval before substituting other sections or grades or splicing shorter lengths.

B Beam camber

If beam members have a natural camber within the straightness tolerance, fabricate and erect them with the camber up.

C Site work

Other than work shown on the shop drawings as site work, do not fabricate or weld structural steel on site. Site operations, where necessary, shall be placed in positions of easy access and all site welds shall be positioned, where possible, for down hand welding.

D Identification marks

Provide marks or other means for identifying each member, and for the setting out, location, erection and connection of the steelwork. If the work includes more than one bolting category, mark bolted connections to show the bolting category.

E Foundation bolts

Hexagonal commercial bolts:

To AS 1111, hot-dip galvanised to AS 1214. Supply each foundation bolt with 2 nuts and 2 oversize washers and provide sufficient thread to permit the levelling nut to be set below the base plate.

Masonry anchors:

If masonry anchors are required or proposed for the support or fixing of structural steel, submit evidence of the anchor capacity to carry the load.

F Temporary connections

Do not attach cleats without approval. Remove temporary cleats on completion and restore the surface.

G Hand flame cutting

Do not hand flame cut bolt holes without approval.

H Bolting category schedule

Joint location	Bolting category
Bolting between adjacent steel elements	Grade 8.8/s

I Weld category

U.N.O. all structural welded connections to be a minimum of 6mm fillet weld of category SP.

6 GALVANIZING**A Structural sections**

To AS 1650.

B Threaded fasteners

To AS 1214.

C Components in contact with concrete

Passivate galvanized surfaces to be cast into or in contact with concrete by dipping in 0.2% sodium dichromate solution.

7 PROTECTIVE COATING**A Surface preparation**

Methods: To AS 1627.

Steel surfaces generally:

(Including surfaces not otherwise treated and contact surfaces with concrete encasement or grout). Remove loose millscale, loose rust, oil, grease, dirt, globules of weld metal, weld slag and other foreign matter. Clean down where necessary, generally by means of wire brushes, chipping or scraping.

Site connections:

Parts to be site welded, surfaces against which concrete is to be poured, and contact surfaces in friction type joints, unless otherwise specified or shown on the Drawings, shall be kept clear of the specified protective coating. Upon completion of bolting or welding, apply the protective coating to give complete coverage.

Painting:

Paint all steelwork which is not enclosed unless otherwise specified or shown on the Drawings.

Painting shall consist of priming as specified in this section and any additional coating as specified by the Architect. Priming shall be done before site delivery.

Column bases:

Where steel columns have encased bases, extend priming of shaft 25mm below top of concrete.

B Protective coating

Shop work:

Apply the primer coat or protective system to the structural steel before delivery to the site.

Transport and handling:

Protect the paintwork from damage during transport and handling.

Site work:

After erection, repair damage to shop coatings & apply coating, if any, omitted at site connections.

Time delay:

Prime the steel surface as soon as possible after surface preparation and prior to any deterioration of the surface. If the surface is contaminated or rust bloomed, repeat the surface preparation before applying the primer.

C Protective coating schedule

System	Description
0	After fabrication, clean surfaces to Class 1 of AS-1627.
1	After fabrication, power clean surfaces to Class 1 of AS-1627 Part II and apply 2 coats of zinc chromate primer (grey), Type 2 or 3 complying with AS-K211 so that the minimum dry film thickness is 70 micrometres.
2	After fabrication, abrasive blast clean surfaces to Class 2.5 of AS-1627 Part IV and coat with inorganic zinc silicate primer Type 3 or 4 complying with AS-2105 so that the minimum dry film thickness is 70 micrometres
3	After fabrication, abrasive blast clean surfaces to Class 2.5 of AS-1627 Part IV and coat with 2 coats of coal tar epoxy to AS-K172 to a minimum dry film thickness of 150 micrometres. The coating is to be applied by an applicator approved by the coating manufacturer
4	After fabrication, abrasive blast clean surfaces to Class 3 of AS-1627 Part IV and hot dip galvanize in accordance with the requirements of AS-1650
5	After coating to the System 4 standard described above, passivate galvanized surface by dipping in 0.2% sodium dichromate solution.

D Corrosion Protection Treatment schedule

System	Part Treated
2	All steelwork enclosed within the internal environment of the building envelope (except for a brief period of exposure during construction).
4	All external steelwork.

E Repairs to protective coatings

Repair damage to protective coatings in a manner which is consistent with the protective coating.

| S T R U C T U R A L C I V I L A U S T R A L I A |
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SECTION 2

ENGINEERING CALCULATONS

General Details:

Date: 4 December 2019
Project: Proposed Residential Development
Site: 217 Anzac Highway, Plympton
Client: Square Ceilings
Job No: 191028
Designer: NIC Design Studio

ENGINEERING DOCUMENTATION
217 Anzac Highway PLYMPTON

STRUCTURAL CIVIL AUSTRALIA

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ENGINEERING CALCULATION	Project:	Proposed Residential Development	Job:	191028
	Address:	217 Anzac Highway, Plympton	Date:	22-Nov-19
			Des:	MC
			Page:	C- 1

STORMWATER DETENTION DESIGN**1.0 Design Rainfall Intensity Data, (mm/hr) (Table 1)**

IFD Design Rainfall Intensity (mm/hr) rainfall was based on the actual rainfall intensity for Plympton

Latitude: 34 Longitude 138 Issued: 22/11/2019

(Bureau of Meteorology, <http://www.bom.gov.au>) - Design Rainfall Data System (2016)**Table 1**

Duration	Annual Exceedance of Probability, AEP (%)						
	63.2	50	20	10	5	2	1
5 min	50.2	57.2	81.3	99.8	120	149	174
10 min	36.5	41.5	59.1	72.5	86.9	108	126
15 min	29.3	33.4	47.5	58.4	70	87.1	102
20 min	24.9	28.3	40.3	49.5	59.4	74	86.3
25 min	21.8	24.8	35.3	43.4	52	64.8	75.7
30 min	19.5	22.2	31.6	38.8	46.6	58	67.8
45 min	15.1	17.2	24.5	30.1	36.1	45	52.6
60 min	12.6	14.3	20.3	25	30	37.3	43.6
--	-	-	-	-	-	-	-
--	-	-	-	-	-	-	-
--	-	-	-	-	-	-	-
--	-	-	-	-	-	-	-
--	-	-	-	-	-	-	-

Table 1A

AEP (%)	ARI (yrs)
63.2	1
50	1.44
20	4.48
18.13	5
10	9.49
9.52	10
5	20
2	50
1	100

2.0 Design Areas (Table 2)

	Pre-Development	Post-Development
Total Area (m ²)	722.5	722.5
Roof Area (m ²)	309.4	398.0
Paved Area 1 (m ²)	95.8	282.5
Paved Area 2 (m ²)	0.0	0.0
Pervious Area (m ²)	317.3	42.0

3.0 Design Run-off Coefficients (Table 3)

	Pre-Development		Post-Development	
	Area (ha)	Coefficient (AS 3500.3)	Area (ha)	Coefficient (AS 3500.3)
Total roof area (ha)	0.03	1.00	0.04	1.00
Total paved area 1 (ha)	0.01	0.90	0.03	0.90
Total paved area 2 (ha)	0.00	0.65	0.00	0.75
Pervious area (ha)	0.03	0.12	0.00	0.12
Total Area (ha)	0.07		0.07	
Equivalent Runoff Coefficient		0.60		0.91
Equivalent Area, CA =	0.04		0.07	

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ENGINEERING CALCULATION	Project:	Proposed Residential Development	Job:	191028
	Address:	217 Anzac Highway, Plympton	Date:	22-Nov-19
			Des:	MC
			Page:	C- 2

4.0 Pre-Development Flow

1	in	5	year	ARI	storm	(Council requirement)
						*Cannot interpolate as the AEP charts are not linear
						*(Conservatively use AEP 20%, ARI 1 in 4.48yrs, refer Table 1A)
Average recurrence interval, ARI				=	4.48	years
Annual Exceedance Probability, AEP				=	20	%
Duration				=	5	minutes
Rainfall intensity, I_F				=	81.30	mm/hr (Table 1)
Equivalent Area, CA				=	0.04	(Table 3)
Flow rate, Q_F				=	$I_F \cdot CA / 0.36$	
				=	9.795	L/s
Therefore restricted detention system discharge, QF				=	9.79	L/s

5.0 Post-Development Flow

Post development flow of 1 in 20 year ARI storm event is required to be restricted to pre-development 1:5 year ARI storm event.

Table 4 Roof storm water for 5% AEP restricted to 18.13% AEP (Minimum rainwater detention tank sizing)

Max allowable discharge = 1.10 L/s

Post-Development				
Duration (min)	Intensity, I_{20} (mm/hr)	Flow, Q_{20} (L/s)	Flow Difference, Q_d (L/s)	Detention volume, V (L)
5	120.0	13.27	12.17	3650.00
10	86.9	9.61	8.51	5104.37
15	70.0	7.74	6.64	5975.00
20	59.4	6.57	5.47	6560.40
25	52.0	5.75	4.65	6973.33
30	46.6	5.15	4.05	7293.40
45	36.1	3.99	2.89	7805.85
60	30.0	3.32	2.22	7980.00

Total detention required for the entire site = 7980 Litre

Table 5 Full site detention for 5% AEP restricted to 18.13% AEP (Underground detention tank sizing)

Max allowable discharge = 8.69 L/s

Post-Development				
Duration (min)	Intensity, I_{20} (mm/hr)	Flow, Q_{20} (L/s)	Flow Difference, Q_d (L/s)	Detention volume, V (L)
5	120.0	21.91	0.00	0.00
10	86.9	15.87	0.00	0.00
15	70.0	12.78	0.00	0.00
20	59.4	10.85	0.00	0.00
25	52.0	9.49	0.00	0.00
30	46.6	8.51	0.00	0.00
45	36.1	6.59	0.00	0.00
60	30.0	5.48	0.00	0.00

Total detention required for the entire site = 0 Litre

STRUCTURAL CIVIL AUSTRALIA

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ENGINEERING CALCULATION	Project:	Proposed Residential Development	Job:	191028
	Address:	217 Anzac Highway, Plympton	Date:	22-Nov-19
			Des:	MC
			Page:	C- 3

6.0 Detention System

Hence elect to use the following detention system:

Six 2500L tanks with 1000L detention each	=	9000	litres	>	7980	OK
	=		litres			
Total Volume -	=	9000	litres			

7.0 Orifice Size

Rainwater Detention Tank orifice

Coefficient for losses;	Cd	=	0.51	(moderate thickness plate)
Orifice diameter;	d	=	to be determined	
Orifice area;	Ao	=	0.7854 d	m ²
Water head to orifice;	h	=	0.020	m
Number of dwellings;	n	=	6	
Flow through orifice plate, $Q_o = C_d * A_o * \sqrt{2 * g * h}$	Qo	=	0.183	L/s

Orifice size per discharge outlet:

	Flow (L/s)	Area (mm ²)	Head (m)	Dia (mm)
Orifice	0.18	573.86	0.02	27

Use 30 mm diameter orifice plates.

Each rainwater tank flow is restricted to 0.18 L/s via 30 mm orifice plate at discharge point.

All rainwater tank outflow is discharged to the street via PVC pipe connected to stormwater sump prior to discharging to the street.



PHIL WEAVER & ASSOCIATES

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File: 19-242

10 December 2019

Mr Wenrong Zhong
Square Ceilings Pty Ltd
218 Anzac Highway
PLYMPTON SA 5038

Dear Mr Zhong,

PROPOSED RESIDENTIAL DEVELOPMENT – 217 ANZAC HIGHWAY, PLYMPTON –TRAFFIC AND PARKING ASSESSMENT

I refer to our recent discussions with respect to the proposed residential development on the above site. I understand that it is proposed to construct six residential dwellings on the subject land in the form of a residential flat building.

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

EXISTING SITUATION

The subject site is located on the north-western side of Anzac Highway, Plympton, between Henry Street to the south-west and James Street to the north-east.

The subject land is located within an *Urban Corridor Zone* and within the *Boulevard Policy Area 34*, as identified on *Zone Map WeTo/12* and *Policy Area Map WeTo/12* of the West Torrens Council Development Plan (consolidated 12th July 2018).

The subject site currently accommodates a detached residential dwelling and associated driveway.

The subject site is trapezoidal in shape with a frontage of 15.8m to Anzac Highway and a depth of 47.4m.

There is an existing access point located adjacent to the western boundary of the site. The crossover invert providing access to this driveway is approximately 8.2m wide, and is continuous with the crossover associated with the adjoining property to the west (219/219A Anzac Highway).

The road verge directly adjacent to the subject site is approximately 6.2m in width, inclusive of a 1.2m wide footpath. Directly adjacent to the subject site, a street tree is located approximately 6m from the existing crossover and a side entry pit is located approximately 3m from the existing crossover.

Anzac Highway is a two-way, six-lane primary arterial roadway under the care and control of the Department of Planning, Transport and Infrastructure (DPTI). The subject section of this roadway has a posted speed limit of 60km/h and carries an estimated Annual Average Daily Traffic (AADT) volume of 39,600 vehicles per day (vpd).

The north-eastbound and south-westbound carriageways of Anzac Highway are separated by a central median of typically 6.2m in width. U-turn facilities are provided in both directions within an opening in this median opposite the subject site.

Kerbside bicycle lanes are provided along both carriageways on this roadway. Directly adjacent to the subject site, i.e. in the north-eastbound carriageway, the bicycle lane operates between 7:30am and 9:00am Monday to Friday. A kerbside clearway also operates during the same time periods.

In the five-year period between 2014 and 2018 (inclusive), there were no recorded road crashes in the north-eastbound carriageway of Anzac Highway opposite the subject site.

The subject section of Anzac Highway is a high frequency public transport (bus) corridor, serviced by routes 245, 248, 262, 263, 265, M44, M44C and M44T. Bus Stops 8 and 9 Anzac Highway (both sides) are all located within 200m walking distance to the subject site.



217 Anzac Highway (Plympton) and surrounding locality

PROPOSED DEVELOPMENT

The proposed development is identified on a series of 'Proposed Plans' (19024_SD02 Rev C and 19024_SD03 Rev D) prepared by your office as dated 27th November 2019.

The proposed development will provide:

- Six residential flat buildings, comprised of:
 - Three 3-bedroom dwellings; and
 - Three 2-bedroom (+ study) dwellings.
- Ten on-site car parking spaces, consisting of:
 - Double garages for each of the three 3-bedroom dwellings;
 - Single garages for each of the three 2-bedroom (+ study) dwellings; and
 - One shared visitor parking space.
- A shared driveway of 6.0m in width along the western boundary of the subject site, accessed via the (widened) existing crossover.

The design of the car parking area will provide:

- Double garages of 5.77m in width, single garages of 3.33m in width, and a visitor space of 3.0m in width; and
- Double and single garages of 5.7m in length, and a visitor space of 5.4m in length.

As such, I consider that the design of the on-site car parking areas would conform to the relevant off-street car parking standard (*AS/NZS 2890.1:2004*).

TRAFFIC ASSESSMENT

The '*Guide to Traffic Generating Developments*' report produced by the (former) Roads and Traffic Authority of NSW identifies the following relevant trip generation rates:

Table 1: RTA Trip generation rates

Form of Development	Weekday peak hour vehicle trips	Subject site
Dwelling houses	0.85 per dwelling	1 dwelling = 1 peak hour vehicle trip
Medium density residential flat building - Larger units and townhouses (three or more bedrooms)	0.5-0.65 per dwelling	6 units = 3 to 4 peak hour vehicle trips

On the above basis, the proposed development would generate approximately 3 to 4 peak hour vehicle trips, an increase of approximately 2 to 3 peak hour vehicle trips above the existing land use.

Such additional traffic volumes would not cause adverse impacts on the adjoining road network.

Notably, the proposed development will allow for simultaneous site entry and exit movements and will also provide for forward site entry and forward exit movements. The existing development requires drivers to reverse onto Anzac Highway to exit the subject site. As such, the proposed development is considered to provide a greatly improved design with respect to traffic flow, notwithstanding the minor increase in vehicular trip generation rates.

PARKING ASSESSMENT

Table WeTo/6 - Off Street Vehicle Parking Requirements for Designated Areas identifies that land within *Urban Corridor Zones*, i.e. including the subject site, are classified as *Designated Areas*, without conditional requirements.

Vehicle Parking Rates Table 3: Residential development, the form of residential flat buildings and residential development in multi-storey buildings within *Table WeTo/6* identifies the car parking requirements relevant to the subject site

Table 2: Table WeTo/6 (Table 3) extract

Location of Development	Rate for each dwelling based on number of bedrooms per dwelling	Plus number of required visitor parking spaces
Boulevard Policy Area 34 within the Urban Corridor Zone	1 per 2 bedroom dwelling 1.25 per 3 + bedroom dwelling	0.25 per dwelling

On the above basis, the proposed 6-dwelling residential development would require a total of 9 on-site car parking spaces, comprised of:

- 7.5 resident parking spaces (6 @ 1.25 spaces on the conservative assumption that the studies within the two bedroom dwellings could be used as bedrooms), plus
- 1.5 visitor parking spaces (6 @ 0.25 spaces).

The subject development will exceed this overall requirement with the provision of 10 on-site car parking spaces. However, there would be a theoretical shortfall of 0.5 on-site visitor car parking spaces. Notwithstanding, the proposed distribution of car parking is considered appropriate, on the basis of:

- During periods of typical residential visitor parking demand (evenings and weekends), vehicles can be parked on-street directly adjacent to the subject site;
- The subject site is located along a high frequency public transport corridor, with convenient access to high frequency bus services, which would theoretically reduce the parking demand associated with both residents and visitors;

- Pre-arranged visitor parking associated with at least two of the three dwellings could be accommodated within the double garages of these dwellings, given an average requirement for 1.25 resident spaces per dwelling; and
- As previously identified, the overall on-site car parking provisions will be exceeded.

VEHICULAR ACCESS ASSESSMENT

Traffic generated by the subject development will relate primarily to access by residents and visitors with infrequent traffic movements generated by servicing of waste and recycling.

I note that a waste collection report has been prepared by Colby Philips industries which identified the following, inter alia:-

4.5 Collection & Traffic Issues

This site would use Council's standard kerbside collection service which already operates along Anzac Highway. There should be no significant collection or traffic issues caused by the service. Council side-lift trucks take 10-20 seconds to pick up a bin, then move on quickly.

Consequently traffic physically entering and existing the subject site will consist primarily of cars accessing the various garages and infrequent access generated by visitors. We have therefore reviewed the ability of cars associated with residents and visitors to access various on-site car parking spaces and copies of Turning (Swept) path diagrams are attached as an appendix to this report, including:

- *Figure 1:* Simultaneous entry into the site by a B99 vehicle with a B85 exiting from the site and B85 entry into southernmost car parking space of townhouse 2, the single car parking space of townhouse 3 and the northernmost car parking space of townhouse 6,
- *Figure 2:* Simultaneous entry into the site by a B85 vehicle with a B99 vehicle exiting from the site and B85 entry into the northernmost space of townhouse 2, the single car parking space of townhouse 4 and the southernmost car parking space of townhouse 6, together with entry into the visitor space on the front of the site by a B85 design vehicle
- *Figure 3:* B85 exit movements from the visitor space, the northernmost car parking space associated with townhouse 2, the single car parking space associated with townhouse 3, the car parking space associated with townhouse 5 and the northernmost space associated with townhouse 6, and
- *Figure 4:* B85 exit movements from the southernmost car parking space of townhouse 2, the single car parking space associated with townhouse 5 and the southernmost car parking space of townhouse 6.

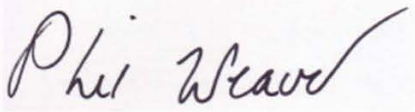
SUMMARY AND CONCLUSIONS

In summary, I consider that the proposed development will:

- Provide a design standard which is appropriate and meets the requirements of the relevant Australian / New Zealand Standards for off-street car parking areas;

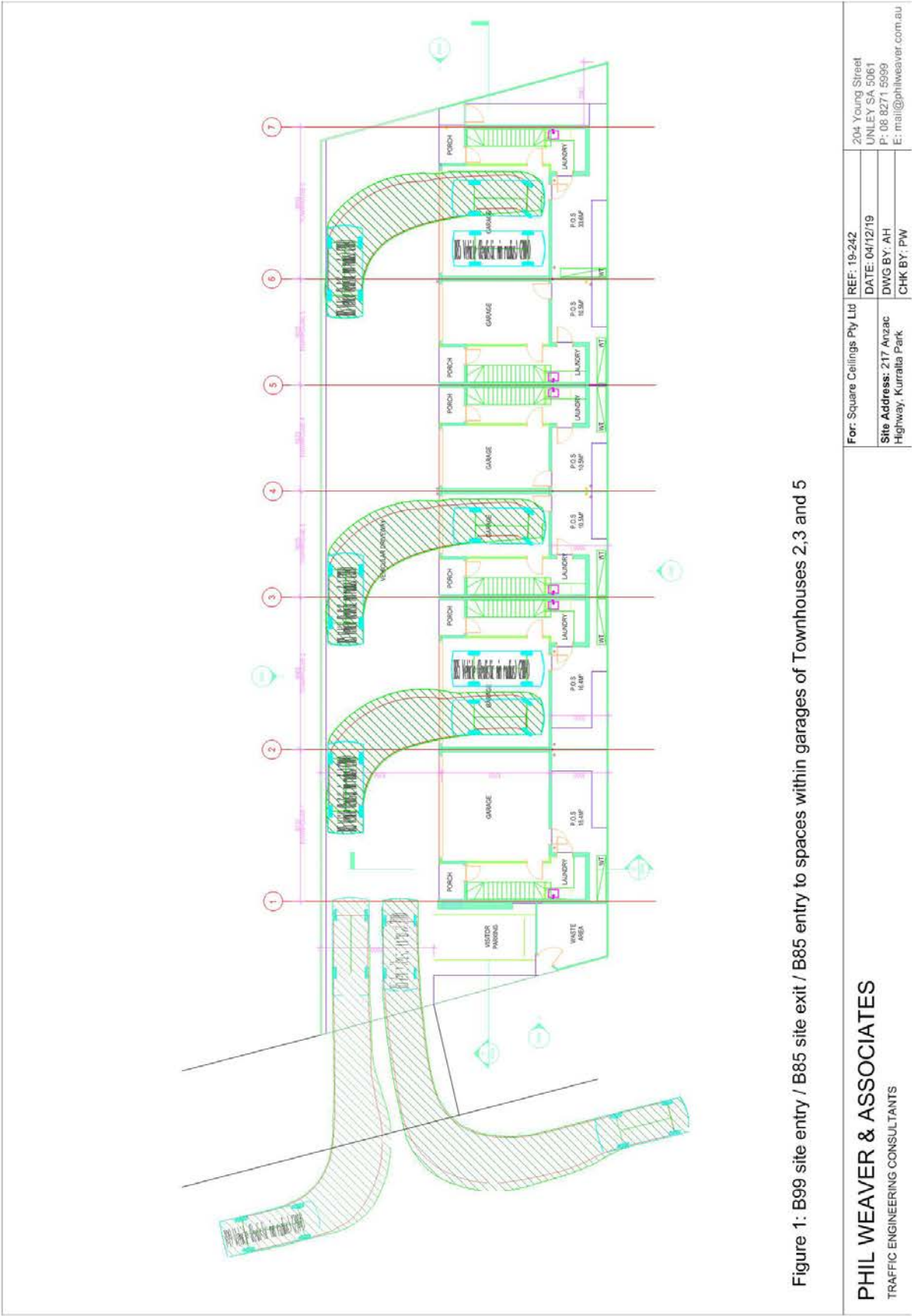
- Not result in adverse traffic impacts on the adjacent road network, noting in particular that the subject development will facilitate forward (and simultaneous) site entry and exit movements, with only a minor increase in peak hour traffic volumes generated by the subject land; and
- Exceed Council's overall off-street car parking requirements (9 spaces) given the provision of 10 on-site car parking spaces.

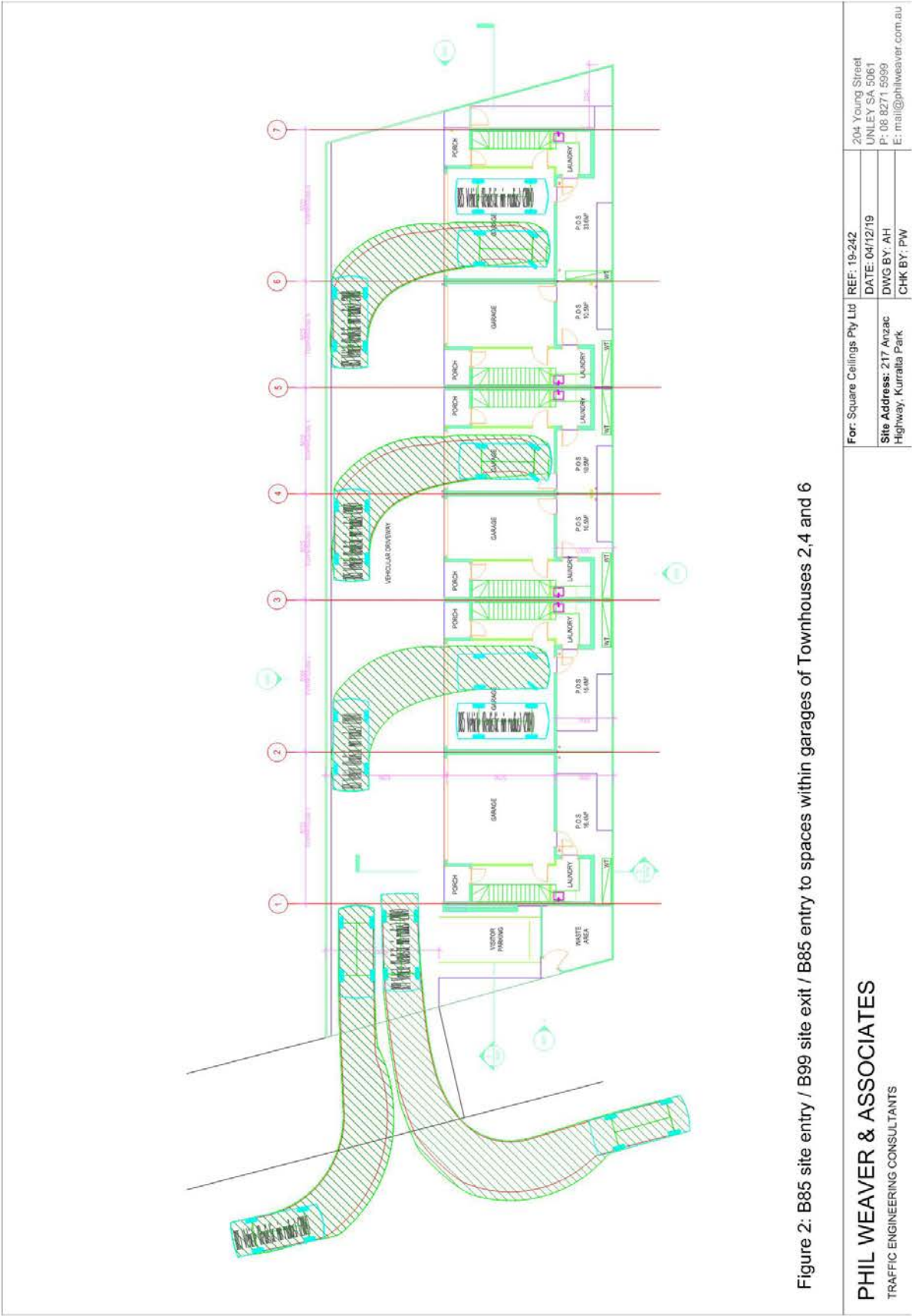
Yours sincerely,

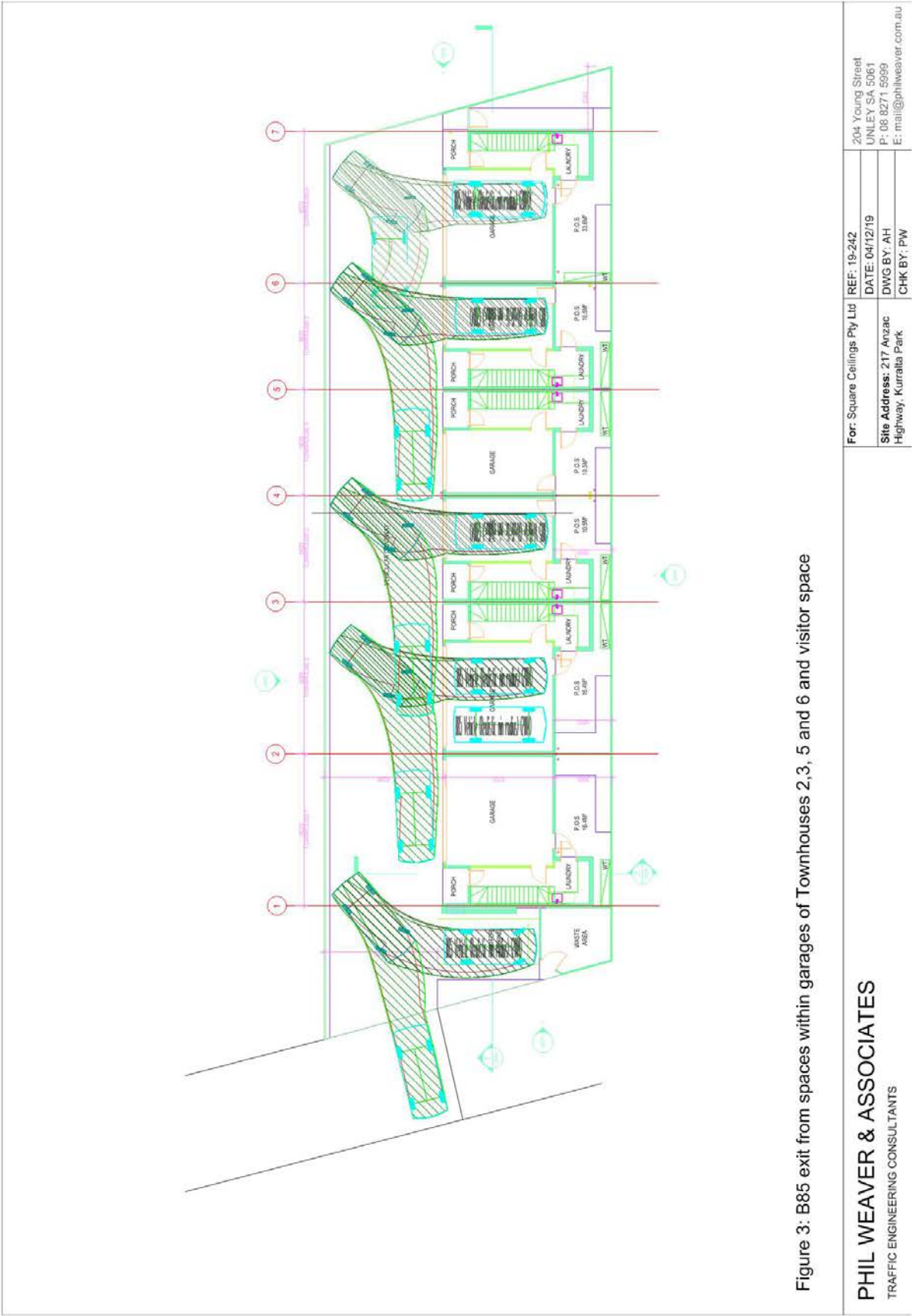
A handwritten signature in dark ink, reading "Phil Weaver". The signature is fluid and cursive, with a long, sweeping underline that extends to the right.

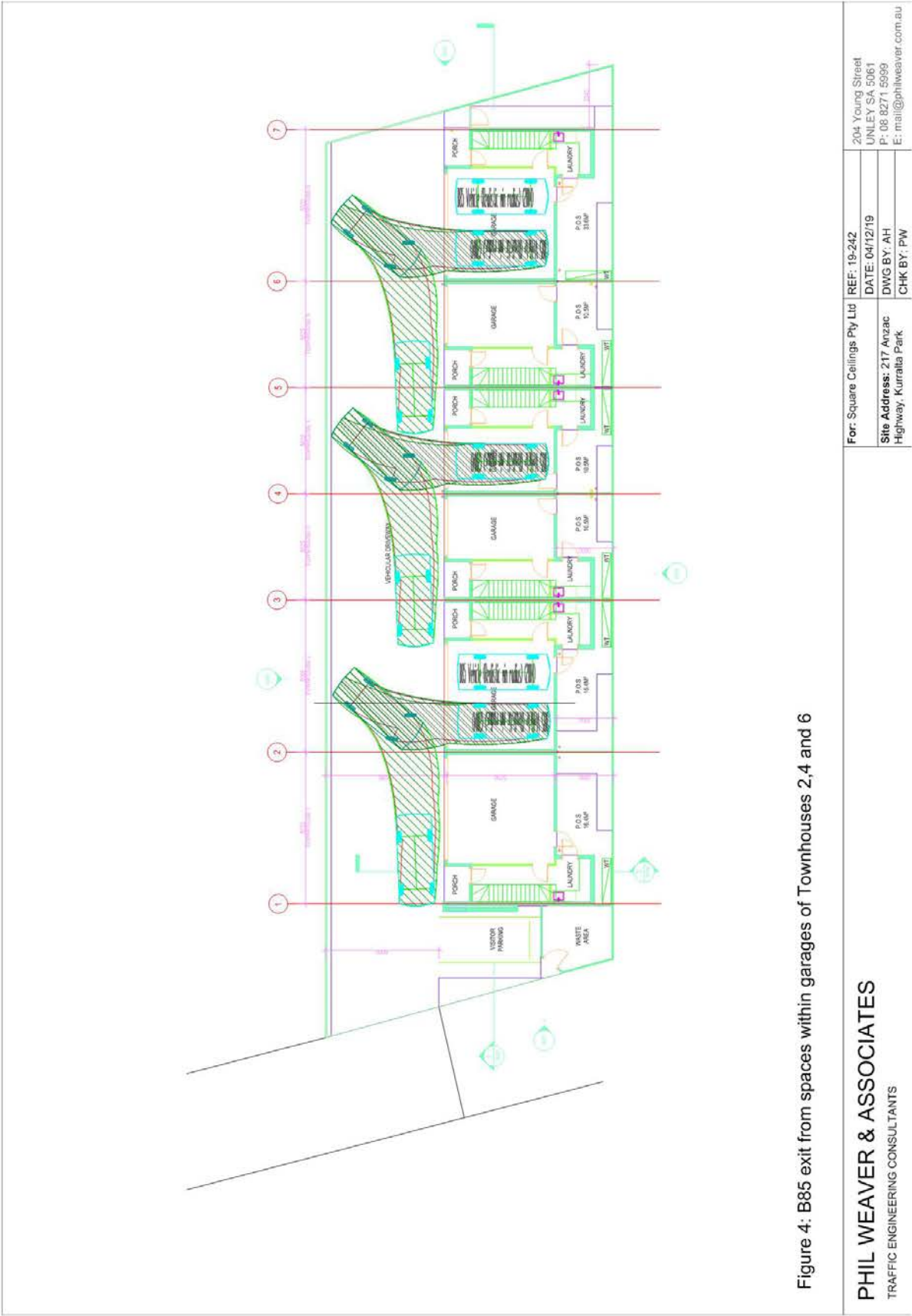
Phil Weaver
Phil Weaver and Associates Pty Ltd

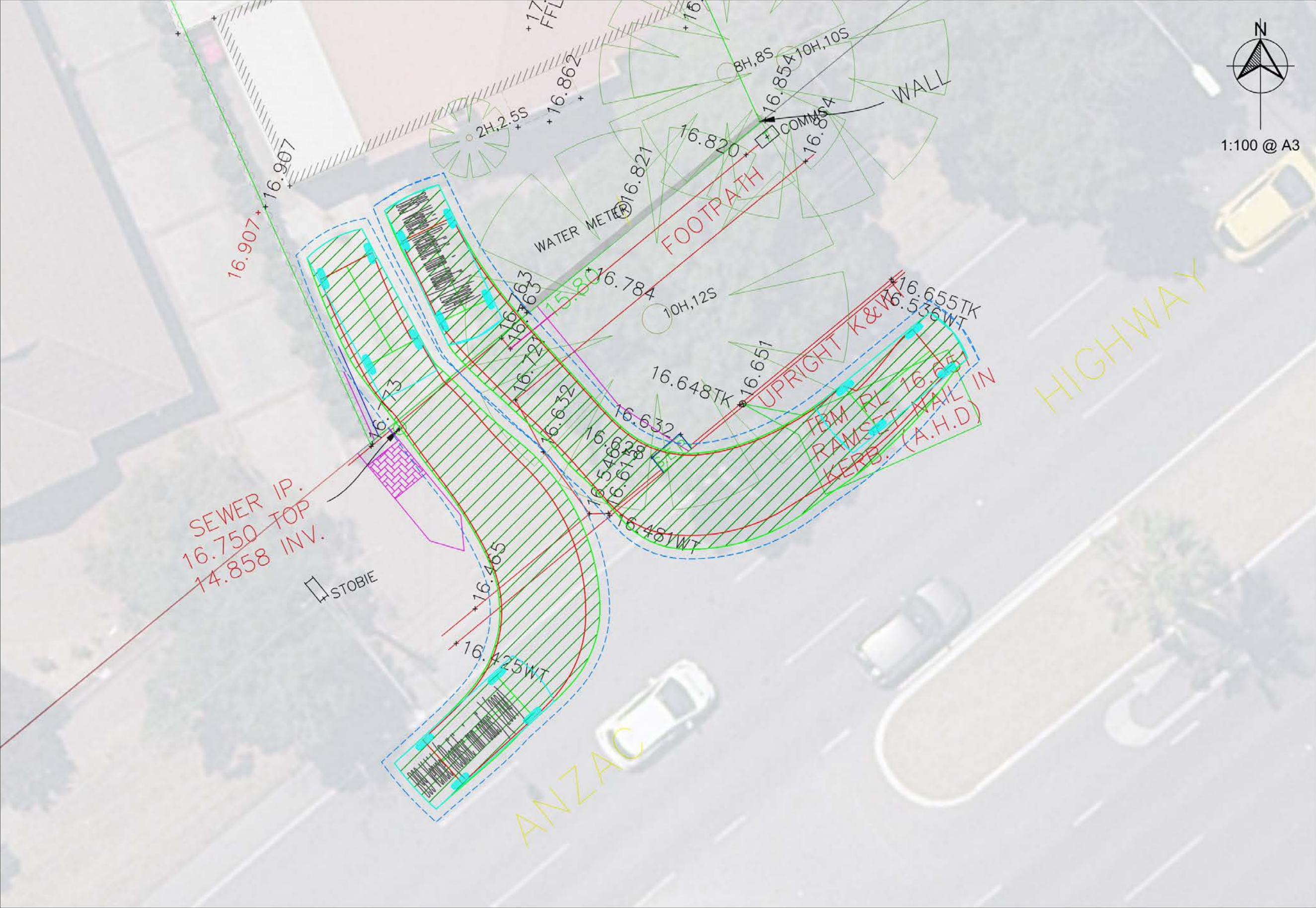
Enc















Nic Wong
Principal Architect
NIC Design Studio
nicwyc@gmail.com
cc: Fabian Barone - fabian@futureurban.com.au

Level 1
60 Hindmarsh Square
Adelaide SA 5000
info@colbyphillips.com.au

Tuesday, 26 November 2019

Dear Nic,

Re: Waste Management 217 Anzac Highway, Plympton

Please find in the letter below a Waste Management Plan (WMP) to support planning approval of this proposed development.

1 Description of proposed development

Based on the supplied plans (ref: 19024 SD02-3 Rev C.), the proposed development is group of six (6) x two storey Community Title townhouses, consisting of:

- 3 x 3-bedroom townhouses
- 3 x 2-bedroom townhouses

2 Waste & recycling volumes

Table 1 below estimates the waste and recycling volumes for Routine services to each property in the proposed development. These estimates are based on recommended Waste Resource Generation Rates (WRGRs) in the South Australian Better Practice Guide (SABPG) – Waste Management in Residential or Mixed-Use Developments (Zero Waste SA, 2014). This proposed development is essentially medium-density living in a townhouse-format, and therefore, the Medium Density Residential Dwelling WRGR from the SABPG was adopted for general waste and recycling. These estimates assume shared waste storage for all dwellings.

Table 1: Estimated waste & recycling volumes for proposed development – Routine Services

Waste Stream	Volume (L/week)	Bin type	Collection frequency	No. bins
		[shared storage]	[Council kerbside service]	(recommended)
	[Medium Density Residential Dwelling]			
General waste/Rubbish	525L/week	240L MGB	Weekly	3
Dry recycling	450L/week	240L MGB	Fortnightly	4
Food and garden organics	225L/week	240L MGB	Fortnightly	2



3 Stakeholder consultation

The City of West Torrens (Council) offers collection of residential waste at the kerbside for all residents. At present, this service is limited to the following standard bin sizes

- General Waste, 140L MGB, Weekly collection
- Recyclables, 240L MGB, Fortnightly collection
- Food/organic waste, 240L MGB, Fortnightly collection

Through discussions with Council (N. Teoh, Nov 2019), we understand there is a possibility that Council will introduce a new service allowing collection of larger bins (240L for General Waste) around mid-2020. We have therefore designed for future services and put forward an alternative design that may be implemented before this new service is available, allowing the development to utilise the Council's current kerbside collection service. This will ensure the best cost of living for all dwellings.

Table 2 provides the bin design for currently available services. This design will allow presentation of 8 bins on Recyclables collection week and 6 bins on Organics collection week.

Table 2: Estimated waste & recycling volumes for proposed development, using currently available MGBs

Waste Stream	Volume (L/week)	Bin type	Collection frequency	No. bins
		[shared storage]	[Council kerbside service]	(recommended)
	[Medium Density Residential Dwelling]			
General waste/Rubbish	525L/week	140L MGB	Weekly	4
Dry recycling	450L/week	240L MGB	Fortnightly	4
Food and garden organics	225L/week	240L MGB	Fortnightly	2

4 Waste Management System

4.1 Routine Services

Table 1 includes the recommended bin numbers assuming shared bins for all dwellings and Council kerbside collection service.

Figure 1 below shows

- Recommended bin layout for waste storage area.
- Kerbside presentation for Council collection.

The system would operate as follows.

- Residents would dispose of their waste at on-site (shared) bin storage areas. On designated collection days, responsible person would present the appropriate bins at kerbside for collection.
 - There should be adequate space on the road verge in front of the development to accommodate presentation of bins for this purpose, including appropriate spacing between bins and appropriate setbacks from kerb, pedestrian path and other public infrastructure.



4.2 Alternative design

As discussed in Section 3, we understand that in future Council may provide a kerbside collection service for larger (240L General Waste) bins. In the interim, we have provided an alternative design that would allow all dwellings to access the currently available service. Bin numbers are as described in Table 2 and waste storage area is shown below in Figure 2.

The system would operate as follows

- All residents would dispose of their waste at the on-site (shared) bin storage area.
- On designated collection dates, responsible person would present bins at kerbside for collection by Council (via their kerbside collection service).
- Following collection, bins would be returned to on-site bin storage areas (on the same day).

4.3 Hard Waste management

Each household within the City of West Torrens is eligible for two free hard waste collections per financial year (https://www.westtorrens.sa.gov.au/CWT/content/Waste_and_recycling). The Community / Strata Corporation should contact Council to discuss suitable arrangements for townhouse residents to access this service. The residents would be able to use the road verge in front of the property as a temporary area for hard waste presentation (in the same way as other properties do). This may require negotiation with Council to schedule at-call hard waste collection outside designated kerbside collection days (which is only one day of the week) to avoid any conflicts.

4.4 Management of Other Waste

All residents can access appropriate disposal points for a variety of wastes including:

- Printer cartridges
- Batteries
- Lighting
- Household hazardous waste

The Community / Strata Corporation would ensure townhouse residents are made aware of Council information (available at the link above) on where they can correctly dispose of other waste items.

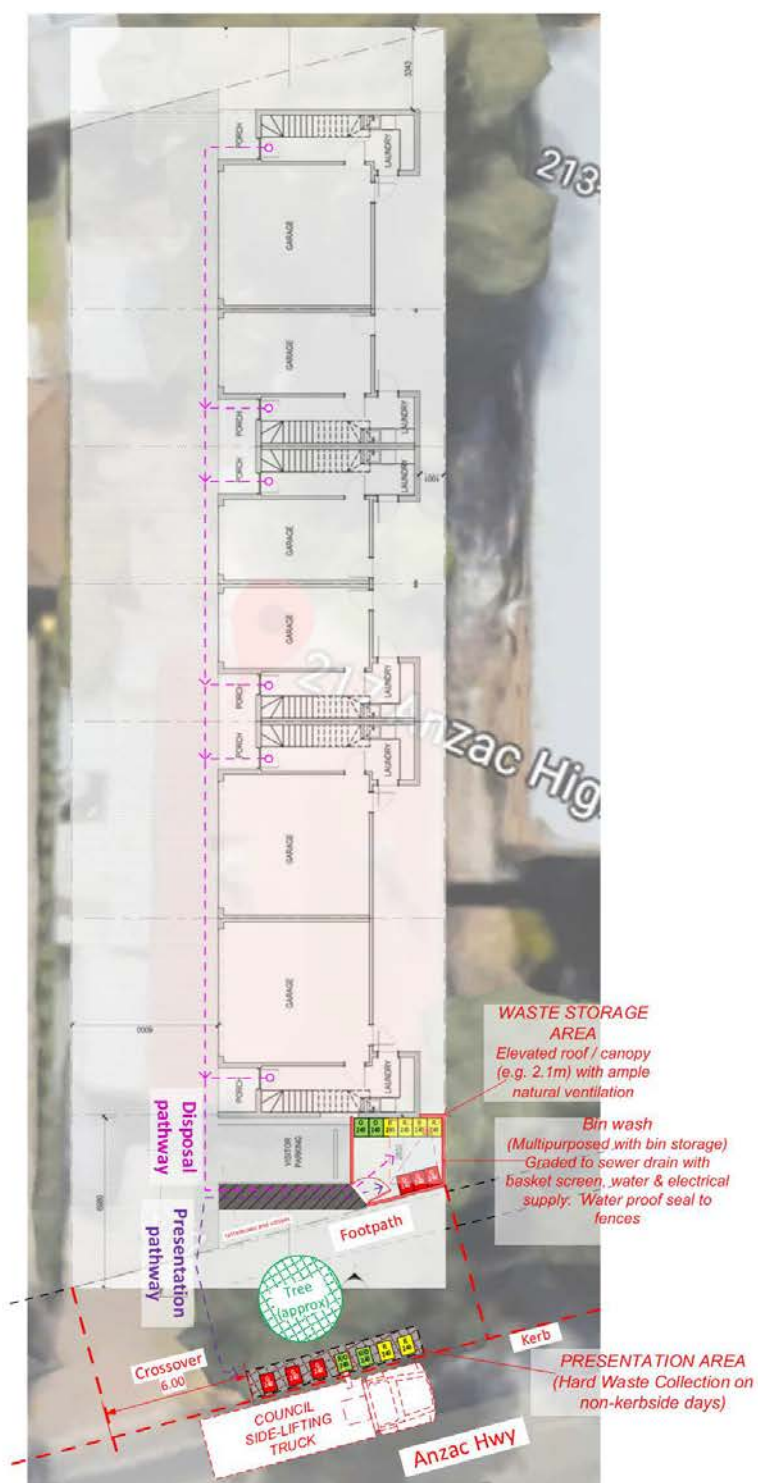


Figure 1: Site plan at 217 Anzac Highway showing waste storage area and presentation area

Note: Bin labels are: G - General Waste; R - Recycling; O - Organics

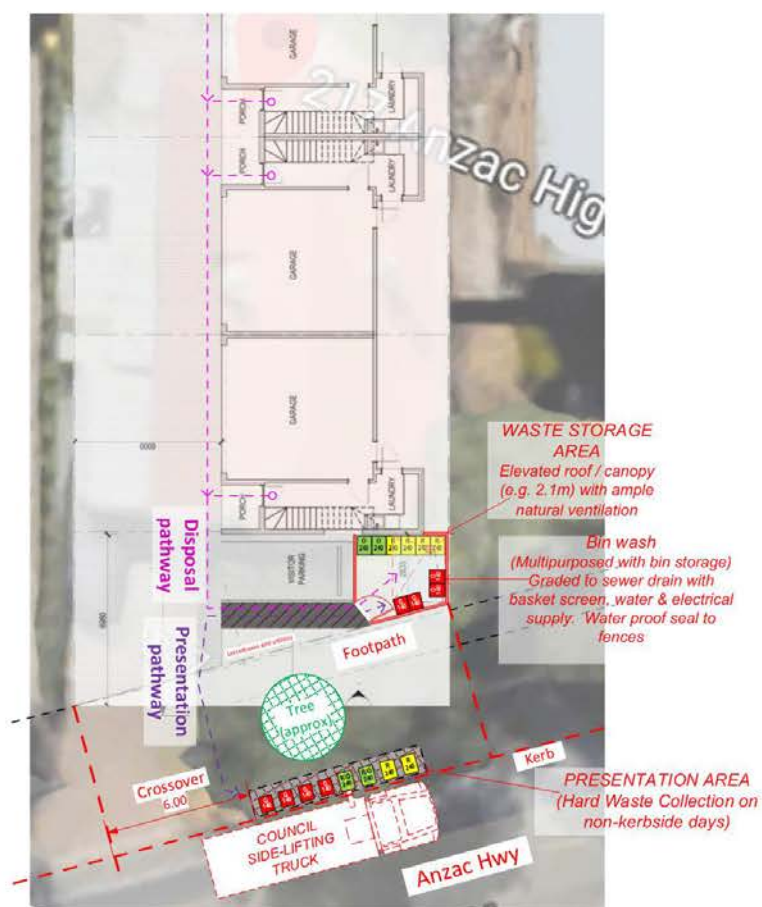


Figure 2: Alternative design using 140L General Waste and 240L Recycle and Organics bins.
 Note: Bin labels are: G - General Waste; R - Recycling; O - Organics



4.5 Collection & Traffic Issues

This site would use Council's standard kerbside collection service which already operates along Anzac Highway. There should be no significant collection or traffic issues caused by the service. Council side-lift trucks take 10-20 seconds to pick up a bin, then move on quickly.

4.6 Operation, Management & Communication

- **Waste system operation and management** - The Community / Strata Corporation would be responsible for managing and operating the waste system at the site. Council should be consulted on waste system operation and management and may provide advice and support to the Community / Strata Corporations and their residents. For example correct separation of recyclable materials and food waste.
- **Building User Manual** - Advice and instructions on waste management and using the waste system would be included in the Building Manual for townhouse residents, including contact information for further information, questions and issues.
- **Community/Strata title arrangements** - Obligations for residents and/or property owners to comply with requirements for using the waste system would be written into the Community / Strata plan lodged with the Lands Titles Office.

4.7 Bin Cleaning

A dedicated on-site bin cleaning area would be provided and multi-purposed with the bin storage area at Ground Level – see Figure 1 on page 4.

- This bin wash area would require grading to a sewer drain with basket screen to remove gross solids, tiles or epoxy coating to water-proof adjacent walls and flooring, standard cold-water supply faucet and commercial-grade electrical power supply (if pressure washer system is to be used), plus bunds and screens for use during bin wash events.
- Bin washing would be timed to occur immediately after bins are emptied.

Alternatively, bin cleaning at the Development may be outsourced to an external contractor (e.g. <http://binforce.com.au/>).

- *These external contractors generally have self-contained bin washing systems on back of ute or truck that enable them to clean bins on site – Figure 3 below.*
- *Some will remove bins from site, replacing them with an empty spare, clean the bins, then return them to site.*
- *Their vehicles can usually access areas the waste storage areas are located (e.g. to min. clearance of 2.2m).*



Figure 3 – On-site bin wash system for rear-lift trucks on back of ute. Source: <http://binforce.com.au/>



4.8 Other Waste System Design or Management Issues

The following should be considered and/or implemented.

- **Bin colours** - Council would supply kerbside bins to the property with requisite colours.
- **Signage** -
 - Appropriate signage should be used in bin storage areas to encourage correct disposal of waste and recycling.
 - Council may supply signage to the Community / Strata Corporation for this purpose.
- **Vermin, hygiene & odour management (inc. ventilation)**
 - The Community / Strata Corporation should make provision for residents to report spill, odour or hygiene problems, so these can be promptly addressed by a maintenance service.
 - The Community / Strata Corporation should organise regular bin cleaning, e.g. every 3-6 months, as described above.
- **Access & security** -
 - CCTV video recording of the bin storage areas is recommended for encouraging appropriate waste disposal practices in the bin storage areas.
- **Transfer pathways** -
 - *Disposal pathways* (to bin storage area) - Must be hard surfaces, free of steps, no grades greater than 1:15, and cater for mobility impaired users.
 - *Presentation pathway* (from bin storage to presentation on road verge) - Must be hard, even surfaces, no steps or grades greater than 1:10

I trust that this letter and Waste Management Plan assists with resolution of this matter. Please let me know of any queries or where further information is required. If needed, I would be available to meet or speak with Council regarding any further questions they may have.

Yours Sincerely,

Joel Phillips
Principal Consultant & Director
Colby Phillips Advisory

References:

Zero Waste SA. (2014). South Australian Better Practice Guide – Waste Management in Residential or Mixed Use Developments.

REF: 0733 – Lodgement Letter

10 December 2019

Ms Rachel Knuckey
Team Leader, Planning
City of West Torrens
By email: rknuckey@wtcc.sa.gov.au



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Dear Rachel,

RE: 217 ANZAC HIGHWAY, PLYMPTON

We act for Square Ceilings Pty Ltd.

Our client seeks development plan consent ('consent') from the City of West Torrens ('the Council') to construct a residential flat building containing six, three storey dwellings at 217 Anzac Highway, Plympton ('the site').

Our client's development application is attached for your consideration. It contains:

- a completed and signed development application form;
- a completed and signed powerline clearance declaration form;
- a copy of the certificate of title;
- a copy of the boundary identification survey;
- one set of the plans, elevations, sections and shadow diagrams drawn by Mr Nic Wong of NIC Design Studio;
- a copy of the traffic and parking assessment carried out by Mr Phil Weaver of Phil Weaver and Associates;
- a copy of the waste management plan prepared by Mr Joel Phillips of Colby Phillips Advisory; and
- a copy of the stormwater engineering documents compiled by Mr Marcus Chin of Structural Civil Australia.

Once the applicable fees have been determined, could you please arrange for the Council's tax invoice to be sent to us by email (fabian@futureurban.com.au).

The purpose of this letter is to describe the site, its surroundings and the proposal, and to assess the proposal against what we consider to be the most pertinent provisions of the West Torrens Council Development Plan ('the Development Plan').

We have concluded from our assessment of the proposal that it is deserving of consent.

REF 0733 | 9 December 2019





The Site

The site is located on the north-western side of Anzac Highway¹, between James Street to the north-east and Henry Street to the south-west.

The site consists of one allotment which has a frontage of approximately 15.8 metres to Anzac Highway, a uniform depth of approximately 47.4 metres and an area of approximately 722.7 square metres².

The site is predominantly rectangular in shape and its topography is flat.

The site presently accommodates a two storey detached dwelling ('the existing dwelling') and several domestic improvements that are both ancillary and subservient to the existing dwelling.

The existing dwelling is neither a contributory item nor a heritage place.

The site is presently accessible via a double width crossover ('the existing crossover') to Anzac Highway which also provides access to the group dwellings on the adjoining property to the south-west of the site.

The existing crossover will be retained and widened as part of the proposal to facilitate simultaneous two-way movements into, and out of, the site.

There are no registered easements or encumbrances which have the potential to impede or avert the proposal altogether, and there are no regulated or significant trees on, or near, the site.

Whilst inspecting the site and its immediate surroundings, we noticed, amongst other things, that:

- there is a three storey residential flat building containing multiple dwellings on the adjoining property to the north-east of the site;
- there are two single storey group dwellings on the adjoining property to the south-west of the site;
- there is a single storey detached dwelling on the adjoining property to the north-west of the site;
- there are seven, three storey row dwellings on the north-eastern corner of the T – junction of Henry Street and Anzac Highway;
- there are two, three storey residential flat buildings on the south-eastern corner of the T – junction of Charles Street and Anzac Highway which contain, between them, a total of 36 dwellings; and
- there is a 'clearway' which runs parallel to the site's frontage to Anzac Highway and operates from 7:30 am to 9:00 am on weekdays only (outside of these times, cars are permitted to be parked parallel to the kerb directly in front of the site).

¹ Anzac Highway is a primary arterial road which falls under the care and control of the Department of Planning, Transport and Infrastructure.

² The dimensions and overall area of the site are based on the boundary identification survey.



The Proposal

The proposal involves the demolition of the existing structures on the site and the subsequent construction of a residential flat building containing six, three storey dwellings ('the proposed building').

With that said, the demolition of the existing structures on the site does not form part of our client's development application, as this activity is captured by Schedule 1A, Clause 12 of the Development Regulations, 2008 ('the Regulations').

The proposal is depicted across the attached plans, elevations and sections. It is also summarised within Table 1 below, and Tables 2 through to 7 overleaf.

Table 1: The Particulars of the Proposed Building

The Proposed Building	
Orientation	To Anzac Highway
Dwellings	Six (including three, two bedroom dwellings and three, three bedroom dwellings)
Front Setback (Ground Floor)	3.0 metres to 4.9 metres
Front Setback (First and Second Floors)	3.0 metres to 5.3 metres
Side Setbacks (Ground and First Floors)	1.0 metre to 3.0 metres from the north-eastern (side) boundary and 6.3 metres to 6.5 metres from the south-western (side) boundary
Side Setbacks (Second Floor)	1.0 metre to 2.93 metres from the north-eastern (side) boundary and 3.6 metres to 7.7 metres from the south-western (side) boundary
Rear Setback (Ground Floor)	1.3 metres to 3.0 metres
Rear Setback (First Floor)	1.0 metre to 3.0 metres
Rear Setback (Second Floor)	1.3 metres to 3.0 metres
Site Coverage	36.1 percent of the area of the site
Floor to Ceiling Heights	2.7 metres throughout
Building Height	Three storeys and up to, but not exceeding, 10 metres



Table 2: The Particulars of Dwelling 1

Dwelling 1	
Bedrooms	Three
Internal Floor Area	180.6 square metres
Domestic Storage Space	10 cubic metres
Private Open Space	32.7 square metres (inclusive of the 16.3 square metre balcony on the first floor level)
Car Parking Spaces	Two (both of which will be covered)

Table 3: The Particulars of Dwelling 2

Dwelling 2	
Bedrooms	Three
Internal Floor Area	178 square metres
Domestic Storage Space	10 cubic metres
Private Open Space	32.7 square metres (inclusive of the 16.3 square metre balcony on the first floor level)
Car Parking Spaces	Two (both of which will be covered)

Table 4: The Particulars of Dwelling 3

Dwelling 3	
Bedrooms	Two
Internal Floor Area	141 square metres
Domestic Storage Space	8.8 cubic metres
Private Open Space	21.8 square metres (inclusive of the 11.3 square metre balcony on the first floor level)
Car Parking Spaces	One (which will be covered)



Table 5: The Particulars of Dwelling 4

Dwelling 4	
Bedrooms	Two
Internal Floor Area	141 square metres
Domestic Storage Space	8.8 cubic metres
Private Open Space	21.8 square metres (inclusive of the 11.3 square metre balcony on the first floor level)
Car Parking Spaces	One (which will be covered)

Table 6: The Particulars of Dwelling 5

Dwelling 5	
Bedrooms	Two
Internal Floor Area	141 square metres
Domestic Storage Space	8.8 cubic metres
Private Open Space	21.8 square metres (inclusive of the 11.3 square metre balcony on the first floor level)
Car Parking Spaces	One (which will be covered)

Table 7: The Particulars of Dwelling 6

Dwelling 6	
Bedrooms	Three
Internal Floor Area	174.3 square metres
Domestic Storage Space	9.9 cubic metres
Private Open Space	28.8 square metres (inclusive of the 12.4 square metre balcony on the first floor level)
Car Parking Spaces	Two (both of which will be covered)



Procedural Matters

The Relevant Authority

The Council is the relevant authority, as none of the dwellings will exceed four storeys in height.

The Relevant Version of the Development Plan

The relevant version of the Development Plan for procedural and assessment purposes was gazetted and subsequently consolidated on July 12, 2018.

The site, under this version of the Development Plan, is located in Boulevard Policy Area 34 ('PA 34') of the Urban Corridor Zone ('the Zone'). It is also located in an area to which the Affordable Housing and Noise and Air Emissions Overlays apply.

Form of Development

According to the Procedural Matters Section of the Zone, a residential flat building is neither a complying nor a non-complying form of development. The proposal must, therefore, be assessed and subsequently determined on its merits by the Council in its capacity as the relevant authority.

Category of Development

According to the Procedural Matters Section of the Zone, a residential flat building on this particular site is, irrespective of its overall height, a Category 1 form of development. The proposal is, therefore, exempt from any form of public notification.

Statutory Referrals

According to Schedule 8 of the Regulations, our client's development application must be referred to the Commissioner of Highways for two reasons. First, the existing crossover will be widened to facilitate simultaneous two-way movements into, and out of, the site. Second, the nature of movement associated with the existing crossover will change, as all expected vehicles will now be able to driven out of the site in a forward direction.



Assessment

Our assessment of the proposal is set out below.

Land Use

We are of the view that the intended use of the site is appropriate for several reasons.

First, the site is presently used for residential purposes.

Second, the proposed building will replace a form of residential development ('detached dwelling') that is neither envisaged nor encouraged in this part of the Zone.

Third, 'wholly residential buildings' are envisaged in this part of the Zone. Principle 1 of PA 34 attests to this.

Fourth, 'residential flat buildings,' which, by definition, are wholly residential in nature, are also envisaged in this part of the Zone. Principle 2 of PA 34 attests to this.

Fifth, there is a three storey residential flat building containing multiple dwellings on the adjoining property to the north-east of the site, and seven, three storey row dwellings on the north-eastern corner of the T – junction of Henry Street and Anzac Highway (all of which are oriented to the former). The proposed building will not, therefore, become an incongruous element of this particular streetscape.

Density

Principle 5 of the Zone provides guidance with respect to the net density of this development. It advises that:

- 5 Residential development (other than residential development in mixed use buildings on allotments less than 5000 square metres), should achieve a minimum net residential allotment density in accordance with the following:**

Policy Area	Minimum net residential site density
Boulevard Policy Area 34	100 dwellings per hectare net
High Street Policy Area 35	70 dwellings per hectare net
Transit Living Policy Area 36	45 dwellings per hectare net
Business Policy Area 37	No minimum

The net density of this development (83 dwellings per hectare) falls 17 dwellings per hectare short of the minimum net density that has been prescribed for residential development in PA 34 (100 dwellings per hectare).



With that said, we do not consider this numerical departure to be insurmountable, as the net density of this development is consistent with the Desired Character Statement ('the DCS') for the Zone, and the DCS for the Zone prevails over the aforementioned Principle.

For clarity, the DCS for the Zone advises, in part, that the Zone "will contain an innovative mix of medium density (45 – 70 dwellings per hectare) and high density (70 – 200 dwellings per hectare) residential development."

(Our underlining for emphasis.)

By extension, the net density of this development also meets Objective 1 of the Zone.

For clarity, Objective 1 of the Zone calls for "a mixed use zone [sic] accommodating a range of compatible non-residential and medium and high density residential land uses orientated towards a high frequency public transport corridor."

(Our underlining for emphasis once more.)

Affordable Housing

Principle 1 of the Affordable Housing Overlay provides guidance with respect to the provision of affordable housing. It advises that:

- 1 Development comprising 20 or more dwellings should include a minimum of 15 per cent [sic] affordable housing (as defined by the South Australian Housing Trust Regulations as amended).**

No affordable housing is required or proposed to be provided, as the proposed building has been designed to accommodate fewer than 20 dwellings.

Dwelling Configuration

Principle 16 of the 'Medium and High Rise Development' Module provides guidance with respect to the configuration of the dwellings. It advises that:

- 16 Buildings comprising more than 10 dwellings should provide a variety of dwelling sizes and a range in the number of bedrooms per dwelling.**

This Principle does not apply to the proposal, as the proposed building has been designed to accommodate fewer than 11 dwellings. With that said, it remains important to note that:

- there will be three, two bedroom dwellings and three, three bedroom dwellings within the proposed building; and
- the dwellings will range in size from 141 square metres to 180.6 square metres; and
- three of the dwellings will contain a single garage and three of the dwellings will contain a double garage.

There will, therefore, be a variety of dwellings to choose from, as sought by Principle 16 of the 'Medium and High Rise Development' Module.



Internal Floor Area

Principle 9 of the 'Residential Development' Module provides guidance with respect to the internal floor area of each dwelling. It advises that:

- 9 Residential development should provide a high quality living environment by ensuring the following minimum internal floor areas (including internal storage areas but not including balconies and car parking):**
- (a) studio (where there is no separate bedroom): 37 square metres**
 - (b) 1 bedroom dwelling/apartment: 50 square metres**
 - (c) 2 bedroom dwelling/apartment: 75 square metres**
 - (d) 3+ bedroom dwelling/apartment: 100 square metres.**

The three, two bedroom dwellings will have an internal floor area of 141 square metres (some 66 square metres in excess of the minimum area that has been prescribed under Clause (c)).

The three, three bedroom dwellings will have an internal floor area of not less than 174.3 square metres (some 74.3 square metres in excess of the minimum area that has been prescribed under Clause (d)).

Domestic Storage Space

Principle 31 of the 'Residential Development' Module provides guidance with respect to the provision of domestic storage space. It advises that:

- 31 A dwelling should incorporate a minimum storage area of 8 cubic metres for goods and chattels, other than food and clothing, within at least one of the following:**
- (a) a non habitable [sic] room of the dwelling**
 - (b) a garage, carport or outbuilding**
 - (c) an on-site communal facility.**

All six of the dwellings within the proposed building will come equipped with more than 8.0 cubic metres of domestic storage space³.

³ We have, for the purpose of calculating the amount of domestic storage space within each of the dwellings, only taken into account the wall-mounted joinery within the garages, the voids beneath the staircases, the linen cupboards, the walk-in-pantries and the joinery within the wet areas.



Private Open Space

Principle 19 of the 'Residential Development' Module provides guidance with respect to the provision of private open space. It advises, in part, that:

- 19 Dwellings at ground level should provide private open space 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)
< 300	24, of which 8 may comprise balconies, roof patios and the like, provided they have a minimum dimension of 2 metres	3 (excluding balconies)	16

Dwellings 1 and 2 will each come equipped with 32.7 square metres of private open space in the form of:

- a courtyard which will:
 - » be accessible via a habitable room; and
 - » have a minimum dimension of 3.0 metres and an area of 16.4 square metres; and
- a balcony which will have a minimum dimension of 2.0 metres and an area of 16.3 square metres.

Dwelling 6 will come equipped with 28.8 square metres of private open space in the form of:

- a courtyard which will:
 - » be accessible via a habitable room; and
 - » have a minimum dimension of 3.0 metres and an area of 16.4 square metres; and
- a balcony which will have a minimum dimension of 2.0 metres and an area of 12.4 square metres.

Dwellings 3, 4 and 5 will each come equipped with 21.8 square metres of private open space in the form of:

- a courtyard which will:
 - » be accessible via a habitable room; and
 - » have a minimum dimension of 3.0 metres and an area of 10.5 square metres; and
- a balcony which will have a minimum dimension of 2.0 metres and an area of 11.3 square metres.



Whilst the amount of private open space assigned to Dwellings 3, 4 and 5 falls 2.2 square metres short of the recommended amount (24 square metres), we do not consider this rather minor numerical departure to be insurmountable on the basis that:

- the core living areas (being the bedrooms, and the open plan kitchen, dining and living rooms) associated with these Dwellings are located above the ground floor level; and
- Principle 22 of the 'Residential Development' Module, which applies to 'above ground dwellings,' only requires two bedroom dwellings, such as these, to be provided with 11 square metres of private open space.

Further to this, we also note that these private open spaces will have a northerly aspect, and be devoid of air conditioning condensers and stormwater tanks.

Ground Floor Level

Principle 5 of PA 34 provides guidance with respect to the floor to ceiling height of the ground floor level of each dwelling. It advises that:

- 5 The ground floor of buildings should be built to dimensions including a minimum floor to ceiling height of 4.5 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.**

The floor to ceiling height of the ground floor level of each dwelling (2.7 metres) falls 1.8 metres short of the recommended height (4.5 metres). Be that as it may, we do not consider this numerical departure to be insurmountable, or to culminate in a lost opportunity, for two reasons.

First and as previously mentioned, 'wholly residential buildings' are envisaged in this part of the Zone. There is, therefore, no obvious need for these dwellings to adaptable.

Second, the ground floor level of each dwelling cannot be adapted irrespective of its height, as each dwelling has been designed to extend upwards from the ground floor level.

Siting

Principle 17 of the Zone provides guidance with respect to the distance between the proposed building and the front boundary of the site. It advises, in part, that:

- 17 Buildings (excluding verandahs, porticos and the like) should be set back from the primary road frontage in accordance with the following parameters:**

Policy area	Minimum setback from the primary road frontage where it is Port Road, Anzac Highway, Richmond Road or Henley Beach Road	Minimum setback from the primary road frontage in all other cases
Boulevard Policy Area 34	No minimum at Port Road 3 metres at Anzac Highway	2 metres

Due to the site's angled frontage to Anzac Highway, the proposed building will be set back up to 2.3 metres further than the recommended distance (3.0 metres) from the front boundary of the site.



Principle 19 of the Zone provides guidance with respect to the distance between the proposed building and the side and rear boundaries of the site. It advises, in part, that:

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

Designated area	Minimum setback from rear allotment boundary	Minimum setback from side boundaries (where not on a street boundary)
Boulevard Policy Area 34	<p>3 metres where the subject land directly abuts an allotment of a different zone</p> <p>No minimum in all other cases</p>	<p>For allotments with a frontage width of 20 metres or less: no minimum up to a height of 2 storeys and 3 metres above this height.</p> <p>For allotments with a frontage width of more than 20 metres: 3 metres.</p>

Although the ground and first floor levels of the proposed building are permitted to abut both side boundaries of the site, they will be set back between 1.0 metre and 3.0 metres from the north-eastern (side) boundary of the site to allow for the provision of private open space, and between 6.3 metres and 6.5 metres from the south-western (side) boundary of the site to allow for the creation of a common driveway that provides pedestrian and vehicular access to all six of the dwellings within the proposed building.

Although certain sections of the second floor level of the proposed building will be located 2.0 metres closer than the recommended distance (3.0 metres) to the north-eastern (side) boundary of the site, we do not consider this numerical departure to be insurmountable because:

- the stepped nature of the proposed building's north-eastern façade will reduce its visual impact when viewed from the adjoining property to the north-east of the site; and
- the proposed building will not 'overshadow' the habitable room windows, roof or private open spaces associated with the residential flat building on the adjoining property to the north-east of the site from 9:00 am to 12:00 pm on the winter solstice, as sought by Principle 16 of the Zone.

The second floor level of the proposed building will be set back further than the recommended distance (3.0 metres) from the south-western (side) boundary of the site.

Although the proposed building is permitted to abut the rear boundary of the site, it will be set back between 1.0 metre and 3.0 metres from this boundary to minimise its visual impact when viewed from the neighbouring residential property to the north-west of the site.



Height

Principle 13 of the Zone provides guidance with respect to the height of the proposed building. It advises, in part, that:

- 13** Except where airport building height restrictions prevail or the interface height provisions require a lesser height, building heights (excluding any rooftop mechanical plant or equipment) should be consistent with the following parameters:

Policy area	Maximum building height (above natural ground height)
Boulevard Policy Area 34	<p>Allotments abutting Residential Character Glandore Policy Area 24, and allotments between Syme Street and South Road: 3 storeys and 12.5 metres</p> <p>All other allotments: 8 storeys and up to 32.5 metres</p>

The proposed building will not exceed eight storeys or 32.5 metres in height.

External Appearance

Principle 8 of the Zone provides guidance with respect to the external appearance of the proposed building. It advises that:

- 8** Buildings on allotments with a frontage greater than 10 metres should be well articulated [sic] through variations in forms, materials, openings and colours.

The stepping of the upper level floor plates, the recessed nature of the balconies, and the use of differing materials and colours will combine to articulate, and add depth to, all four of the proposed building's façades by creating light and shadow.

Overlooking

Principle 27 of the 'Residential Development' Module provides guidance with respect to 'overlooking.' It advises that:

- 27** Except for buildings of 3 [sic] or more storeys, upper level windows, balconies, terraces and decks that overlook habitable room windows or private open space of dwellings should maximise visual privacy through the use of measures such as sill heights of not less than 1.7 metres or permanent screens having a height of 1.7 metres above [sic] finished floor level.

This provision does not apply to the proposal, as all six of the dwellings within the proposed building will consist of three storeys. With that said, our client has sought to minimise the opportunity for 'overlooking' to occur by:

- fitting those window frames on the north-western side of the first and second floor levels of the proposed building with fixed obscure glass; and
- fitting those window frames on the north-eastern side of the first and second floor levels of the proposed building, which do not belong to wet areas, with fixed obscure glass to a height of 1.8 metres above the finished floor level to which they relate.



Overshadowing

Principle 16 of the Zone provides guidance with respect to 'overshadowing.' It advises that:

- 16 To minimise overshadowing of sensitive development 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 [sic] am and 3.00 [sic] 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 [sic] and 3.00 [sic] pm on 21 June to at least the smaller of the following:**
 - (i) half of the existing ground level open space**
 - (ii) 35 square metres of the existing ground level open space (with at least one of the area's dimensions measuring **no less than** 2.5 metres)**
 - (c) sunlight to solar panels should be maintained for a minimum of 2 consecutive hours between 9.00 am [sic] and 3.00 [sic] pm on 22 June.**

The extent of shadow that is likely to be cast by the proposed building between 9:00 am and 3:00 pm on the winter solstice is depicted across the attached shadow diagrams.

It is clear from these diagrams that:

- the proposed building will not 'overshadow' the north-facing windows, roof or private open space associated with the detached dwelling on the adjoining property to the north-west of the site from 9:00 am to 3:00 pm on the winter solstice;
- the proposed building will not 'overshadow' the north-facing windows, roof or private open spaces associated with the residential flat building on the adjoining property to the north-east of the site from 9:00 am to 12:00 pm on the winter solstice; and
- the proposed building will not 'overshadow' the north-facing windows, roof or private open spaces associated with the group dwellings on the adjoining property to the south-west of the site from 1:00 pm onwards on the winter solstice.

Accordingly, the proposal complies with Principle 16 of the Zone.

Access

No new crossovers to Anzac Highway are required or proposed, as sought by Principle 11 of the Zone. Further, the dimensions of the common driveway comfortably exceed the expectations of Principle 7, Clause (b) of the 'Land Division' Module.



Parking

Principle 20 of the Zone provides guidance with respect to the provision of parking. It advises that:

- 20 Development should provide off-street vehicle parking and specifically marked accessible car parking places to meet anticipated demand in accordance with [Table WeTo/6 – Off Street Vehicle Parking Requirements for Designated Areas](#).**

According to Table WeTo/6 of the Development Plan:

- the three, two bedroom dwellings combine to generate a theoretical demand for three (3) 'resident' spaces (one (1) 'resident' space per dwelling);
- the three, three bedroom dwellings combine to generate a theoretical demand for 3.75 'resident' spaces (1.25 'resident' spaces per dwelling);
- the six dwellings within the proposed building combine to generate a theoretical demand for 1.5 'visitor' spaces (0.25 'visitor' spaces per dwelling); and
- the proposal, when considered holistically, generates a theoretical demand for 8.25 spaces, including 6.75 'resident' spaces and 1.5 'visitor' spaces;

In light of this, there will be a theoretical surplus of 2.25 'resident' spaces and a theoretical shortfall of 0.5 'visitor' spaces.

Mr Weaver, a qualified, experienced and independent traffic engineer, was instructed by our client to determine whether or not such a shortfall is acceptable. He has since determined that:

- "During periods of typical residential visitor parking demand (evenings and weekends), vehicles can be parked on-street directly adjacent to the subject site."
- "The subject site is located along a high frequency public transport corridor, with convenient access to high frequency bus services, which would theoretically reduce the parking demand associated with both residents and visitors."
- "Pre-arranged visitor parking associated with at least two of the three dwellings could be accommodated within the double garages of these dwellings, given an average requirement for 1.25 resident spaces per dwelling."
- "The overall on-site car parking provisions will be exceeded."



Stormwater

Principle 10 of the 'Natural Resources' Module provides guidance with respect to the management of stormwater. It advises that:

- 10 Development should include stormwater management systems to mitigate peak flows and manage the rate and duration of stormwater discharges from the site to ensure the carrying capacities of downstream systems are not overloaded.**

The attached stormwater management plan indicates that:

- each of the dwellings will come equipped with a 2,500 litre stormwater retention tank;
- the stormwater retention tanks will be plumbed into the wet areas to minimise the consumption of potable water;
- surface water from the common driveway will be directed to, and captured by, a series of grated sumps;
- overflow from the stormwater retention tanks will be discharged to Anzac Highway in a clean state and at an appropriate rate (the same can also be said for the surface water captured by the grated sumps); and
- the 'visitor' car parking space located between the proposed building and Anzac Highway will be sealed with permeable pavers to minimise the extent of impervious surfaces within the confines of the site.

Accordingly, it is most unlikely that the carrying capacity of the Council's existing stormwater drainage network will be overloaded by this development.



Waste

Principles 26 and 27 of the 'Medium and High Rise Development' Module provide guidance with respect to the management of waste. They advise that:

- 26 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 [sic] detract from the visual appearance of the ground floor.**
- 27 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.**

The attached waste management plan indicates that:

- a communal waste enclosure will be created between the proposed building and the front boundary of the site;
- the communal waste enclosure has been designed to accommodate the requisite type and number of bins (four, 140 litre bins for putrescibles, four, 240 litre bins for recyclables and two, 240 litre bins for organics);
- putrescibles will be collected on a weekly basis;
- recyclables and organics will be collected on a fortnightly basis;
- all of the bins will be presented to, and emptied from, the adjacent verge as part of the Council's existing kerbside collection service;
- there is enough room within the confines of the adjacent verge to accommodate the maximum number of bins (eight) that will need to be emptied at any one time; and
- all of the bins will be able to be washed within the confines of the communal waste enclosure courtesy of the sewer drain that is to be installed.

Landscaping

The DCS for PA 34 provides guidance with respect to the provision of landscaping. It advises, in part, that "short front setbacks along Anzac Highway will allow for some landscaping to contribute to a more open landscaped character."

(Our underlining for emphasis.)

The landscaping between the proposed building and Anzac Highway, which consists of an ornamental pear tree and an orange jessamine hedge, will soften the external appearance of the proposed building. It will also create a pleasant pedestrian environment, and provide for an attractive and welcoming transition between the public and private realms.

As an aside, we note that the extent of landscaping proposed accounts for approximately 9.5 percent of the area of the site, as sought by Principle 23 of the 'Medium and High Rise Development' Module.



Energy Efficiency

Principle 3 of the 'Energy Efficiency' Module provides guidance with respect to the environmental performance of the proposed building. It advises that:

- 3 Development should facilitate the efficient use of photovoltaic cells and solar hot water systems by:**
- (a) taking into account overshadowing from neighbouring buildings**
 - (b) designing roof orientation and pitches to maximise exposure to direct sunlight.**

The roof atop the proposed building has been designed, engineered and oriented to facilitate the installation of efficient solar panels which should be able to absorb an ample amount of sunlight given that none of the adjacent buildings are tall enough to pose a problem as far as 'overshadowing' is concerned.



Conclusion

We have concluded from our assessment of the proposal that it is deserving of consent. In support of our conclusion, we wish to highlight that:

- 'wholly residential buildings' are envisaged in this part of the Zone;
- the net density of this development is entirely consistent with the DCS for the Zone;
- no affordable housing is required or proposed to be provided, as the proposed building has been designed to accommodate fewer than 20 dwellings;
- there will be a range of floor plans for prospective purchasers to choose from, noting that three of the dwellings will have two bedrooms and a single garage, and that three of the dwellings will have three bedrooms and a double garage;
- the internal floor area of each dwelling complies with Principle 9 of the 'Residential Development' Module;
- each dwelling will come equipped with more than the recommended amount of domestic storage space;
- each dwelling will come equipped with a sufficient amount of functional and private open space;
- the proposed building will be set back a sufficient distance from all four boundaries of the site;
- none of the dwellings will exceed the maximum height that has been prescribed for this part of the Zone;
- the stepping of the upper level floor plates, the recessed nature of the balconies, and the use of differing materials and colours will combine to articulate, and add depth to, all four of the proposed building's façades by creating light and shadow;
- none of the adjacent residential properties will be 'overlooked' or 'overshadowed' to an unreasonable degree;
- no new crossovers to Anzac Highway are required or proposed;
- a sufficient number of on-site car parking spaces will be provided for the prospective residents and their visitors;
- the carrying capacity of the Council's existing stormwater drainage network is most unlikely to be overloaded by this development;
- all three forms of waste will be stored, and disposed of, in an environmentally sound manner;
- the proposed landscaping will create a pleasant pedestrian environment, and provide for an attractive and welcoming transition between the public and private realms; and
- the proposed building will be energy efficient for many years to come.

If you have any queries or concerns regarding the proposal, please do not hesitate to contact the undersigned in the first instance.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Fabian Barone', with a stylized flourish at the end.

Fabian Barone
Director

REF 0733 | 9 December 2019

REF: 0733 – Response to RFI

6 March 2020

Mr Brendan Fewster
City Development
City of West Torrens
By email: bfewster@wtcc.sa.gov.au



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

Dear Brendan,

RE: DEVELOPMENT APPLICATION 211/1240/2019

We have been instructed by the Applicant to respond to the Council's request for additional information by letter dated January 16, 2020.

Our response is set out below.

Primary Façade

The Applicant has decided to enhance the architectural expression of the proposed building's primary façade by:

- wrapping the balcony belonging to Dwelling 1 around the southern side of the first floor level;
- increasing the expanse of glazing along the southern side of the first and second floor levels of Dwelling 1;
- breaking up the expanse of rendered surfaces with vertical cladding that is pre-textured; and
- replacing the solid wall on the southern side of the porch belonging to Dwelling 1 with a powder-coated aluminium screen.

Communal Waste Enclosure

The Applicant is not prepared to relocate the communal waste enclosure for several reasons.

First, it would culminate in the proposed building being located closer than the recommended distance to Anzac Highway, as the proposed building would need to be shifted further to the south.

Second, it would also culminate in the loss of the 'visitor' parking space between the proposed building's primary façade and the site's frontage to Anzac Highway.

Third, the external walls of the communal waste enclosure will be assembled from corrugated iron and vertical cladding that is pre-textured to ensure that it blends in with the proposed building's primary façade.

Fourth, the prospective resident/s responsible for wheeling the bins to, and from, the adjacent verge would then need to wheel each of the bins back and forth over 90 metres. That would equate to around 630 metres of walking each and every time waste is scheduled to be collected.

REF 0733 | 6 March 2020





Overlooking

The Applicant is not prepared to obscure the glazed balustrades for three reasons.

First, Principle 27 of the 'Residential Development' Module does not apply to this development application, as the proposed building will consist of three storeys. For clarity, this Principle advises that:

- 27 Except for buildings of 3 or more storeys, upper level windows, balconies, terraces and decks that overlook habitable room windows or private open space of dwellings should maximise visual privacy through the use of measures such as sill heights of not less than 1.7 metres or permanent screens having a height of 1.7 metres above [sic] finished floor level.**

(Our underling for emphasis).

Second, the adjoining allotments to the south-west of the site are located in the Urban Corridor Zone, not the Residential Zone where a greater degree of amenity can reasonably be expected.

Third, the balconies are, in effect, the dwellings' secondary private open space and form an extension of the core living areas. To this end, we note that obscuring the glazed balustrades would be at odds with Principle 15 of the 'Medium and High Rise Development' Module, as it advises that "*living rooms should have a satisfactory short range visual outlook to public, communal or private open space.*"

(Our underlining for emphasis once again).

Energy Efficiency

The proposed building has been designed to achieve a rating of not less than six stars which is what is required in order for building rules consent to be issued by the Applicant's private certifier.

Notwithstanding this, it remains important to keep in mind that:

- the windows on the western side of the first floor level will be partly shaded by the cantilevered second floor level;
- the window reveals and stepped façades on the western side of the second floor level will combine to minimise the effects of the afternoon sun; and
- the façade in question will be oriented to the south-west, not to the west and, as such, its windows will not be exposed to direct sunlight until the sun is about to set.

Landscaping

The Applicant has decided to:

- increase the extent of landscaping within the confines of Community Lots 3, 4, 5 and 6; and
- return the English box hedge along the northern side of the common driveway to soften the appearance of the proposed Colorbond fence.

As a consequence of the Applicant's decision, the landscaped areas now account for more than 10 percent of the area of the site. We consider this to be sufficient, particularly when one takes into account that the proposed building is permitted to abut the northern (rear), eastern (side) and western (side) boundaries of the site.



Garage Dimensions

Mr Phil Weaver, a qualified, experienced and independent traffic engineer, has been instructed by the Applicant to review, and subsequently respond to, the Council's comments regarding the internal dimensions of each garage.

According to Mr Weaver:

- *"The dimensions included on the CAD plans of the proposed development indicate that the internal length of the garages would be 5.7m [sic]."*
- *"This dimension is typical of that associated with such developments and is commonly adopted by other Councils for similar developments."*
- *"The design of each garage includes doors which open out from the garage rather than into the garage providing a more practical arrangement for parking than associated with designs where the doorways open into the garage."*
- *"There is no minimum length (depth) specified within the relevant off-street car parking standard (AS/NZS 2890.1:2004) in relation to an enclosed garage."*
- *"The current design of the garages would exceed the minimum requirement within the standard for a 90° parking space and would provide an additional clearance of a vehicle parked in the garage."*

Mr Weaver's full response is attached to this letter.

Elevations

The elevations are now based on the four cardinal directions/points.

Stormwater

It is clear from Drawings 191028 – C3/B and 191028 – C4/B that:

- the proposed discharge pipe is now located in excess of 1.0 metre from the proposed crossover;
- the capacity of each retention tank has been increased from 2,500 litres to 3,000 litres;
- some of the overflow from the retention tanks will be directed to landscaped areas; and
- the proposed stormwater management system will be operational prior to 'handover' occurring.

Crossover

The proposed crossover has been amended to allow for the creation of a pedestrian refuge of not less than 1.0 metre in length, as sought by the Council.

In order to facilitate this amendment, an application will be made by the Applicant to relocate the existing side entry pit at their expense. This application will be made once a development plan consent has been secured.



Common Driveway

It is clear from the turn path diagrams attached to Mr Weaver's full response that the proposed crossover and common driveway, in their amended configuration, will provide for a B99 vehicle to be driven into the site whilst a B85 vehicle is being driven out of the site.

Letter Box

A communal letter box will be erected between the 'visitor' parking space and the site's frontage to Anzac Highway. Drawing 19024_SD02, Revision B attests to this.

Water Meters

It is our understanding that the water meters will be installed behind the communal letter box to ensure that they are not readily visible from the public realm.

Domestic Storage

It is clear from the breakdown provided in the top right-hand corner of Drawing 19024_SD02, Revision B that the prospective occupant/s of each dwelling will have access to not less than 8.1 cubic metres of domestic storage space, as sought by Principle 25 of the 'Medium and High Rise Development' Module.

Summary

We trust that you now have all of the information you reasonably require to finalise your assessment of the proposed development. With that said, if you have any further queries or concerns, please do not hesitate to contact the undersigned in the first instance.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Fabian Barone', with a stylized flourish at the end.

Fabian Barone
Director

In reply please quote: 2020/00291, Process ID: 609977
Enquiries to: Matthew Henderson
E-mail: dpti.luc@sa.gov.au

**Government of South Australia**

Department of Planning,
Transport and Infrastructure

**TRANSPORT PLANNING AND
PROGRAM DEVELOPMENT****Transport Assessment**

GPO Box 1533
ADELAIDE SA 5001

ABN 92 366 288 135

31 January 2020

Mr Brendan Fewster
City of West Torrens
165 Sir Donald Bradman Drive
HILTON SA 5033

Dear Mr Fewster

SCHEDULE 8 - REFERRAL RESPONSE

Development No.	211/1240/19
Applicant	Square Ceilings Pty Ltd
Location	217 Anzac Highway, Plympton
Proposal	Six dwellings

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 application proposes six dwellings accessed via a single, shared driveway. The subject site is located on Anzac Highway, an arterial road under the care, control and management of the Department of Planning, Transport and Infrastructure (DPTI).

DPTI has reviewed the Traffic and Parking Assessment by Phil Weaver and Associates, along with the proposal plans by Nic Design Studio. Whilst it is not ideal for the driveway to be located opposite a median opening, it is understood that the proposed driveway cannot be located to the other side of the allotment due to an existing street tree.

It is noted that the proposed driveway arrangement seems to broadly facilitate the turning movements required for passenger vehicles parked in the garages and on-site visitor park to enter and exit the site in a forward direction, the department recommends the following minor alterations to the proposed driveway:

- The trafficable surface should be 6.0 metres in width consistent with AS/NZS 2890.1 2004
- The driveway should meet Anzac Highway at 90° to the road, or as near as practicable
- The driveway should ideally have some physical separation from the neighbouring access (approx. 1.0 metres of upright kerb would be desirable)
- Ideally, visitor parks should not be located within the first 6.0 metres of a driveway to minimise the likelihood of conflicting vehicle movements

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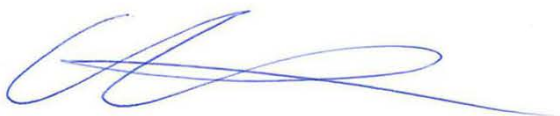
It is further noted that the proposed Level 1 balconies overhang a portion of the trafficable area of the driveway at a height of 2.7 metres above the finished surface level. Whilst this is unlikely to obstruct the passage of most passenger vehicles, it may present a barrier to the movement of trucks when required (i.e. removalists).

ADVICE

The Department of Planning, Transport and Infrastructure advises the planning authority to attach the following conditions to any approval:

1. Vehicular access to/from Anzac Highway shall be a minimum of 6 metres in width with generous flaring to the road, located adjacent the western site boundary.
2. All vehicles shall enter and exit the site in a forward direction.
3. Stormwater run-off shall be collected on-site and discharged without jeopardising the safety and integrity of the road network. Any alterations to the road drainage infrastructure required to facilitate this shall be at the applicant's expense.

Yours sincerely



A/MANAGER, TRANSPORT ASSESSMENT
for **COMMISSIONER OF HIGHWAYS**

A copy of the decision notification form should be forwarded to dpti.developmentapplications@sa.gov.au

#15055924

Preliminary Traffic, Flooding & Stormwater Assessment

Development Application No: 211/1240/2019

Assessing Officer: Brendan Fewster
Site Address: 217 Anzac Highway, PLYMPTON SA 5038
Certificate of Title: CT-5658/769
Description of Development Construction of a three-storey residential flat building containing six (6) dwellings with associated landscaping

TO THE TECHNICAL OFFICER - CITY ASSETS

Please provide your comments in relation to:

- ☐ Site drainage and stormwater disposal
- ☐ Required FFL
- ☐ On-site vehicle parking and manoeuvrability
- ☐ New Crossover
- ☐ Your advice is also sought on other aspects of the proposal as follows:

.....
.....

PLANNING OFFICER - Brendan Fewster

DATE 11 March, 2020



Memo

To Brendan Fewster
From Richard Tan
Date 11-Mar-2020
Subject 211/1240/2019, 217 Anzac Highway, PLYMPTON SA 5038

Brendan Fewster,

The following City Assets Department comments are provided with regards to the assessment of the above development application:

1.0 FFL Consideration – Finished Floor Level (FFL) Requirement

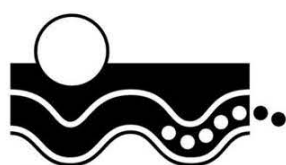
- 1.1 In accordance with the provided 'Civil Layout Plan' (SCA, Ref: 191028-C3/B, dated 25/02/2020), the FFLs of the proposed development (17.05 minimum) have been assessed as satisfying minimum requirements (16.90) in consideration of street and/or flood level information.

2.0 Verge Interaction

- 2.1 In association with new development, driveways and stormwater connections through the road verge need to be located and shaped such that they appropriately interact with and accommodate existing verge features in front of the subject and adjacent properties. Any new driveway access shall be constructed as near as practicable to 90 degrees to the kerb alignment (unless specifically approved otherwise) and must be situated wholly within the property frontage.

New driveways and stormwater connections are typically desired to be located a minimum 1.0 metre offset from other existing or proposed driveways, stormwater connections, stobie poles, street lights, side entry pits and pram ramps, etc. (as measured at the kerb line, except for driveway separation which will be measured from property boundary). An absolute minimum offset of 0.5m from new crossovers and stormwater connections to other existing road verge elements is acceptable in cases where space is limited.

These new features are also desired to be located a minimum of 2.0 metres from existing street trees, although a lesser offset may be acceptable in some circumstances. If an offset less than the desired 2.0 metres is proposed or if it is requested for the street tree to be

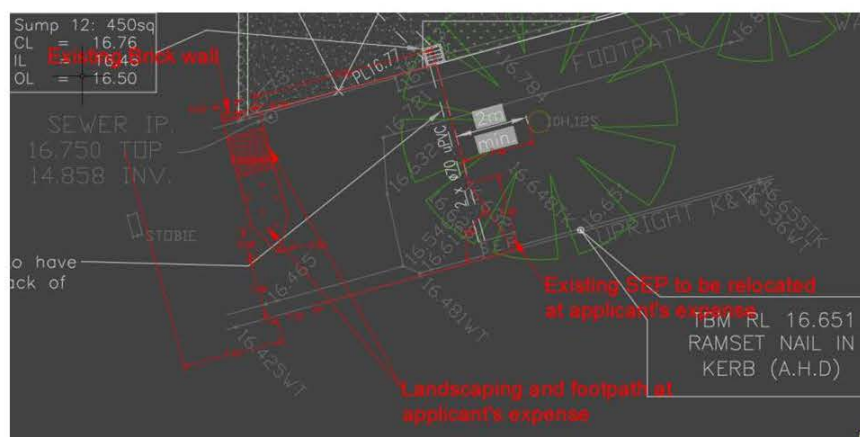


City of **West Torrens**

Between the City and the Sea

removed, then assessment for the suitability of such will be necessary from Council's Technical Officer (Arboriculture).

- 2.1.1** The proposed stormwater connection location has been assessed as satisfying minimum requirements.
- 2.2** The shape and material of stormwater connection through the road verge area has been assessed as satisfying minimum requirements
- 2.3** The new amended plan has indicated that the applicant is providing a 1m separation between proposed crossover and neighbouring crossover. However, it should be noted that the reinstatement of footpath and landscaping will be at applicant's expense. I leave this to the planner's consideration of how this can be manage, however it is strongly suggested that the plan should be updated as per the following provided sketch.



- 2.4** Significant alterations will be required to the existing public Side Entry Pit (SEP) fronting the subject site to allow for a standard driveway access for proposed development. The following works are deemed necessary in the circumstances of this application and are to be undertaken by Council or a contractor appointed by Council.

Without getting a detailed quote for the required alteration works, the extent of the alterations associated with the existing SEP and underground pipe systems are as indicated below with the estimated cost to be in the order of **\$5,000.00** (inclusive of GST).

The installation of a new SEP in front of the proposed development site including supply and install connecting pipework between two pits.



City of **West Torrens**

Between the City and the Sea

Supply and install of vehicular invert only for new driveway (Crossover to be undertaken by the applicant).

The cost estimated to alter the existing stormwater infrastructure does not include the construction of the driveway crossover, footpath and stormwater outlets at the kerb for garage system as these would be required of any similar development in any other location.

These works are to be undertaken by others with the authorisation from Council under pursuant to S221 of the Local Government Act 1999. The 'Application to Construct a Vehicular Crossing Place Over Council Land' can be submitted to Council prior to building works completion of the site.

The final costs will only be determined once a Council staff or a contractor acting on Council's direction is engaged. Any additional costs associated with the alterations to the existing SEP and pipe system in excess of \$5,000.00 will be borne by Council. An invoice detailing the final amount of the verge feature alterations will be issued separately upon completion of works.

The applicant has indicated that the existing side entry pit will be relocated at their expense. However, it is unclear whether that the applicant is agree with the above cost and arrangement provided by Council. I leave this to the planner's consideration on whether further clarification or response from applicant is required.

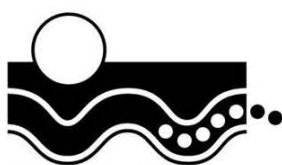
It is recommended that clarification and commitment from the applicant is sought in regards to the alteration works to the existing public infrastructure.

3.0 Traffic Requirements

3.1 The common driveway has been assessed as satisfying minimum requirements

3.2 It is also important to ensure that the functionality of this driveway entrance and passing area is not compromised by the ultimate installation of letterboxes, above ground service metres or similar.

Provided plan has indicated that letter boxes is within the 300mm landscaping area of the common driveway entrance, which should be relocated.



City of **West Torrens**

Between the City and the Sea

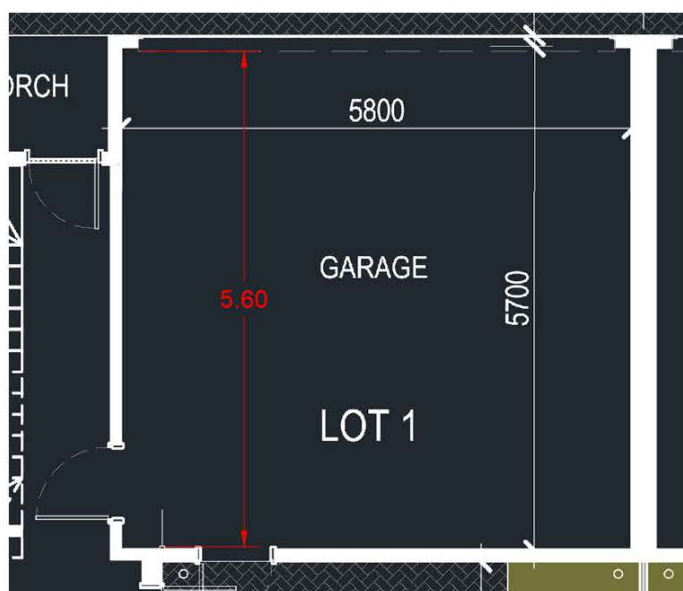
It is recommended that the letter boxes should be relocated outside the 300mm landscaping area of the common driveway entrance

It is also recommended that any approval associated with this development included a condition of similar wording to the following;

"No aboveground structure(s) such as letterboxes, service meters or similar are to be installed within the common driveway entrance and passing area."

3.3 This has previously been accepted in assessment dated 19/12/2019

3.4 The internal garage length is currently measured at 5.6m.



City Assets believe that the Australian Standard is silent on the internal length of an enclosed garage. Considering in an enclosed garage with obstruction (walls and garage door) on four sides, and the manoeuvrability within the garage, City Assets believe that a 5.8m garage internal length is considered reasonable. I leave this to the planner's consideration on whether a 5.6m garage internal length will be acceptable.

3.5 One parking spaces has been proposed to be located directly off of the 6m by 6m passing entry within the property.

Although often supported by City Development, City Assets does not support this arrangement and considers this to be potentially



dangerous due to vehicles accessing these spaces having to enter and exit the property from the wrong side of the common driveway (ie driving of the right side of the carriageway rather than the typical left.)

Further determination of the requirement for further consideration of this design element is left to the discretion of the planning officer.

3.6 Provided car parking space has been assessed as satisfying minimum requirements.

3.7 Referral to DPTI is required.

4.0 Waste Management

4.1 Council's Waste Management team has supported the waste for this development to be serviced by Council's waste services. However due to the changes to the crossover, there is now only approximately 8.25m kerb side space for bin presentation.

It is recommended that assessment from Council's Waste Management Team is required for the changes.

5.0 Stormwater

5.1 Refer to dot point 6.1

6.0 Stormwater

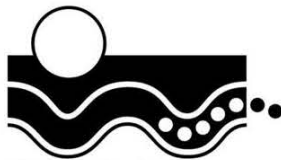
6.1 It is likely that the applicant has chosen to adopt the 'Alternate' approach for desired stormwater management for this site, however the description of the tank does not meet all the 'Alternate' stormwater management approach.

The following changes should be amended on plans:

- Legend for the tank should be provided
- Rainwater tank plumbed to deliver recycled water to all toilets and laundry cold water outlet. (Can also be connected to Hot Water Service if desired).

It is recommended that any approval associated with this development included a condition of similar wording to the following;

- **All stormwater management measures for a dwelling, including harvest tanks and supply mechanisms, must be installed and operation prior to occupancy of that dwelling.**



City of **West Torrens**

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- **Rainwater tank plumbed to deliver recycled water to all toilets and laundry cold water outlet. (Can also be connected to Hot Water Service if desired).**
- **A minimum of 90 percent of the roof area of each dwelling must be plumbed to direct stormwater runoff to the rainwater tank for that dwelling.**

6.2 While Ecosol litter basket is considered a suitable stormwater quality product for a site of this scale, however, based on the provided brochure, there pit size proposed does not seem to meet the minimum requirement to install the stormwater quality product. In principle, the concept of stormwater quality for this development is considered acceptable, and it would not be unreasonable to provide further details (including models, amended stormwater management plan etc) in Reserved Matter. I leave this to the planner's decision.

Regards
Richard Tan
Civil Engineer

To Joel Phillips | Colby Phillips Advisory

Cc Brendan Fewster

Hi Joel,

My apologies for the confusion. As per our discussion, my calculation was in error regarding number of bins and available verge space. Your assessment in your waste management plan is correct and I endorse a shared service for 217 Anzac Highway.

Thanks,
Nick

Sent from my iPhone

6.4 24 Portland Street, FULHAM

Application No 211/231/2020

DEVELOPMENT APPLICATION DETAILS

DESCRIPTION OF DEVELOPMENT	Land division - Torrens Title; SCAP No. 211/D025/20; Create one (1) additional allotment
APPLICANT	Peter and Todd Keough c/- Zaina Stacey Development Consultants
LODGEMENT DATE	25 March 2020
ZONE	Residential
POLICY AREA	Low Density Policy Area 21
APPLICATION TYPE	Merit
PUBLIC NOTIFICATION	Category 1
REFERRALS	Internal <ul style="list-style-type: none"> • Nil External <ul style="list-style-type: none"> • State Commission Assessment Panel (SCAP) • South Australian Water Corporation (SA Water)
DEVELOPMENT PLAN VERSION	Consolidated - 12 July 2018
DELEGATION	<ul style="list-style-type: none"> • The relevant application proposes a merit form of development which does not meet the minimum site area requirements in the relevant Zone or Policy Area by 7.5% or more.
RECOMMENDATION	Support with conditions
AUTHOR	Jordan Leverington

BACKGROUND

A combined land division and built form application was previously submitted and granted Planning and Land Division Consent on 11 June 2019 By the Council Assessment Panel (CAP). The applicant has now decided to pursue a different direction and seeks approval only for the 1 into 2 land division with no built form component.

As the land division proposes allotments more than 7.5% deficient of the minimums described in the Development Plan, it must be determined by the CAP.

The combined application cannot simply be amended, as the removal of the built form portion of the application changes the essential nature of the application. Case law requires that a new application be submitted and considered. It is the new application that is subject of this report.

SUBJECT LAND AND LOCALITY

The subject land is formally described as Allotment 434 in Deposited Plan 6148 in the area named Fulham, Hundred of Adelaide, Volume 5656 Folio 513, more commonly known as 24 Portland Street, Fulham. The subject site is irregular in shape with a 27.4 metre (m) wide frontage to Portland Street and a site area of 767 square metres (m²).

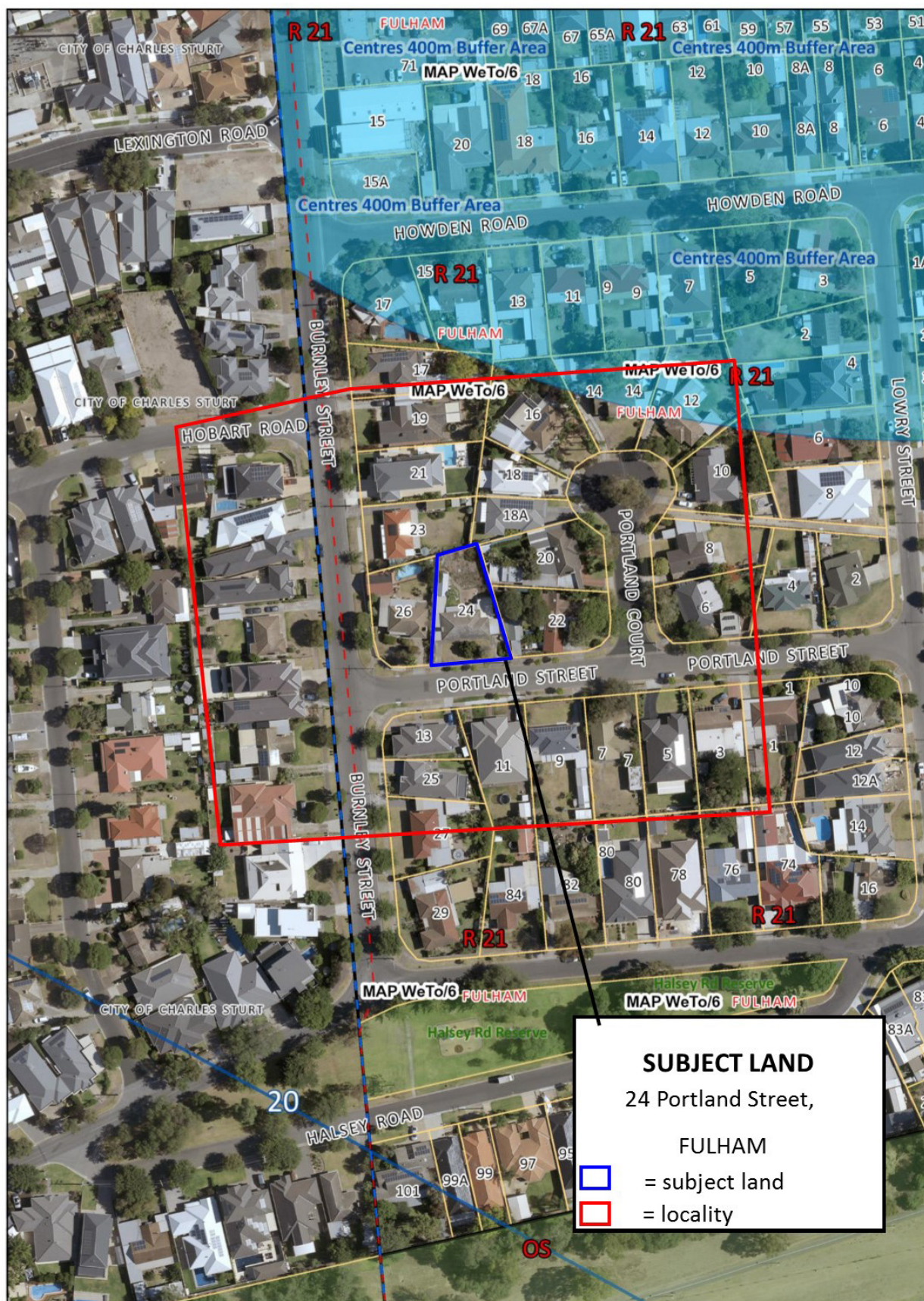
There is a sewerage easement to the South Australia Water Corporation that exists on the adjacent allotment to the rear of the subject land.

The site currently contains a single storey detached dwelling with attached carports, verandah and outbuilding. The site is relatively flat. There are no regulated trees on the subject site or on adjoining land that would be affected by the development.

The locality consists of detached dwellings at low densities and wide street frontages, although there is evidence of some smaller allotments that have recently been developed. The boundary with the City of Charles Sturt is 50m to the west of the subject land and there appears to be a more dense pattern of division observed. The subject land is 60m from the 400m Centre Zone buffer area, 240m north of the River Torrens, 400m south of Henley Beach Road and 800m west of Tapleys Hill Road. There is moderate accessibility to public transport in this location.

The amenity of the locality is moderate to high with well-maintained dwellings (some relatively new) and landscaping on the verge and in front yards.

The subject land and locality are shown on the aerial imagery map below.



RELEVANT APPLICATIONS

DA Number	Description of Development	Decision	Decision Date
211/190/2019	Combined Application: Land division - Torrens Title; SCAP No. 211/D020/19; Create one (1) additional allotment; and Construction of two detached dwellings	Planning Consent and Land Division Consent Granted (CAP)	11 June 2019
211/172/2020	Demolition of existing dwelling and all other structures	Development Approval	10 March 2020

PROPOSAL

This is an application seeks to divide the existing allotment into two. The allotments are irregular in shape with a wider frontage than rear boundary, their dimensions are as follows:

	Size	Frontage
Lot 101	364m ²	12m
Lot 102	404m ²	15.43m

There is a large sewerage easement which crosses over the rear of each allotment.

The proposed plan of division and indicative building envelope plans are contained in **Attachment 2 and 3** respectively.

INTERNAL REFERRALS

Nil.

EXTERNAL REFERRALS

Department	Comments
SCAP	<ul style="list-style-type: none"> No concerns, standard suite of conditions applied
SA Water	<ul style="list-style-type: none"> No concerns, standard suite of conditions applied

A copy of the relevant referral responses are contained in **Attachment 4**.

RELEVANT DEVELOPMENT PLAN PROVISIONS

The subject land is located within the Residential Zone and, more specifically, Low Density Policy Area 21 as described in the West Torrens Council Development Plan.

The relevant Desired Character statements are as follows:

Residential Zone - Desired Character	
<p><i>This zone will contain predominantly residential development. There may also be some small-scale non-residential activities such as offices, shops, consulting rooms and educational establishments in certain locations. Non-residential activities will be complementary to surrounding dwellings.</i></p> <p><i>Allotments will be at very low, low and medium densities to provide a diversity of housing options in different parts of the zone. The range of allotment sizes will support the desired dwelling types anticipated in each policy area, and the minimum allotment sizes shall be treated as such in order to achieve the Desired Character for each policy area and, in turn, reinforce distinction between policy areas. Row dwellings and residential flat buildings will be common near centres and in policy areas where the desired density is higher, in contrast to the predominance of detached dwellings in policy areas where the distinct established character is identified for protection and enhancement. There will also be potential for semi-detached dwellings and group dwellings in other policy areas.</i></p> <p><i>Residential development in the form of a multiple dwelling, residential flat building or group dwelling will not be undertaken in a Historic Conservation Area.</i></p> <p><i>Landscaping will be provided throughout the zone to enhance the appearance of buildings from the street as viewed by pedestrians, provide an appropriate transition between the public and private realm and reduce heat loads in summer.</i></p>	
Objectives	1, 2, 3, 4
Principles of Development Control	1, 5, 6, 7, 8, 11, 12, 13

Low Density Policy Area 21 - Desired Character	
<p><i>This policy area will have a low density character. In order to preserve this, development will predominantly involve the replacement of detached dwellings with the same (or buildings in the form of detached dwellings).</i></p> <p><i>There will be a denser allotment pattern and some alternative dwelling types, such as semi-detached and row dwellings, close to centre zones where it is desirable for more residents to live and take advantage of the variety of facilities focused on centre zones. Battleaxe subdivision will not occur in the policy area to preserve a pattern of rectangular allotments developed with buildings that have a direct street frontage. In the area bounded by Henley Beach Road, Torrens Avenue and the Linear Park, where the consistent allotment pattern is a significant positive feature of the locality, subdivision will reinforce the existing allotment pattern.</i></p> <p><i>Buildings will be up to 2 storeys in height. Garages and carports will be located behind the front façade of buildings. Buildings in the area bounded by Henley Beach Road, Torrens Avenue and the Linear Park will be complementary to existing dwellings through the incorporation of design features such as pitched roofs, eaves and variation in the texture of building materials.</i></p>	

Development will be interspersed with landscaping, particularly behind the main road frontage, to enhance the appearance of buildings from the street as viewed by pedestrians, provide an appropriate transition between the public and private realm and reduce heat loads in summer. Low and open-style front fencing will contribute to a sense of space between buildings.

Objective	1
Principles of Development Control	1, 2, 3

Additional provisions of the Development Plan which relate to the proposed development are contained in **Attachment 1**.

QUANTITATIVE STANDARDS

The proposal is assessed for consistency with the quantitative requirements of the Development Plan as outlined in the table below:

DEVELOPMENT PLAN PROVISIONS	STANDARD	ASSESSMENT
ALLOTMENT AREA <i>Low Density Policy Area 21</i> PDC 6	420m ² (min.)	364m ² (lot 1) 404m ² (lot 2) Does Not Satisfy
ALLOTMENT FRONTAGE <i>Low Density Policy Area 21</i> PDC 6	12m (min.)	12m (lot 1) 15.4m (lot 2) Satisfies

ASSESSMENT

In assessing the merits or otherwise of the application, the proposed development is discussed under the following sub headings:

Desired Character

The desired character statement for the Zone and more specifically the Policy Area seeks low density residential development. Low density is defined as being a net density of 17-33 dwellings per hectare. The proposal provides a net density of 26 dwellings per hectare and therefore meets the definition of low density.

The desired character statement also seeks a pattern of rectangular allotments, however given the existing character of irregular shaped allotments within this particular locality (see locality plan), this aspect is not considered relevant to this application.

As the frontage widths meet and exceed the minimum described in the Policy Area, there will be little to no impact from a streetscape perspective in that the predominant allotment pattern will be maintained.

Accordingly, the development meets the intent of the Desired Character, Objective 1 and PDC 2 of the Policy Area.

Allotment areas and frontages

The proposed frontage widths satisfy the minimum frontage widths stipulated by the Policy Area.

Both allotments areas however do not meet the minimum allotment area prescribed of 420m², representing a 13% and 4% shortfall respectively. Despite these deficiencies it is still considered that the intent of the policy area has been met by providing two low density allotments to accommodate residential land use. The applicant has provided indicative building envelope plans which suitably demonstrate that dwellings can be built upon the proposed allotments whilst satisfying requirements in relation to setbacks, provision of private open space, and on-site parking.

It should be noted that the subject site is very close to the adjoining Council LGA boundary. On the City of Charles Sturt side, it is evident a greater density is supported as there are many examples of smaller allotments and a general denser pattern of development. The proposed allotments are not out of character when considering the wider locality.

Of particular relevance is that the applicant already has approval for a combined land division and built form application. As it was a combined application and had the benefit of being close to a Centre Zone, the assessment took consideration that Policy Area allows smaller allotment sizes and frontages in these circumstance. As this application is only for the land division, the larger site area and frontages provisions apply.

Should this application not be supported, the applicant can still choose to enact the former authorisation which ultimately results in the same outcome.

Given these considerations, the proposed allotment areas and frontages are deemed acceptable for this development.

Built Form

Whilst no built form is part of this application, the application has provided indicative building envelope plans that demonstrate the ability of dwellings that could be constructed. These indicative building plans are reflective of the same plans that were granted Development Plan consent by the CAP in the previously approved combined application (211/190/2019).

Despite their irregular shape, they are of sufficient size to support the development of a dwelling on each allotment that satisfactorily complies with the relevant provisions of the Development Plan.

It is likely that these allotments will be sold off and new owners will seek approval of their own designs. The appropriateness of them will be considered at that time and against the legislation in at the time.

SUMMARY

The proposal seeks to create two low density Torrens Title allotments. Although failing to meet the minimum site area described by the Policy Area, the applicant has demonstrated that suitable dwellings can be constructed without detrimentally impacting the prevailing allotment pattern of the locality.

Having considered all the relevant provisions of the Development Plan, the proposal is not considered to be seriously at variance with the Development Plan.

On balance the proposed development sufficiently accords with the relevant provisions contained within the West Torrens Council Development Plan Consolidated 12 July 2018 and warrants Development Plan Consent, Land Division Consent and Development Approval.

RECOMMENDATION

The Council Assessment Panel, having considered all aspects of the report, the application for consent to carry out development of land and pursuant to the provisions of the *Development Act 1993* resolves to GRANT Development Plan Consent, Land Division Consent and Development Approval for Application No. 211/231/2020 by Peter and Todd Keough c/- Zaina Stacey Development Consultants to undertake a 1 into 2 Torrens Title land division at 24 Portland Street, Fulham (CT5656/513) subject to the following conditions of consent:

Development Plan Consent Conditions:

1. The development shall be undertaken, completed and maintained in accordance with the following plans and information detailed in this application except where varied by any condition listed below:
 - Survey Plan by Zaina Stacey Development Consultants, Ref 20076

Reason: To ensure the proposal is developed in accordance with the plans and documents lodged with Council.

Land Division Consent Conditions

Council Requirements

Nil

SCAP Requirements

2. The financial requirements of the SA Water Corporation shall be met for the provision of water supply and sewerage services.
Subject to our new process, on receipt of the developer details and site specifications an investigation will be carried out to determine if the connections to your development will be standard or non-standard fees.
On approval of the application, it is the developers/owners responsibility to ensure all internal pipework (water and wastewater) that crosses the allotment boundaries has been severed or redirected at the developers/owners cost to ensure that the pipework relating to each allotment is contained within its boundaries.
Reason: To satisfy the requirements of the South Australian Water Corporation.
3. Payment of \$7616 into the Planning and Development Fund (1 allotment @ \$7616/allotment). Payment may be made by credit card via the internet at www.edala.sa.gov.au or by phone (7109 7018), by cheque payable to the State Planning Commission marked "Not Negotiable" and sent to GPO Box 1815, Adelaide 5001 or in person, by cheque or credit card, at Level 5, 50 Flinders Street, Adelaide.
Reason: To satisfy the requirements of the State Commission Assessment Panel.
4. A final plan complying with the requirements for plans as set out in the Manual of Survey Practice Volume 1 (Plan Presentation and Guidelines) issued by the Registrar General to be lodged with the State Commission Assessment Panel for Land Division Certificate purposes.
Reason: To satisfy the requirements of the State Commission Assessment Panel.

Attachments

1. Relevant Development Plan Provisions
2. Plan of Division & Certificate of Title
3. Indicative Building Envelope Plans
4. External Referrals

Relevant Development Plan Provisions

<u>General Section</u>		
<i>Land Division</i>	<i>Objectives</i>	<i>1, 2, 3 & 4</i>
	<i>Principles of Development Control</i>	<i>1, 2, 5, 6, 7, 8, 12 & 16</i>
<i>Orderly and Sustainable Development</i>	<i>Objectives</i>	<i>1, 2, 3, 4 & 5</i>
	<i>Principles of Development Control</i>	<i>1, 3, 5 & 7</i>
<i>Residential Development</i>	<i>Objectives</i>	<i>1, 2, 4 & 5</i>
	<i>Principles of Development Control</i>	<i>1 & 3</i>
<i>Transportation and Access</i>	<i>Objective</i>	<i>2</i>
	<i>Principles of Development Control</i>	<i>1, 8, 23, 24, 25, 30, 32 & 33</i>



Government of South Australia
Department of Planning,
Transport and Infrastructure

Product	Register Search (CT 5656/513)
Date/Time	10/04/2018 07:42AM
Customer Reference	
Order ID	20180410000190
Cost	\$28.25

REAL PROPERTY ACT, 1886



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 5656 Folio 513

Parent Title(s)	CT 2558/36		
Creating Dealing(s)	CONVERTED TITLE		
Title Issued	25/05/1999	Edition	1
		Edition Issued	25/05/1999

Estate Type

FEE SIMPLE

Registered Proprietor

PETER HOWARD KEOUGH
DOROTHY MAY KEOUGH
OF PORTLAND STREET FULHAM SA 5024
AS JOINT TENANTS

Description of Land

ALLOTMENT 434 DEPOSITED PLAN 6148
IN THE AREA NAMED FULHAM
HUNDRED OF ADELAIDE

Easements

SUBJECT TO SERVICE EASEMENT(S) OVER THE LAND MARKED A FOR SEWERAGE PURPOSES TO SOUTH AUSTRALIAN WATER CORPORATION (223LG RPA)

Schedule of Dealings

NIL

Notations

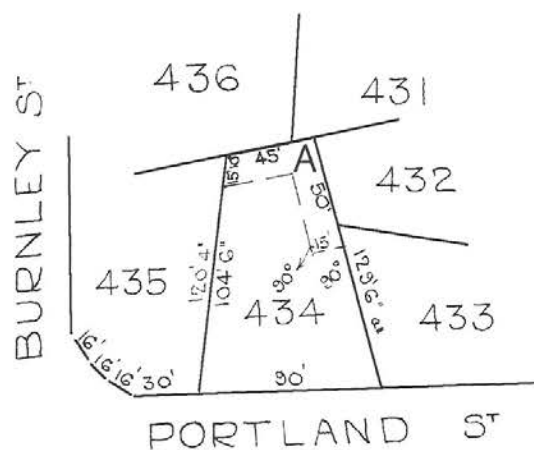
Dealings Affecting Title	NIL
Priority Notices	NIL
Notations on Plan	NIL
Registrar-General's Notes	NIL
Administrative Interests	NIL



Government of South Australia
Department of Planning,
Transport and Infrastructure

Product
Date/Time
Customer Reference
Order ID
Cost

Register Search (CT 5656/513)
10/04/2018 07:42AM
20180410000190
\$28.25



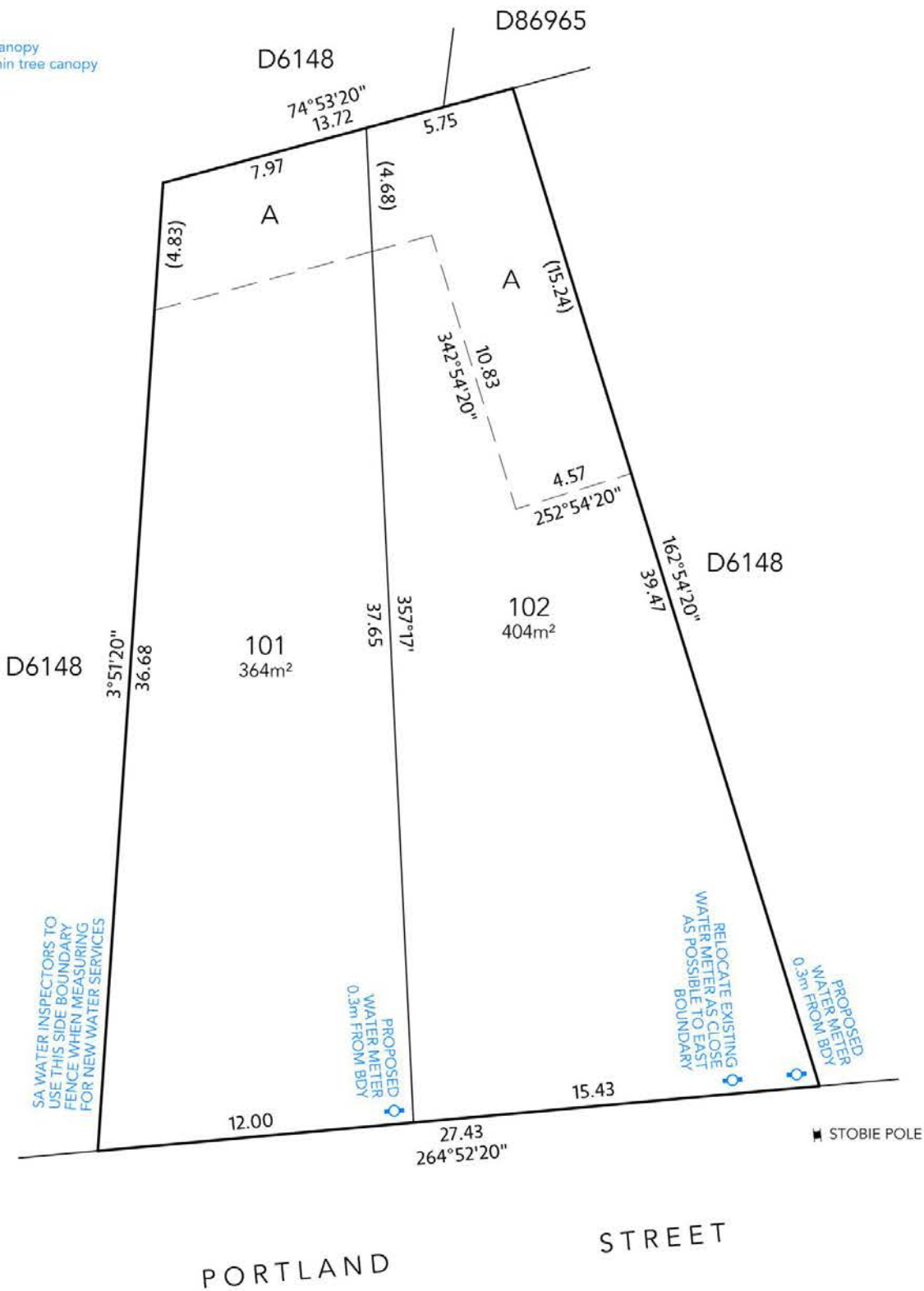
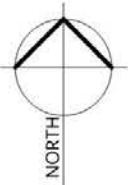
80 0 80 FT

DISTANCES ARE IN FEET AND INCHES
FOR METRIC CONVERSION
1 FOOT = 0.3048 METRES
1 INCH = 0.0254 METRES

Location Restrictions for Water and Wastewater Connections

Gas Meter	Minimum 1.0m from a gas meter
Light Poles	Minimum 1.0m from a light pole
Stobie Poles	Minimum 1.5m from a stobie pole (Water)
	Minimum 3.0m from a stobie pole (Sewer)
Stormwater Culverts	Minimum 0.5m from edge of culvert
Telstra Pit	Minimum 0.5m from edge of pit
Trees	Girth > 1.0m - Minimum 3.0m from the tree and not within tree canopy
	Girth < 1.0m - Possibly closer to the tree than above and not within tree canopy
Water and Wastewater Connections	Minimum 0.6m apart

SA Water Contact Details
Amanda Mitchell
Zaina Stacey Pty Ltd
Phone 8379 7979



Land division application:	
211 / D / 20	
SHEET 1 OF 1 SHEETS	
City of West Torrens	
Total area of site:	768m ²
Area of reserve provided:	0m ²
No. of existing allotments:	1
No. of proposed allotments:	2
No. of additional allotments:	1
Subject land details:	
Allotment 434 in D6148	
Site Address: 24 Portland Street	
Suburb: Fulham	
Hundred: Adelaide	
Title(s): C.T. 5656 / 513	
Annotations:	

All measurements in metres unless shown otherwise.
Do not scale drawing. Original sheet size is A3.
All measurements are subject to survey and final plan of division. Always check the current certificate(s) of title for any easement(s) and annotations(s) that affect the within land.

Refer to the building plans for the proposed dwelling(s). Owner/developer or building designer to advise if the configuration of the dwellings change in any form.

All existing structures are to be demolished. Owner or developer to apply to Council for demolition approval.

Council Rates Department to provide street numbering on the Decision Notification Form to allow new electricity and telecommunications connections to be established as per NBN Co/Telstra Smart Communities and SA Power Networks.

Portion of allotments 101 and 102 marked A is subject to a service easement to the South Australian Water Corporation for sewerage purposes.



20/03/2020		Original issue
Rev.	Date	Description
ZAINA STACEY DEVELOPMENT CONSULTANTS Office: 13 Avenue Road, Frewville SA Post: PO Box 1000, Torrens Park SA 5062 Phone: 08 8379 7979 Email: planning@zainastacey.com		
Reference: 20076		

SITE NOTES

BUILDER TO CHECK AND CONFIRM ALL LEVELS AND DIMENSIONS PRIOR TO COMMENCEMENT OF CONSTRUCTION

ANY DISCREPANCIES IN DOCUMENTATION AND / OR ON SITE ARE TO BE REPORTED TO THE DESIGNER BEFORE ANY WORK IS COMMENCED

ALL WRITTEN DIMENSIONS TO TAKE PREFERENCE OVER SCALED DIMENSIONS.

ALL WORK TO BE IN ACCORDANCE WITH THE BUILDING CODE OF AUSTRALIA AND RELEVANT LOCAL AUTHORITY REQUIREMENTS

FOUNDATIONS, EXCAVATIONS, REINFORCEMENT PLACEMENT, ETC. TO BE INSPECTED AND APPROVED BY ENGINEER OR BUILDING SURVEYOR PRIOR TO ANY CONCRETE PLACEMENT

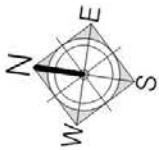
GROUND LEVELS AND FINISHED FLOOR LEVELS INDICATED ARE APPROXIMATE ONLY AND ARE TO BE CONFIRMED ON SITE

NO VARIATION MAY BE MADE TO THIS DRAWING WITHOUT PRIOR APPROVAL OF THE PROPRIETOR OR DESIGNERS

REFER TO ENGINEERS DESIGN, DOCUMENTATION, CALCULATION AND SPECIFICATION FOR STRUCTURAL, ELECTRICAL, HYDRAULIC AND CIVIL DETAILS (IF APPLICABLE)

STORMWATER TO BE DISCHARGED TO STREET WATERTABLE OR RAINWATER TANK IN ACCORDANCE WITH COUNCIL REQUIREMENTS AND/OR DIRECTION.

SURFACE WATER RUN-OFF FROM NOT LESS THAN 50sqm OF ROOF CATCHMENT AREA TO BE STORED IN 1000L RAIN WATER TANK AND, PLUMBED TO EITHER A TOILET, WATER HEATER OR LAUNDRY COLD WATER AND, INLET/OVERFLOW ON RAIN WATER TANK MUST BE FITTED WITH INSPECT PROOF AND NON DEGRADABLE SCREENS



LOCATION PLAN
SCALE NTS



REVISION
PD-B
JOB# 454

Client: PETER & TODD KEOUGH
Address: 24 PORTLAND ST FULHAM

MICHAEL ZAINA
FC 1001 455 550
FC 1001 455 550
FC 1001 455 550
www.zainastacey.com
ZAINA STACEY | www.zainastacey.com

ZAINA STACEY

1 OF 6
scale at A3
© COPYRIGHT 2017

ANY DISCREPANCIES IN DOCUMENTATION
AND / OR ON SITE ARE TO BE REPORTED TO
THE DESIGNER BEFORE ANY WORK IS
COMMENCED

ALL WRITTEN DIMENSIONS TO TAKE
PREFERENCE OVER SCALED DIMENSIONS.

ALL WORK TO BE IN ACCORDANCE WITH
THE BUILDING CODE OF AUSTRALIA AND
RELEVANT LOCAL AUTHORITY
REQUIREMENTS

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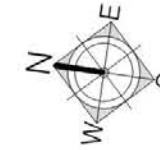
GROUND LEVELS AND FINISHED FLOOR
LEVELS INDICATED ARE APPROXIMATE
ONLY AND ARE TO BE CONFIRMED ON SITE

NO VARIATION MAY BE MADE TO THIS
DRAWING WITHOUT PRIOR APPROVAL OF
THE PROPRIETOR OR DESIGNERS

REFER TO ENGINEERS DESIGN,
DOCUMENTATION, CALCULATION AND
SPECIFICATION FOR STRUCTURAL,
ELECTRICAL, HYDRAULIC AND CIVIL DETAILS
(IF APPLICABLE)

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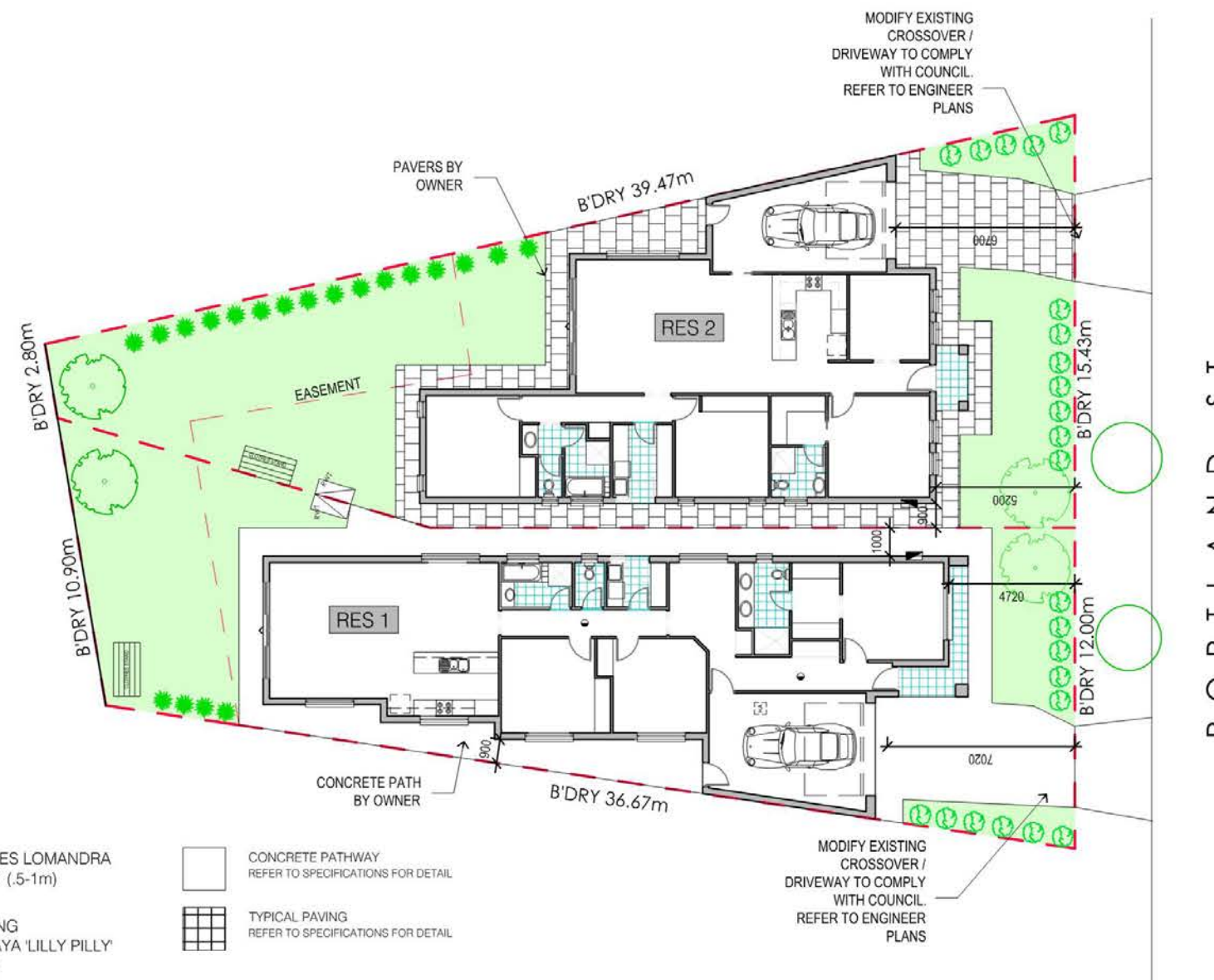


RES 1	
SITE AREA	370 m ²
BUILT COVERAGE	49.40%
P.O.S	75 m ² : 20.3%

RES 2	
SITE AREA	399 m ²
BUILT COVERAGE	43.85%
P.O.S	118 m ² : 29.50%

SITE PLAN

SCALE 1:200



LANDSCAPING SCHEDULE

* PLANTING SCHEDULE SUBJECT TO CHANGE



PYRUS CAPITAL
ORNAMENTAL PEAR
(2-4m)



LILLY PILLY "BIG RED"
(.5-1m)



LAGERSTROEMIA 'LIPAN' (.5-1m)
(1-2m)



GRASSES LOMANDRA
CAREX (.5-1m)



HEDGING
MURRAYA 'LILLY PILLY'
(.5-1m)



Turf



CONCRETE PATHWAY
REFER TO SPECIFICATIONS FOR DETAIL.



TYPICAL PAVING
REFER TO SPECIFICATIONS FOR DETAIL



TYPICAL FENCING
COLOURBOND GOOD NEIGHBOUR
REFER TO SPECIFICATION FOR DETAIL

2 OF 6

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M: 9437 465 850
E: michael@simplestoday.com
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ZAINA STACEY | DEVELOPMENT CONSULTANTS

ZAINA STACEY

Client: PETER & TODD KEOUGH
Address: 24 PORTLAND ST FULHAM

REVISION
PD-B
JOB# 454



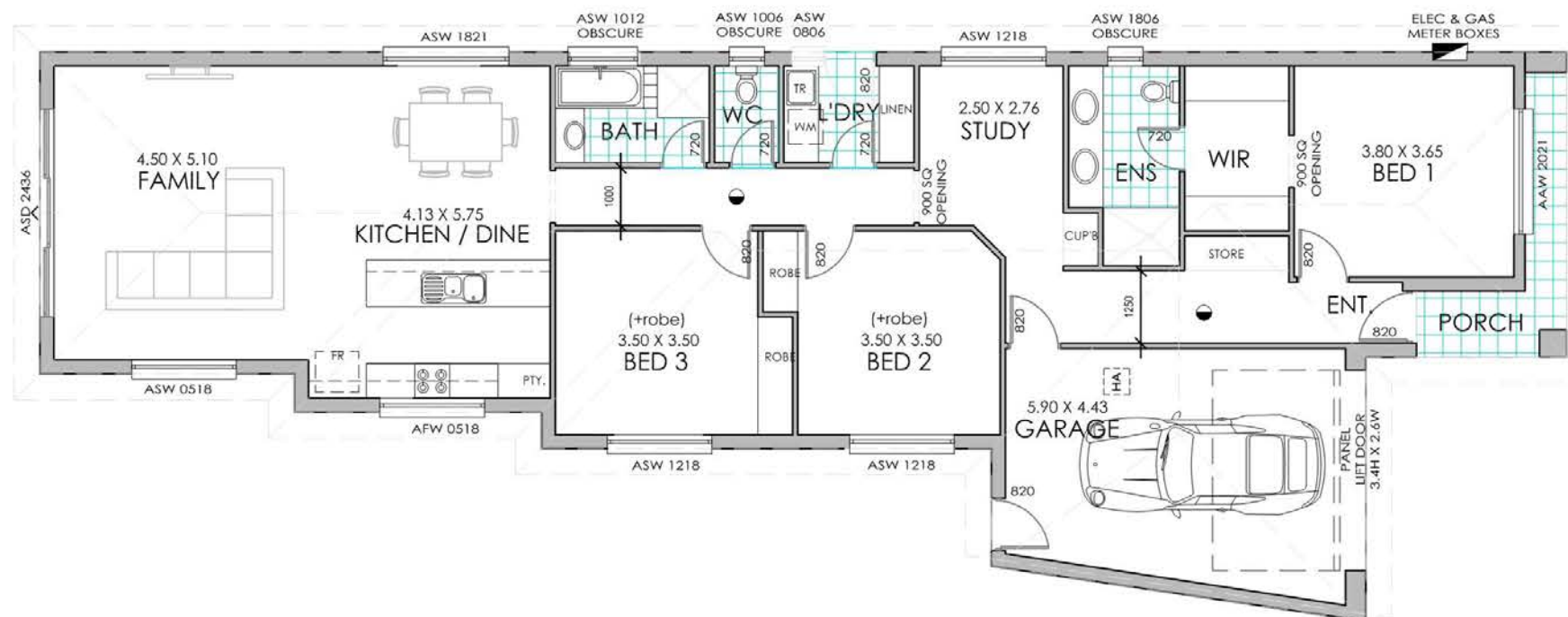
WRITTEN DIMENSION TAKES PREFERENCE TO SCALE

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SELF CONTAINED SMOKE ALARMS WILL COMPLY WITH AS 3786, CONNECTED TO CONSUMER MAINS POWER AND WILL BE INTERCONNECTED (IF MORE THAN 1)

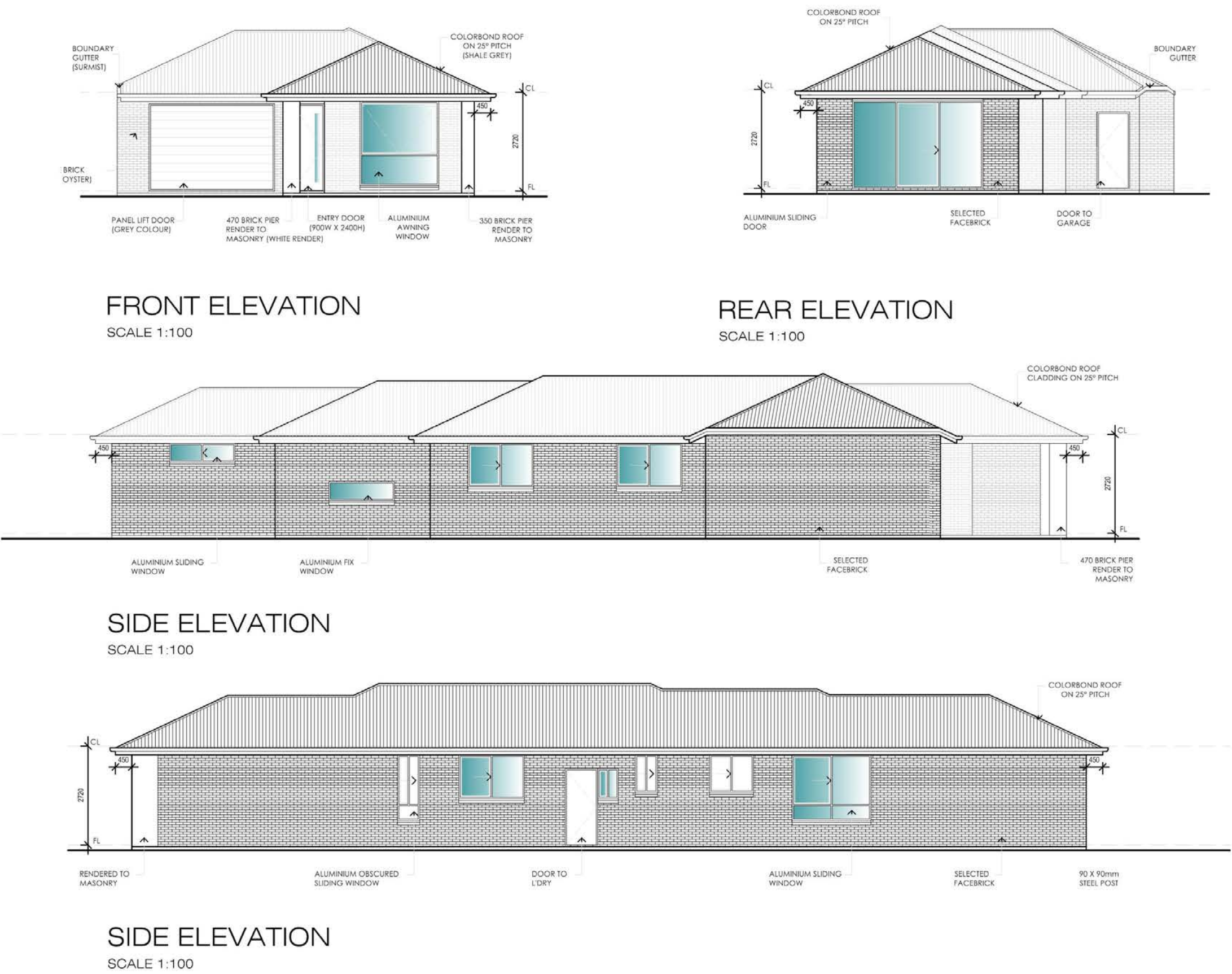
AREAS	m ²
Living	150.10
Garage	27.10
Porch	5.90
TOTAL	183.10



SCALE 1:100



DESIGN



REVISION
PD-B

JOB# 454

 DESIGN

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ZAINA STACEY

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GENERAL NOTES

THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER DRAWINGS, DOCUMENTATION, SCHEDULES AND SPECIFICATIONS

BUILDER TO CHECK AND CONFIRM ALL PLAN AND SITE SET OUT DIMENSIONS PRIOR TO COMMENCEMENT OF CONSTRUCTION

WRITTEN DIMENSION TAKES PREFERENCE TO SCALE

GROUND LEVELS AND FINISHED FLOOR LEVELS INDICATED ARE APPROXIMATE ONLY AND ARE TO BE CONFIRMED ON SITE

NO VARIATION MAY BE MADE TO THIS DRAWING WITHOUT PRIOR APPROVAL OF THE PROPRIETOR OR DESIGNERS

ALL STEEL LINTELS ARE TO BE HOT DIPPED GALVANISED, SIZES AS PER ENGINEERS DETAILS AND DESIGN

REFER TO ENGINEERS DESIGN, DOCUMENTATION, CALCULATION AND SPECIFICATION FOR STRUCTURAL, ELECTRICAL, HYDRAULIC AND CIVIL DETAILS (IF APPLICABLE)

ALL MATERIALS AND EQUIPMENT SHALL BE NEW, FREE OF BLEMISHES OR DAMAGE. ANY DEFECTIVE OR FAULTY EQUIPMENT SHALL BE REPLACED AT THE CONTRACTORS EXPENSE

ALL WORK SHALL BE CARRIED OUT IN A NEAT TRADESMAN LIKE MANNER AND TO BE CARRIED OUT BY FULLY QUALIFIED AND LICENSE TRADESPERSONS

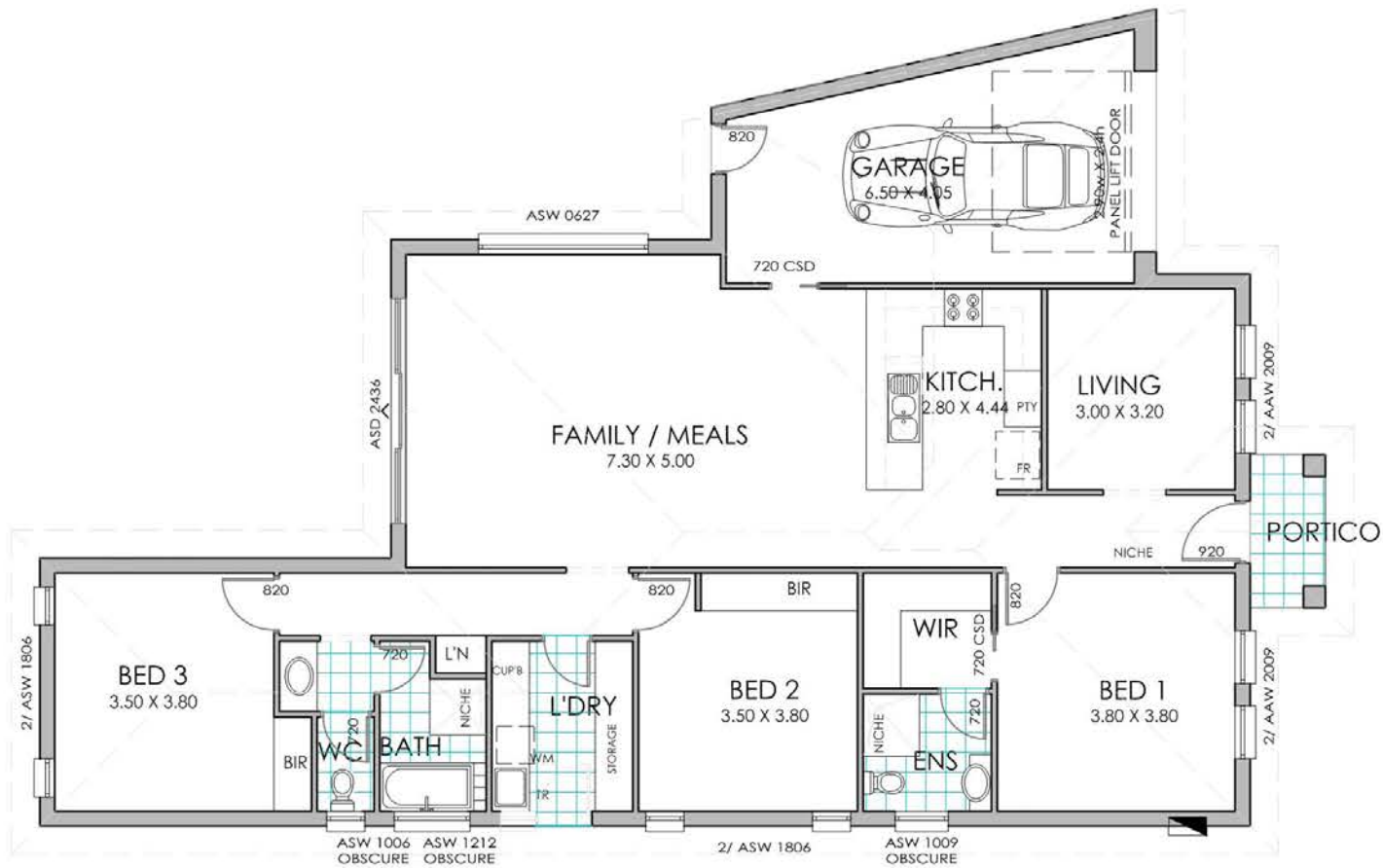
ANY DISCREPANCIES IN DOCUMENTS AND/OR ON SITE TO BE REPORTED TO THE DESIGNER BEFORE ANY WORK IS COMMENCED

BUILDING TERMITE PROTECTION IN ACCORDANCE WITH AS 3660.1-2000

ALL GLAZING WILL BE SELECTED AND INSTALLED IN ACCORDANCE WITH AS 1288-2006 AND/OR AS 2047-2014

ALL WATERPROOFING IN WET AREAS WILL BE IN ACCORDANCE WITH AS 3740-2004 AND BCA-TABLE 3.8.1.1

SELF CONTAINED SMOKE ALARMS WILL COMPLY WITH AS 3786, CONNECTED TO CONSUMER MAINS POWER AND WILL BE INTERCONNECTED (IF MORE THAN 1)



FLOOR PLAN - RES 2

SCALE 1:100

RES 2

AREAS	m ²
Living	146.90
Garage	25.20
Porch	2.94
Alfresco	0.00
TOTAL	175.04

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DESIGN


 DESIGN

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AND / OR ON SITE ARE TO BE REPORTED TO
THE DESIGNER BEFORE ANY WORK IS
COMMENCED

ALL WRITTEN DIMENSIONS TO TAKE
PREFERENCE OVER SCALED DIMENSIONS.

ALL WORK TO BE IN ACCORDANCE WITH
THE BUILDING CODE OF AUSTRALIA AND
RELEVANT LOCAL AUTHORITY
REQUIREMENTS

FOUNDATIONS, EXCAVATIONS,
REINFORCEMENT PLACEMENT, ETC. TO BE
INSPECTED AND APPROVED BY ENGINEER
OR BUILDING SURVEYOR PRIOR TO ANY
CONCRETE PLACEMENT

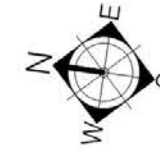
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LOCATION PLAN

SCALE NTS

MICHAEL ZAINA
18, 03/03/2010, 08:00

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ZAINA STACEY | zaina@simpledivision.com

ZAINA STACEY

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Address: 24 PORTLAND ST FULHAM

JOB# 454

REVISION
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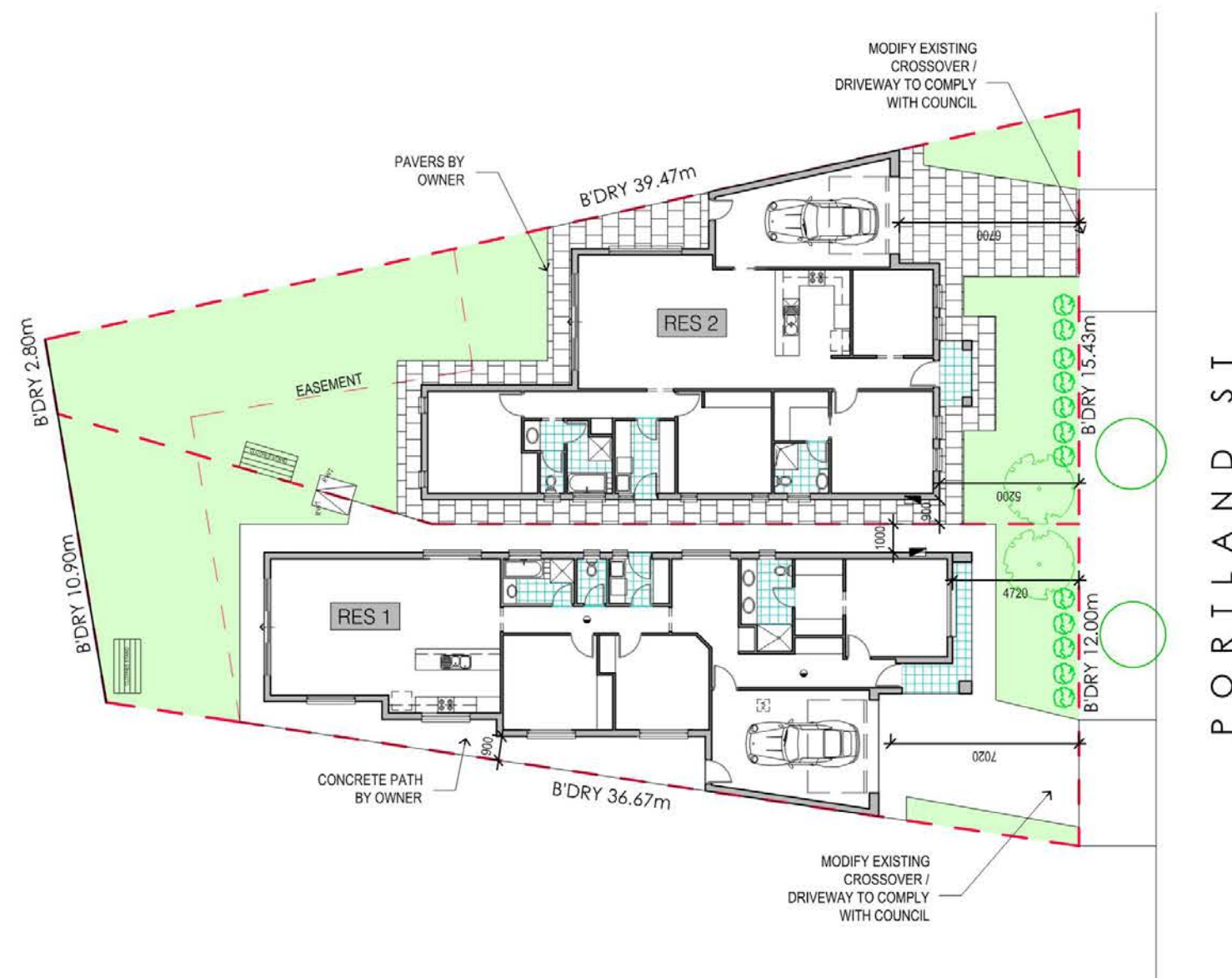
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SITE PLAN
SCALE 1:200

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L. michael@cam.ac.uk
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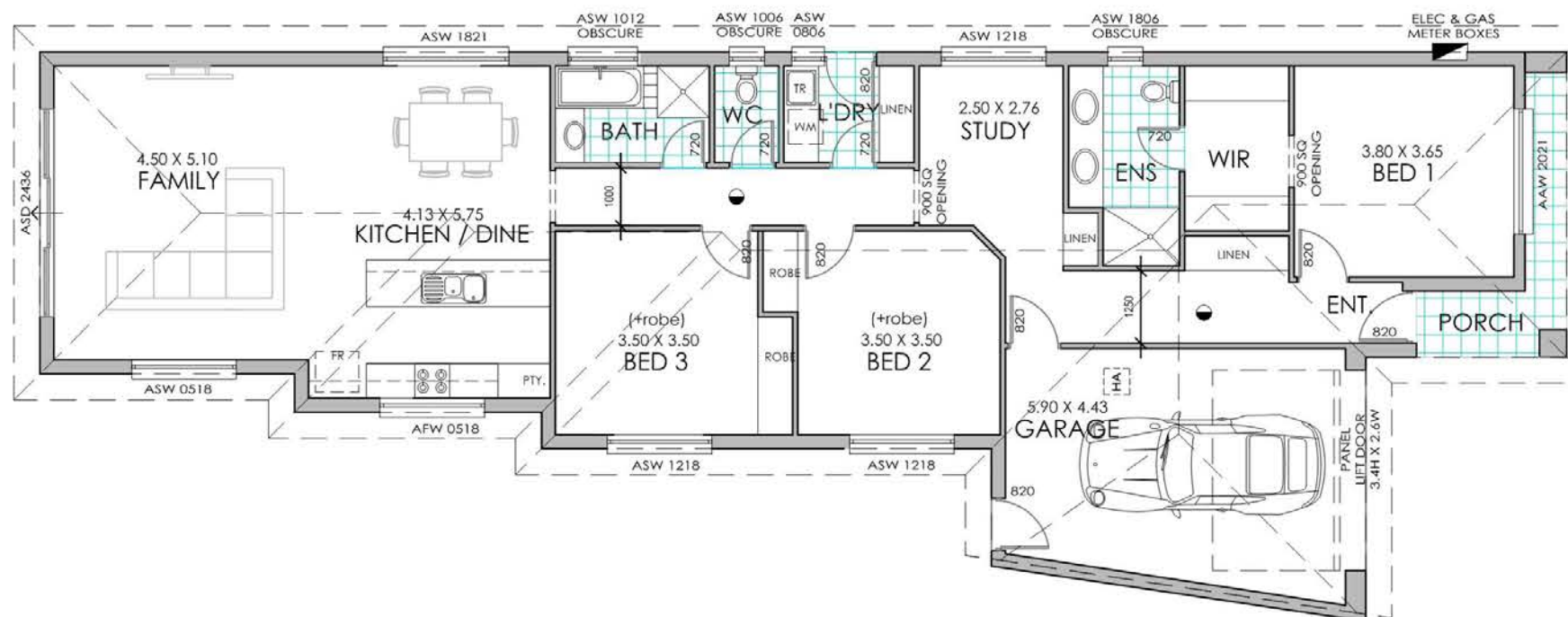
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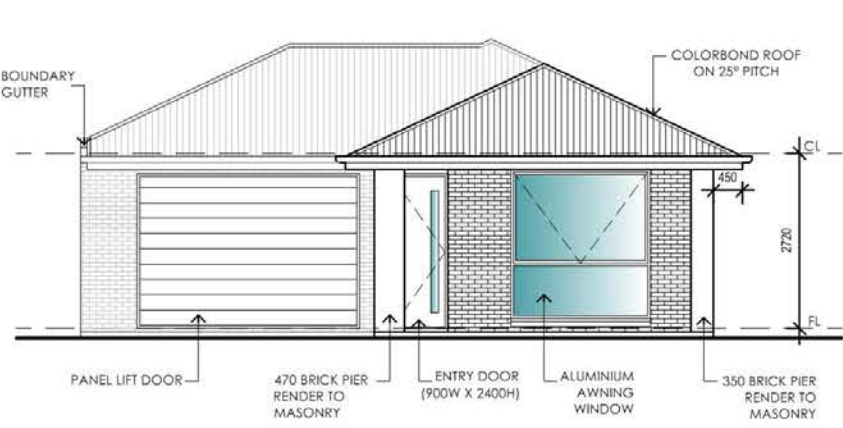
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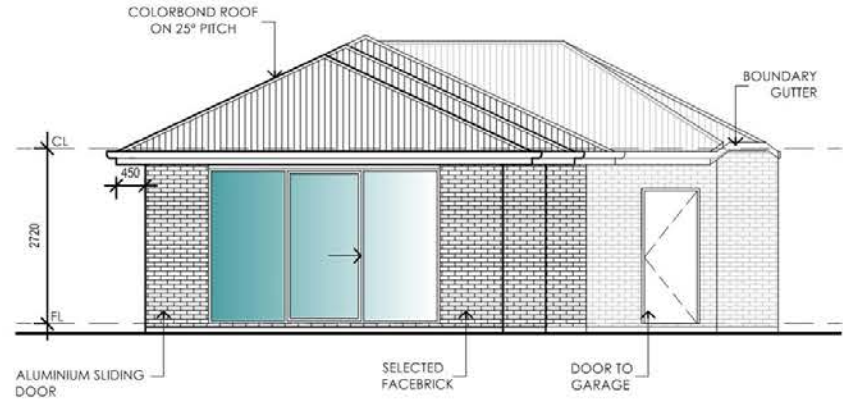
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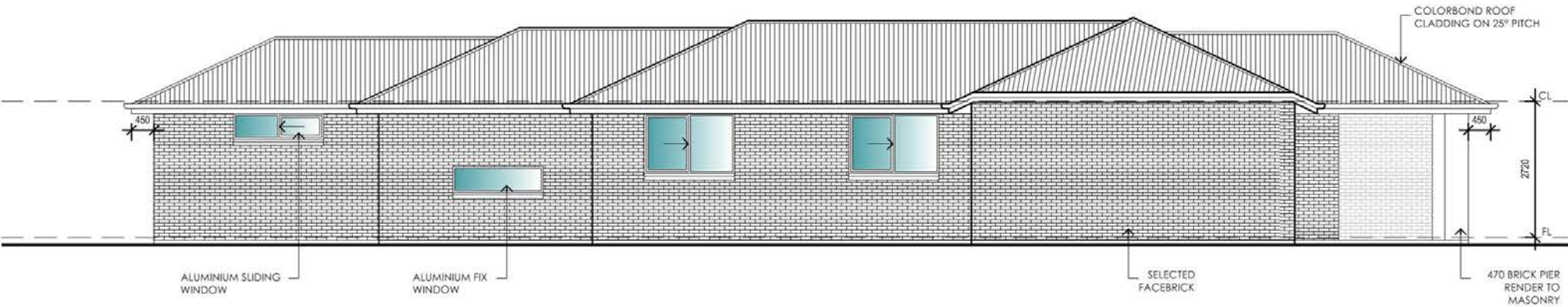
DESIGN



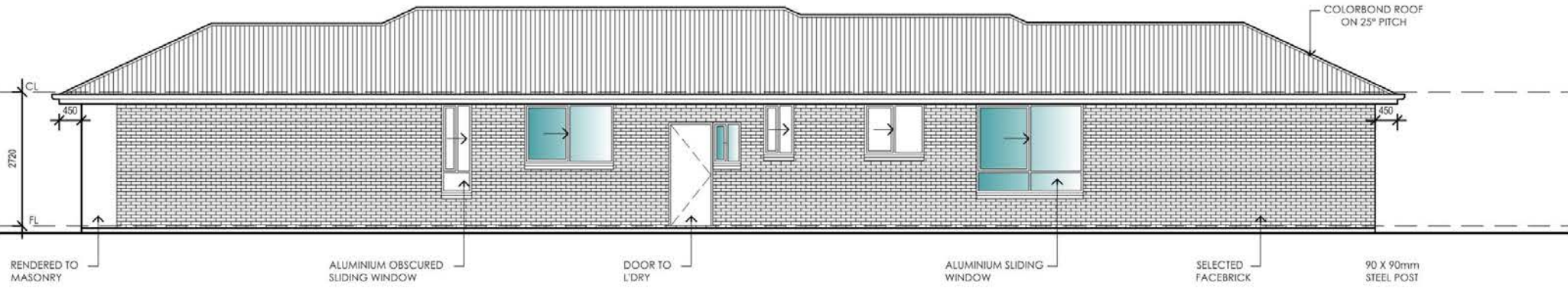
FRONT ELEVATION
SCALE 1:100



REAR ELEVATION
SCALE 1:100



SIDE ELEVATION
SCALE 1:100



SIDE ELEVATION
SCALE 1:100

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08715 3668 870

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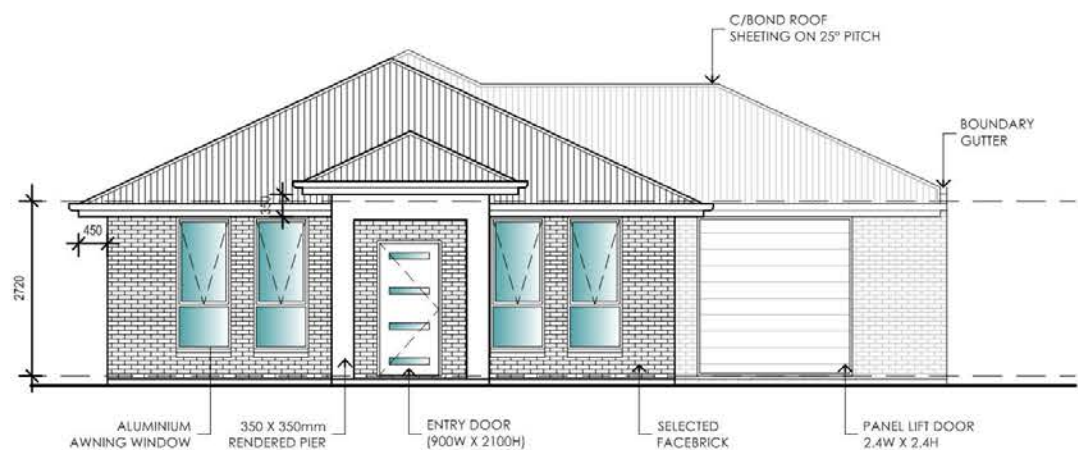
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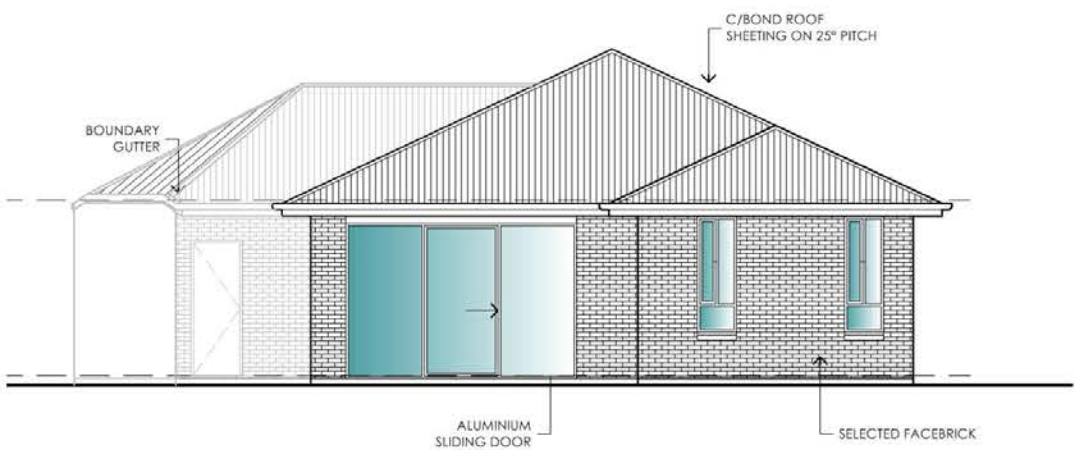
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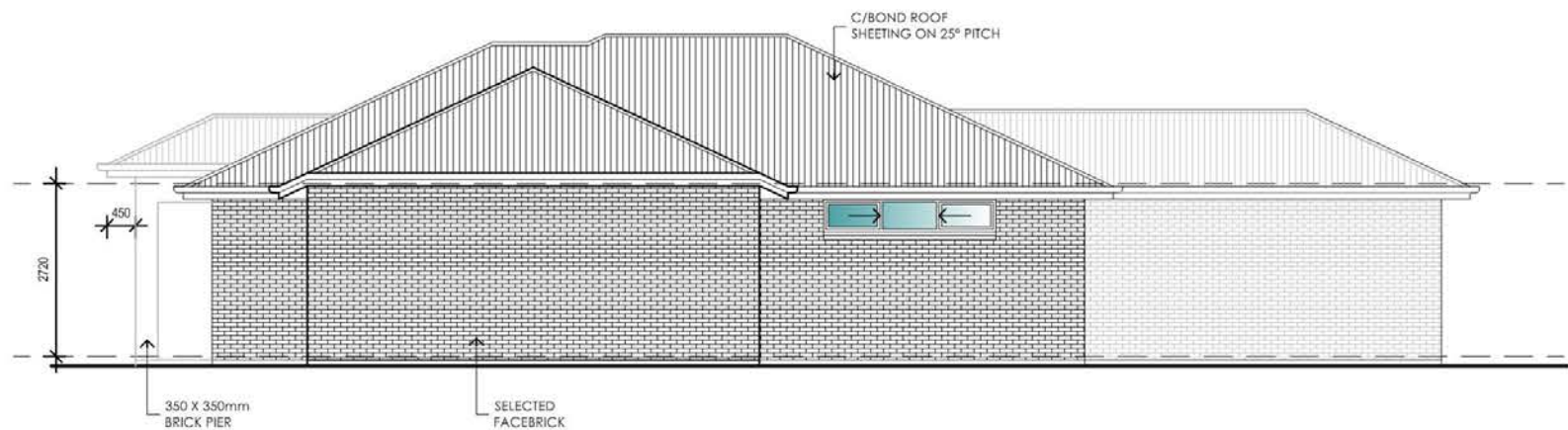
FRONT ELEVATION
SCALE 1:100



REAR ELEVATION
SCALE 1:100



SIDE ELEVATION
SCALE 1:100



SIDE ELEVATION
SCALE 1:100

6 OF 6
scale at A3

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Contact Planning Services
Telephone 7109 7016
Email dldptipdclearanceletters@sa.gov.au



26 March 2020

The Chief Executive Officer
City of West Torrens

Dear Sir/Madam

Re: Proposed Application No. 211/D025/20 (ID 67562)
for Land Division by Peter and Todd Keough

In accordance with Section 33 of the Development Act 1993 and Regulation 29 (1) of the Development Regulations 2008, and further to my advice dated 24 March 2020, I advise that the State Commission Assessment Panel (SCAP) has consulted with SA Water Corporation (only) regarding this land division application. A copy of their response has been uploaded in EDALA for your consideration. The Commission has no further comment to make on this application, however there may be local planning issues which Council should consider prior to making its decision.

I further advise that the State Commission Assessment Panel has the following requirements under Section 33(1)(c) of the Development Act 1993 which must be included as conditions of land division approval on Council's Decision Notification (should such approval be granted).

1. The financial requirements of SA Water shall be met for the provision of water supply and sewerage services.
On receipt of the developer details and site specifications an investigation will be carried out to determine if the connections to your development will be standard or non standard fees.
On approval of the application, it is the developers/owners responsibility to ensure all internal pipework (water and wastewater) that crosses the allotment boundaries has been severed or redirected at the developers/owners cost to ensure that the pipework relating to each allotment is contained within its boundaries.
2. Payment of \$7616 into the Planning and Development Fund (1 allotment(s) @ \$7616/allotment).
Payment may be made by credit card via the internet at www.edala.sa.gov.au or by phone (7109 7018), by cheque payable to the Department of Planning, Transport and Infrastructure and marked "Not Negotiable" and sent to GPO Box 1815, Adelaide 5001 or in person, at Level 5, 50 Flinders Street, Adelaide.
3. A final plan complying with the requirements for plans as set out in the Manual of Survey Practice Volume 1 (Plan Presentation and Guidelines) issued by the Registrar General to be lodged with the State Commission Assessment Panel for Land Division Certificate purposes.

The SA Water Corporation will, in due course, correspond directly with the applicant/agent regarding this land division proposal.

PLEASE UPLOAD THE DECISION NOTIFICATION FORM (VIA EDALA) FOLLOWING COUNCIL'S DECISION.

Yours faithfully

A handwritten signature in blue ink, appearing to read 'Biljana B.', is located below the 'Yours faithfully' text.

Biljana Prokic
Land Division Coordinator - Planning Services
as delegate of
STATE COMMISSION ASSESSMENT PANEL



26 March 2020

Our Ref: H0096283

The Chairman
State Commission Assessment Panel
50 Flinders St
ADELAIDE SA 5000

Dear Sir/Madam

PROPOSED LAND DIVISION APPLICATION NO: 211/D025/20 AT FULHAM

In response to the abovementioned proposal, I advise that pursuant to Section 33 of the Development Act it is necessary for the developer to satisfy this Corporation's requirements, which are listed below.

The financial requirements of SA Water shall be met for the provision of water supply and sewerage services.

On receipt of the developer details and site specifications an investigation will be carried out to determine if the connections to your development will be standard or non standard fees.

On approval of the application, it is the developers/owners responsibility to ensure all internal pipework (water and wastewater) that crosses the allotment boundaries has been severed or redirected at the developers/owners cost to ensure that the pipework relating to each allotment is contained within its boundaries.

Yours faithfully

Wendy Hebbard

for MANAGER LAND DEVELOPMENT & CONNECTIONS

SA Water
Level 6, 250 Victoria Square
ADELAIDE SA 5000
Ph (08) 7424 1119
Inquiries Wendy Hebbard
Telephone 7424 1119

7 CONFIDENTIAL REPORTS OF THE ASSESSMENT MANAGER

Nil

8 SUMMARY OF COURT APPEALS

8.1 Summary of ERD Court matters, items determined by SCAP/Minister/Governor and deferred CAP items - May 2020

Brief

This report presents information in relation to:

1. any planning appeals before the Environment, Resources and Development (ERD) Court;
2. any matters being determined by the State Commission Assessment Panel (SCAP);
3. any matters determined by the Minister of Planning (Section 49);
4. any matters determined by the Governor of South Australia (Section 46); and
5. any deferred items previously considered by the Council Assessment Panel.

Development Application appeals before the ERD Court

Nil

Matters pending determination by SCAP

Reason for referral	DA number	Address	Description of development
Schedule 10	211/M030/18	192 ANZAC Highway, GLANDORE	Eight-storey residential flat building (40 dwellings) & removal of regulated tree
Schedule 10	211/M015/19	1 Glenburnie Terrace, PLYMPTON	Six-storey residential flat building (32 dwellings) & associated car parking
Schedule 10	211/M018/19	6 Ebor Avenue, MILE END	Mixed use building comprising ground floor shop & residential apartments Note: A further application for a four-storey mixed use building has been lodged with Council.

Matters pending determination by the Minister of Planning

Reason for referral	DA number	Address	Description of development
Section 49	211/V039/20	3 Woodhead Street, WEST BEACH	Construction of a new lift and lift shaft
Section 49	211/V037/20	4 Hamra Avenue, WEST BEACH	Construction of a storage shed and internal works to existing building

Reason for referral	DA number	Address	Description of development
Section 49	211/V035/20	19 Garden Terrace, UNDERDALE	Demolition of all transportable buildings, redundant toilet blocks and canteen and the construction of a new creative arts centre and canteen with associated landscaping and civil works. Building additions and internal refurbishments.
Section 49	211/V032/20	145 Railway Terrace, MILE END	Upgrade and extension works to existing Netball SA Priceline Stadium
Section 49	211/V031/20	1 Barcoo Road, WEST BEACH	Change to road network to enable construction of new carrier/access into existing car park and boat launch area into West Beach Boat Ramp.
Section 49	211/V028/20	33-39 Richmond Road, KESWICK TERMINAL	Integrated emergency services sector headquarters precinct comprising a multi-storey office building, multi-desk car park, hardstand area, a storage building with landscaping and other ancillary works
Section 49	211/G003/20	1 Africaine Road, WEST BEACH	Boundary realignment
Section 46	211/D129/19	9, 7, 292-304, 410 Elizabeth, Marion, Anzac Highway, PLYMPTON	Boundary re-alignment
Section 46	211/C130/19	7, 5, 3, 1 Elizabeth Street, PLYMPTON	Community division
Section 49	211/V007/12 V3	Lot 2 in FP 1000, West Beach Road WEST BEACH	Variation - removal of east-west internal road

Matters pending determination by the Governor of South Australia

Nil

Deferred CAP Items

Nil

Conclusion

This report is current as at 1 May 2020.

RECOMMENDATION

The Council Assessment Panel receive and note the information.

Attachments

Nil

9 OTHER BUSINESS

Nil

10 MEETING CLOSE