

CITY OF WEST TORRENS



Notice of Special Panel Meeting

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

will be held in the George Robertson Room, Civic Centre
165 Sir Donald Bradman Drive, Hilton

on

**FRIDAY, 25 MARCH 2022
at 5.30pm**

Public access to the meeting will also be available via livestream at:
www.westtorrens.sa.gov.au/livestream

CAP member, applicant and representor attendance via livestream only available by prior arrangement with the Assessment Manager.

**Hannah Bateman
Assessment Manager**

City of West Torrens Disclaimer

Council Assessment Panel

Please note that the contents of this Special 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.

INDEX

1	Meeting Opened.....	1
1.1	Acknowledgement of Country	
1.2	Evacuation Procedures	
1.3	Electronic Platform Meeting	
2	Present	1
3	Apologies	1
4	Confirmation of Minutes.....	1
5	Disclosure Statements	1
6	Reports of the Assessment Manager	2
6.1	Transitional Applications.....	2
6.1.1	381-385 Anzac Highway, CAMDEN PARK.....	2
6.2	PDI Act Applications	182
	Nil	
7	Review of Assessment Manager Decision.....	182
	Nil	
8	Confidential Reports of the Assessment Manager.....	182
	Nil	
9	Relevant Authority Activities Report.....	182
	Nil	
10	Other Business	182
10.1	Planning Policy Considerations	
11	Meeting Close	182

1 MEETING OPENED**1.1 Acknowledgement of Country****1.2 Evacuation Procedures****1.3 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 8 March 2022 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 TRANSITIONAL APPLICATIONS

6.1.1 381-385 Anzac Highway, CAMDEN PARK

Application No 211/1097/2019

Appearing before the Panel will be:

Representors: **David Middlin** of 10 Creslin Terrace, Camden Park wishes to appear in support of the representation.

Jim Feng of 387A, 387B, 387C and 387D Anzac Highway, Camden Park wishes to appear in support of the representation.

Applicant: **Fabian Barone** of **Future Urban** on behalf of the applicant wishes to appear in response to the representations.

DEVELOPMENT APPLICATION DETAILS

DESCRIPTION OF DEVELOPMENT	Stage 1 - demolition of existing buildings and construction of six (6) two-storey group dwellings (townhouses) and associated landscaping and fencing; Stage 2 - construction of a four-storey residential flat building (apartment building) containing 18 dwellings, 27 ground-level car parking spaces and associated landscaping and fencing
APPLICANT	LUXEHAUS
LODGEMENT DATE	4 November 2019
ZONE	Residential Zone
POLICY AREA	Policy Area 18
APPLICATION TYPE	Merit
PUBLIC NOTIFICATION	Category 3
REFERRALS	Internal <ul style="list-style-type: none"> • City Assets • Arboriculture Advisor • Waste Management External <ul style="list-style-type: none"> • Department Infrastructure and Infrastructure (DIT)
DEVELOPMENT PLAN VERSION	Consolidated 12 July 2018
DELEGATION	<ul style="list-style-type: none"> • The relevant application proposes 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 matters and conditions

BACKGROUND

The application was lodged prior to 19 March 2021 therefore subject to the transitional provisions in the *Planning, Development and Infrastructure Act 2016* (PDI Act) and to be assessed against the Development Plan in accordance with Regulation 11(2) of the *Planning, Development and Infrastructure (Transitional Provisions) Regulations 2017*.

SUBJECT LAND AND LOCALITY

The subject land is formally described as:

- Allotment 10 Deposited Plan 114653, in the area named Camden Park Hundred of Adelaide, Volume 6186 Folio 919,
- Allotment 24 Filed Plan 7386 in the area named Camden Park Hundred of Adelaide, Volume 5198 Folio 676,
- Allotment 183 Deposited Plan 4007 in the area named Camden Park Hundred of Adelaide, Volume 5198 Folio 675.

The subject land is more commonly known as 381-385 Anzac Highway, Camden Park. The subject site is rectangular in shape with a 60.96 metre (m) wide frontage to Anzac Highway, a depth of 45.26m and a site area of 2,768.3 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 three detached dwellings with associated outbuildings. Two of the dwellings are single storey in height, while the third (385 Anzac Highway) is two-storeys in height. 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.

Vehicular access to the site from Anzac Highway is currently provided by four crossovers. Two 'stobie' poles and a number of street trees are located in front of the site. Importantly, the street trees form part of an "Avenue of Claret Ash Trees (*Fraxinus raywoodii*)" along Anzac Highway which is a Local Heritage Place. There are no other Heritage Places on or adjacent the subject land.

The locality generally includes the properties fronting Anzac Highway and Creslin Terrace from which development on the subject land is likely to be visible. In terms of the Development Plan, the locality is within the Residential Zone and includes a number of properties within the Medium Density Policy Area 18 (fronting Anzac Highway) as well as a number of properties that are within the Low Density Policy Area 20 (fronting Creslin Terrace).

The locality is generally residential in character and nature, and is comprised of low-rise residential development in the form of one or two storey detached dwellings, semi-detached dwellings, group dwellings and residential flat buildings. The exception is a Liquor Store (shop) which is located to the north-east of the subject land on the opposite side of Anzac Highway.

The north-western boundary of the subject land adjoins a linear reserve contained a shared-use recreational trail, playground and grassed areas. Creslin Terrace and residential development in the form of single-storey detached dwellings and two-storey residential flat buildings are located further to the north-west beyond the linear reserve.

While the locality is predominantly residential, a Local Centre Zone containing a number of small shops is located approximately 200 metres to the north-east. A petrol filling station is also located in the Local Centre Zone on the corner of Cross Road and Anzac Highway.

The locality is well served by public transport with frequent buses running along Anzac Highway as well as the tramline located approximately 300 metres to the south providing convenient access between the City and Glenelg.

Anzac Highway is an arterial road under the care and control of the Commissioner of Highways (via the Department of Infrastructure and Transport). A 'clearway' is located in front of the subject land which prevents on-street parking between 7:30 am and 9:00 am on weekdays.

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

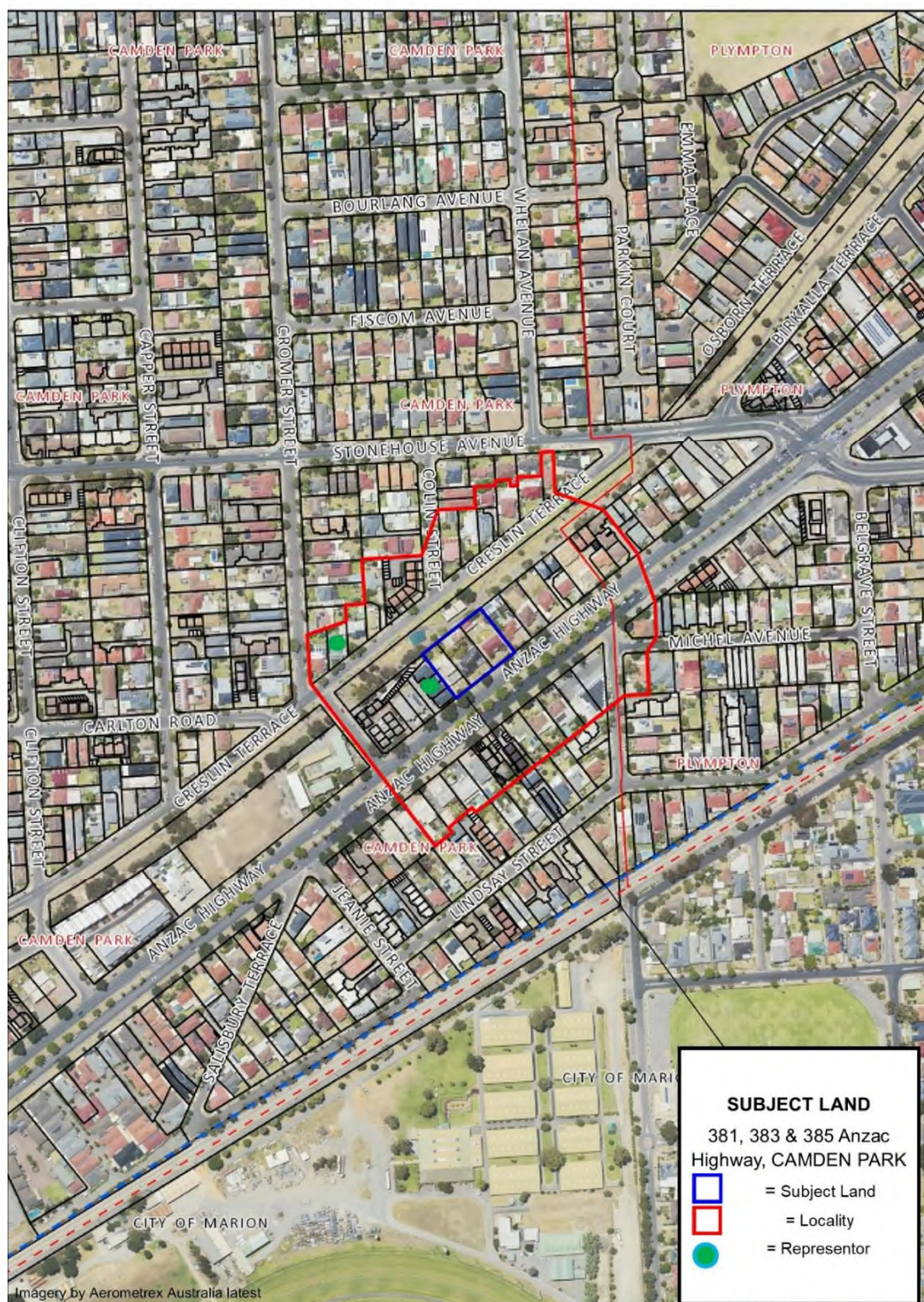


Figure 1: Subject land and locality



Figure 2: Subject land – 385 and 383 Anzac Highway



Figure 3: Subject land – 383 and 381 Anzac Highway



Figure 4: Subject land – 381 Anzac Highway



Figure 5: Playground and linear park at the rear of the subject land



Figure 6: Adjoining two-storey residential flat building to the south-west at 387 Anzac Highway



Figure 7: Adjoining single storey detached dwelling to the north-east at 379 Anzac Highway

RELEVANT APPLICATIONS

Nil

PROPOSAL

The proposal involves the demolition of all existing buildings and structures on the land and the construction of six, two-storey group dwellings at the rear (north-west) of the site as well as a four-storey residential flat building containing 18 dwellings and 27 car parking spaces sited relatively close to the Anzac Highway frontage of the site. The group dwellings will be constructed as part of stage one while the residential flat building will be constructed as part of stage two.

While the two-storey group dwellings will abut one another, the Applicant has advised that they will not feature party walls. On this basis, the two-storey dwellings fall under the definition of group dwellings rather than residential flat building as per Schedule 1 of the *Development Regulations 2008*:

group dwelling means 1 of a group of 2 or more detached buildings, each of which is used as a dwelling and 1 or more of which has a site without a frontage to a public road or to a road proposed in a plan of land division that is the subject of a current development authorisation;

residential flat building means a single building in which there are 2 or more dwellings, but does not include a semi-detached dwelling, a row dwelling or a group dwelling;

The Applicant has requested that the operative period of the consent be extended to five years to allow for the staged construction of the development.

The residential elements of the proposed development will be complemented by a shared open space described as “community garden and playspace”, visitor parking for five cars, landscaping and fencing around the perimeter of the site.

The buildings will feature a contemporary design with visual interest created through the use of a variety of materials as well as balconies along the front and rear elevations.

The two-storey group dwellings will have a maximum height of approximately 6.6 metres. They will include a two-car garage at ground level along with an open plan kitchen and living/dining area as well as a laundry and toilet. The upper levels will feature three bedrooms, a ‘retreat’, two bathrooms and front and rear balconies.

In terms of setbacks, a portion of dwelling ‘F’ will be sited on the north-eastern boundary while dwelling ‘A’ will be setback 16.14 metres from the south-western boundary. Each group dwelling will be setback 3 metres from the rear (north-western) boundary which adjoins the linear reserve. Finally, the group dwellings will be setback approximately 6 metres from the residential flat building.

The residential flat building will be setback 3 metres from Anzac Highway and 6 metres from both side boundaries to allow for an internal driveway to circulate around the building.

The residential flat building will contain four building levels and will have a maximum height of 13 metres. It is noted that the air conditioning units will protrude slightly above the height of the roof.

Internally, each of the three levels above the car park within the residential flat building will include four, two-bedroom dwellings and two, three-bedroom dwellings (i.e. six dwellings on each level above the car park). Each dwelling will be provided with balconies, bathrooms and open plan living/kitchen areas. The three bedroom dwellings on the second and third levels will also include an additional living area which the plans indicate may be used as a home office and lounge.

Parking for vehicles will be provided via two undercover parking spaces within each group dwelling (12 spaces in total) as well as 27 spaces at the ground floor of the residential flat building. An additional five spaces for visitors will also be provided alongside the group dwellings.

Two of the four existing crossovers on to Anzac Highway will be retained to provide vehicular access for the development while the remaining two crossovers will be removed with the kerb and gutter to be reinstated. No street trees are proposed to be removed.

Vehicles will enter from an existing crossover in the south-western corner of the site and exit via an existing crossover in the north-eastern corner of the site. Given the solid median strip within Anzac Highway, only left turn movements into and out of the site will be possible.

The relevant plans and documents are contained in **Attachment 2**. The applicant's superseded planning report is contained in **Attachment 3** for the CAP's information.

PUBLIC NOTIFICATION

The application is a Category 3 form of development pursuant to Schedule 9 of the *Development Regulations 2008* or Procedural Matters section of the Residential Zone.

Due to an administrative error, the application was originally notified as a Category 2 form of development. Accordingly, the application was renotified correctly as a Category 3 form of development. During the first round of notification, 10 representations were received with 8 representors indicating that they wished to address the CAP. Following the second round of notification on an amended proposal, two valid representations were received.

Properties notified	159 properties were notified during the public notification process.
Representations	2 valid representations were received.
Persons wishing to be heard	2 representors who wish to be heard. <ul style="list-style-type: none"> • D Middlin • J Feng
Summary of representations	Concerns were raised regarding the following matters: <ul style="list-style-type: none"> • Seeking clarification of the parking arrangements for various trades during the construction process • Seeking to be kept informed of further changes to the proposed development • The height of the development and associated impacts on privacy, views and shadows • The density of the development and associated impact on neighbours in terms of noise pollution and traffic • Demolition of the existing building and fence and associated impact on neighbours (including financial arrangements for replacement fence)

Applicant's response to representations	<p>Summary of applicant's response:</p> <ul style="list-style-type: none"> • Notes that, while the parking of vehicles during construction is not a relevant planning consideration, the staged nature of the works is likely to mean that vehicles will be able to park on the site or on Anzac Highway outside the Clearway times. • Notes that the residential flat building has been lowered in height by 1.1m and will now only exceed the maximum height specified in the Policy Area by 50cm. • Notes that the group dwellings will be two-storeys in height in order to provide a transition to the adjoining low-density Policy Area. • Notes that the façade of the residential flat building will present as a three storey building to Anzac Highway and will respond to the built-form form direction provided in the Desired Character Statement in the Medium Density Policy Area 18. • Notes that the Policy Area anticipates four-storey buildings approximately 80m to the south of the site. • Notes that the residential flat building will be setback 6m from the side boundaries which will minimise the visual and overshadowing impacts. • Notes that domestic noise is a matter for SAPOL not the CAP; • Notes that the Department of Infrastructure and Transport and the Council's Traffic Engineer have not expressed concerns about the volume of traffic likely to be generated by the development. • Notes that the crossovers have been designed to negate the need for cars to queue or reverse onto Anzac Highway. • Notes that demolition does not require planning consent and the applicant does not intend to remove the recently constructed fence along the side boundary.
--	--

A copy of the representations and the applicant's response is contained in **Attachment 4**.

INTERNAL REFERRALS

Department	Comments
City Assets	<ul style="list-style-type: none"> • Minimum Finished Floor Levels should be 10.03 for the residential flat building and 10.08 for the group dwellings • The stormwater connection through the road verge area should be constructed to Council's standard requirements. • Support removal of individual access paths from the group dwellings to the Westside Bikeway be removed. • The shortfall of parking is not fatal to the application. • Concern regarding manoeuvrability for the townhouse garage car parks • The site access should be designed for a MRV waste truck or a condition imposed for SRV only. • Further details in relation to the management and treatment of stormwater are required.

Arboriculture Advisor	<ul style="list-style-type: none"> The widening of the existing western crossover is not supported due to the conflict with the street tree and a 3m offset between the existing street tree and the stormwater connection should be provided.
Waste Management	<ul style="list-style-type: none"> Supported proposed apartment and townhouse waste collection arrangements. Seek written confirmation of availability of SRV for collection at site.

The proposed plans have been amended in response to the issues raised by the referrals and further discussed in the assessment.

EXTERNAL REFERRALS

Department	Comments
DIT	<ul style="list-style-type: none"> Separate entry and exit access points to Anzac Highway are suitable for the proposed development Satisfied with SRV waste collection vehicle access to site. Seek refuse collection area to be located the egress point as not to result in vehicles queuing at the entry access. Removal of two townhouses is supported to allow for additional visitor parking. Support the development and advises a number of conditions to be included in any approval.

A copy of the relevant internal referral responses is contained in **Attachment 5** and external referral response is contained in **Attachment 6**.

RELEVANT DEVELOPMENT PLAN PROVISIONS

The subject land is located within the Residential Zone and, more specifically, Medium Density Policy Area 18 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.

Medium Density Policy Area 18 - Desired Character:

Allotments in this policy area will be at medium density, accommodating a range of dwelling types including residential flat buildings, row dwellings, group dwellings, semi-detached dwellings and some detached dwellings on small allotments. Allotment amalgamation to create larger development sites will occur to maximise the density of development while also achieving integrated design outcomes, particularly within a comfortable walking distance of centre zones. Vehicle access will occur from side streets and new rear public and private laneways wherever possible, also supporting the retention of existing street trees.

New buildings will contribute to a highly varied streetscape. Buildings will be up to 3 storeys and provide a strong presence to streets, other than in the part of the policy area in Underdale, Ashford (other than allotments adjacent to Residential Character Ashford Policy Area 22) and allotments bounded by Anzac Highway, Morphett Road and Cromer Street in Camden Park where buildings will be up to 4 storeys. Parking areas and garages will be located behind the front facade of buildings.

Buildings on the edge of the policy area which adjoin residential policy areas at lower densities will pay particular attention to managing the interface with adjoining dwellings, especially in terms of the appearance of building height and bulk, and overshadowing.

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.

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
SITE AREA <i>Medium Density Policy Area 18</i> <i>PDC 6</i>	Group Dwelling 150m ² (min.) Residential Flat Building 150m ² (avg.)	143.87m ² (group dwellings) 105.84m ² (RFB avg.) Does Not Satisfy – the average site area is approximately 23% less than the standard
SITE FRONTAGE <i>Medium Density Policy Area 18</i> <i>PDC 6</i>	Group Dwelling 7m Residential Flat Building 15m (complete building)	60.96m Satisfies

SITE COVERAGE <i>Medium Density Policy Area 18</i> <i>PDC 5</i>	70% (max.)	55.5% Satisfies
PRIMARY STREET SETBACK <i>Medium Density Policy Area 18</i> <i>PDC 5</i>	3m (min.)	3m Satisfies
SIDE/REAR SETBACKS <i>Residential Zone</i> <i>PDC 11</i> <i>Medium Density Policy Area 18</i> <i>PDC 5</i>	Side 1m where the vertical side wall is 3 metres or less in height 2m where the vertical side wall measures between 3 to 6 metres in height 2m plus an additional setback which is equal to the increase in wall height above 6m (where the vertical side wall is greater than 6m in height) Rear 4m (min.)	Side 0m (group dwelling 'F') 16.14m (group dwelling 'A') 5.9m (RFB) Does Not Satisfy Rear 3m (group dwellings) 25m (RFB) Does Not Satisfy
BUILDING HEIGHT <i>Medium Density Policy Area 18</i> <i>PDC 5</i>	3 storeys or 12.5m	4 storeys and 13m Does Not Satisfy
INTERNAL FLOOR AREA <i>Residential Development</i> <i>PDC 9</i>	2 Bedroom, 75m ² (min.) 3+ Bedroom, 100m ² (min.)	152m ² (3 bdr group dwellings) 78m ² (RFB – 2 bedrooms) 127.55m ² – 134.65m ² (RFB – 3 bedrooms) Satisfies
PRIVATE OPEN SPACE <i>Residential Development</i> <i>PDC 19 and PDC 22</i>	<300m ² - 24m ² (min.), of which 8m ² may comprise balconies, roof patios and the like, provided they have a minimum dimension of 2m. - Minimum dimension 3m (excl. balconies). - 16m ² (min.) at the rear of side of dwelling, directly accessible from a habitable room. Dwellings located above ground level - 2 Bedroom, 11m ² (min.) - 3+ Bedroom, 16m ² (min.)	Group dwellings 31.7m ² (rear yard plus 8m ² for balcony) (total) 3m (min. dimension) 22.41m ² (accessed from habitable room) RFB 13.5m ² - 14m ² (2 bedrooms) 31.2m ² – 33.66m ² (3 bedrooms) Satisfies

STORAGE <i>Residential Development</i> PDC 31	8m ³ (min.)	8 – 11m ³ Satisfies
CARPARKING SPACES <i>Transportation and Access</i> PDC 34	Group dwellings and Residential Flat Buildings - 2 car-parking spaces required, 1 of which is covered + an additional 0.25 spaces per dwelling	44 spaces provided Does Not Satisfy (shortfall of 10 spaces)

ASSESSMENT

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

Land Use

Given that the proposal is a residential development comprising group dwellings and a residential flat building, the land use is appropriate in the Residential Zone and is specifically envisaged by PDC 1 of the Medium Density Policy Area 18.

Desired Character & Pattern of Development

In terms of site areas, the architectural plans indicate that each of the group dwellings will have a site area of 143.87m² which falls short of the 150m² minimum site area sought by PDC 6 of the Medium Density Policy Area 18. In terms of the residential flat building, the average site area will be 105.84m² which represents a substantial shortfall from the 150m² sought by PDC 6. The average site area has been determined by dividing the portion of the subject land that is not allocated for the group dwellings by the number of dwellings within the residential flat building. Given that the combined site area of the six group dwellings will be 863.22m², the remaining portion of the land allocated to the residential flat building is 1,905.08m². On this basis, the average site area for the 18 dwellings within the residential flat building will be 105.84m².

Further to the above, the net density of the proposed development (86.7 dwellings per hectare) exceeds the range of 40 to 67 dwellings per hectare sought by PDC 4 of the Policy Area.

PDC 4 *Medium density development that achieves gross densities of between 23 and 45 dwellings per hectare (which translates to net densities of between 40 and 67 dwellings per hectare, where net density can be calculated by dividing 10000 by the site area and multiplying that number by the number of proposed dwellings for the site) should be in the form of 2 to 4 storey buildings.*

The density of the development was raised by one representative and while the shortfall in site areas and the high net density is noted, it is also noted that the Desired Character statement of the Medium Density Policy Area 18 contemplates increased densities (and therefore, smaller site areas), under certain circumstances. These circumstances include where allotments have been amalgamated, where an integrated design outcome is achieved and where the site is within a comfortable walking distance of a centre zone.

Allotments in this policy area will be at medium density, accommodating a range of dwelling types including residential flat buildings, row dwellings, group dwellings, semi-detached dwellings and some detached dwellings on small allotments. Allotment amalgamation to create larger development sites will occur to maximise the density of development while also achieving integrated design outcomes, particularly within a comfortable walking distance of centre zones.

It is considered that the proposed development qualifies for the increased densities contemplated by the Desired Character statement for the following reasons:

- It involves the amalgamation of three existing allotments to create a larger development site;
- It achieves an integrated design outcome in relation to vehicular access, parking spaces and the provision of shared open space; and
- The site is located within 200 metres of a Local Centre Zone which is a comfortable walking distance for most people.

Further, the subject site is well served by public transport (buses and trams) and adjoins a substantial area of public open space in the form of a linear park which contains a shared-use recreational trail and playground. In this way, the proposal satisfies Objective 3 of the Residential Zone and Objective 3 under the heading Residential Development in the General Section of the Development Plan:

Residential Zone

Obj 3 Increased dwelling densities in close proximity to centres, public transport routes and public open spaces.

Residential Development – General Section

Obj 3 Medium and high density residential development in areas close to activity centres, public and community transport and public open spaces.

With the above in mind, the proposal's departure from the quantitative site area and density guidelines within the Development Plan is considered acceptable.

Setbacks

In relation to setbacks, the proposed development will fall short of the side setbacks sought by PDC 11 of the Residential Zone. Specifically, in order to comply with PDC 11, the group dwellings would need to be setback 1 metre at ground level and just over 2 metres at the upper level. Similarly, the residential flat building would need to be setback 1 metre for the section of the wall that is up to 3 metres in height, 2 metres for the section of the wall that is between 3 and 6 metres in height and 9 metres for the section of the wall that is above 6 metres in height.

Given that the group dwellings will abut one another and given that a portion of Dwelling 'F' will be sited on the side boundary, they will not achieve the side setbacks sought by PDC 11. Also, given that the residential flat building will be setback 5.9 metres from both side boundaries, it will fall short of PDC 11.

In essence PDC 11 seeks setbacks from side boundaries that progressively increase as the height of the building increases. While the proposal falls short of the side setback guidelines, it is considered acceptable for the following reasons:

- If the group dwellings had party walls (rather than just walls which abut one another), PDC 11 would not apply;
- The siting of a portion of dwelling 'F' on the north-eastern boundary is unlikely to have an unreasonable impact on the adjoining property in terms of visual appearance, overshadowing or overlooking;
- The proposed side setbacks of almost 6 metres for the residential flat building are considered reasonable given the context of development in the locality and given that other potential impacts such as overshadowing and overlooking have been appropriately addressed;
- The imposition of a 9 metre setback on the upper levels of the residential flat building (as sought by PDC 11) would significantly compromise the floor plan of the building and could create a design outcome that does not reflect the existing and emerging character of the locality.

In terms of front and rear setbacks, the development meets the 3 metre front setback sought by PDC 5 of the Medium Density Policy Area 18 but falls 1 metre short of the desired 4 metre rear setback for the group dwellings. However, given that group dwellings will effectively 'face' the linear park at the rear of the subject land and will not cause a detrimental impact on nearby residential properties, the rear setback is considered acceptable.

Built Form

With a height of four storeys and 13 metres, the residential flat building exceeds the maximum height of three storeys or 12.5 metres sought by PDC 5 of the Medium Density Policy Area. However, a departure of 0.5 metres from PDC 5's desired height of 12.5 metres is considered minor and is unlikely to create additional adverse impacts on surrounding properties or Anzac Highway. Interestingly, the Policy Area also contemplates taller buildings of four storeys or 16.5 metres in height in certain locations. This includes properties to the west of Cromer Street – approximately 90 metres to the south-west of the subject land.

As raised by one of the representors, the residential flat building will slightly exceed the maximum building height. It is noted that visual interest will be created through the articulated façade, the mixture of building materials, the inclusion of balconies, and the provision of landscaping both along the frontage of the site and on the upper level balconies. For these reasons, and combined with the removal of two existing crossovers and the absence of garaging along the primary frontage, the residential flat building will provide an interesting and attractive addition to the streetscape of Anzac Highway. In this way, the proposed development will contribute to "... a highly varied streetscape ..." while also providing a "... strong presence to streets ..." as sought by the Desired Character statement of the Medium Density Policy Area.

The residential flat building also responds in the following ways to the 'Design and Appearance' provisions under the heading Medium and High Rise Development (3 or More Storeys) in the General Section of the Development Plan:

- Though the inclusion of design features such as variation in building materials and balconies to create visual interest;
- Through the inclusion of elements such as vertical louvres and planter boxes to provide variation of light and shadow which contribute to a sense of depth in the building façade;
- Through the provision of a well landscaped area along the front of the building;
- Through the screening of the parking area at ground level to ensure that it does not detract from the streetscape; and
- By orienting the common entrance to the building toward the street so that it is clearly visible and provides a prominent, accentuated and welcoming feature.

Further to the above, the two-storey group dwellings will also provide an appropriate built-form transition from the Medium Density Policy Area to the Low Density Policy Area to the rear of the subject land. In this way, the proposed development responds to the following extract from the Desired Character statement:

Buildings on the edge of the policy area which adjoin residential policy areas at lower densities will pay particular attention to managing the interface with adjoining dwellings, especially in terms of the appearance of building height and bulk, and overshadowing.

Amenity

The Development Plan places an emphasis on achieving a high standard of amenity for the future occupants and other residences in the locality. For example, Objective 1 under the heading 'Residential Development' in the General Section of the Development Plan seeks:

Obj 1 *Safe, convenient, pleasant and healthy-living environments that meet the full range of needs and preferences of the community.*

In addition, 'Design and Appearance' PDC 10 in the General section of the Development Plan seeks to ensure that direct overlooking is minimised:

PDC 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.*

With the above in mind, it is noted that the height and siting of the proposed development creates the potential for direct overlooking from the balconies on the upper levels of the residential flat building towards the balconies and internal living areas of the proposed two-storey group dwellings at the rear of the subject land. It is further noted that the elevations do not specify any particular treatments to restrict the potential for overlooking from the residential flat building towards the group dwellings.

Therefore, it is considered appropriate that a Reserved Matter be included to enable the applicant to further consider an architectural design solution to this issue. Requiring obscure glazing on this elevation is one option, however it is considered that there may be other more creative solutions which the applicant may consider. Alternatively, the CAP could consider a condition to require that opaque glass be used to a height of 1.7 metres on the windows and doors on the northern elevation as well as appropriate screening devices on the balconies, however this may not be the optimal solution. If an architectural design solution resolving the overlooking issue can be achieved via the reserved matter, a subsequent condition can be added after the receipt of satisfactory plans.

In terms of overshadowing, it is noted that the density and height of development anticipated in the Medium Density Policy Area will, inevitably, lead to an increase in shadows cast on surrounding properties and this was raised by one representor. However, PDCs 10 to 13 under the heading 'Residential Development' in the General Section of the Development Plan seek to ensure that any increase in overshadowing does not have an unreasonable impact on the private open space and habitable rooms of adjacent dwellings.

PDC 10 *The design and location of buildings should ensure that direct winter sunlight is available to adjacent dwellings, with particular consideration given to:*

- (a) *windows of habitable rooms, particularly living areas*
- (b) *ground-level private open space*
- (c) *upper-level private balconies that provide the primary open space area for any dwelling*
- (d) *access to solar energy.*

PDC 11 *Development 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 5.00 pm on the 21 June.*

PDC 12 *Development should ensure that ground-level open space of existing buildings receives direct sunlight for a minimum of two hours between 9.00 am and 3.00 pm on 21 June to at least the smaller of the following:*

- (a) half of the existing ground-level open space*
- (b) 35 square metres of the existing ground-level open space (with at least one of the area's dimensions measuring 2.5 metres).*

PDC 13 *Development should not increase the overshadowed area by more than 20 per cent in cases where overshadowing already exceeds these requirements.*

The shadow diagrams provided by the Architect indicate that, apart from around 9:00am in the morning on the Winter solstice, the shadows cast by the proposed group dwellings will generally fall towards the proposed residential flat building. Similarly, while the residential flat building will cast a shadow over a portion of the adjoining two-storey building in the morning, at least three hours of direct sunlight will be available to the habitable rooms of the adjoining building during the day. Therefore, the proposal complies with PDCs 10 to 13.

In terms of the provision of private open space, the development proposes to use a combination of ground level courtyards (for the group dwellings) as well as upper-level balconies. The proposed private open space meets the quantitative requirements of the Development Plan and, for this reason, is considered acceptable.

The proposed development also benefits from the inclusion of communal open space in the form of a Community Garden and Playspace located towards the rear of the subject land.

The proposed development also achieves a satisfactory 6 metre separation distance between the buildings as required by PDC 14 under the heading Medium and High Rise Development (3 or More Storeys).

PDC 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.

Landscaping

Landscaping will be provided around the subject land and will include a 3 metre wide strip along the frontage of the residential flat building which will soften views from Anzac Highway. In addition a relatively large "Community Garden and Playspace" will be established in the western corner of the site.

The development meets the quantitative landscaping requirement of a minimum of 10% as per PDC 4 of the Landscaping, Fences and the Walls heading under the General Section of the Development Plan. In addition, the Landscape Plan proposes a range of groundcovers, shrubs and trees which will assist to soften the appearance of the development.

The proposed landscaping also satisfies the following extract of the Desired Character statement of the Medium Density Policy Area:

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.

The Landscaping Plan has not been updated by the applicant to reflect the current development proposal and as such a Reserved Matter is recommended to ensure the Landscaping Plan is updated to include additional information regarding the species type, size and number, particularly to ensure this is addressed for the proposed community garden area.

Parking and Access

Table WeTo/2 'Off Street Vehicle Parking Requirements' identifies that group dwellings and residential flat buildings should provide two car parking spaces per dwelling (one of which is covered) plus an additional 0.25 car parking spaces per dwelling. This equates to a total of 54 car parking spaces for the proposed 24 dwellings. Given that 44 spaces are proposed, there is a shortfall of 10 spaces.

In order to address this shortfall, the applicant has engaged CIRQA Traffic Consultants to review the provision of parking. CIRQA correctly notes that PDC 44 under the heading Transportation and Access in the General Section of the Development Plan contemplates that a departure from the requirements of Table WeTo/2 may be acceptable in some circumstances.

PDC 44 *On-site vehicle parking should be provided having regard to:*

- (a) the number, nature and size of proposed dwellings*
- (b) proximity to centre facilities, public and community transport within walking distance of the dwellings*
- (c) the anticipated mobility and transport requirements of the likely occupants, particularly groups such as aged persons.*

CIRQA further advises that a reduced parking rate is acceptable for the following reasons:

- the site is situated immediately adjacent an Adelaide Metro "Go Zone" and is therefore serviced by high frequency bus routes. The associated bus stops are less than 100 m from the site;*
- the site is approximately 250 m (or 380 m walking distance) from the Plympton Park tram stop and therefore serviced by high frequency tram services;*
- the site is located immediately adjacent the Westside Bikeway (shared cyclist and pedestrian path) which provides a safe, (generally) off-road connection to the Adelaide CBD as well as Glenelg. In addition, part-time bicycle lanes operate on Anzac Highway adjacent the site (also providing connection to the Adelaide CBD, Glenelg and the broader cycling network);*
- the site is less than 1 km from the 'Highway' mixed use development (including supermarket and other specialty tenancies) as well as other retail and commercial services (additional centre facilities are also accessible via the high frequency public transport); and*
- a parking provision rate of 2 car parking spaces per apartment is very high for such high density dwellings. This rate is well above realistic demands for such land uses as well as higher than contemporary rates adopted for assessment of parking provisions for high density dwellings.*

CIRQA also note (as does the Council's Traffic Engineer) that the proposed 44 spaces would align with the parking rates introduced by the Planning and Design Code (which has replaced the Development Plan).

With the above in mind, the provision of car parks is considered acceptable despite the shortfall when assessed against Table WeTo/2.

The internal vehicular access arrangements have been reviewed by the Council's Traffic Engineer and are considered acceptable, subject to confirmation that the site can accommodate a Medium Rigid Vehicle to collect waste. In particular, the applicant has advised that, in terms of the collection of waste, Veolia is above to service the development with a Light Rigid Vehicle. This resolves the Council's previous concerns in relation to the collection of waste from the development and a condition is proposed to ensure that only a Light Rigid Vehicle is used to access the site.

With respect to the bicycle parking areas in the residential flat building, Council's Traffic engineer raised concern regarding the visibility between the car parks and the bicycling parking areas and a condition has been proposed to ensure there is no solid wall constructed between these areas that would limit user visibility and impact safety.

In addition, the Department of Transport and Infrastructure (DIT) has reviewed the access arrangements on to Anzac Highway and has advised that the proposal is acceptable subject to the inclusion of standard conditions. In particular, DIT is now comfortable with the amended plans which have 'flipped' the location of the communal refuse area to the other side of the residential flat building. This will enable a waste collection vehicle to stop on the egress side of the building thereby reducing the potential for conflict with vehicles entering the site from Anzac Highway.

With respect to the townhouses, Council's traffic engineer raised concern in regard to the internal dimensions of the garaging and the ability to appropriately manoeuvre into the garage based on the location shown for the storage of the rubbish bins. Notwithstanding this, it is noted there is opportunity to reposition the bins down each side of the garage adjacent the nibs alongside the garage door opening. In repositioning the bins, this allows for the appropriate manoeuvrability of vehicles. Whilst it is acknowledged that manoeuvring is tight, it does achieve the required standard and accordingly, is considered to be suitable.

A representor raised concern regarding car parking impacts during the construction period. Given the size of the development proposed it is not unusual for Council to require a Construction Environmental Management Plan (CEMP) to address potential issues during the construction phase. Therefore a CEMP has been included in the recommendation as a reserve matter.

Waste Management

The proposed waste management system for the development includes a communal waste storage area within the ground level car park of the residential flat building which contain a series of bins for general waste, recycling and organics. In contrast, each group dwelling will be provided with individual rubbish bins which will be stored within the garages. It is proposed that waste generated by the development will be collected by a private contractor using a Light Rigid Vehicle.

Based on the confirmation supplied by the applicant that a Light Rigid Vehicle can safely access the site to collect waste, the proposed waste management arrangements are acceptable.

Stormwater Management

The Council's City Assets Department has indicated that the proposed management of stormwater is considered acceptable at a conceptual level. More specifically:

- The proposed finished floor levels will meet the minimum requirements;
- The proposed stormwater detention (which includes 3,000 litre tanks for each group dwelling, 2 x 5,000 litre tanks for the residential flat building and the capture of 62% of surface water within two bio-retention swales) is acceptable; and
- The proposed measure to meet stormwater quality standards will be acceptable.

As is typical with developments of this nature, further details will be required should the proposed development be approved by the CAP and as such a reserved matter has been proposed in the recommendation.

SUMMARY

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

The proposal responds to the policy direction provided in the Residential Zone and Medium Density Policy Area 18 which anticipates a transformation in built form through the establishment of medium density residential development that achieves a high standard of design. While it is acknowledged that the proposed development is of a higher density than anticipated by the Policy Area, this is considered acceptable given the context of the locality where rapid public transport is available, where a Local Centre Zone is within comfortable walking distance and where a generous area of public open space adjoins the site.

From a built form perspective, the residential flat building will only exceed the desired maximum building height of the Policy Area by 0.5 metres. Such a small departure is unlikely to be noticeable from surrounding properties or Anzac Highway. Also, given the generous side setbacks to the residential flat building (approximately 6 metres) and given the mix of building materials, the articulation of the façade and the provision of landscaping around the perimeter of the site, the proposed development will enhance the existing streetscape along this section of Anzac Highway.

Given the transformational intent of the Medium Density Policy Area, it is inevitable that some off-site impacts will arise such as an increase in overshadowing and visual impact. However, the proposed development appropriately addresses these impacts while also complementing the emerging character of the locality. Importantly, the applicant has demonstrated that sufficient on-site car parking will be provided and waste generated by the dwellings will be appropriately stored and screened from view.

For the above reasons, and based on an 'on balance' assessment, 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 *Planning, Development and Infrastructure Act 2016* resolves to GRANT Development Plan Consent for Application No. 211/1097 /2019 by LUXEHAUS to undertake Stage 1 - demolition of existing buildings and construction of six (6) two-storey group dwellings (townhouses) and associated landscaping and fencing; Stage 2 - construction of a four-storey residential flat building (apartment building) containing 18 dwellings, 27 ground-level car parking spaces and associated landscaping and fencing at 381-385 Anzac Highway, Camden Park (CT5798/197, CT6095/267, CT4250/162, CT2021/51) 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. An updated, detailed landscaping plan consistent with the landscaping identified on the Ground Floor Plans (Drawing Numbers 19.02 - P1.1 and 21.11 – P2.2) and specifying all areas of the land to be landscaped, a list of the species to be planted, the height of the species at the time of planting and the estimated mature height of all plants, along with the numbers of plantings within the designated landscaped areas shall be submitted to the satisfaction of Council prior to the granting of Development Approval.
2. Updated plans which identify design solutions to minimise the potential of direct overlooking from the upper level windows and balconies on the northern elevation of the residential flat building to the habitable rooms of the group dwellings to the north shall be submitted to the satisfaction of Council prior to the granting of Development Approval.
3. A Construction Environmental Management Plan that outlines how traffic will be managed during the construction period (for all stages of the development) shall be submitted to the satisfaction of Council prior to the granting of Development Approval.
4. A detailed Stormwater Management Plan shall be provided to the satisfaction of Council prior to the issuing of Development Approval addressing (at minimum) the following:
 - a) Design level information demonstrating that the stormwater system proposed is able to discharge runoff to the street water table.
 - b) Section details of the bio-retention swale.
 - c) Final design and connection of detention tanks for the apartment building including outlining the reuse of water, whether it will include retention, how many dwellings it will be connected to and whether the retention capacity meets the supply/demand.
 - d) An updated civil plan, if necessary reflecting required changes.

Pursuant to Section 42(1) of the *Development Act 1993*, the Council reserves its decision on the form and substance of any further conditions of Development Plan Consent that it considers appropriate to impose in respect of the reserved matters outlined above.

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:
 - Camden Park Multi-Res Drawings Title Page, Locality Details and Site & Staging Plan prepared by Capsule Projects, 19.02 - P0.1 - P0.3 Revision D dated 18.02.2022
 - Camden Park Multi-Res Drawings Title Page, Ground Floor Plan, First Floor & Roof Plan, Elevations North and South, Elevations East and West, Section W.W.Y.Y, Section X.X.Z.Z, Streetscape and Materials Palette, Shadow Analysis - 21st December, Shadow Analysis 21st June prepared by Capsule Projects, 19.02 - P1.1 - P1.10 Revision F dated 18.02.2022
 - Camden Park Multi-Res Drawings Title Page, Ground Floor Plan, First & Second Floor Plan, Third Floor & Roof Plans, South & East Elevations, East and West Elevations, Section X.X & Y.Y, Material Palette & Streetscape, Shadow Analysis - 21st December, Shadow Analysis 21st June prepared by Capsule Projects, 19.02 - P2.1 - P2.10 Revision F dated 31.01.2022
 - Civil Plan prepared by TMK, Drawing no. 1907191-C1/PC, dated 14.08.19.
 - Landscape Concept Plan, Apartment Elevations and Townhouse Elevations prepared by Jensen Plus, Revision C, P2719, dated August 2019
 - Traffic and Parking Impact Assessment with Car Park Certification prepared by Auswide Consulting, Revision 1.4, dated September 2021.
 - Letter from Veolia regarding waste management, dated 07.02.2022
 - Letter from Cirqa regarding Car Parking Provisions, reference 22082/BNW, dated 28.02.2022
 - Stormwater Calculations including attachments prepared by TMK, job number 1907191, dated 01/02/2022

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

2. No direct pedestrian access from the broader site or the individual group dwellings shall be provided to the Westside Bikeway to the north-east of the subject land.
3. The maximum size of service vehicles accessing the site, including the refuse collection vehicle, shall be limited to a Light Rigid Vehicle.

Reason: To ensure the ongoing use and safety of vehicle parking and manoeuvring areas.

4. The waste enclosure area and disposal facilities shall be installed and made operative to the satisfaction of Council prior to occupation of the development. All waste and rubbish shall be stored in covered containers prior to removal and shall be screened from public view.

The collection of waste from the site shall occur only between the hours of:

Monday to Saturday	7am - 7pm
Sunday and Public Holidays	9am - 7pm

Reason: To ensure the amenity of surrounding uses is maintained.

5. Air conditioning or air extraction plant or ducting shall be sited and acoustically screened such that no unreasonable nuisance or loss of amenity is caused to residents and users of properties in the locality to the reasonable satisfaction of Council.

Reason: To ensure mechanical equipment does not cause unreasonable nuisance or loss of amenity in the locality.

6. All planting and landscaping shall incorporate an appropriate irrigation system and shall be completed within three (3) months of the commencement of the use of this development or the next planting season and be maintained in reasonable condition at all times. Any plants that become diseased or die will be replaced with a suitable species.

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

7. 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.

8. 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.

9. The rainwater tank for all dwellings shall be plumbed to deliver recycled water to all toilets and laundry cold water outlets and shall be connected prior to occupation of the dwellings.

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

10. 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.

11. Stormwater runoff from hard surfaced areas shall be directed to a stormwater treatment system or device to ensure that all debris, litter, sediment, fuels and oil products are removed prior to any controlled release to Council's stormwater system.

Reason: To ensure adequate protection to Council's stormwater system.

12. No aboveground structure(s) such as letterboxes, service meters or similar are to be installed within the common driveway entrance and passing area.

Reason: To ensure that the common driveway is kept clear of obstructions.

13. 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.

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

14. No solid wall is to be constructed between the vehicle car parking and the bicycle parking area in the apartment building.

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

15. Waste collection shall be carried out in accordance with the Waste Management Plan prepared by Auswide Consulting dated August 2021. All solid waste shall be stored in bins having a close fitting lid. The bins shall be stored within the designated bin storage areas identified on the approved plans.

Reason: To ensure residence are provided with waste management facilities and to maintain the amenity of the locality.

Conditions imposed upon advice of the Department for Infrastructure & Transport

16. All vehicular access shall be gained as shown on Capsule Projects, Ground Floor Plan, Drawing No. 21.11 – P2.2, Revision F dated 31 January 2022, the Traffic & Parking Impact Assessment by Auswide (Revision 1.4, dated September 2021) and Waste Management Plan by Auswide (Revision 1.2, dated August 2021).
17. The waste collection area for Stage 2 shall be located clear of the ingress location so as not to result in vehicles queuing back onto Anzac Highway.
18. The access points and internal loop road shall be suitably signed, and line marked to reinforce the one-way traffic flow through the site.
19. All off-street car parking shall be designed in accordance with AS/NZS 2890.1:2004 and AS/NZS 2890.6:2009. Additionally, clear sightlines, as shown in Figure 3.3 'Minimum Sight Lines for Pedestrian Safety' in AS/NZS 2890.1:2004, shall be provided at the property line to ensure adequate visibility between vehicles leaving the site and pedestrians on the adjacent footpath.
20. The internal manoeuvring areas for commercial vehicles shall be designed in accordance with AS2890.2:2018
21. All redundant crossover/s to Anzac Highway shall be removed and reinstated to standard kerb and gutter at the applicant's cost prior to the dwellings becoming habitable.

Attachments

1. **Relevant Provisions**
2. **Proposed Plans and Documents**
3. **Applicant's Planning Report (superseded)**
4. **Representations and Applicant's Response**
5. **Internal Referral Response**
6. **External Referral Response**

Relevant Development Plan Provisions

General Section		
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, 9, 10, 11, 12, 13, 14, 15, 16, 19, 20, 21, 22, & 23
Energy Efficiency	<i>Objectives</i>	1 & 2
	<i>Principles of Development Control</i>	1, 2, & 3
Hazards	<i>Objectives</i>	1, 2, & 4
	<i>Principles of Development Control</i>	1, 2, 3, 4, 5, 6, & 13
Infrastructure	<i>Objectives</i>	1
	<i>Principles of Development Control</i>	1, 2, 3, 4, 5, 6, & 8
Interface between Land Uses	<i>Objectives</i>	1, 2 & 3
	<i>Principles of Development Control</i>	1, 2, 4, & 8
Landscaping, Fences and Walls	<i>Objectives</i>	1 & 2
	<i>Principles of Development Control</i>	1, 2, 3, 4, 5 & 6
Medium and High Rise Development (3 or more storeys)	<i>Objectives</i>	1, 2, 3, 4, 5, & 7
	<i>Principles of Development Control</i>	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 23, 24, 25, 26, 27, 28 & 29
Natural Resources	<i>Objectives</i>	1, 2, 3, 4, 5, 6, & 7
	<i>Principles of Development Control</i>	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 16, 37, 38, 39 & 40
Orderly and Sustainable Development	<i>Objectives</i>	1, 2, 3, 4 & 5
	<i>Principles of Development Control</i>	1, 3, 4, 5, 6, & 7
Residential Development	<i>Objectives</i>	1, 2, 3, 4 & 5
	<i>Principles of Development Control</i>	1, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, & 32
Transportation and Access	<i>Objectives</i>	1, 2, 4 & 5
	<i>Principles of Development Control</i>	1, 2, 8, 10, 11, 14, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, & 45
Waste	<i>Objectives</i>	1 & 2
	<i>Principles of Development Control</i>	1, 2, 3, 4, 5, & 6



Product	Register Search (CT 6186/919)
Date/Time	29/07/2019 09:38AM
Customer Reference	LUXEHAUS
Order ID	20190729001650



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 6186 Folio 919

Parent Title(s)	CT 5798/197, CT 6095/267				
Creating Dealing(s)	RTA 12671699				
Title Issued	10/02/2017	Edition	1	Edition Issued	10/02/2017

Estate Type

FEE SIMPLE

Registered Proprietor

SAM KOKOTIS
GLENYS RUTH KOKOTIS
OF 383 ANZAC HIGHWAY CAMDEN PARK SA 5038
AS JOINT TENANTS

Description of Land

ALLOTMENT 10 DEPOSITED PLAN 114653
IN THE AREA NAMED CAMDEN PARK
HUNDRED OF ADELAIDE

Easements

NIL

Schedule of Dealings

Dealing Number	Description
13142373	MORTGAGE TO WESTPAC BANKING CORPORATION (ACN: 007 457 141)

Notations

Dealings Affecting Title NIL

Priority Notices

Lodgement Date	Priority Notice ID	Expiry Date	Status
10/07/2019	PN021078	09/09/2019	Withdrawn

Notations on Plan NIL

Registrar-General's Notes NIL

Administrative Interests NIL



Product Register Search (CT 5198/676)
Date/Time 29/07/2019 09:35AM
Customer Reference LUXEHAUS
Order ID 20190729001575



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 5198 Folio 676

Parent Title(s) CT 4250/162
Creating Dealing(s) CONVERTED TITLE
Title Issued 04/07/1994 **Edition** 3 **Edition Issued** 10/05/2019

Estate Type

FEE SIMPLE

Registered Proprietor

SAM KOKOTIS
 GLENYS RUTH KOKOTIS
 OF 383 ANZAC HIGHWAY CAMDEN PARK SA 5038
 AS JOINT TENANTS

Description of Land

ALLOTMENT 24 FILED PLAN 7386
 IN THE AREA NAMED CAMDEN PARK
 HUNDRED OF ADELAIDE

Easements

NIL

Schedule of Dealings

Dealing Number	Description
13142372	MORTGAGE TO WESTPAC BANKING CORPORATION (ACN: 007 457 141)

Notations

Dealings Affecting Title NIL

Priority Notices

Lodgement Date	Priority Notice ID	Expiry Date	Status
09/07/2019	PN021072	09/09/2019	Withdrawn

Notations on Plan NIL

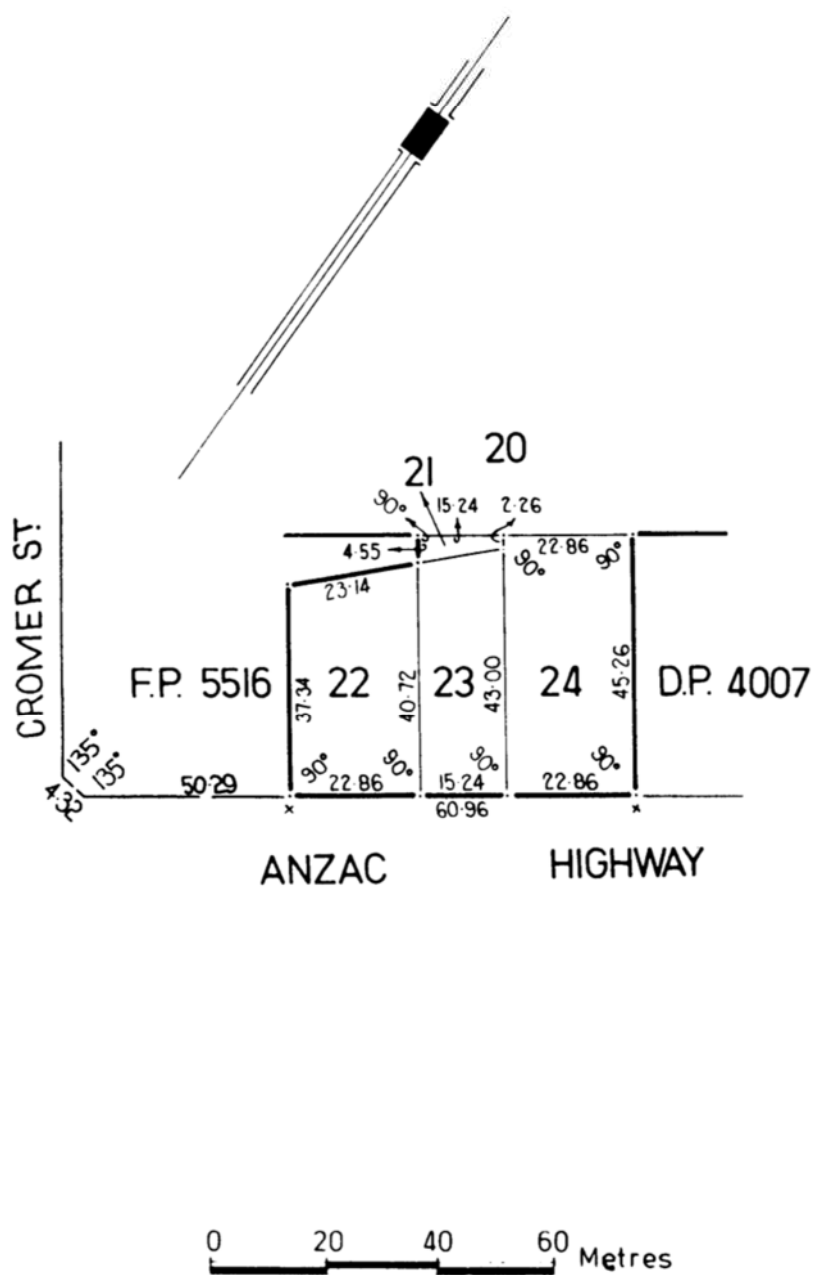
Registrar-General's Notes NIL

Administrative Interests NIL



Product
Date/Time
Customer Reference
Order ID

Register Search (CT 5198/676)
29/07/2019 09:35AM
LUXEHAUS
20190729001575





Product	Register Search (CT 5198/675)
Date/Time	29/07/2019 09:32AM
Customer Reference	LUXEHAUS
Order ID	20190729001494



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 5198 Folio 675

Parent Title(s)	CT 2021/51			
Creating Dealing(s)	CONVERTED TITLE			
Title Issued	04/07/1994	Edition	3	Edition Issued 10/05/2019

Estate Type

FEE SIMPLE

Registered Proprietor

SAM KOKOTIS
GLENYS RUTH KOKOTIS
OF 383 ANZAC HIGHWAY CAMDEN PARK SA 5038
WITH NO SURVIVORSHIP

Description of Land

ALLOTMENT 183 DEPOSITED PLAN 4007
IN THE AREA NAMED CAMDEN PARK
HUNDRED OF ADELAIDE

Easements

NIL

Schedule of Dealings

Dealing Number	Description
13142374	MORTGAGE TO WESTPAC BANKING CORPORATION (ACN: 007 457 141)

Notations

Dealings Affecting Title NIL

Priority Notices

Lodgement Date	Priority Notice ID	Expiry Date	Status
10/07/2019	PN021078	09/09/2019	Withdrawn

Notations on Plan NIL

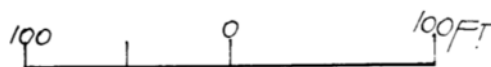
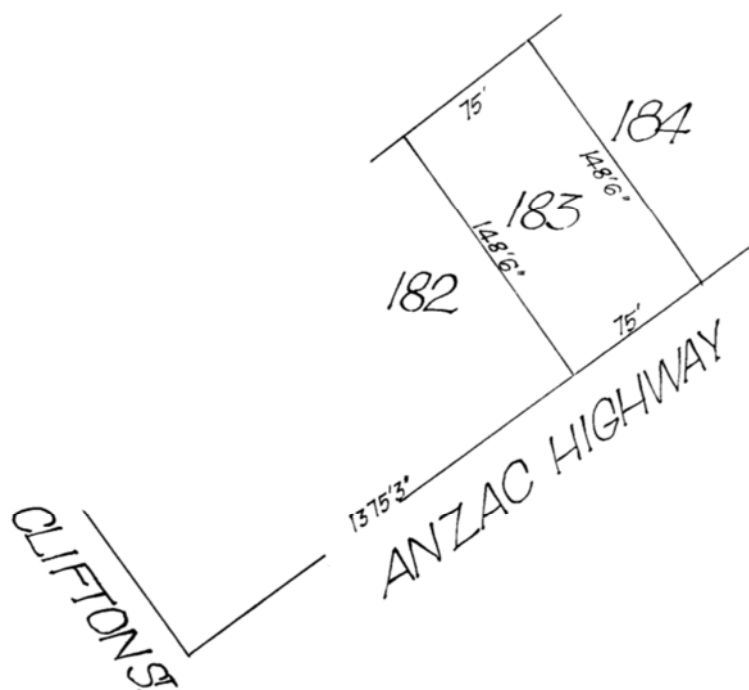
Registrar-General's Notes NIL

Administrative Interests NIL



Product
Date/Time
Customer Reference
Order ID

Register Search (CT 5198/675)
29/07/2019 09:32AM
LUXEHAUS
20190729001494



DISTANCES ARE IN FEET AND INCHES
FOR METRIC CONVERSION

1 FOOT = 0.3048 metres
1 INCH = 0.0254 metres



P
R
O
J
E
C
T
S

PROPOSED MULTI-RESIDENTIAL DEVELOPMENT
FOR LUXEHAUS
381-385 ANZAC HIGHWAY, CAMDEN PARK SA

SITE

18/2/22

Project	Drawing No:	Layout Name	Rev
A19/02/	P0.1	Title Page	D
	P0.2	Locality Details	D
	P0.3	Site & Staging Plan	D

STAGE 1 - 6 x 2-STOREY TOWNHOUSES

18/2/22

Project	Drawing No:	Layout Name	Rev
A19/02/	P1.1	Title Page	F
	P1.2	Ground Floor Plan	F
	P1.3	First Floor & Roof Plan	F
	P1.4	Elevations North and South	F
	P1.5	Elevations East and West	F
	P1.6	Section W.W.Y.Y	F
	P1.7	Section X.X.Z.Z	F
	P1.8	Streetscape and Material Palette	F
	P1.9	Shadow Analysis - 21st December	F
	P1.10	Shadow Analysis - 21st June	F

STAGE 2 - 4-STOREY APARTMENT BUILDING

18/2/22

Project	Drawing No:	Layout Name	Rev
A19/02/	P2.1	Title Page	F
	P2.2	Ground Floor Plan	F
	P2.3	First & Second Floor Plan	F
	P2.4	Third Floor & Roof Plan	F
	P2.5	South & East Elevations	F
	P2.6	North & West Elevations	F
	P2.7	Section X.X & Y.Y	F
	P2.8	Material Palette & Streetscape	F
	P2.9	Shadow Analysis - 21st December	F
	P2.10	Shadow Analysis - 21st June	F

18/2/22

A	01.07.2019	Plan-Update
B	08.09.2019	Planning
C	10.04.2021	Planning Update
D	18.02.2022	Planning Update

Planning

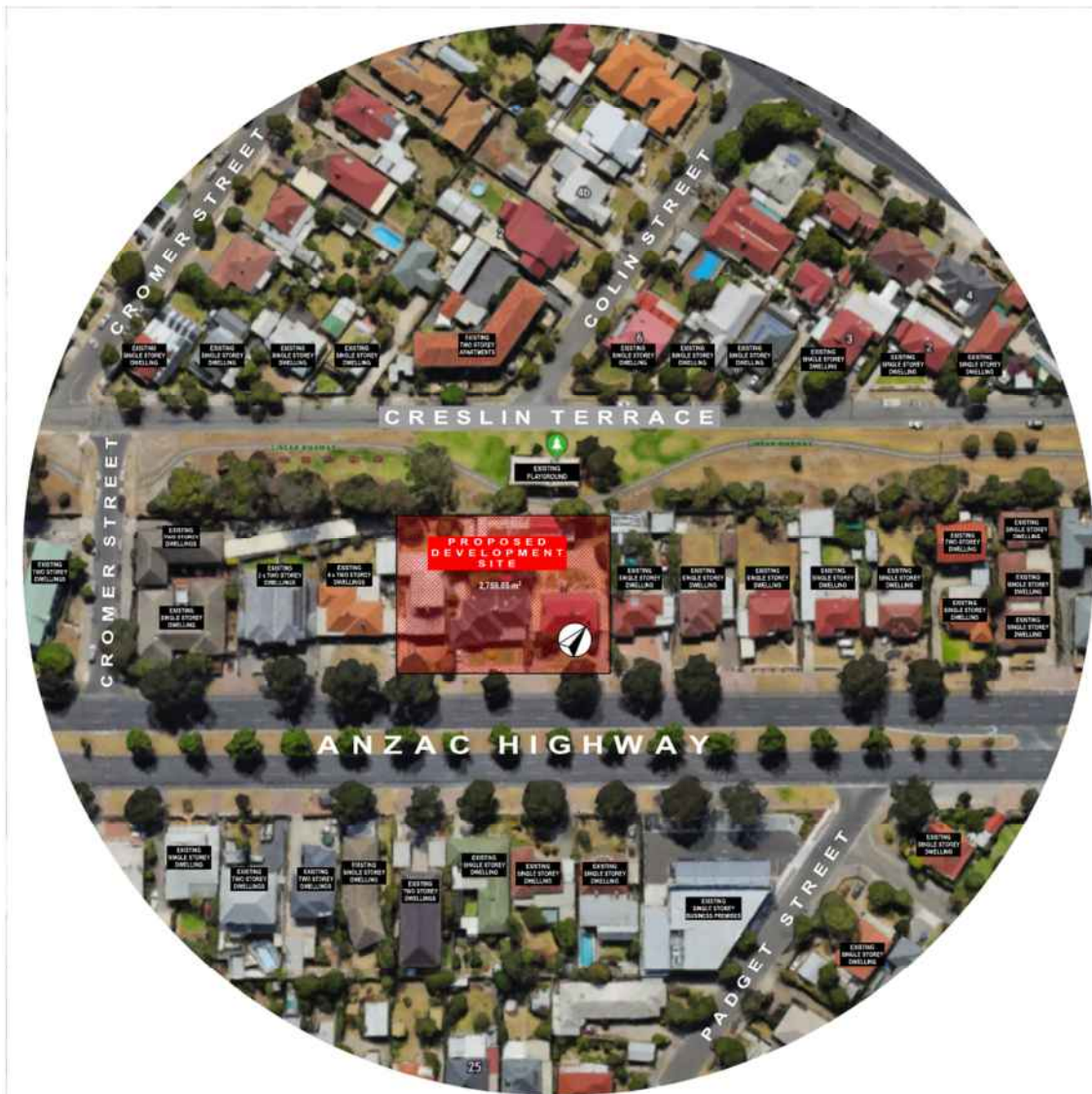
CAPSULE PROJECTS

104 Glyburn Road
Tramere 5073
South Australia
Anthony: 0827 287 038
Patrick: 0421 332 508
Susanna: 0414 455 499
contact@capsuleprojects.net.au

Project	CAMDEN PARK MULTI-RES
Sheet Title	Title Page
Sheet Size	A1
Scale	as shown
Drawing No.:	19.02 - P0.1
Revision:	D

Capsule Projects is the Proprietor of all rights including copyright in this document. No reproduction is permitted without written consent. All work and materials to Australian Standards. Where dimensions on these drawings to this procedure your verbal dimensions, contractors shall verify and be responsible for all dimensions and conditions on the job and this shall not be relied on any variation from the dimensions and conditions shown by these drawings.





1 SITE LOCATION PLAN - 120m RADIUS

SITE :

Lot. 23 (381 Anzac Highway): 689.8 sqm.
Lot. 24 (383 Anzac Highway): 1045.4 sqm.
Lot. 183 (385 Anzac Highway): 1033.1 sqm.

Total Site Area : 2768.3 sqm.

STAGE 1 :
6 x 2-STOREY TOWNHOUSES

TYPICAL TOWNHOUSE	Total Townhouses area: 1277.10 sqm.
Site area : 143.87 sqm.	Townhouses Parking: 2 spaces per Townhouse (12 spaces) Access to 5 x visitor spaces
Ground Floor Living: 64.94 sqm. Garage and Porch: 40.54 sqm.	
First Floor Living: 87.02 sqm. Balcony: 20.35 sqm.	
Total area : 212.85 sqm.	Community Garden: 210 sqm.
P.O.S. 23.7 sqm.	

STAGE 2 :
4-STOREY APARTMENT BUILDING

Ground Floor	First Floor	Second Floor	Third Floor	Total
Carpark: 747 sqm. 27 spaces Lobby , stairs and lift: 77.84 sqm. Rubbish and recycling: 12.75 sqm. Residents bicycle parking: 12.5 sqm.(6 spaces) Visitors bicycle parking: 5 sqm. (4 spaces)	4 x 2 Bed Apartment Living: 78.00 sqm Balcony: 13.50 to 14.00 sqm 2 x 3 Bed Apartment Living: 134.65 sqm. Balcony: 33.66 sqm. Lobby , stairs and lift: 145.00 sqm.	4 x 2 Bed Apartment Living: 78.00 sqm Balcony: 13.50 to 14.00 sqm 2 x 3 Bed Apartment Living: 134.65 sqm. Balcony: 33.66 sqm. Lobby , stairs and lift: 131.50 sqm.	4 x 2 Bed Apartment Living: 78.00 sqm Balcony: 13.50 to 14.00 sqm 2 x 3 Bed Apartment Living: 127.55 sqm. Balcony: 31.20 sqm. Lobby , stairs and lift: 131.50 sqm.	Apartments: 12 x 2 Bedroom 6 x 3 Bedroom Areas: Apartments 1,729.7 sqm. Balconies 362.0 sqm. Gross 3,611.6 sqm.
Gross Building Area: 902.9 sqm.	Gross Building Area: 902.9 sqm.	Gross Building Area: 902.9 sqm.	Gross Building Area: 902.9 sqm.	



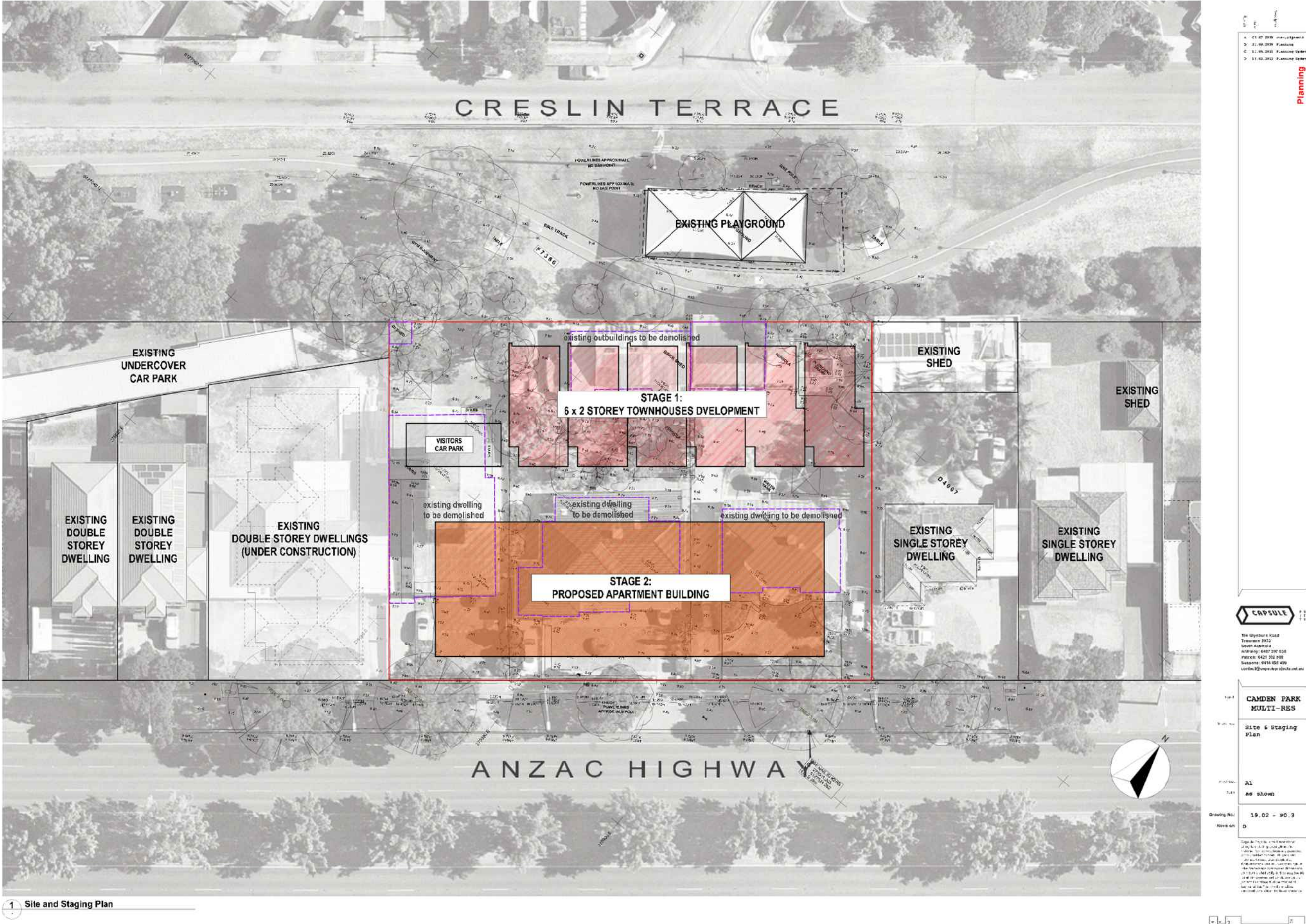
2 SITE ANALYSIS

Planning

CAPSULE PROJECTS
104 Glyburn Road
Tramere 5073
South Australia
Australia: 0827 297 038
Patrick: 0421 332 508
Susanna: 0414 455 499
contact@capsuleprojects.net.au

Project: CAMDEN PARK MULTI-RES
Sheet Title: Locality Details
Sheet Size: A1
Scale: as shown
Drawing No.: 19_02 - P0.2
Revision: D

Capsule Projects is the Proprietor of all rights including copyright in this material. No representation are permitted without written consent. All work and materials to Australian Standards. Wherever dimensions on these drawings to this procedure your request documents, contractors shall verify and be responsible for all dimensions and conditions on the job and this offer must be noted of any variation from the dimensions and conditions shown by these drawings.





STAGE 1 - 6 x 2-STOREY TOWNHOUSES

Project	Drawing No:	Layout Name	Rev
A19/02/	P1.1	Title Page	F
	P1.2	Ground Floor Plan	F
	P1.3	First Floor & Roof Plan	F
	P1.4	Elevations North and South	F
	P1.5	Elevations East and West	F
	P1.6	Section W.W.Y.Y	F
	P1.7	Section X.X.Z.Z	F
	P1.8	Streetscape and Material Palette	F
	P1.9	Shadow Analysis - 21st December	F
	P1.10	Shadow Analysis - 21st June	F



194 Glynburn Road
Tramere 5073
South Australia
Anthony: 0407 297 038
Patrick: 0421 332 508
Susanna: 0414 455 499
contact@capsuleprojects.net.au

Project: **CAMDEN PARK
MULTI-RES**

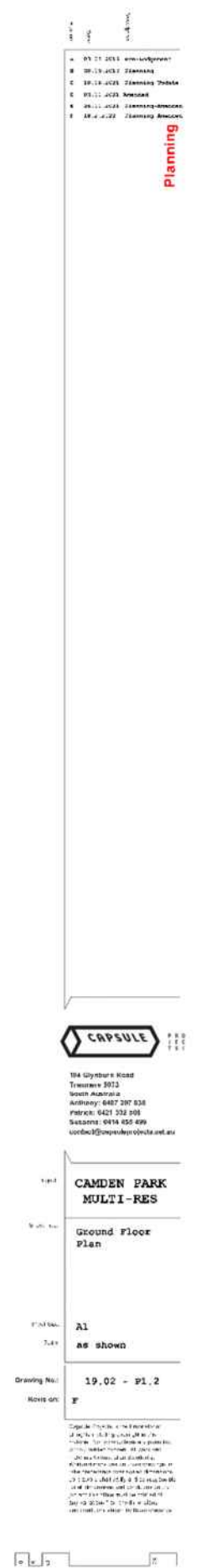
Sheet Title:	Title Page
--------------	-------------------

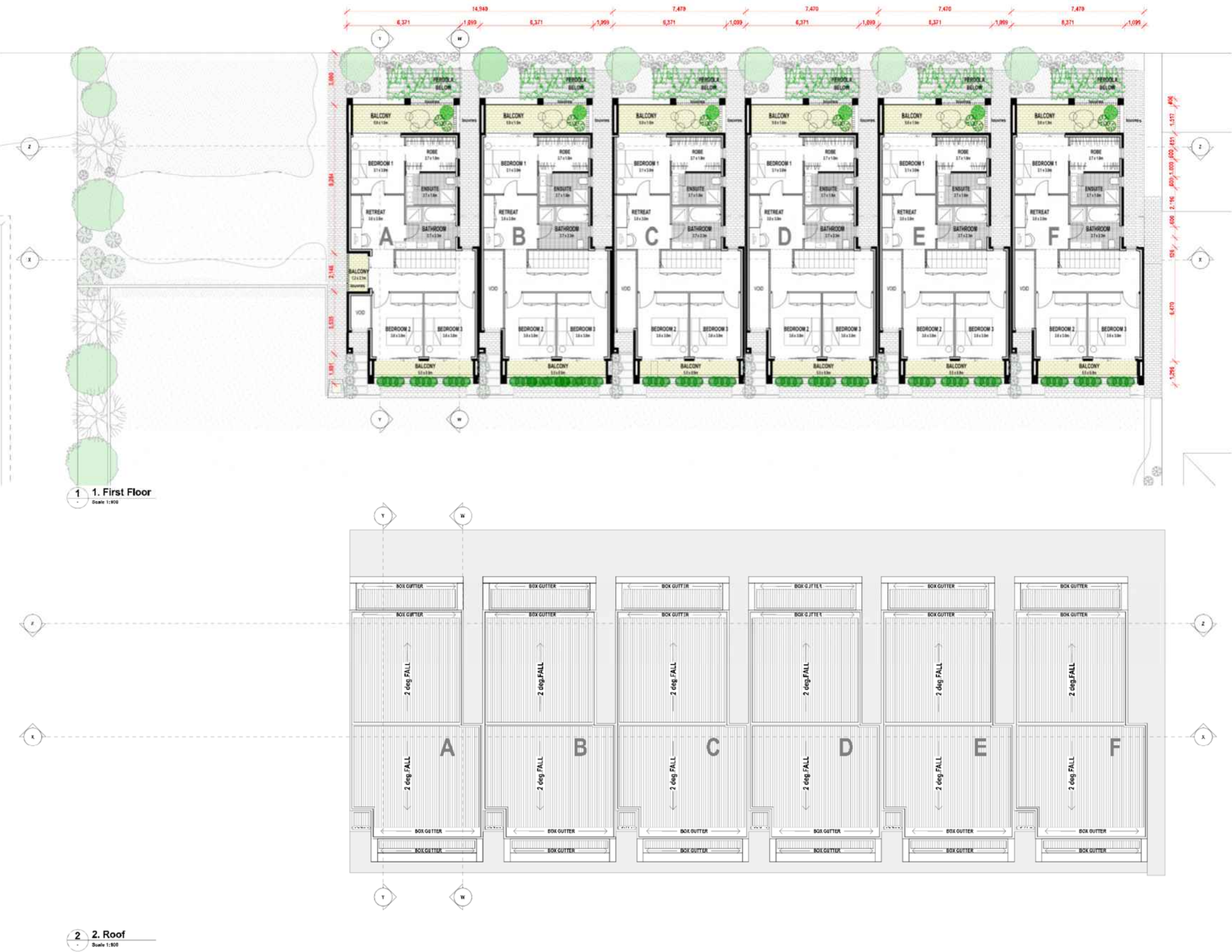
Sheet Size: **A1**
Scale: **as shown**

Drawing No.: 19.02 - P1.1

Revisions: **F**

Capsule Projects is the Proprietor of all rights including copyright in this material. No reproductions are permitted without written consent. All work and materials to Australian Standards.





Planning



104 Cityburn Road
Traralgon 3903
South Australia
Authority: 0427 200 838
Patrick: 0421 332 308
Susanna: 0414 455 499
contact@capsuleproject.com.au

**CAMDEN PARK
MULTI-RES**

**First Floor &
Roof Plan**

A1
as shown

Drawing No: **19.02 - P1.3**

Notes on:

1. This drawing is a preliminary drawing and is not to be used for construction purposes without the approval of the architect. It is the responsibility of the client to ensure that all necessary permissions and approvals are obtained before construction commences. The architect does not accept liability for any errors or omissions in this drawing.



- A: Powder coated steel fencing
- B: Vertical screen wall louvers
- C: Powder coated aluminium framed windows
- D: Powder coated steel balustrade
- E: Selected texture coated masonry
- F: Selected finished brickworks
- G: Off form concrete finish
- H: Colorbond garage door
- I: Feature balustrade mounted planter boxes
- J: Fergala



104 Glynburn Road
Treasury 3013
South Australia
Anthony: 0807 207 538
Patrick: 0421 232 505
Suzanna: 0454 455 499
wordsw@treasury.south.net.au

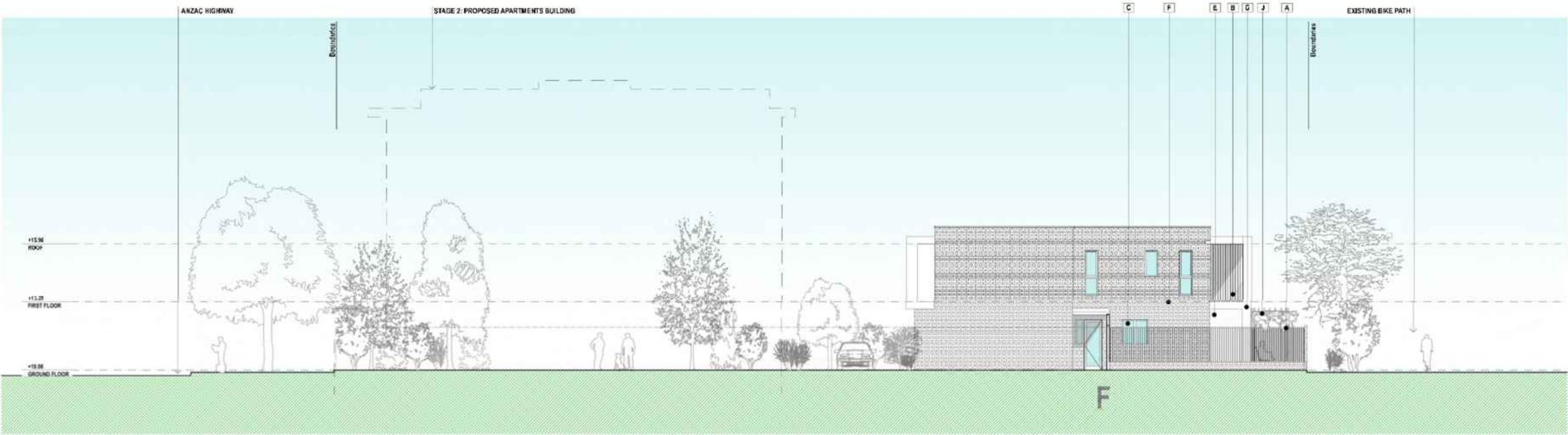
CAMDEN PARK
MULTI-RES

Elevations
North and
South

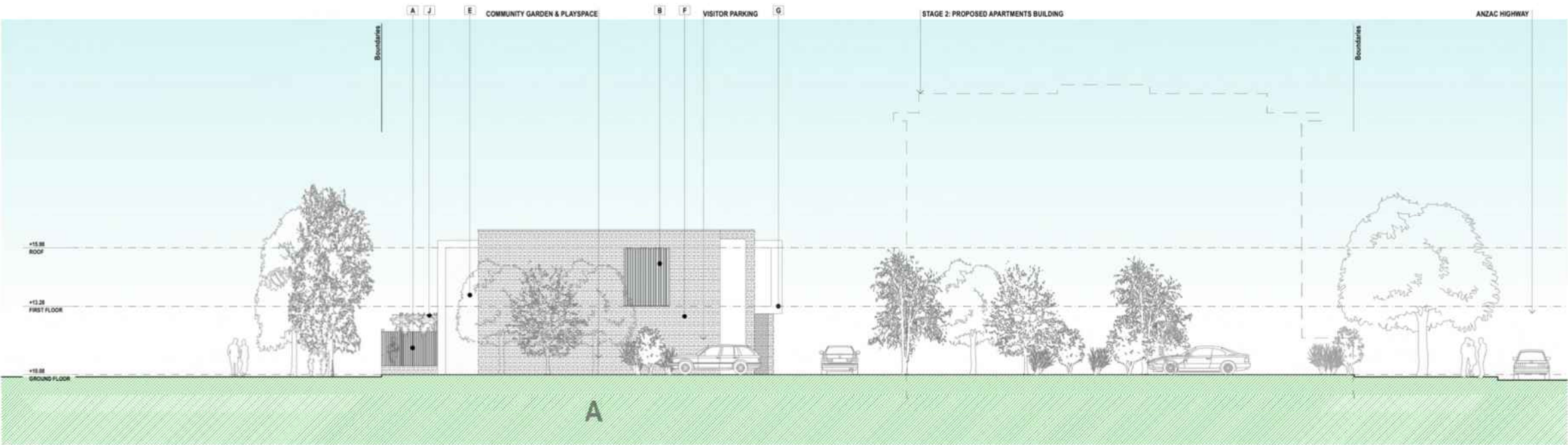
A1
as shown

19.02 - P1.4

[illegible]



1 E/02 East Elevation
Scale 1:100



2 E/03 West Elevation
Scale 1:100

B: Vertical Screen Louvers: Detail
Scale 1:50

WEST BALCONY
1.2 x 2.1m

A: Powder coated steel fencing
B: Vertical screen wall - suns
C: Powder coated aluminium framed windows
D: Powder coated steel balustrade
E: Selected feature coated masonry
F: Selected finished brickwork
G: Off form concrete finish
H: Colorbond garage door
I: Feature balustrade mounted planter boxes
J: Pergola

Planning



100 Cityview Road
Torrens 5073
South Australia
Authority: 0857 330 838
Patricia: 0421 332 808
Susanne: 0414 450 499
info@capsuleprojects.com.au

CAMDEN PARK
MULTI-RES

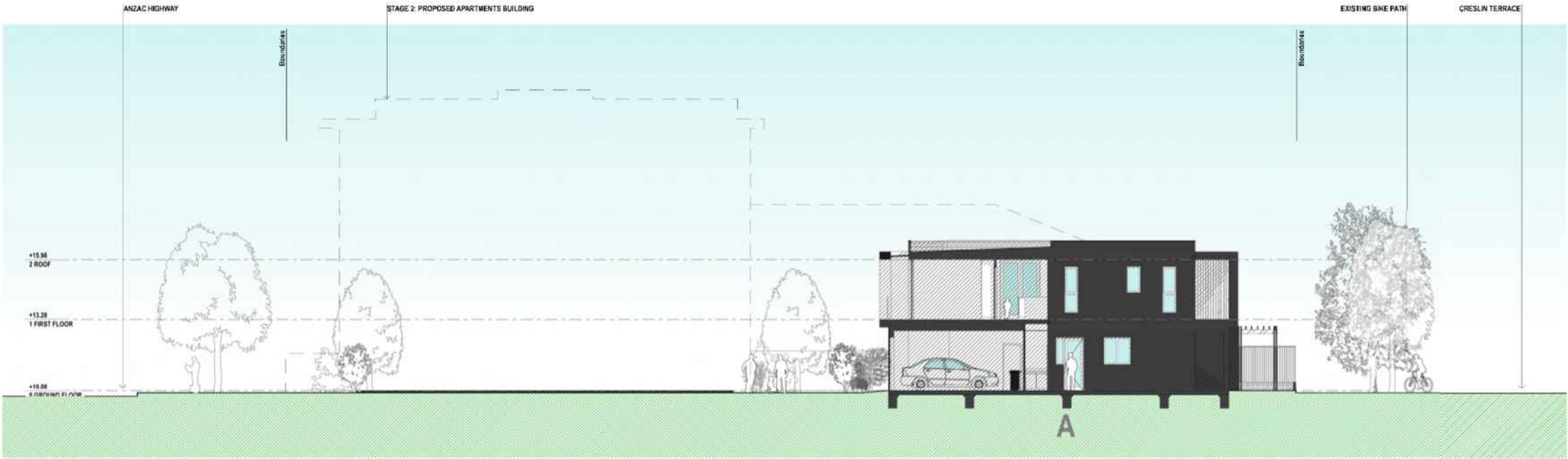
Elevations
East and West

A1
as shown

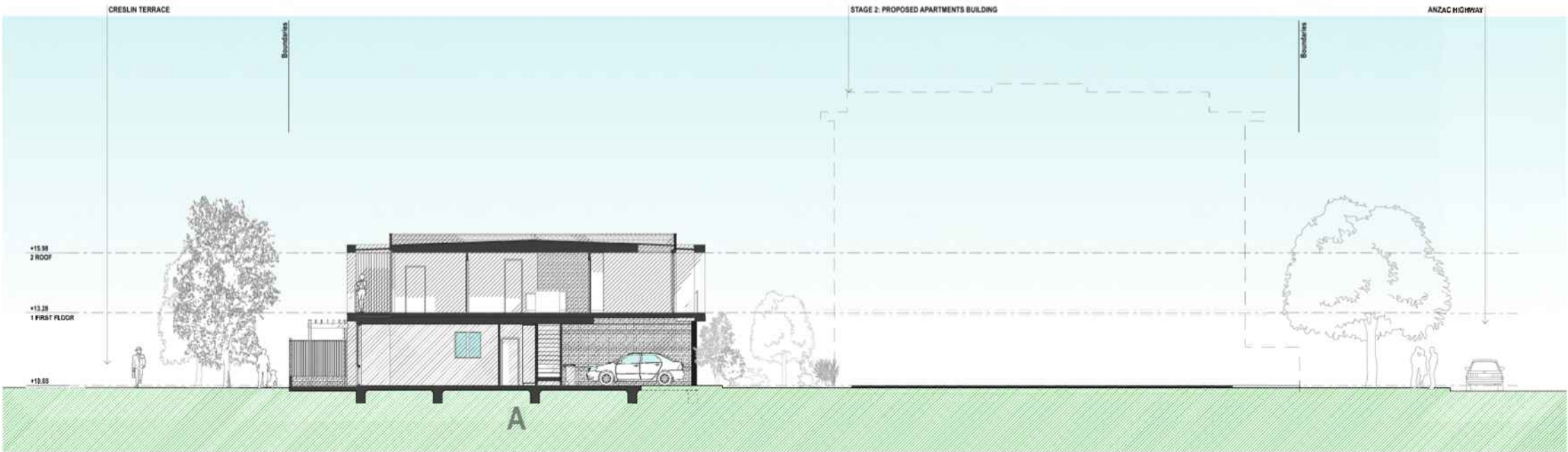
Drawing No:
19.02 - P1.5

Notes on:

1. All dimensions are in millimetres unless otherwise stated.
2. All dimensions are to the centre line of the element unless otherwise stated.
3. All dimensions are to the finished surface unless otherwise stated.
4. All dimensions are to the centre line of the element unless otherwise stated.
5. All dimensions are to the finished surface unless otherwise stated.
6. All dimensions are to the centre line of the element unless otherwise stated.
7. All dimensions are to the finished surface unless otherwise stated.
8. All dimensions are to the centre line of the element unless otherwise stated.
9. All dimensions are to the finished surface unless otherwise stated.
10. All dimensions are to the centre line of the element unless otherwise stated.



1 Section W.W
Scale 1:100



2 Section Y.Y
Scale 1:100

Planning

CAPSULE

104 Cityburn Road
Torrens 5073
South Australia
Authority: 0852 200 838
Patricia: 0421 232 908
Susanne: 0414 450 499
info@capsuleproject.com.au

CAMDEN PARK
MULTI-RES

Section W.W
Y.Y

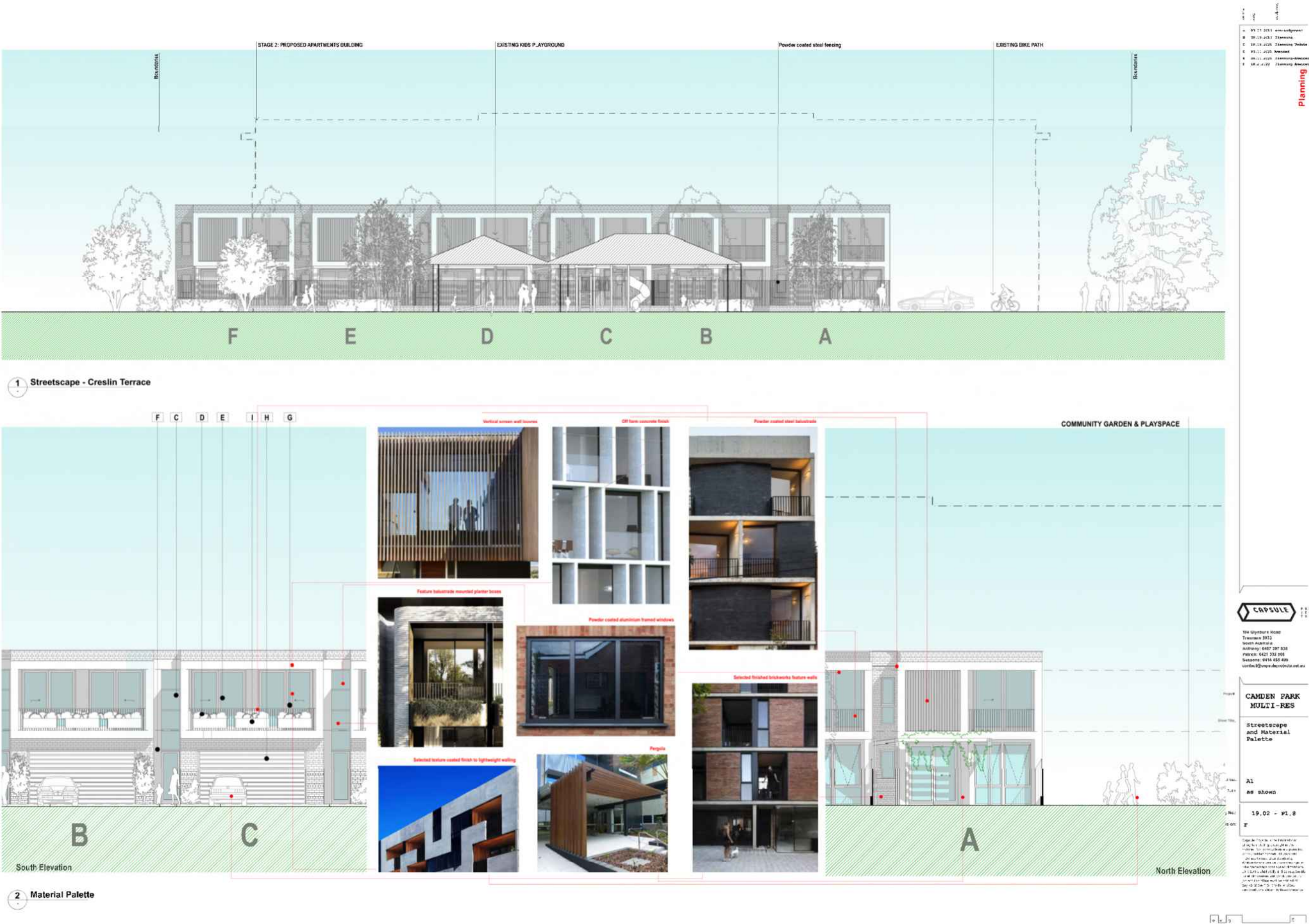
A1
as shown

Drawing No: 19.02 - P1.6

Notes: 01

1. Capsule Project is a registered
architectural firm and is not
responsible for the design or
construction of the building.
2. The building is a multi-residential
development and is not a
single dwelling unit.
3. The building is a multi-residential
development and is not a
single dwelling unit.
4. The building is a multi-residential
development and is not a
single dwelling unit.







1 21st December - 9am
Scale 1:500



2 21st December - 12 noon
Scale 1:500



3 21st December - 3pm
Scale 1:500

Planning



104 Cityburn Road
Torrens 5073
South Australia
Australia 5007 200 838
Patricia: 0421 532 908
Suzanne: 0414 450 499
info@capsuleproject.com.au

CAMDEN PARK
MULTI-RES

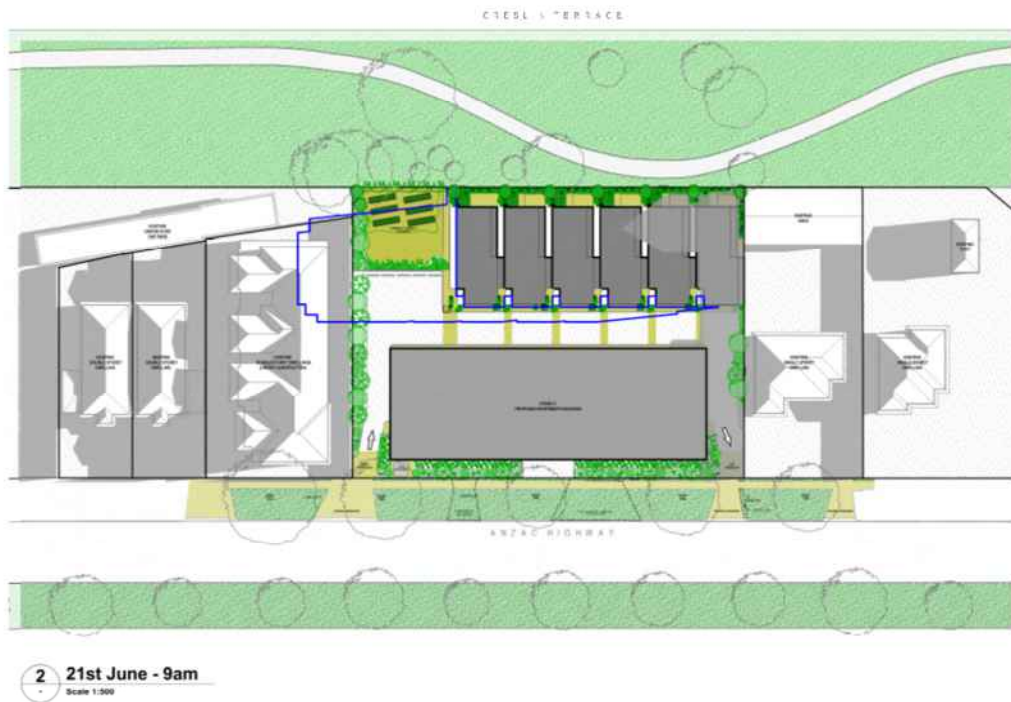
Shadow
Analysis -
21st December

A1
as shown

Drawing No: 19.02 - P1.9

Notes on:

1. This drawing is a shadow analysis of the proposed development at 104 Cityburn Road, Torrens 5073, South Australia. The analysis is based on the proposed development and the surrounding context. The analysis is intended to provide information on the potential impact of the development on the surrounding context. The analysis is not a guarantee of the accuracy of the information provided. The analysis is intended to provide information on the potential impact of the development on the surrounding context. The analysis is not a guarantee of the accuracy of the information provided. The analysis is intended to provide information on the potential impact of the development on the surrounding context. The analysis is not a guarantee of the accuracy of the information provided.



Planning

CAPSULE

104 Cityburn Road
Townsville 4810
South Australia
Australia 5062 200 838
Patricia: 0421 332 808
Suzanne: 0414 450 499
info@capsuleproject.com.au

CAMDEN PARK
MULTI-RES

Shadow
Analysis -
21st June

A1
as shown

Drawing No: 19.02 - P1.10

Notes: F

Copyright © 2019 Capsule Project Pty Ltd. All rights reserved. This document is the property of Capsule Project Pty Ltd. It is to be used for the purpose of the project only and is not to be distributed or reproduced without the written consent of Capsule Project Pty Ltd. The information contained herein is confidential and its disclosure to any third party without the written consent of Capsule Project Pty Ltd is strictly prohibited. The information contained herein is for the use of the client only and is not to be used for any other purpose without the written consent of Capsule Project Pty Ltd.



P
R
O
J
E
C
T
S

PROPOSED MULTI-RESIDENTIAL DEVELOPMENT
FOR LUXEHAUS
381-385 ANZAC HIGHWAY, CAMDEN PARK SA

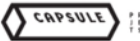
STAGE 2 – 4-STOREY APARTMENT BUILDING

18/3/22

Project	Drawing No:	Layout Name	Rev
A19/02/	P2.1	Title Page	F
	P2.2	Ground Floor Plan	F
	P2.3	First & Second Floor Plan	F
	P2.4	Third Floor & Roof Plan	F
	P2.5	South & East Elevations	F
	P2.6	North & West Elevations	F
	P2.7	Section X.X & Y.Y	F
	P2.8	Material Palette & Streetscape	F
	P2.9	Shadow Analysis - 21st December	F
	P2.10	Shadow Analysis - 21st June	F

REVISIONS	DATE	DESCRIPTION
A	01.07.2019	Plan-Submission
M	20.09.2019	Planning
C	10.04.2021	Planning Update
D	02.11.2021	Assessment
M	24.11.2021	Assessment
F	21.11.2022	Assessment

Planning

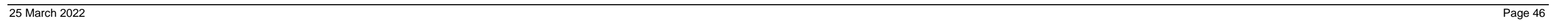


194 Glyburn Road
Tramere 5073
South Australia
Anthony: 0427 297 038
Patrick: 0421 332 508
Susanna: 0414 455 409
contact@capsuleprojects.net.au

Project	CAMDEN PARK MULTI-RES
Sheet Title	Title Page
Sheet Size	A1
Scale	as shown
Drawing No.:	21.11 - P2.1
Revision:	F

Capsule Projects is the Proprietor of all rights including copyright in this material. No reproduction is permitted without written consent. All work and materials to Australian Standards. Where dimensions on these drawings to this procedure and method drawings, contractors shall verify and be responsible for all dimensions and conditions on the job and this shall not be relied on any variation from the dimensions and conditions shown by these drawings.







8 2





- A: Selected finished brickworks to planters
- B: Vertical screen wall louvres
- C: Powder coated aluminium framed windows
- D: Powder coated steel balustrade
- E: Selected texture coated masonry
- F: Selected profiled metal sheet cladding
- G: Off form concrete finish
- H: Matching louvred garage door
- I: Feature balustrade mounted planter boxes
- J: Pergola



Release	Date	Version
A	01.07.2019	version 1.0
B	22.09.2019	Planning
C	12.04.2023	Planning Update
D	09.11.2023	Announcement
E	27.12.2023	Announcement
F	14.1.2024	Announcement

Planning



104 Glynburn Road
Trentham 3073
South Australia
Anthony: 0887 207 838
Patrick: 0421 332 308
Suzanne: 0414 850 499
worden1@compuserve.com.au

CAMDEN PARK
MULTI-RES

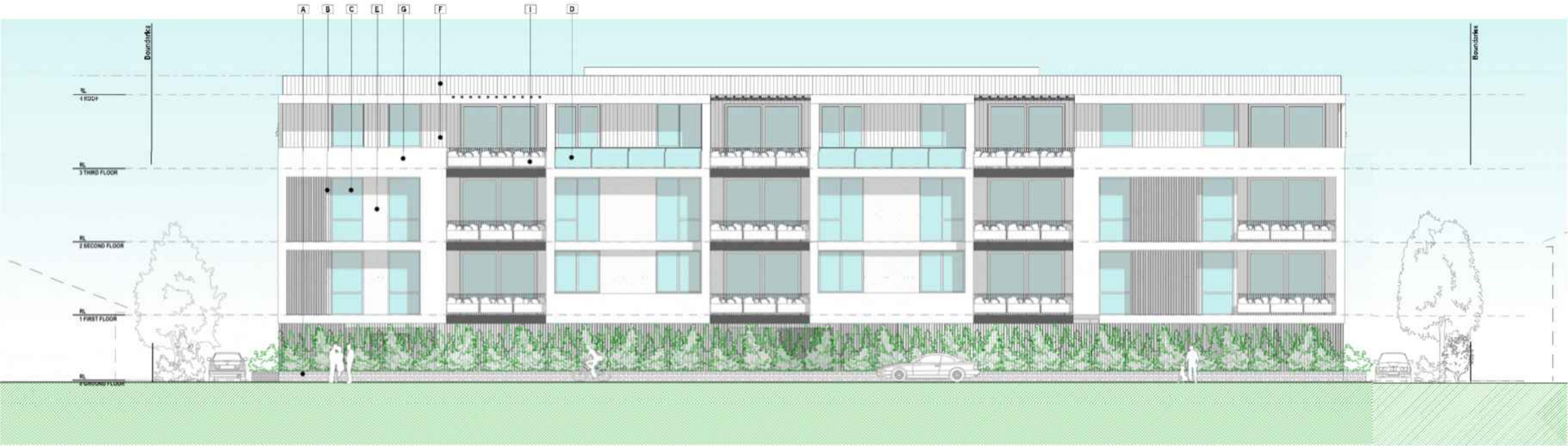
South & East
Elevations

A1
as shown

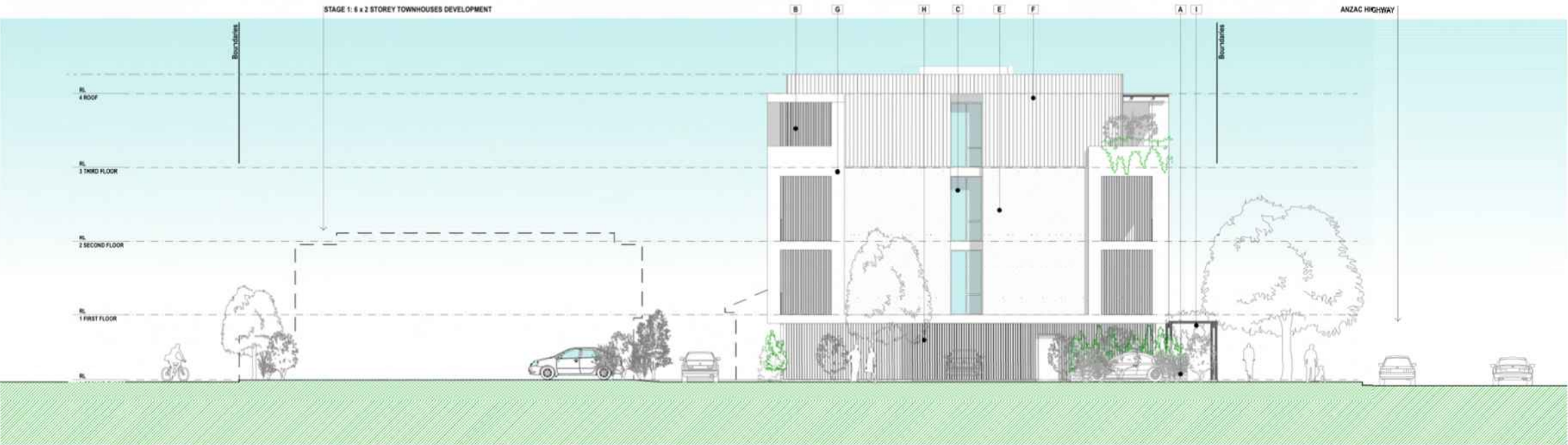
Drawing No.: 21.11 - P2.5

NOTES ON: **F**

Exposure to the virus can be from blood or
other body fluids, which all can be
contaminated. For example, from a person who
is infected, needles, syringes, etc. can be used
to draw blood, and if the blood is
drawn from one person and then used on
another person, the virus can be transmitted.
It is also possible that the virus can be
transmitted from a person to another person
if the person is infected and the virus is
present in the blood, and the blood is
drawn from the person and then used on
another person. The virus is also present in
the blood of a person who is infected and
the virus is also present in the blood of a



1 North Elevation
Scale 1:100



2 West Elevation
Scale 1:100

Planning

CAPSULE

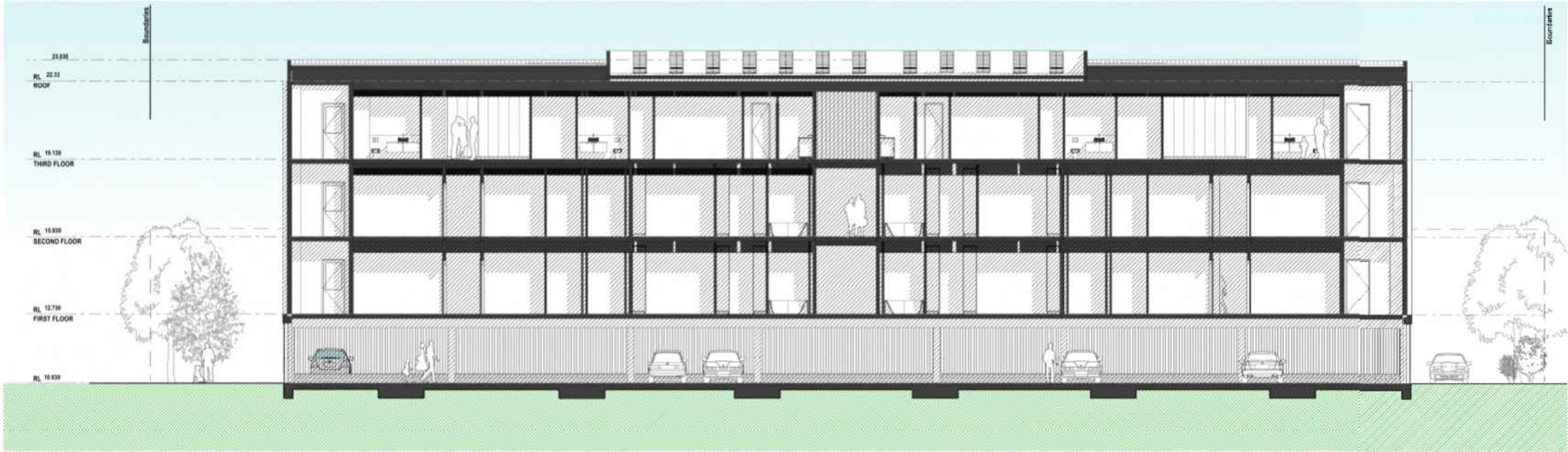
104 Cityburn Road
Torrens 5073
South Australia
Authority: 0852 200 838
Patricia: 0421 232 308
Suzanne: 0414 450 499
council@capsuleprojectors.com.au

CAMDEN PARK
MULTI-RES

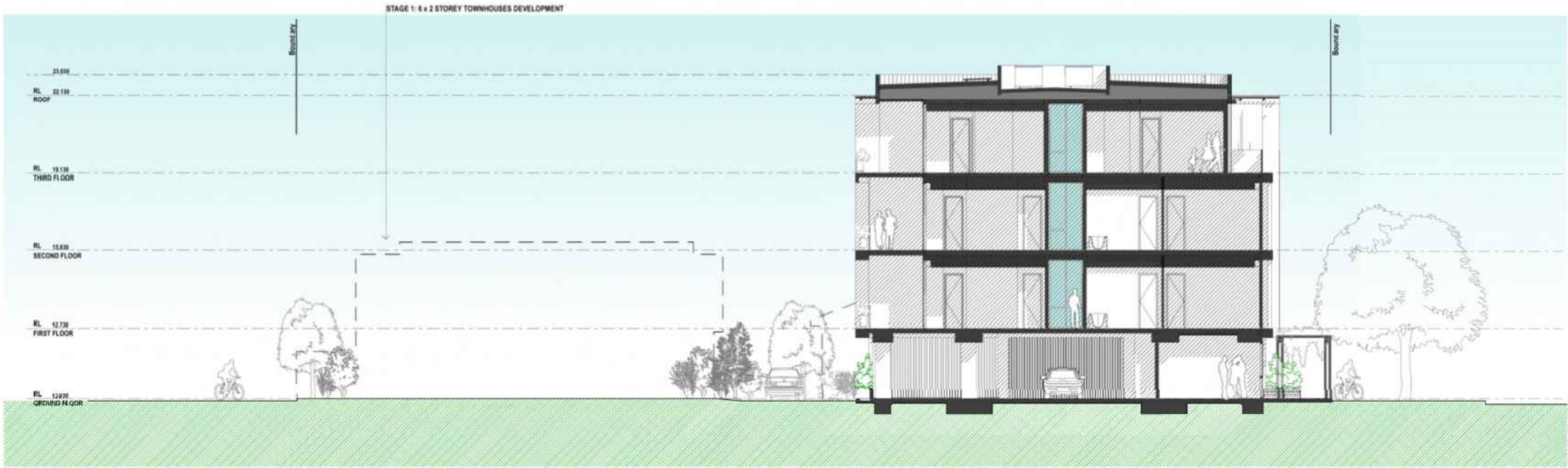
A1
as shown

Drawing No: 21.11 - P2.6
Notes on: F

Capsule Projectors is the registered
author of this drawing. It is the property of
Capsule Projectors and is not to be
reproduced or used in any way without
the written consent of Capsule Projectors.
This drawing is the property of Capsule
Projectors and is not to be used in any
way without the written consent of
Capsule Projectors.



1 Section X.X.
Scale 1:100



2 Section Y.Y.
Scale 1:100

Planning

A 01.07.2019 Conceptual
B 01.07.2019 Planning
C 01.07.2019 Planning
D 01.07.2019 Planning
E 01.07.2019 Planning
F 01.07.2019 Planning

CAPSULE

100 City Street
Townsville 4810
South Australia
Australia 5007 200 000
Phone: 08 825 555 000
Fax: 08 825 555 000
Email: info@capsule.com.au

CAMDEN PARK
MULTI-RES

Section X.X &
Y.Y

A1
as shown

Drawing No: 21.11 - P2.7

Rev: 01

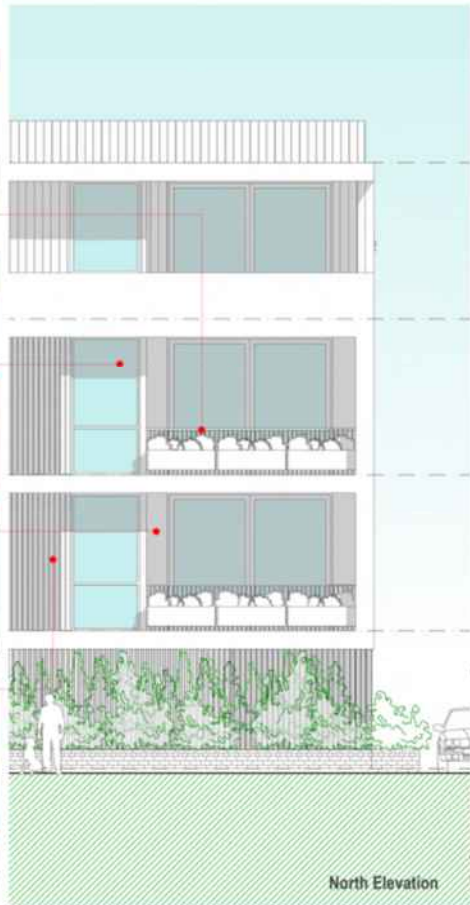
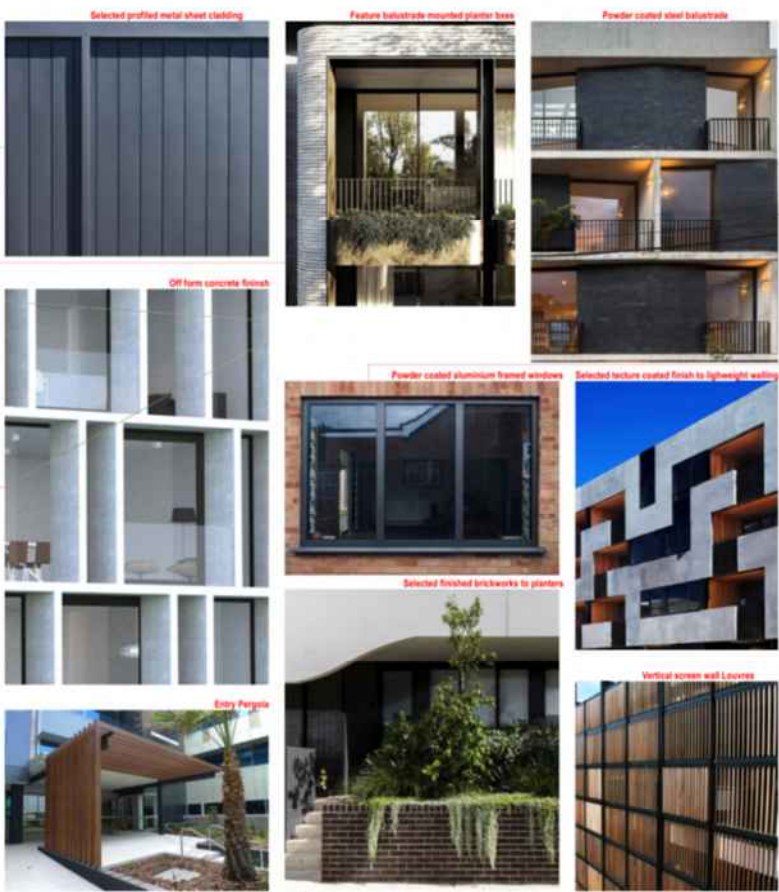
Copyright © 2021 Capsule Pty Ltd
All rights reserved. This drawing is the property of Capsule Pty Ltd and is not to be reproduced or used in any form without the written consent of Capsule Pty Ltd. The information contained herein is confidential and its use is restricted to the project for which it was prepared. It is not to be used for any other purpose without the prior written consent of Capsule Pty Ltd.



1 Streetscape Anzac Highway
Scale 1:100



2 Material Palette



Planning

CAPSULE
104 Glyburn Road
Traralgon 3673
South Australia
Anthony: 0427 297 536
Patrick: 0421 332 588
Susanne: 0414 451 489
contact@capsuleproperties.net.au

Project: **CAMDEN PARK MULTI-RES**

Sheet Title: **Material Palette & Streetscape**

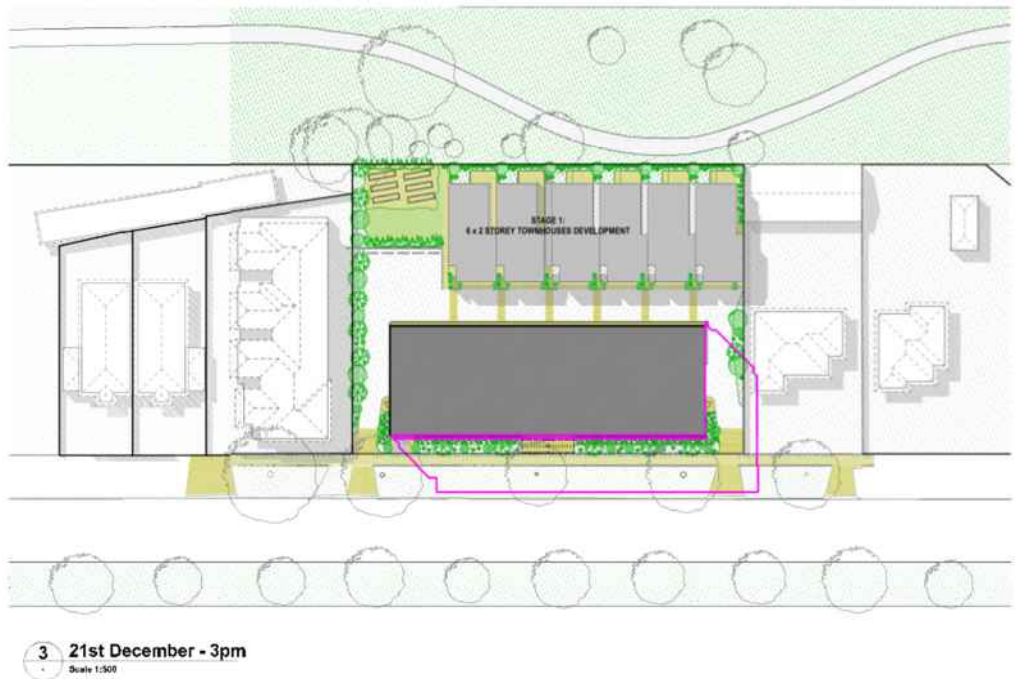
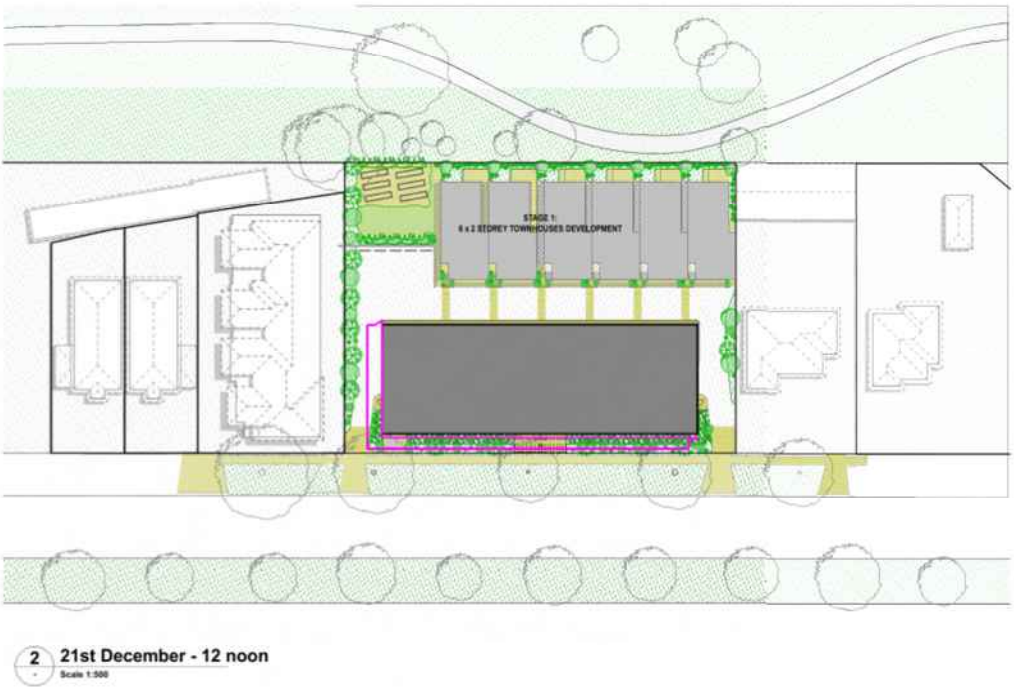
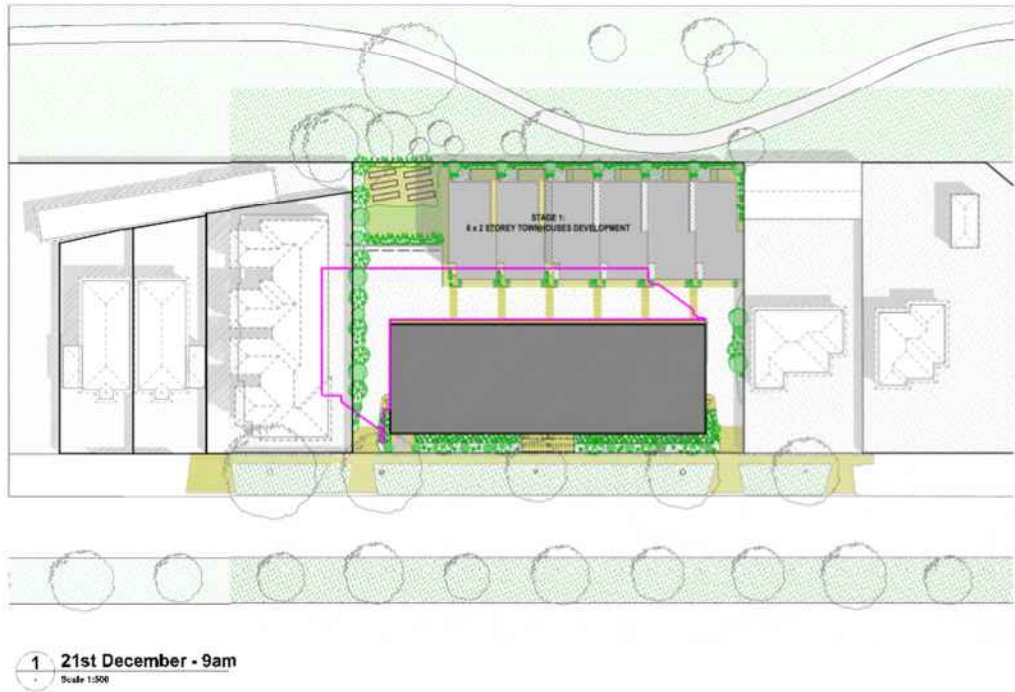
Sheet No.: **A1**

Scale: **as shown**

Drawing No.: **21.11 - P2.8**

Revision: **F**

Capsule Properties is the Proprietor of all rights including copyright in this material. No reproduction is permitted without written consent. All work and materials to be supplied. Dimensions shown on these drawings are for information only. Contractors shall verify and be responsible for all dimensions and conditions on the job and the office must be notified of any variations from the dimensions and conditions shown by these drawings.



Planning



The City of Stirling
Treasury 2073
South Australia
Authority: 0827 207 838
Patricia: 0421 232 908
Suzanne: 0414 455 499
council@cityofstirling.sa.gov.au

CAMDEN PARK
MULTI-RES

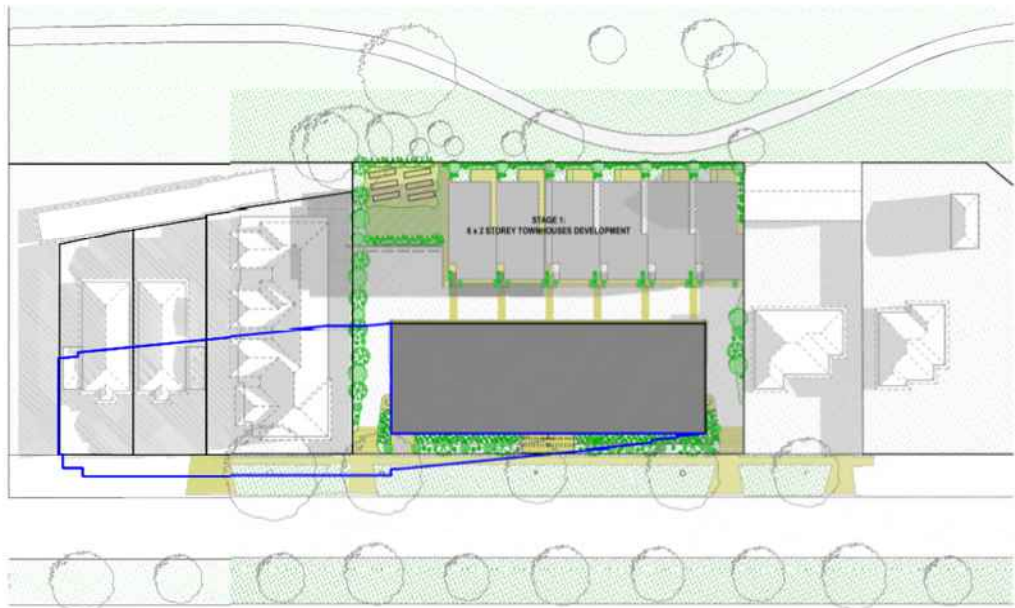
Shadow
Analysis -
21st December

A1
as shown

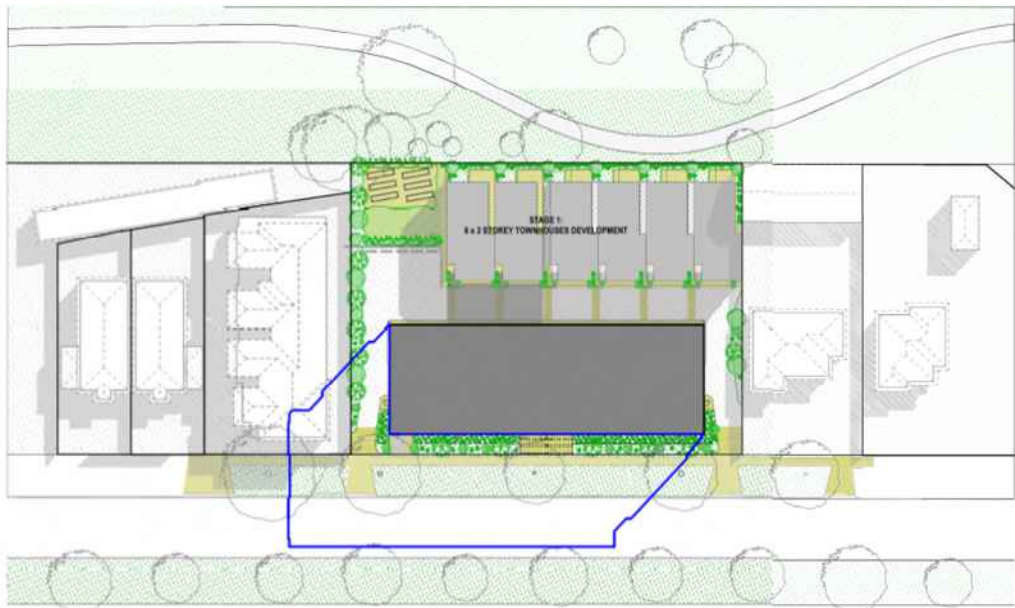
Drawing No: 21.11 - P2.9

Notes: 01

1. This drawing is a site plan showing the shadows cast by the proposed development at 9am, 12 noon and 3pm on 21st December. The shadows are shown in grey. The drawing is for information only and does not constitute a guarantee of accuracy. The City of Stirling is not responsible for any errors or omissions in this drawing. The drawing is subject to change without notice. The drawing is for the use of the Council and its officers only. The drawing is not to be used for any other purpose. The drawing is the property of the City of Stirling and is not to be reproduced without the written consent of the City of Stirling. The drawing is for the use of the Council and its officers only. The drawing is not to be used for any other purpose. The drawing is the property of the City of Stirling and is not to be reproduced without the written consent of the City of Stirling.



1 21st June - 9am
Scale 1:500



2 21st June - 12 noon
Scale 1:500



3 21st June - 3pm
Scale 1:500

Planning



104 Cityburn Road
Torrens 5073
South Australia
Authority: 0852 200 838
Patricia: 0421 232 908
Suzanne: 0414 450 499
info@capsulestudio.com.au

CAMDEN PARK
MULTI-RES

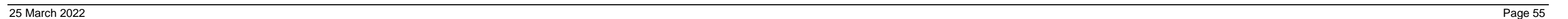
Shadow
Analysis -
21st June

A1
as shown

Drawing No: 21.11 - P2.10

Notes: 01

Copyright © 2021 Capsule Studio
All rights reserved. This drawing is the property of Capsule Studio and is not to be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without the prior written permission of Capsule Studio. The design and construction of this project are the responsibility of the client and the architect. The architect is not responsible for the accuracy of the information provided by the client or the results of the analysis. The architect is not responsible for the accuracy of the information provided by the client or the results of the analysis. The architect is not responsible for the accuracy of the information provided by the client or the results of the analysis.







APARTMENT BUILDING
SOUTH ELEVATION - ANZAC HIGHWAY



APARTMENT BUILDING
NORTH ELEVATION



TOWNHOUSES
NORTH ELEVATION - CRESLIN STREET



TOWNHOUSES
SOUTH ELEVATION



Tel: 08 7221 3080
www.auswideconsulting.com.au
info@auswideconsulting.com.au
ABN 18 162 361 042

TRAFFIC & PARKING IMPACT ASSESSMENT WITH CAR PARK CERTIFICATION

381-385 ANZAC HWY, CAMDEN PARK SA 5038

Proposed Residential Development

Prepared for	Capsule Projects
Date Prepared:	September 2021
Revision:	1.4
City of West Torrens Council Application #:	TBA



Index

Introduction	3
Background and Existing Conditions	3
Figure 1: Location of the Subject Site	4
Figure 2: Aerial View of the Subject Site	4
Figure 3: Street View of the Site from Anzac Hwy	5
Public Transport	6
Figure 4: Public Transport Map of Bus Route 263 from Adelaide to the Subject Site	6
Table 1: Bus Route 263 Service details	6
Figure 5: Map of Walk from Bus Stop Route 263 to the Subject Site	7
Figure 6: Public Transport Map of Glenelg Tram line from Adelaide to a stop near the Site	7
Table 2: Glenelg Tram line Service details	8
Proposed Development	9
Car Parking Demand Assessment	10
Car parking rates from West Torrens Council Development Plan, Table WTo/2	10
Bicycle Parking Provision	10
Accessible Parking	10
Traffic Impact from the Proposed Development	11
Table 3: Summary of Trip Generation from the two stages of the Proposed Development	11
On-Street Parking Surveys	12
Figure 7: Map showing the extent of On-Street Parking Surveys	12
Table 4: Summary of On-Street Parking Survey Results for Wednesday 26 th June (8am-5pm)	13
Table 5: Summary of On-Street Parking Survey Results for Saturday 22 nd June (8am-5pm)	13
Table 6: Overall Summary of the On-Street Parking Survey Result	13
Survey Results	14
Car Park Certification	15
Australian Standard AS/NZS 2890.1-2004 Compliance	15
Table 6 Compliance of Car Parking Spaces with AS/NZS 2890.1-2004 Design Standard	15
Compliance of Accessible Car Parking Spaces with AS/NZS 2890.6 Design Standards	15
Swept Paths Assessment	15
Access Ramps to the Car Park	16
Compliance of proposed Garage Parking Spaces with AS/NZS 2890.6 Design Standards	16
Column Spacing	17
Head Room	17
Sight Distance for Vehicles	18
Sight Distance for Pedestrians	18
Conclusion of Car Park Certification	19
Conclusion	20
Appendix A – Site Plan- Stage 1	22
Appendix B – Site Plan- Stage 2	23
Appendix C – Swept Path Diagrams - Townhouses	24
Appendix D – Swept Path Diagrams - Apartments	27



INTRODUCTION

AusWide Consulting were engaged by Capsule Projects to prepare a Traffic & Parking Impact Assessment with Car Park Certification for a proposed Residential Development at 381-385 Anzac Hwy, Camden Park, SA 5038.

This report will assess the implications of the proposed development on existing traffic, parking and transport conditions surrounding the site. The following items have been included in the subsequent sections of this report:

- Public transport service accessibility at the site;
- A traffic impact assessment of the traffic generated by the proposed development.
- Parking demand assessment of the proposed development.

During the course of preparing this assessment, the subject site and its environment have been inspected, and all relevant traffic and parking data collected and analysed.

BACKGROUND AND EXISTING CONDITIONS

Location and Land Use

The subject site is currently occupied by three residential buildings. The proposed development is to demolish the existing residential buildings on the site to construct 8 two storey town houses as part of stage 1, each with a double garage. Stage 2 involves the construction of apartment above the proposed car park on the site. There will be 27 car spaces, including 1 disable spaces, in the car park below the proposed Stage 2 Apartments building.

The subject site is located at 381-385 Anzac Hwy, Camden Park with the main frontage to Anzac Hwy. The site is situated along the northern side of Anzac Hwy and it is located in a Residential Area. The City of West Torrens has designated the site as Medium Density Policy Area 18 of the Residential Zone.

The following sections of this report will outline the effects on the existing traffic conditions and public parking demand arising from the proposed development.

Figure 1: shows the map location of the subject site.

Figure 2: presents an aerial photograph of the subject site.

Figure 3: shows photograph of the proposed site as seen from Anzac Hwy.



Figure 1: Location of the Subject Site on a Street Map (Source Google Maps)



Figure 2: Aerial View of the Subject Site (Source Google Maps)



Figure 3: Street view of the site from Anzac Hwy (Source Google Maps)



PUBLIC TRANSPORT

Bus Services

The subject site is located in an area that has direct access to frequent Bus services on the Route 263 from Adelaide CBD stopping at 396 Anzac Hwy, which is within a short 70 metres or 1 minute walk to the site. Figure 4 below shows a route map of Bus Route 263. There are six other bus routes which provide this connection to and from Adelaide CBD and stop on both sides of Anzac Hwy, within 70 metres of the site. They are Routes 262, 263A, 265, 265W, AO31 and N262.

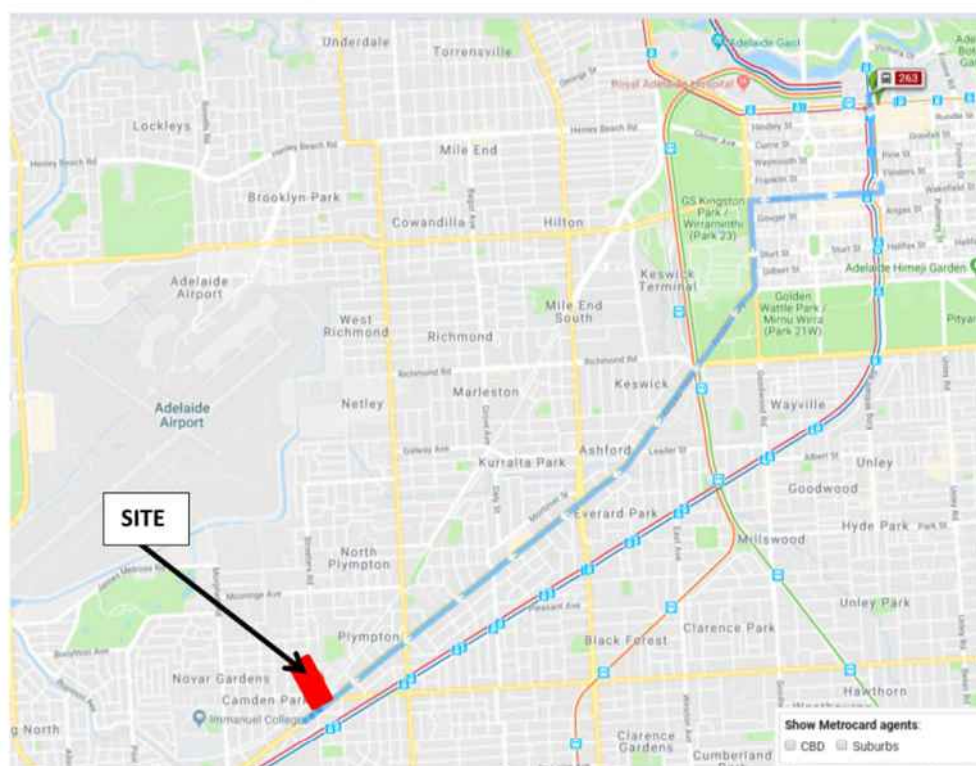


Figure 4: Route map of Bus Route 263 from Adelaide to the site

Table 1 below shows the Bus Route 263 Service Details as an example.

Table 1: Public Transport Bus Route 263 Service Details

BUS ROUTE	STOP LOCATION	DISTANCE FROM NEAREST BUS STOP TO SITE (m)	WALK TIME BUS STOP TO SITE (MINS)	ORIGIN	DESTINATION	TRAIN FREQUENCY (MINS) 8am to 10pm
263	396 & 389A Anzac Hwy	70m	1 min.	City	Marion Centre	Mon-Fri: 16 mins.
263	396 & 389A Anzac Hwy	70m	1 mins.	Marion Centre	City	Mon-Fri: 19 mins.
263	396 & 389A Anzac Hwy	70m	1 mins.	City	Marion Centre	Sat/Sun: 29 mins.

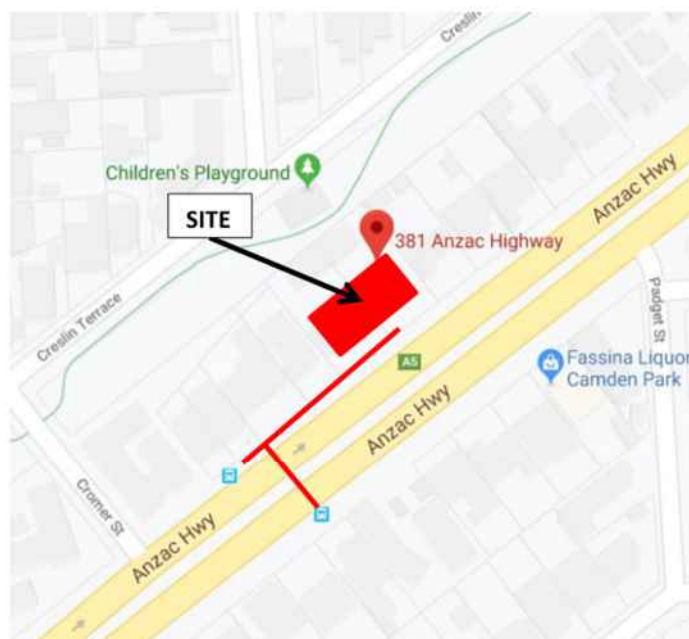


Figure 5: Map of short walk from Bus Stop Routes 262, 263, 263A, 265, 265W, AO31 & N262 to the site

Tram Services

There are no direct Tram services from the City to Camden Park. Using Trams require a change from the TrmSub Line to the Glenelg line at South Terrace Tram Stop. The stop nearest to the site is Tram Stop 11, Plympton Park, which is a 360 metre or 6 minute walk to the site.

Table 2 below shows the service details for the Glenelg Tram line.

Table 2: Public Transport Glenelg Tram Line Service Details

TRAM ROUTE	STOP LOCATION	DISTANCE FROM NEAREST BUS STOP TO SITE (m)	WALK TIME BUS STOP TO SITE (MINS)	ORIGIN	DESTINATION	TRAIN FREQUENCY (MINS) 8am to 10pm
GLENELG LINE	Stop 11-Plymton Park	360m	6 mins.	City	Glenelg	Mon-Fri: 15 mins.
GLENELG LINE	Stop 11-Plymton Park	360m	6 mins.	Glenelg	City	Mon-Fri: 15 mins.
GLENELG LINE	Stop 11-Plymton Park	360m	6 mins.	City	Glenelg	Sat/Sun: 33mins.

The above Tram and Bus service details show that there are frequent Bus services between the City and Camden Pak, where the bus Routes 262, 263, 265, AO31 and N262 which stop at 396 Anzac Hwy. Bus Routes 263, 263A, 265, 265W and N262 stop at 389A Anzac Hwy, both stops within a 70 metre walk or 1 minute walk to the site.



The Glenelg Tram line provides a frequent service with Trams running every 15 minutes on weekdays and every 33 minutes on weekends, but from a longer walk to and from the site.

In light of the information provided above, it can be concluded that the site has good access to frequent Bus and Tram services to and from the city. This indicates that the site residents would have the choice of driving to the site or using the convenient public transport. This would significantly reduce parking demand on the subject site.



PROPOSED DEVELOPMENT

The site is zoned as a Medium Density Residential Zone (Policy Area 18) in the West Torrens Council Development Plan.

The proposed development is to demolish the existing residential buildings on the site to construct 8 two storey town houses as part of stage 1, each with a double garage. Stage 2 involves the construction of 24 apartment units in 3 levels above the proposed ground level car park on the site. There will be a 27 car spaces, including 1 disable spaces, in the car park below the proposed Stage 2 Apartments building.

The Town house development in Stage 1 would consist of 8 units each with 3 bedrooms.

The Apartment development in Stage 2 would consist of 18 two bedroom units and 6 one bedroom units.

Site plans for the proposed development Stages are attached in Appendices A & B.



CAR PARKING ASSESSMENT

The West Torrens Council Development Plan, Table WeTo/2, Parking Guidelines

As per, The West Torrens Council Development Plan, Table WeTo/2, the parking rate for Dwellings is given below:

Stage 1 Town Houses:

For group dwelling and residential flat building to provide: 2 car parking spaces per dwelling, one of which is covered + an additional 0.25 car parking spaces per dwelling.

For 8 Town Houses in Stage 1, 16 car spaces are recommended plus 2 spaces (Visitors).

It is proposed to provide 16 spaces in ground level garages. Therefore, this will result in a technical parking shortfall of 2 visitor spaces

Stage 2 Apartments:

For Stage 2 development for 24 Apartment units, the number of spaces recommended is =

$(2 \times 24) + (0.25 \times 24) = (48 + 6) = 54$ spaces.

It is proposed to provide 27 car spaces in the ground level car park for the Stage 2 Apartment Development. This will result in a technical parking shortfall of 27 spaces.

BICYCLE PARKING PROVISION

A rate is not prescribed in the West Torrens Council Development Plan, however, Principle 30 of the 'Residential Development' Module calls for bicycle parking to be provided for residents and visitors for developments involving more than six dwellings.

it is proposed to have 4 Visitor Bike parking racks and 6 residents Bike parking racks in the ground level car park.

ACCESSIBLE PARKING SPACES

One accessible space will be provided in the ground level car park with its shared space adjacent to it.



TRAFFIC IMPACTS OF THE PROPOSED DEVELOPMENT

The proposed development at the subject site includes the construction of 8 Town House Units with garage parking in Stage 1. Stage 2 of this development includes the construction of 24 apartment units in 3 levels above a ground level car park.

There are recommended trip generation rate for Medium Density Residential developments in the NSW RTA Guide to Traffic Generating Development (2002) document. The Daily and peak Hour Trip generation from the two stages of the proposed development are summarised in Table 3 below.

Table 3: Summary of Trip generation from the two stages of the Proposed Development

RTA NSW GUIDE 2002- TRIP RATES						
Stage	No of Units	Type	Daily Trip Rate Per Dwelling	Daily Trips At Max. rate	Peak Hour Trip Rates per Dwelling	Peak Hour Trips At Max. rate
1	8	3 Bedrooms	5-6.5	52	0.5-0.65	5.2
1			TOTAL	52		5.2
			EQUIVALENT TRIP RATE	1 Veh. Trip every 9 minutes		1 Veh. Trip every 11 minutes
2	6	1 Bedroom	4-5	30	0.4-0.5	3
	18	2 Bedrooms	4-5	90	0.4-0.5	9
2	24		TOTAL	120		12
2			EQUIVALENT TRIP RATE	1 Veh. Trip every 4 minutes		1 Veh. Trip every 5 minutes
1 & 2	32	1,2 or 3 bedrooms	TOTAL	172		17.2
1 & 2	32	1 & 2	EQUIVALENT TRIP RATE	1 Veh. Trip every 3 minutes		1 Veh. Trip every 3.5 minutes

From Table 3 above, the peak hour trip rates and the daily trip rate for both development stages are low separately or when combined, compared to the existing traffic volume on Anzac Hwy. The proposed development is therefore not expected to have any significant traffic effect on Anzac Hwy or the nearby roads.



ON-STREET CAR PARKING OBSERVATION SURVEYS

The site is located in a Medium Density Residential Zone (Policy Area 18) in the West Torrens Council Development Plan. On-Street car parking surveys were carried out mainly along Anzac Hwy and Creslin Tce. The survey included on-street parking within 250m from the site.

On- Street Car Parking Surveys

Figure 7 below shows the extent of the on-street parking surveys, which were carried out on the following days and include the expected peak occupancy times:

Wednesday 26th June 2019: 8am to 6pm

Saturday 22th June 2019: 8am to 6pm

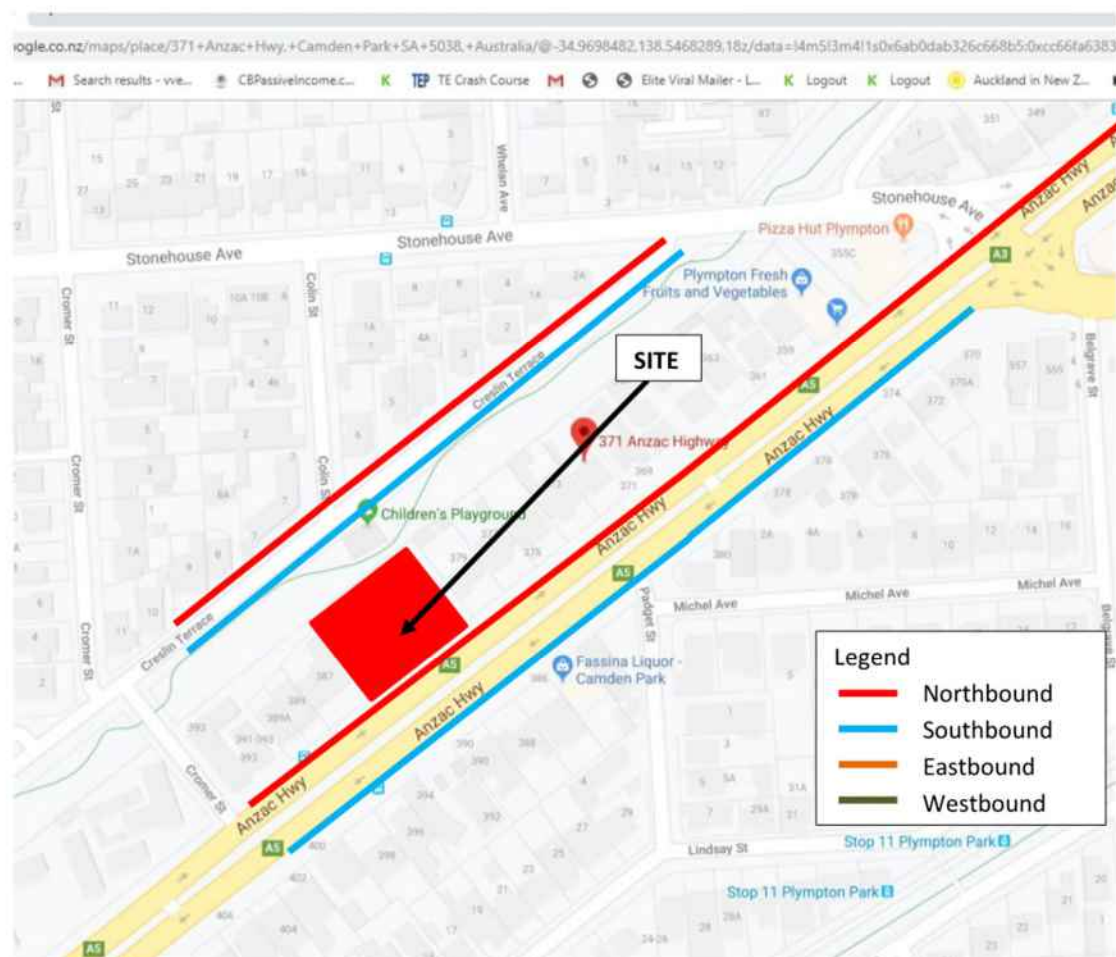


Figure 7: Map showing the extent of the On-Street Parking Surveys

Tables 4 & 5 below show the summary of on-street parking surveys for the above days and times.

**Table 4: On--Street Parking survey results for Wednesday 26th June 2019 (8am to 6pm)**

Street	Parking Controls	Direction	Available Parking Spaces	Car park Occupancy at times below										
				8 am	9 am	10 am	11 am	12 pm	1 pm	2 pm	3 pm	4 pm	5 pm	6 pm
ANZAC HWY	CW: 7.30-9am M-F/ No Control	Northbound	22	CW	CW	10	12	14	12	11	10	13	15	12
ANZAC HWY	CW: 4.30-6pm M-F/ No Control	Southbound	19	8	8	9	10	12	11	10	9	CW	CW	CW
CRESLIN TCE	No Control	Northbound& Southbound	64	26	28	30	36	42	34	31	29	39	45	35
	TOTAL		105	34	36	49	58	68	57	52	48	52	60	47
	% Occupancy			41%	44%	47%	55%	65%	57%	50%	46%	60%	70%	55%
	Vacant Spaces			49	47	56	47	37	48	53	57	34	26	39

Table 5: On--Street Parking survey results for Saturday 22th June 2019 (8am to 6pm)

Street	Parking Controls	Direction	Available Parking Spaces	Car park Occupancy at times below										
				8 am	9 am	10 am	11 am	12 pm	1 pm	2 pm	3 pm	4 pm	5 pm	6 pm
ANZAC HWY	CW: 7.30-9am M-F/ No Control	Northbound	22	9	10	10	12	14	13	12	10	14	16	12
ANZAC HWY	CW: 4.30-6pm M-F/ No Control	Southbound	19	8	9	10	11	13	11	10	9	12	14	11
CRESLIN TCE	No Control	Northbound& Southbound	64	28	29	32	37	43	38	34	30	39	46	37
	TOTAL		105	45	48	52	60	70	62	56	49	65	76	60
	% Occupancy			43%	46%	50%	57%	67%	59%	53%	47%	62%	72%	57%
	Vacant Spaces			60	57	53	45	35	43	49	56	40	29	45

Table 6: Overall Summary of On-Street Parking survey results

Day	Time Period	On-Street Surveys (105 Spaces), outside of Clearway Times	
		Max. Occupancy	Min. No. of Vacant Spaces
Wednesday 26 th June	8am to 5pm	70% (60)	26
Saturday 22 nd June	8am to 5pm	72% (76)	29



Survey Results

A total of 105 acceptable on-street spaces in roads were surveyed within 250metres of the site for the two days above, outside of Clearway times. During Clearway times, the available on-street spaces have a total of 83-86 spaces.

An overall summary of the on-street parking survey results is shown in Table 6 above.

On Wednesday 26th June in the period of 8am to 5pm, the peak occupancy on-street was 70% and the minimum number of vacant spaces at peak times was 26 spaces.

On Saturday 22nd June in the period of 8am to 5pm, the peak occupancy on-street was 72% and the minimum number of vacant spaces at peak times was 29 spaces.

Even at peak occupancy times, the total minimum number of vacant on-street spaces observed was 26 to 29 spaces, which are more than sufficient to cater for the parking shortfall of 2 spaces for Stage 1 and 27 spaces for Stage 2 of the proposed Development, if assessed under the West Torrens Council Development Plan, which is considered to be unrealistically high.



CAR PARK CERTIFICATION

Australian Standard compliance

This section will investigate the compliance of the ground level car parking spaces with the specific requirements outlined in AS/NZS 2890.1-2004, AS2890.2-2004 and AS2890.6-2004 and the relevant West Torrens Council Development Plan assessment criteria. The following shall be read in conjunction with the car parking layout plans submitted as part of the development application.

AS/NZS 2890.1-2004 Compliance

This section will investigate the compliance of the proposed ground level car park with the requirements outlined in AS/NZS 2890.1-2004.

Car Space Dimensions

The subject car parking user class is residential as per AS/NZS 2890.1-2004 is Class 1). The following table indicates the standards compliance of the 27 X 90-degree parking spaces provided;

Table 7: Compliance of car spaces with the AS/NZS 2890.1-2004 Design standard

Component	AS/NZS Standard Dimension (m)	West Torrens Council Scheme Parking Design Standards	Dimension Provided (m)	Compliance/Comments
A	2.4	2.6	2.5	Compliant
C*	5.4	4.9	5.4	Compliant ¹
Aisle Width	5.8	6.4	6.0	Compliant

Note 1: The slightly narrower parking bay widths of 2.5 metres for the spaces, is considered to be compensated by the longer bay lengths of 5.4 metres

If a car park is bounded by a wall or fence, the last parking space should be widened by at least 300 mm. The proposed car park design has spaces 1, 16, 21 and 22 bounded by a wall or fence but they have no additional 0.3m width provided. These spaces would be suitable for smaller cars or the car park design amended to provide the extra width for these spaces.

Compliance of the proposed accessible space with the AS/NZS 2890.6

The dimensions of the accessible space are:

Accessible Space 1: Width= 2.5 m
 Length= 5.4 m
 Aisle= 6.0 m

The shared zone is located in adjacent to the accessible space with a width of 2.5 metre x 5.4 metre.

The proposed accessible spaces comply with the AS/NZS 2890.6 Standard.

It is unclear from the plans if there is a solid wall alongside the clear zoned spaces of the disabled parking. This would block the line of sight of the approaching traffic from the driveway. The final plans should make the issue of a solid wall clearer.

**Swept Path Assessments of Manoeuvres in and out of the car park spaces**

Although the parking dimensions comply with the AS/NZS 2890.1-2004 & 2890.6 Standards, Swept Path diagrams have been prepared to check the proposed parking layout for parked cars to manoeuvre on site and drive out in a forward direction. Swept Path diagrams are attached in Appendices C & D.

Compliance of the proposed garage car spaces

The clear width of each double car garage is 5.75 metres.

The length of the garages is 6.0metres.

The AS/NZS Standard width for a double garage is 5.7 metres, which allow for door opening clearance from walls and adjacent cars.

Therefore, the garages comply with the standard dimensions.

Access driveway to the Car Park

According to AS/NZS 2890.1-2004, Car park ramps stipulate a minimum width of 3000mm for a one-way access driveway, with 300mm clearance on either side with high obstructions. It is noted that the proposed driveway width at the entrance and exit is 5000mm and would operate as a one-way entry from Anzac Hwy and one-way exit to Anzac Hwy. With a total of (27 + 16) 43 vehicles parked in the car park, this access arrangement is satisfactory for a residential situation.

In response to Council's comments that the driveway or garage door widths need widening, the plans clearly show that the driveway width is 5.8 metres wide. From AS2890.1-2004, the manoeuvring aisle for the two 2.4 metre wide spaces in the garage is 5.8 which comply with the standard.

The swept path diagrams in Appendix C confirm that vehicles will be able to manoeuvre and turn out from the garage space.

In our view there is no justification to widen the driveway or the garage door widths.

In response to Council's comments that the main driveway needs to be relocated, the main driveway is adjacent to the existing neighbour's crossover but it is of separate width to function without affecting the neighbour's site access. The suggested redesign of the entry driveway would require significant redesign of the apartment building.

From the plans the proposed vehicle access at the north-eastern end of the road frontage is clearly one metre from the existing stobie pole and therefore there are no traffic safety issues with the stobie pole.

Regarding access way gradients, the following requirements must be considered for residential car parks;

- Longer than 20 metres—1 in 5 (20%) maximum.
- Up to 20 metres long—1 in 4 (25%) maximum. The allowable 20 metres maximum length



- shall include any parts of grade change transitions at each end that exceed 1 in 5 (20%).
- Where grade differences exceed 12.5% for crest curves or 15% for sag curves, a grade transition over at least 2 metres is required.
 - From the plan, it was found that the grade of the access driveway from the Cross over from 381 to 385 Anzac Hwy to the proposed garages and ground level car park is practically flat, with a grade of close to 1:30.
 - The allowable maximum grade is 1:5 or 20%, so the access drive way grade and car park grade comply with the AS/NZS2890.1 Standard.

The cross over grade should not be steeper than 1:40 for pedestrian access and the overall level of the site should have a grade close to 1:30.

Therefore, in terms of access way, the grade for this development is compliant with Australian Standards AS/NZS2890.1-2004.

Column Spacing

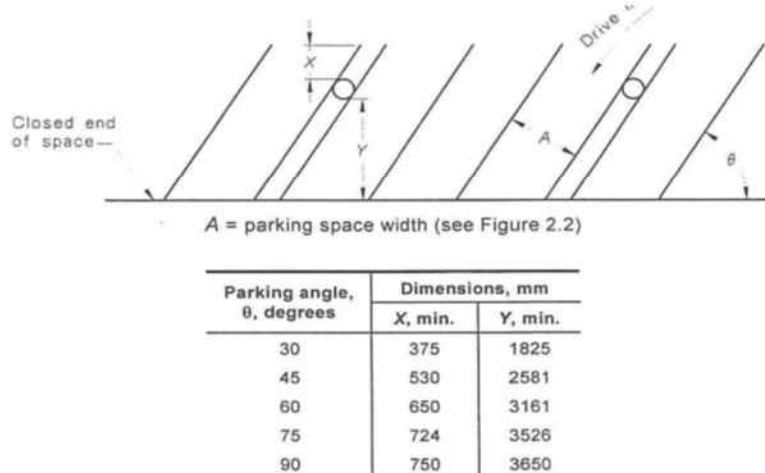


FIGURE 5.1 COLUMN LOCATION

From the site plan, the X and Y dimensions are:

X= 860mm

Y= 3,995mm

It is considered that the column location and spacing comply with the AS/NZS Standard Table above.

Headroom

Figure 1 outlines the requirements from AS/NZS 2890.1-2004 regarding critical headroom measurement at a grade change. To permit access for both cars and light vans, the height between the floor and an overhead obstruction shall be a minimum of 2,200 mm. The minimum height proposed for the ramp as it enters the ground floor car park and within the car park of the building is 3,500 mm. The headroom in the garages is 2,200mm. These headroom clearances comply with the AS/NZS Standard headroom.

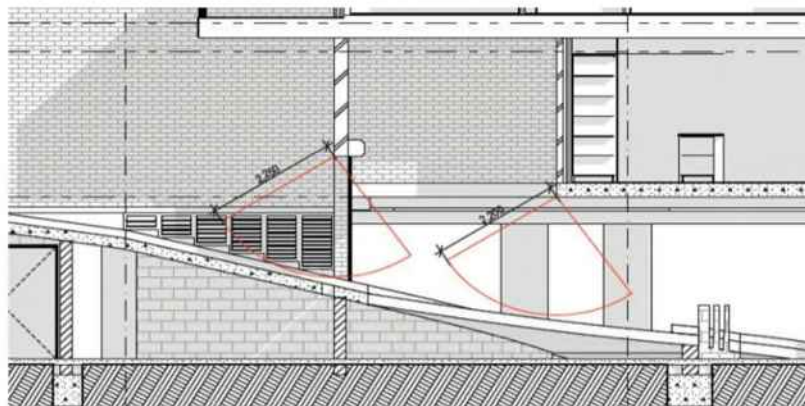
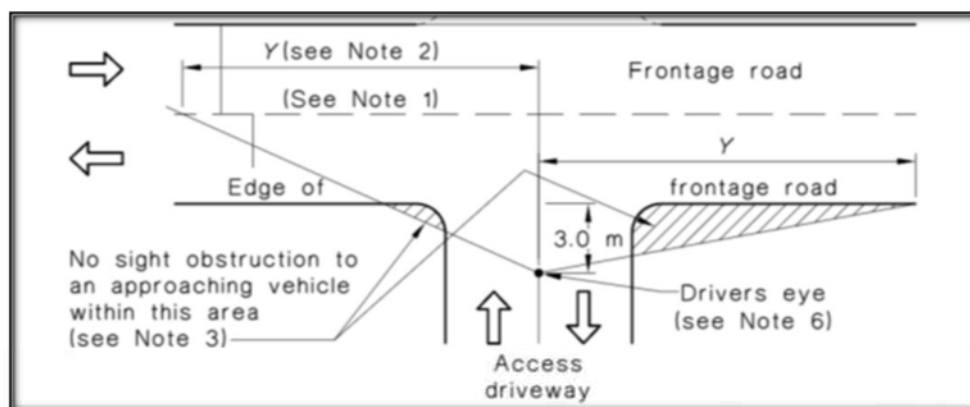


Figure 1: Critical Headroom Measurement at a Grade Change (AS/NZS 2890.1-2004)

Sight Distance for Vehicles

The vehicle exit from the site is off Anzac Highway, which is a divided highway with a speed limit of 60 km/hr. The sight distances have been assessed for an operating speed of 60Kkm/hr. Referring to Figure 3.3 of AS 2890.2:2004, it is recommended to leave the shaded area in the figure below (excerpt from AS 2890.2:2004) free of permanent obstacles for a length 'Y' of 69 [m].



Frontage road speed (Note 4) km/h	Distance (Y) along frontage road m		
	Access driveways other than domestic (Note 5)		Domestic property access (Note 6)
	Desirable 5 s gap	Minimum SSD	
40	55	35	30
50	69	45	40
60	83	65	55
70	97	85	70
80	111	105	95
90	125	130	Use values from 2 nd and 3 rd columns
100	139	160	
110	153	190	



Because of the solid dividing median, traffic can only approach the site from the south. The sight distances observed along Anzac Hwy from the proposed vehicle exit to Anzac Hwy was 230m to the south. The sight distance observed exceeds the desirable sight distance of 83 metres from the table above. The sight distance from the proposed vehicle crossing complies with the standard requirement.

Sight distance for pedestrians

The required splay of 2 metres x 2.5 metres on either side of the driveway behind the property boundary can be achieved from the driveway. Any proposed planting at the front boundary should be kept at a maximum height of 800mm; within the sight triangle area of 2.5 metres x 2 metres will ensure visibility of approaching pedestrians on the footpath.

CONCLUSION OF CAR PARK CERTIFICATION

Based on the assessment presented in this report, it is considered that after an inspection, the car parking design met or exceeded the relevant design standards presented in the West Torrens Council Development Plan and AS/NZS 2890.1-2004.

Report prepared by:

A handwritten signature in black ink, appearing to read 'Vadi Vencatachellum'.

Vadi Vencatachellum

Traffic Engineer

BE Civil Engineering, MIPENZ



CONCLUSIONS

The Stage 1 proposed development for 8 Town Houses will provide a total of 16 spaces in 8 double garages. The West Torrens Council Development Plan requires 18 spaces, so the Stage 1 development will have a small technical shortfall of 2 spaces. This shortfall can easily be catered for in the vacant on-street spaces, which has a total of 105 spaces within a short distance from the site.

The Stage 2 proposed development for 24 apartment units will provide a total of 27 spaces in a ground level carpark underneath the 3 level Apartment Development, including 1 accessible space.

Hence there are enough spaces on-site in total (27) in the Stage 2 carpark which will have a parking shortfall of 27 spaces compared to the parking requirement of 54 spaces for the proposed apartment development.

It is expected that the parking shortfall for both stages will be accommodated by the minimum number of 26-29 vacant spaces on street at peak times from parking surveys.

There are frequent Bus services from Adelaide City to Camden Park, which stop on both sides of Anzac Hwy, within only a 70 metres or 1-minute walk to the site. Trams on the Glenelg line provide a frequent service stopping at Plympton Park, which is within a 360 metre or 6 minute walk to the site. There is excellent public transport in the vicinity of the proposed development and this will reduce the need for driving for the residents or their visitors, and therefore reduce the parking demand on the site.

Therefore, the proposed on-site parking has been provided according to Principle 44 of the West Torrens Council Transportation and Access with regard to the number, nature and size of the proposed development. It is also within proximity of Centre facilities, public and Community transport within walking distance of the dwellings.

The assessment of the expected peak hour vehicular traffic generation for the total proposed development reveals very low levels of vehicular traffic at 12 trips in the peak hour, which is equivalent to 1 trip every 5 minutes. The daily trip generation from the total 2 stage development is 172 vehicle trips per day. This equates to 1 vehicle trip every 3 minutes. This low level of trips generated by the proposed development would have no significant effect on the traffic on Anzac Hwy or on the nearby roads.

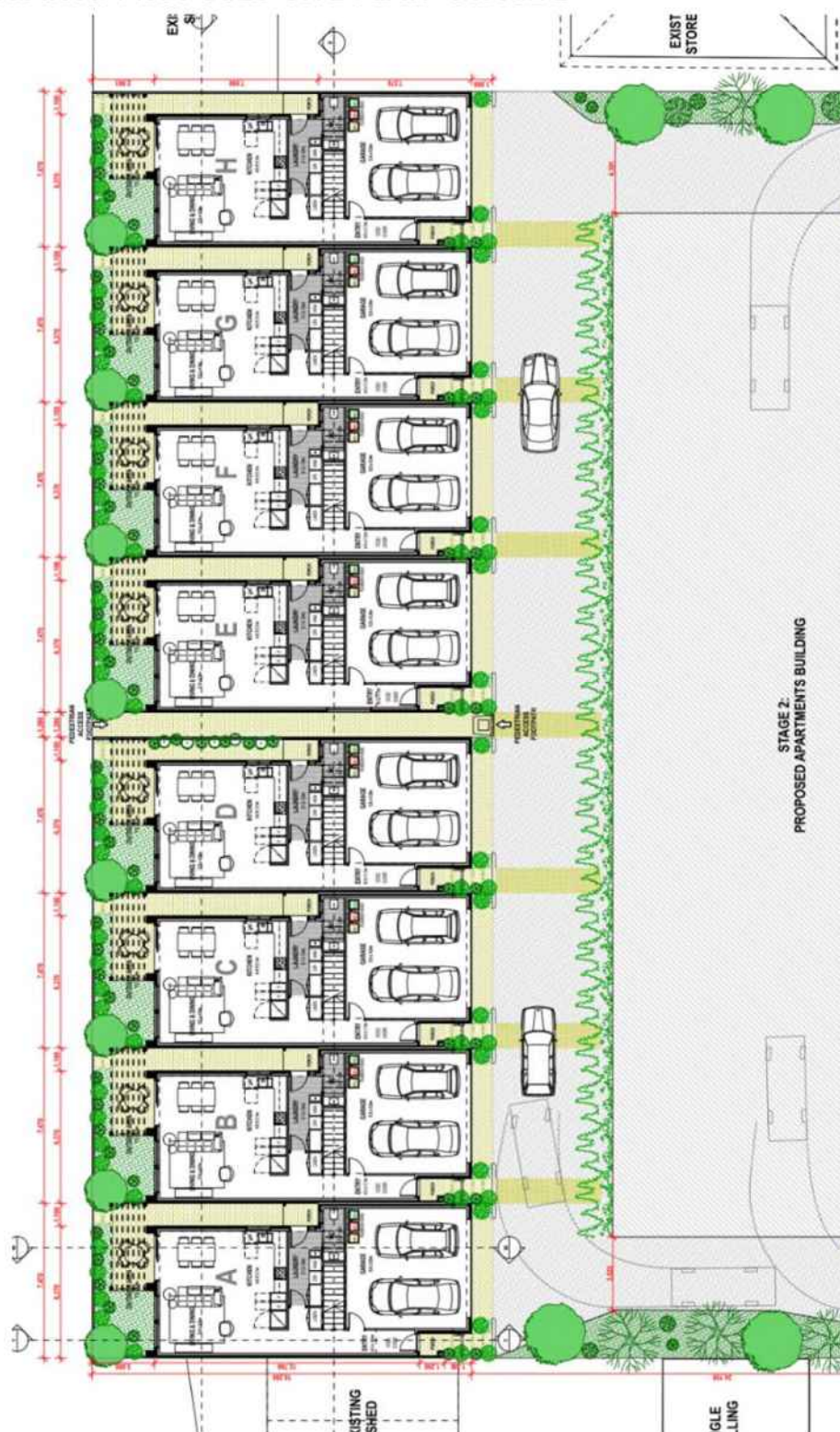
In conclusion, this study indicates that the proposed use of the site for a two stage Residential Development is not expected to have adverse impacts on the surrounding traffic conditions and public parking provided. The parking requirements for the proposed development can conveniently be mainly accommodated by the on-site parking for 27 spaces for the apartments and 16 spaces for the Town Houses. The technical parking shortfall for both stages can easily be met by the observed minimum number of vacant on-street spaces (26 to 29).



Therefore, based on the assessment presented in this report, it is considered that the proposed development will have a miniscule effect on the existing traffic in the surrounding roads and very little to no effect on the on-street parking in the vicinity of the site.



APPENDIX A: PROPOSED SITE PLAN- STAGE 1





APPENDIX B: PROPOSED SITE PLAN- STAGE 2



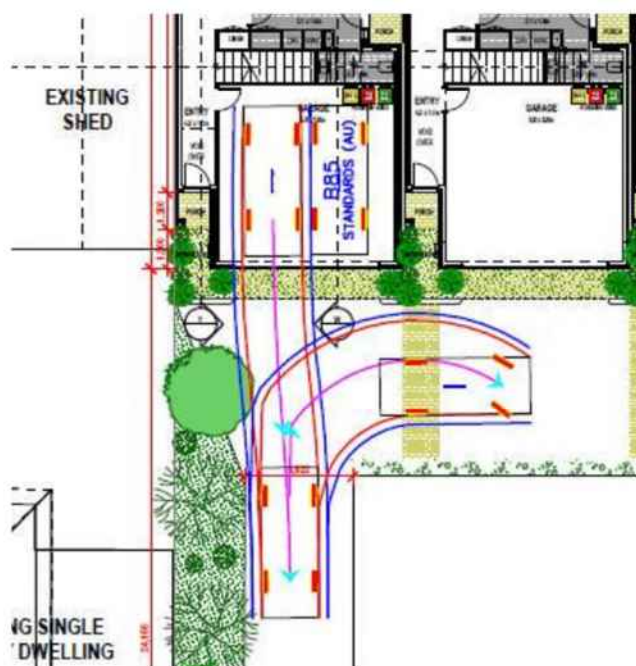
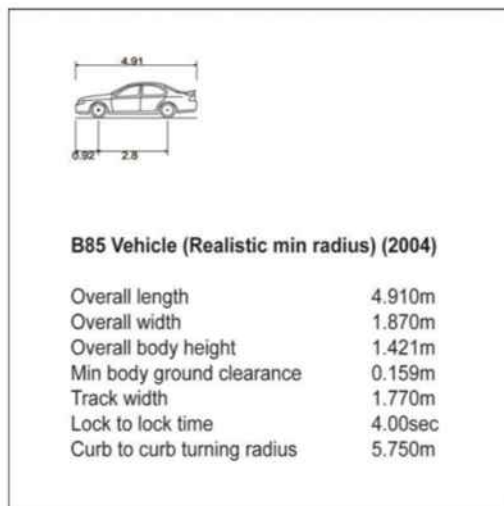
381-385 Anzac Hwy, Camden Park 5038

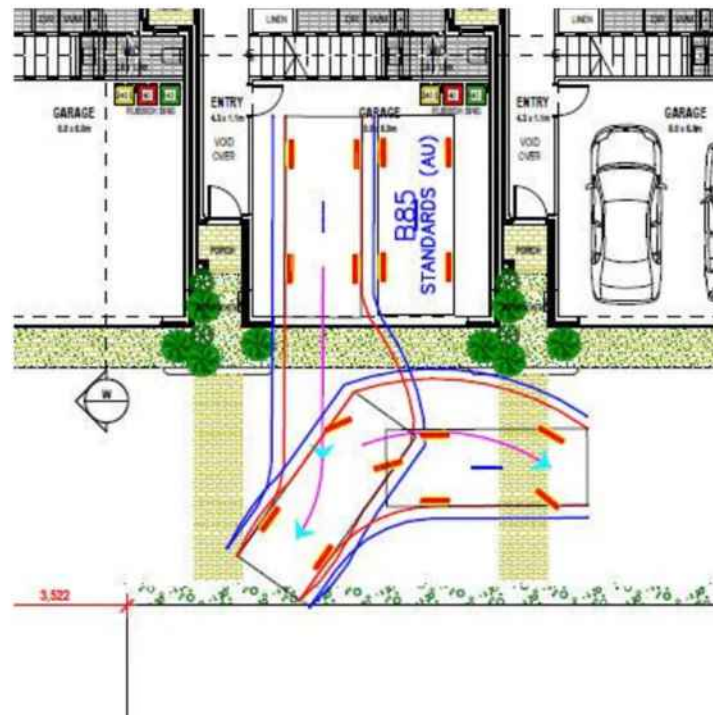
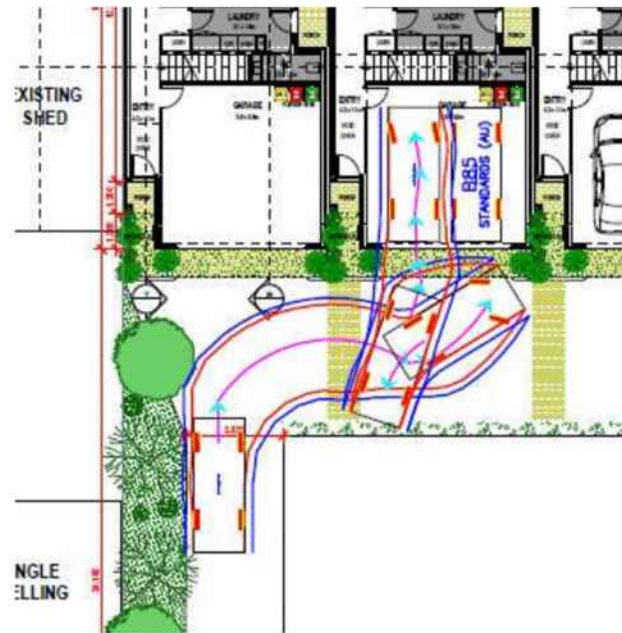
23

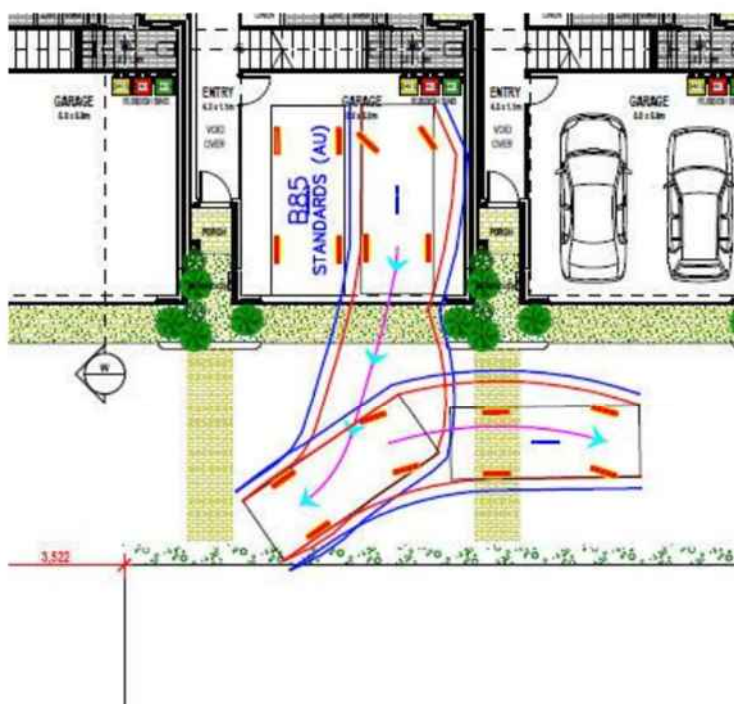
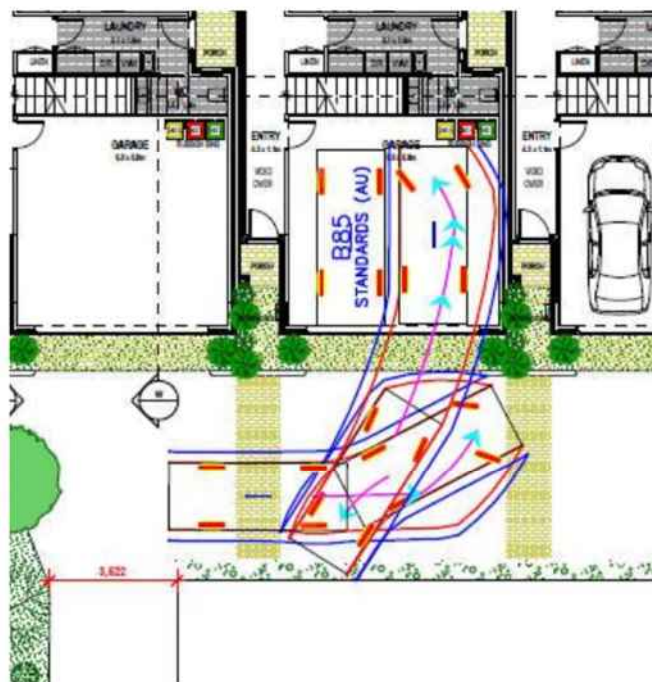
by Auswide Consulting



APPENDIX C: SWEEP PATH DIAGRAMS – TOWNHOUSES

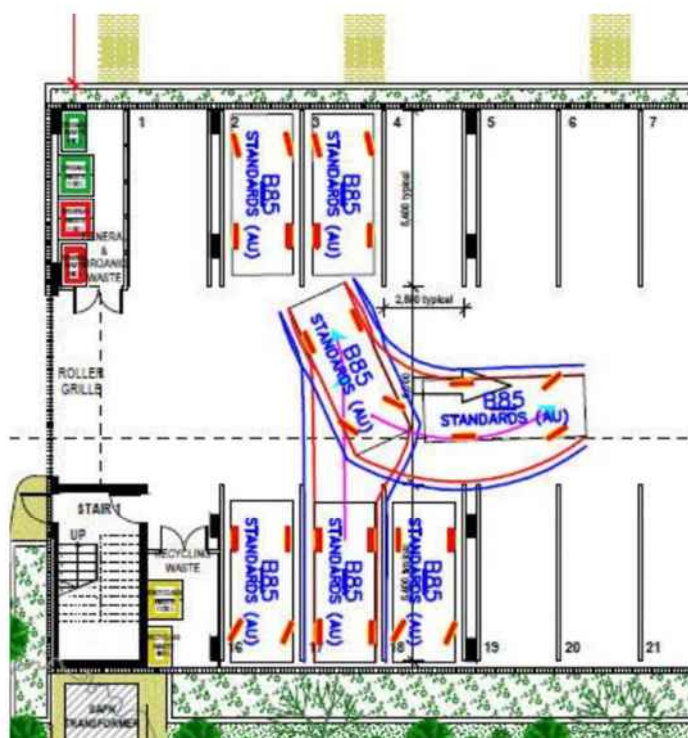
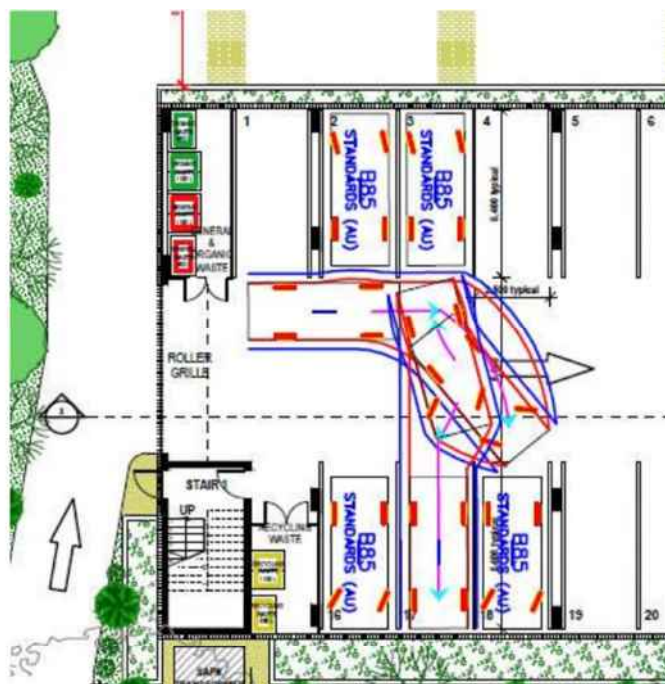


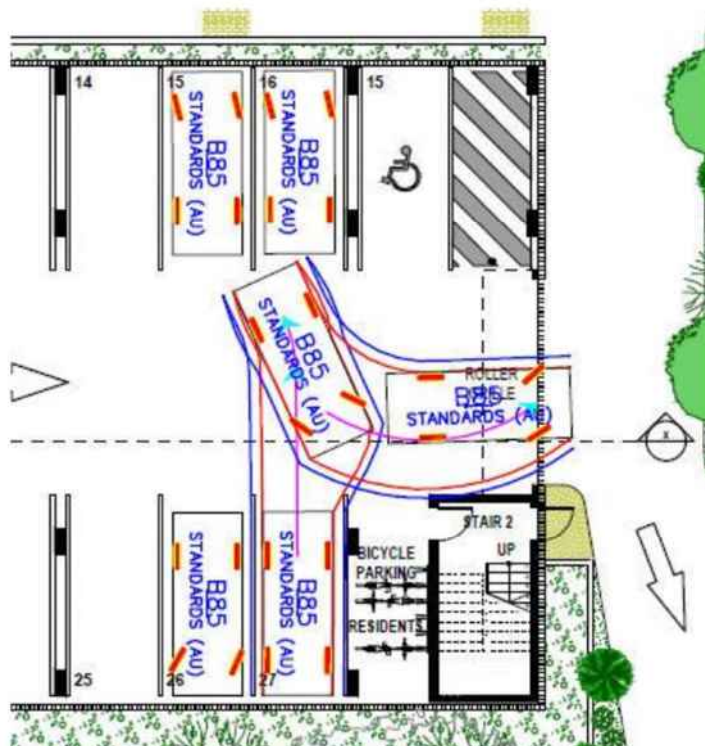
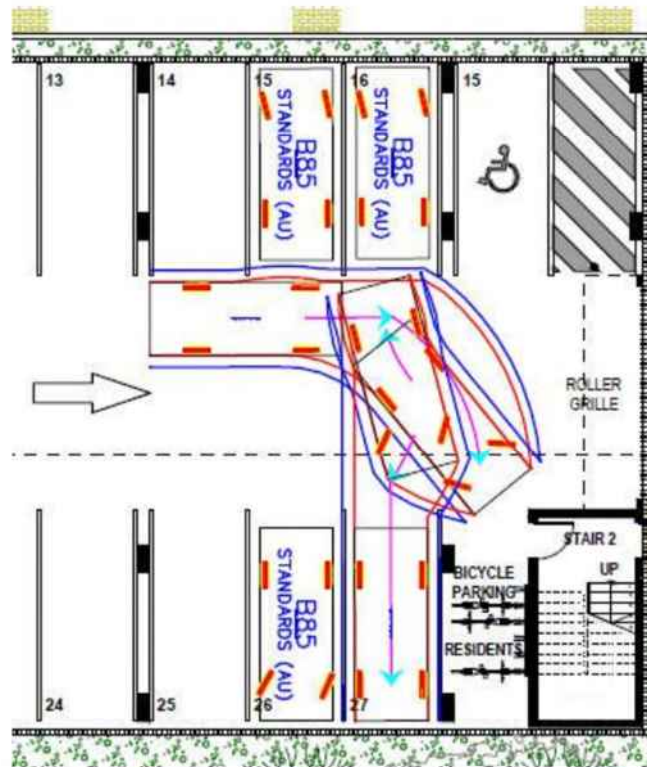






APPENDIX D: SWEEP PATH DIAGRAMS – APARTMENTS







Tel: 08 7221 3080
www.auswideconsulting.com.au
info@auswideconsulting.com.au
ABN 18 162 361 042

WASTE MANAGEMENT PLAN

381-385 ANZAC HWY, CAMDEN PARK SA 5038

Proposed Residential Development

Prepared for:	Capsule Projects
Date Prepared:	August 2021
Revision:	1.2
City of West Torrens Council Application #:	TBA



INDEX

Introduction	3
Background and Existing Conditions	3
Figure 1: Location of the Subject Site	4
Figure 2: Aerial View of the Subject Site	4
Proposed Development	5
Anticipated Waste Generation, Storage and Collection	5
Waste Generation	5
Table 1: Typical Waste, Recycling & Organic Generation Rates for Residential	5
Waste within Overall Development	6
Waste Storage Areas	7
Table 2: Typical Dimensions of 1,100L, 660L, 240L & 140L MGB's	7
Figure 3: Waste Guidelines for the General, Recycling & Organic MGB's	8
Figure 4: Scaled Diagram of the Multi-Dwelling Waste Storage Areas	9
Figure 5: Scaled Diagram of the Townhouse Waste Storage Areas & Collection Placement	10
Waste Collection	11
Figure 6: Template of the Waste Collection Vehicle	11
Amenity	12
Noise	12
Ventilation	12
Cleaning Facilities	12
Prevention of Vermin	12
Miscellaneous	13
Communal Composting Facility	13
Appendix A – Site Plans	14
Appendix B – Swept Path Diagrams – Waste Collection Vehicle.....	16

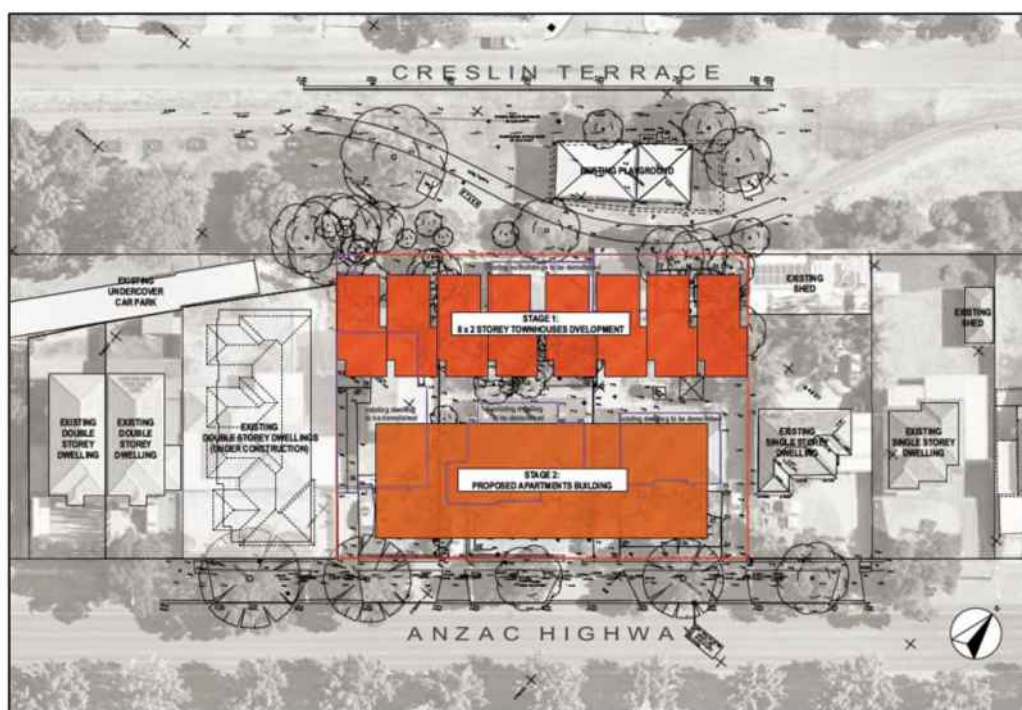


Introduction

AusWide Consulting was commissioned by Capsule Projects to prepare a Waste Management Plan (WMP) for approval of a proposed Multi-Dwelling & Townhouse development at 381-385 Anzac Highway, Camden Park SA.

The proposed development consists of; 24 Multi-Dwelling Apartments (18 x 2 Bedrooms & 6 x 1 Bedrooms) & 8 Townhouse Dwellings (8 x 3 Bedrooms)

In the course of preparing this WMP, the subject site and its environs have been inspected, plans of the development examined, and all relevant council requirements and documentation collected and analysed.



This WMP has been prepared based on the following information:

- Architectural Plans provided by Capsule Projects.
- ZWSA Better Practice Guide for South Australia

Background and Existing Conditions

The subject site is located at 381-385 Anzac Highway, Camden Park SA, on the Northwest side of Anzac Highway and the nearby land uses are residential, with commercial land use to the South.



Figure 1 provides an overview of the area and its surrounding land uses whilst **Figure 2** provides an aerial view of the immediate area surrounding the subject site.

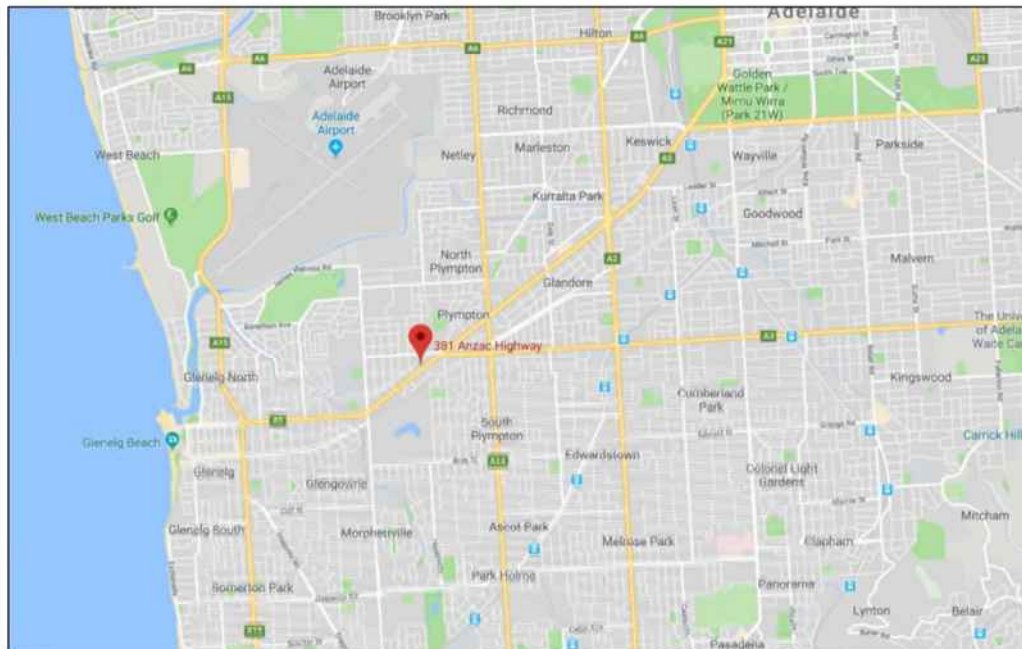


Figure 1: Location of the Subject Site



Figure 2: Aerial View of the Subject Site



Proposed Development

The proposed development consists of 24 Multi-Dwelling Apartments & 8 Townhouse Dwellings. The access to the proposed residential dwellings will be provided via a paved walkways and driveway on Anzac Highway. The waste storage room for the Multi-Dwellings is within the ground floor carparking area and the Townhouse Dwellings will store their MGBs within each garage (Refer: Appendix A).

Anticipated Waste Generation, Storage and Collection

Due to the multi-dwelling apartments and townhouses, waste collection should be done by a private contractor.

Waste Generation

As per the ZWSA Better Practice Guide for South Australia;

The waste entitlement for (a) Residential apartments are 40L of general waste per bedroom/week, 35L of recycling waste per bedroom/week plus 40L of organics waste per bedroom/week. (b) Townhouses are 140-litre waste landfill bin for household waste (collected weekly), 240-litre recycling bin for household recyclables (collected fortnightly) plus 240-litre green organics bin for household organic waste (collected fortnightly).

The following table illustrates the typical garbage, recycling and organic generation rates.

Table 1: Typical Waste, Recycling & Organic Generation Rates for Residential

	Land Use Type	Waste Resource Generation Rate				
		General Waste	Recycling	Organics	Metric	Other
Residential	Low Density Residential Building	40	35	40	L/bedroom/wk	Hard and Electronic Waste 0.77m³/ household/year
	Medium Density Residential Dwelling – with garden¹	35	30	20	L/bedroom/wk	Hard and Electronic Waste 0.77m³/ household/year
	Medium Density Residential Dwelling – no garden¹			10		



Waste within Overall Development

Using the general and recycling generation rates above, the following can be calculated;

Multi-Dwelling Apartments:

- 18 x 2BR apartments x 40L of general waste per bedroom/week = 1,440L (uncompacted)
- 18 x 2BR apartments x 35L of recycling waste per bedroom/week = 1,260L (uncompacted)
- 18 x 2BR apartments x 40L of organics waste per bedroom/week = 1,440L (uncompacted)
- 6 x 1BR apartments x 40L of general waste per bedroom/week = 240L (uncompacted)
- 6 x 1BR apartments x 35L of recycling waste per bedroom/week = 210L (uncompacted)
- 6 x 4BR apartments x 40L of organics waste per bedroom/week = 240L (uncompacted)

Total Multi-Dwelling Waste: General Waste 1,680L, Recycling Waste 1,470L, Organics Waste 1,680L

Townhouse Dwellings:

- 8 x 3BR apartments x 40L of general waste per bedroom/week = 320L (uncompacted)
- 8 x 3BR apartments x 35L of recycling waste per bedroom/week = 280L (uncompacted)
- 8 x 3BR apartments x 40L of organics waste per bedroom/week = 320L (uncompacted)



Waste Storage Areas

Multi-Dwelling Waste Storage Areas:

- 1 x 1,100L & 1 x 660L General Waste MGB's – collected and emptied once a week.
- 1 x 1,100L & 1 x 660L Recycling Waste MGB's – collected and emptied once a week.
- 1 x 1,100L & 1 x 660L Organics Waste MGB's – collected and emptied once a week.

Townhouse Waste Storage Areas:

- 1 x 140L General Waste MGB's – collected and emptied once a week.
- 1 x 240L Recycling Waste MGB's – collected and emptied fortnightly.
- 1 x 240L Organics Waste MGB's – collected and emptied fortnightly.

NOTE: Recycling & Organics Waste is Collected on Alternate Weeks for the Townhouse Dwellings

The following table illustrates the typical dimensions of the 1,100L, 660L, 240L & 140L MGB's mentioned above.

Table 2: Typical Dimensions of 1,100L, 660L, 240L & 140L MGB's

Size (L)	Height (mm)	Depth (mm)	Width (mm)
140	915	535	615
240	1060	550	730
660	1330	780	1260
1,100	1330	1070	1240

The Townhouses can leave their waste bins in front of their garage door for collection either the night before or in the morning of collection, before the time of collection organised with the waste contractor. The occupants are advised to return their MGBs as soon as possible to the garage storage areas once emptied.



Organic	Recycling	Garbage
<ul style="list-style-type: none"> ✓ All food waste and scraps. ✓ Meat, chicken, fish scraps and bones. ✓ Fruit, vegetable scraps. ✓ Dairy products, Seafood. ✓ Cake, bread, rice, pasta. ✓ Coffee grounds, loose tea leaf. ✓ lawn clippings, leaves, prunings, flowers. ✓ Weeds (except Tropical Soda Apple). ✓ Shredded paper, paper towel, serviettes. ✓ Council provided compostable caddy liner. ✗ Plastic bags, food packaging, cling wrap, tea bags, coffee pods, cigarette butts, nappies or wipes, kitty litter, tree ash or stumps, glass, metal, hair, dog-cat droppings, dish clothes, or recyclables. 	<ul style="list-style-type: none"> ✓ All recycling. ✓ Steel, tin, aluminium cans, empty aerosols. ✓ Clear, brown, green glass bottles / jars (rinsed, no lids). ✓ Plastic bottles, soft drink bottles, containers (rinsed, no lids). ✓ Carboard boxes, milk, juice cartons. ✓ Newspapers, magazines, office paper, junk mail, window envelopes. ✓ Council provided compostable caddy liner. ✗ Plastic bags, light bulbs, mirrors, drinking glasses, general and food waste, ceramics, crockery, foam, ovenware, polystyrene, waxed cardboard boxes. 	<ul style="list-style-type: none"> ✓ General waste. ✓ Plastic bags. ✓ Packets, wrappers, cling wrap, bubble wrap. ✓ Nappies, sanitary waste, (wrapped tightly, stored in a well-sealed bag). ✓ Animal faeces, bedding, and kitty litter. ✓ Foam, polythene, and polystyrene. ✓ Light bulbs, mirrors, ceramics, cookware, drinking glasses. ✓ Contents of your vacuum cleaner, cotton wool, buds and cigarette ends. ✗ Building materials, syringes, oil or paint, gas bottles, hazardous or chemical waste. ✗ Medical waste: (speak to your doctor / pharmacy).

Figure 3: Waste Guidelines for the General, Recycling & Organic MGB's



Figure 4: Scaled Diagram of the Multi-Dwelling Waste Storage Areas



Figure 5: Scaled Diagram of the Townhouse Waste Storage Areas & Collection Placement



Waste Collection

The waste collection service for the proposed development will be provided by a private contractor.

Multi-Dwelling Waste Storage Area

The waste vehicle will enter the property via the Southwest crossover to Anzac Highway, pulling up near the waste roller door, collect and empty the MGBs. Once the MGB's have been collected, emptied and returned, the waste vehicle will then leave the site in a forward motion via the Southeast crossover to Anzac Highway.

Townhouse Dwellings

The occupants of the townhouses will place their MGBs in front of their garages at arranged time/day with the private waste contractor. The waste vehicle will enter the property via the Southwest crossover to Anzac Highway, pulling up near the garages collect and empty the MGBs. Once the MGB's have been collected, emptied and returned, the waste vehicle will then leave the site in a forward motion via the Southeast crossover to Anzac Highway.

The occupants are advised to return their MGBs as soon as possible to the garage storage areas.

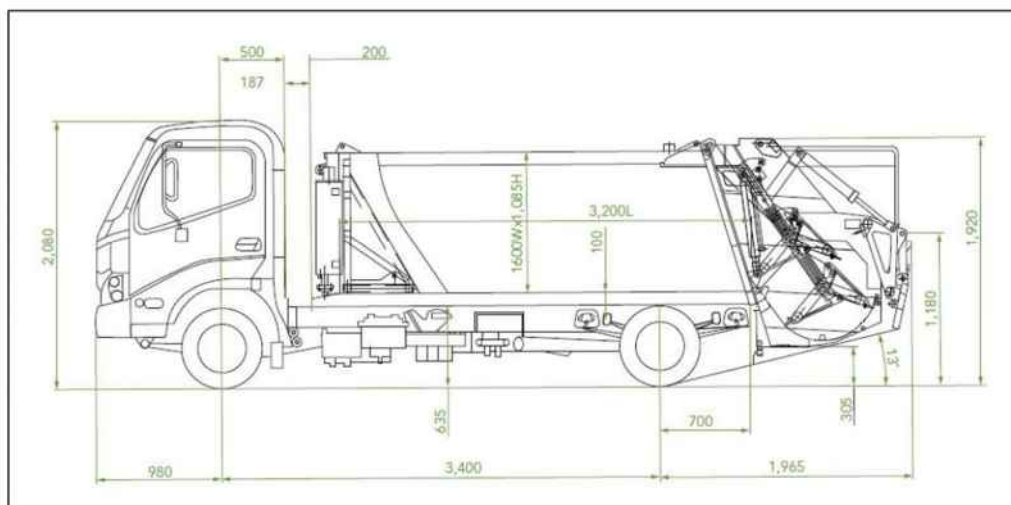


Figure 6: Template of the Waste Collection Vehicle



Amenity

Noise

The only noise generated from the waste management at the property will be that of the waste management vehicle contractor wheeling the MGB's to/from the waste vehicle and emptying the MGB's. Any other noise related to the waste management will be kept to a minimum.

Ventilation

If the waste areas don't allow for ample natural ventilation. A ventilation ducted system or exhaust fan will need to be ventilated to an external wall or ceiling.

Security/Communication Strategy

All MGB's will be stored within the townhouse dwelling garages and multi-dwelling waste rooms which are secured.

Residents will receive detailed documentation detailing all necessary requirements for safe waste management and handling including all relevant contact information.

Cleaning Facilities

The caretaker of the Multi-Dwelling building is responsible for keeping the MGB's clean. Whilst the occupants of the Townhouse Dwellings will be responsible for keeping their MGBs clean.

NOTE: (a) The Multi-Dwelling building waste area should have impervious coated/treated walls and ground surface, ensuring the ground is graded to the sewer (100 mm diameter) floor drain outlet. With a tap and hose (hose cock must be protected from the waste containers) for use of cleaning the MGBs and waste area. (b) The Townhouse Dwellings should have an impervious coated ground surface area graded to the sewer (100 mm diameter) drain outlet. With a tap and hose for use of cleaning the MGBs.

Prevention of Vermin

The occupiers will be advised to not overfill the bins so that the lids are closed at all times. It is suggested to place rat traps in the corners of the waste storage areas.



Miscellaneous

Communal Composting Facility

No consideration has been given to a communal composting facility. Residents wanting to compost some of their rubbish will be required to do so individually.

Dwelling (Internal) Waste Storage

It is recommended that sufficient space within the kitchen, should be provided within the dwelling for interim storage of one to two days for garbage and recyclables. The cupboard space should allow for separate storage of recyclables from the garbage stream and food waste.

Green/Food Waste

Green waste in the common areas will be handled by a private contractor. Food waste will be placed within the organics waste MGB's or used for composting individually.

Bulky Hard Waste

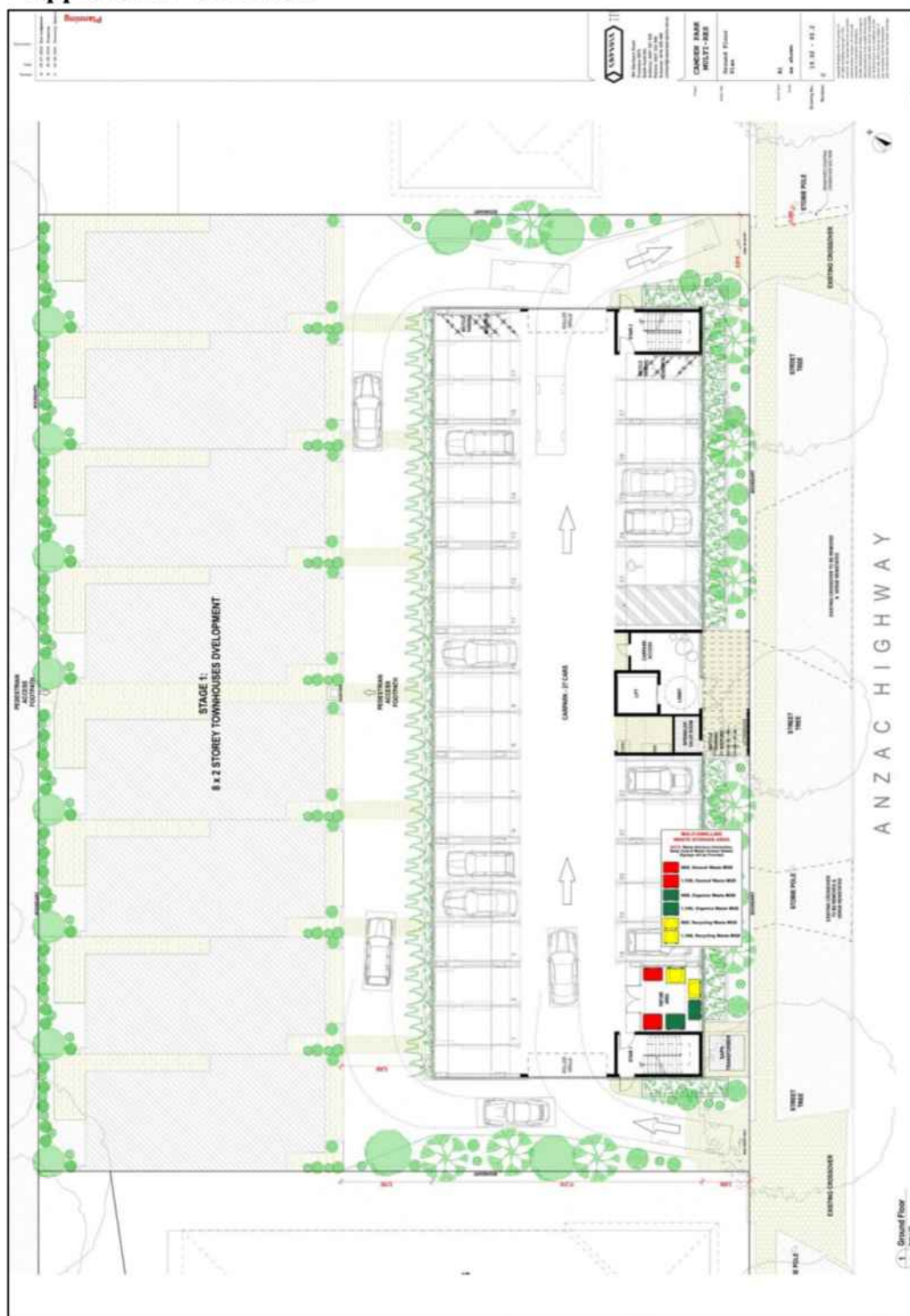
Residents will need to call a private contractor.

E-Waste

Recyclable electronic goods include batteries, equipment containing printed circuit boards, computers, televisions, fluorescent tubes and smoke detectors. E-Waste will be placed in impermeable surface containers and collected by a registered E-Waste Re-Processor as required.



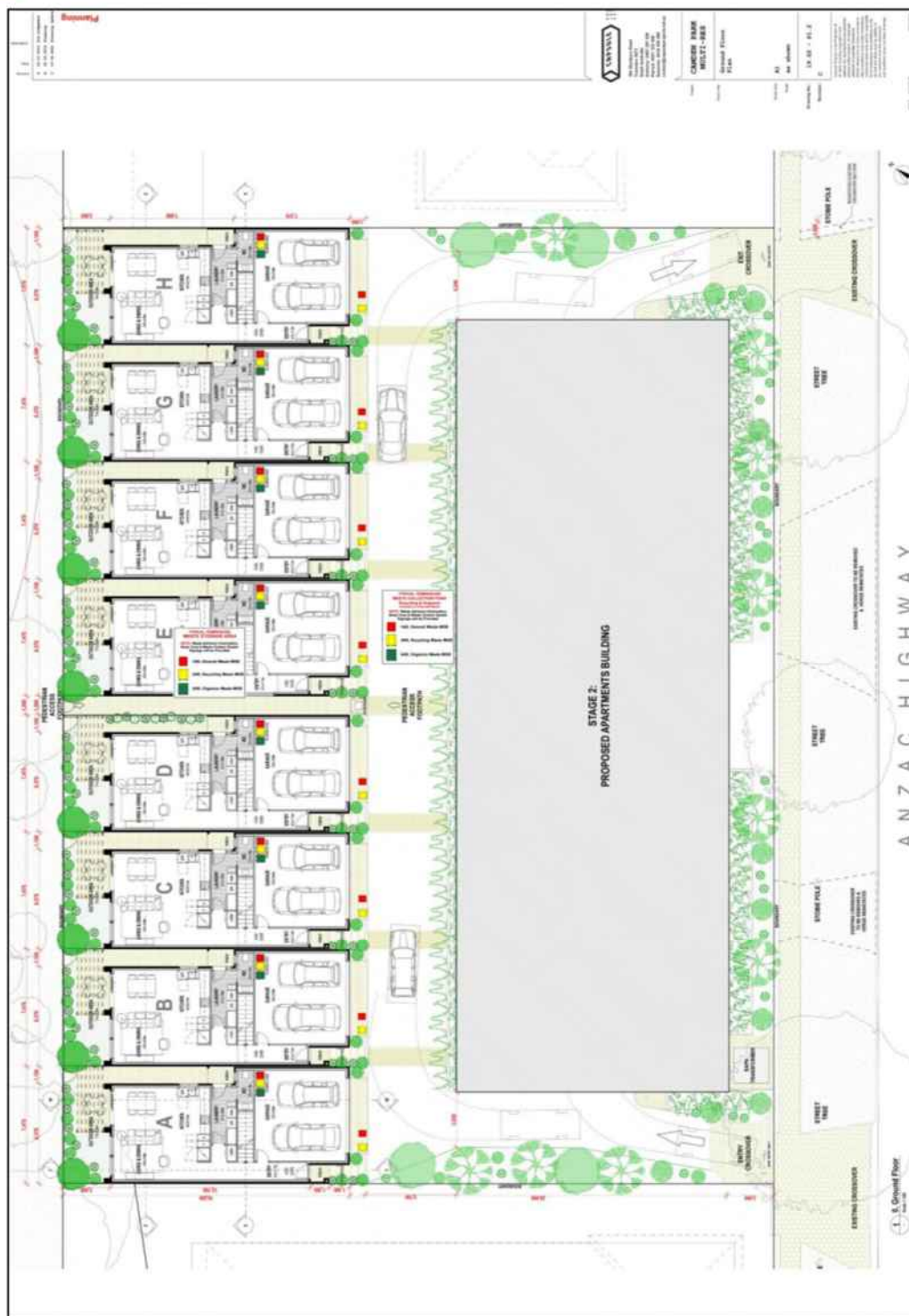
Appendix A – Site Plans



381-385 Anzac Highway, Camden Park SA 5038

14

by AusWide Consulting



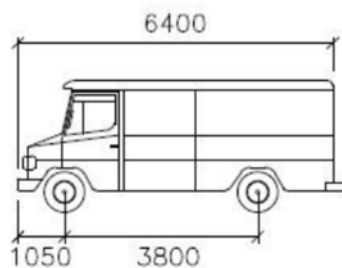
381-385 Anzac Highway, Camden Park SA 5038

15

by AusWide Consulting



Appendix B – Swept Path Diagrams – Waste Collection Vehicle



SRV	mm
Width	: 2300
Track	: 2300
Lock to Lock Time	: 6.0
Steering Angle	: 38.0







Monday, February 7th 2022

Dear Anthony,

Thank you for your enquiry regarding the feasibility of servicing the proposed development at 381-385 Anzac Highway, Camden Park.

Veolia is one of Australia's largest Waste Management and Industrial Services businesses turning over \$1 billion in 2012. Our stable management team and approximately 3300 employees have put us at the forefront of sustainable waste management services.

I can confirm that Veolia do have a Light Rigid Vehicle which services both the CBD and Glenelg areas, meaning it would be available for services along Anzac Highway including the site of the proposed development.

Based on the drawings and with a separate entry and egress location, I feel we can comfortably service this site as is advise in the Waste Management Plan.

Should you require additional information or clarification relating to this document please do not hesitate to contact myself on 0439 280 608

Kind Regards,

A handwritten signature in black ink, appearing to read 'Jake Milka'.

Jake Milka
Key Account Manager
WASTE

tel: 0439 280 608
500 Churchill Road / Kilburn / SA 5084 Australia
www.veolia.com/anz



Veolia Australia and New Zealand
A: 500 Churchill Road, Kilburn, SA, 5084
T: +61 (8) 13 29 55 F: +61 (8) 8260 1000 W: www.veolia.com.au



Ref: 22082|BNW

28 February 2022

Mr Fabian Barone
Future Urban
Lvl 1, 74 Pirie Street
ADELAIDE SA 5000

Dear Fabian,

**RESIDENTIAL DEVELOPMENT
381-385 ANZAC HIGHWAY, CAMDEN PARK**

I refer to the proposed residential development at 381-385 Anzac Highway, Camden Park (DA 211/1097/2019). As requested, I have undertaken a review of the parking provisions associated with the proposal.

In forming my view on the assessment, I have reviewed the previous traffic and parking report prepared by Auswide Consulting and the relevant Development Plan (consolidated 12 July 2018). I understand that the proposal has been amended since the preparation of the Auswide report and that it now comprises:

- six (6x) three-bedroom townhouses (group dwellings);
- twelve (12x) two-bedroom apartment dwellings (residential flat buildings);
- six (6x) three-bedroom apartment dwellings (residential flat buildings); and
- a total of 44 car parking spaces.

The Development Plan's Table WeTo/2 identifies the following parking provision rates relevant to group dwellings and residential flat buildings:

- 2 car parking spaces per dwelling; plus
- 0.25 car parking spaces per dwelling.

On the basis of the above, the proposal has a theoretical requirement for 48 resident spaces and 6 visitor spaces. The proposal includes a total of 44 parking spaces and, therefore, has a theoretical shortfall of 10 parking spaces. It is noted that the parking



requirements for the townhouses would be met (two spaces each plus additional visitor parking provided). The shortfall is therefore associated with the apartment dwellings.

While the proposal would not meet the rates identified in Table WeTo/2, it is important to note that Principle of Development Control 44 (Transportation and Access) states the following:

"On-site vehicle parking should be provided having regard to:

- (a) The number, nature and size of proposed dwellings*
- (b) Proximity to centre facilities, public and community transport within walking distance of the dwellings*
- (c) The anticipated mobility and transport requirements of the likely occupants..." (my emphasis).*

The Development Plan therefore contemplates variance in the Table WeTo/2 rates based on considerations relevant to specific sites and development proposals. In my opinion, there are a number of transport and accessibility considerations which warrant application of reduced rates to the subject proposal, including (but not necessarily limited to):

- the site is situated immediately adjacent an Adelaide Metro "Go Zone" and is therefore serviced by high frequency bus routes. The associated bus stops are less than 100 m from the site;
- the site is approximately 250 m (or 380 m walking distance) from the Plympton Park tram stop and therefore serviced by high frequency tram services;
- the site is located immediately adjacent the Westside Bikeway (shared cyclist and pedestrian path) which provides a safe, (generally) off-road connection to the Adelaide CBD as well as Glenelg. In addition, part-time bicycle lanes operate on Anzac Highway adjacent the site (also providing connection to the Adelaide CBD, Glenelg and the broader cycling network);
- the site is less than 1 km from the 'Highway' mixed use development (including supermarket and other specialty tenancies) as well as other retail and commercial services (additional centre facilities are also accessible via the high frequency public transport); and
- a parking provision rate of 2 car parking spaces per apartment is very high for such high density dwellings. This rate is well above realistic demands for such land uses as well as higher than contemporary rates adopted for assessment of parking provisions for high density dwellings.

It is clear that there is a high level of accessibility for the site by public transport, walking and cycling which will reduce the residents' reliance on private motor vehicles and the need for car parking compared to the level suggested by the Development Plan rate.



In relation to the excessive parking provision rate, it considered appropriate to make a comparison against actual car ownership data as identified by the Australian Bureau of Statistics' 2016 Census. Table 1 summarises vehicle ownership statistics for Camden Park, the overall West Torrens Council area and Greater Adelaide.

Table 1 – 2016 Census vehicle ownership statistics

Number of cars	Camden Park	Council Wide	Greater Adelaide
No motor vehicles	8.8%	10.1%	7.8%
1 motor vehicle	44.0%	40.0%	35.4%
2 motor vehicles	31.3%	31.0%	34.7%
3 or more motor vehicles	9.7%	12.4%	15.7%
Not stated	6.3%	6.2%	6.4%

The above data indicates that vehicle ownership is lower in Camden Park compared to the overall West Torrens area and Greater Adelaide (i.e. 52.8% of residents have no car or one car in Camden Park compared to 50.1% in the West Torrens Council Area and 43.2% in Greater Adelaide).

It should be noted that the above data relates to all types of dwelling structure. High density dwellings (such as apartments) typically have lower levels of car parking demand (particularly where located in close proximity to high frequency public transport). A review of the detailed 2016 ABS Census data indicates that vehicle ownership for apartment/flat dwellings in the City of West Torrens is approximately 1.05 cars per household and in Greater Adelaide is less than 1.0 car per household. There is insufficient data from Camden Park (too few apartments/flats) to draw a reasonable statistical conclusion in respect, however, even if the available data was used it indicates a car ownership of approximately 1.17 cars per apartment/flat in Camden Park. All of these are well below the rate of 2 spaces per dwelling adopted by the Development Plan and clearly demonstrate that the Development Plan rate would result in significant overprovision of car parking. This is not a desirable outcome in respect to broader Council and State Government objectives to minimise reliance on private motor vehicles.

In comparison to the above rates, it is also noted that the application could be re-submitted under the Planning and Design Code. The Planning and Design Code identifies more contemporary parking rates than those identified in the Development Plan. While not the applicable planning instrument, I am of the view adoption of contemporary rates (as well as consideration of the above demographic data) align with the matters contemplated by PDC 44 detailed above. If assessed against the Planning and Design Code, the following 'Deemed to Satisfy' rates would be adopted for the apartments (residential flat building):

- dwelling with one or two bedrooms – one space per dwelling; and



- dwelling with three or more bedrooms – two spaces per dwelling; plus
- 0.33 spaces per dwelling for visitors.

Adopting these rates for the apartment building would result in a requirement for 43.44 spaces (with the townhouses assessed at the Development Plan rate). Even if the Planning and Design Code rates were applied to the overall proposal, there would be a requirement for 43.92 spaces. Both approaches would result in a rounded-up requirement for 44 parking spaces. The proposed provision of 44 spaces would therefore meet the Deemed to Satisfy (parking provision) requirements of the Planning and Design Code. Furthermore, the Code's associated Performance Objective (5.1 – Transport, Access and Parking) identifies that lesser rates can be applied where justified by relevant accessibility and land use factors (such as high frequency public transport services, on-street parking availability etc.).

In summary, having undertaken an assessment of parking provisions for the proposed development (based on the amended yields), I am of the opinion that the level of on-site parking proposed is sufficient and appropriate. Notably, the Development Plan seeks a very high provision rate for apartment (residential flat building) dwellings well above contemporary rates and well above actual vehicle ownership data for such dwellings. The application of the Development Plan rates would result in over-provision of parking within the site which, in my view, is not a desirable outcome. The level of provision aligns with contemporary parking provision rates and design demands would be able to be accommodated on site without reliance on on-street parking. Importantly, the site is also well serviced by high frequency public transport (both bus and tram) as well as major cycling facilities which will further assist with reduced reliance on private motor vehicles.

Please feel free to contact me on (08) 7078 1801 should you require any additional information.

Yours sincerely,

A handwritten signature in blue ink, appearing to read "Ben Wilson", with a stylized flourish at the end.

BEN WILSON

Director | CIRQA Pty Ltd



STORMWATER CALCULATIONS (SWC_C)

Client:	Luxehaus	Job Number:	1907191
Project:	Proposed Multi- Residential Development	Date:	01/02/2022
Project Location:	371-375 ANZAC HIGHWAY, CAMDEN PARK		

ATTACHMENTS:

SW1 – SW2	- Stormwater Detention Calculations, 'Critical Storm' Duration (apartments)
SW3 – SW4	- Stormwater Detention Calculations, 'Critical Storm' Duration (surface)
	- music results

DESIGN:

The site is divided into three catchments:

1. Catchment 1 (Townhouses)
2. Catchment 2 (Apartments)
3. Catchment 3 (Surface)

Catchment 1:

For catchment 1 the City of West Torrens alternate approach has been adopted. Installation of a 3,000L rainwater tank (no detention element) for each dwelling with minimum of 90% of roof water being captured within the proposed tank and connected to the WC and cold-water outlet as per council requirements.

Catchment 2:

Catchment 2 (apartments) covers approx. 835m² of residential land and the total pre-development discharge is 7.12L/s, incorporating a pre-development run-off catchment of 0.25 as per council requirements

100% of roof water from the apartments will be captured and detained within 2 x 5000L tanks, fitted with an orifice of 59mm. 7200L of the total 10000L will be used for detention, the remainder of the storage will be used for rainwater harvesting and re-use.

Total Pre-development discharge: 7.12L/s	Total Post-Development Discharge: 7.00L/s
Total Required Detention volume: 7,189L	Total Proposed Detention Volume: 10,000L

Catchment 3:

Catchment 3 (surface) covers approx. 1090m² (excluding apartment and townhouse catchments) of residential land and the total pre-development discharge is 9.08L/s, incorporating a pre-development run-off catchment of 0.25 as per council requirements

62% of surface water will be captured, treated and detained within 2 bio-retention swales, fitted with an orifice of 51mm to the street water table.

Total Pre-development discharge: 9.08L/s	Total Post-Development Discharge: 5.2L/s
Total Required Detention volume: 3,811L	Total Proposed Detention Volume: 8,530L

Civil – Geotechnical – Environmental – Structural – Mechanical – Electrical – Fire – Hydraulics – Forensic – Construction Assist – Vertical Transport

P: 08 8238 4100 W: www.tmkeng.com.au

ADELAIDE | MELBOURNE | RIVERLAND

Document Title: Stormwater Calculations ©
K:\2019\07\1907191\Civil Drawings and Calcs\Design Calculations and Details\SWC C\1907191_SWC.docx

Document Code: CF039



Revision Code:

02
1 of 2



INSERT FORM NAME HERE

GENERAL NOTES:

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

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

For and on behalf of
TMK Consulting Engineers

JARRAD BUTCHER
Engineer



STORMWATER CALCULATIONS - DETENTION VOLUMES

JOB NUMBER: 1907191
 DATE: 1/02/2022
 PAGE: SW3
 DESIGN: JB

PRE-DEVELOPMENT:**1. CATCHMENT DETAILS**

	Coefficient	Area (m ²)	Area (%)
Roof:	0.25	0	0
Paving:	0.25	0	0
Landscaping:	0.25	1090	100
Total Pre-Dev	0.25	1090	100

2. PRE-DEVELOPMENT SITE DISCHARGE

Design Storm Event	20 yr ARI	
Time of Concentration	5 min	
Run-off Coefficient (C)	0.25	
Rainfall Intensity	120.00	mm/hr
Catchment Area	1090	m ²
Allowable Discharge	9.08	L/sec

POST-DEVELOPMENT:

Proposed Detained:	Coefficient	Area (m ²)	Area (%)
Roof:	0.90	0	0
Paving:	0.75	609	56
Landscaping:	0.30	69	6
	0.70	678	62

Proposed Undetained:	Coefficient	Area (m ²)	Area (%)
Roof:	0.90	0	0
Paving:	0.75	77	7
Landscaping:	0.30	335	31
	0.38	412	38
Total Post-Dev	0.58	1090	100

3. REQUIRED DETENTION STORAGE -20YR ARI

Design Storm Event	20 yr ARI	
Catchment Area to Detention	678	m ²
Run-off Coefficient (Detained Areas)	0.70	
Discharge	5.20	L/sec

Time of Concentration (mins)	Rainfall Intensity (mm/hr)	Inflow (L/sec)	Outflow (L/sec)	Required Volume (L)
0	0	0	0	0
5	120.00	15.92	5.20	3215
10	87.10	11.55	5.20	3811
15	70.20	9.31	5.20	3699
20	59.60	7.90	5.20	3245
25	52.20	6.92	5.20	2585
30	46.70	6.19	5.20	1788
60	30.10	3.99	5.20	0
120	19.00	2.52	5.20	0
Critical Detention Volume (L)				3811



JOB NUMBER: 1907191
 DATE: 1/02/2022
 PAGE: SW4
 DESIGN: JB

4. PROPOSED UNDETAINED DISCHARGE RATE - 20YR ARI

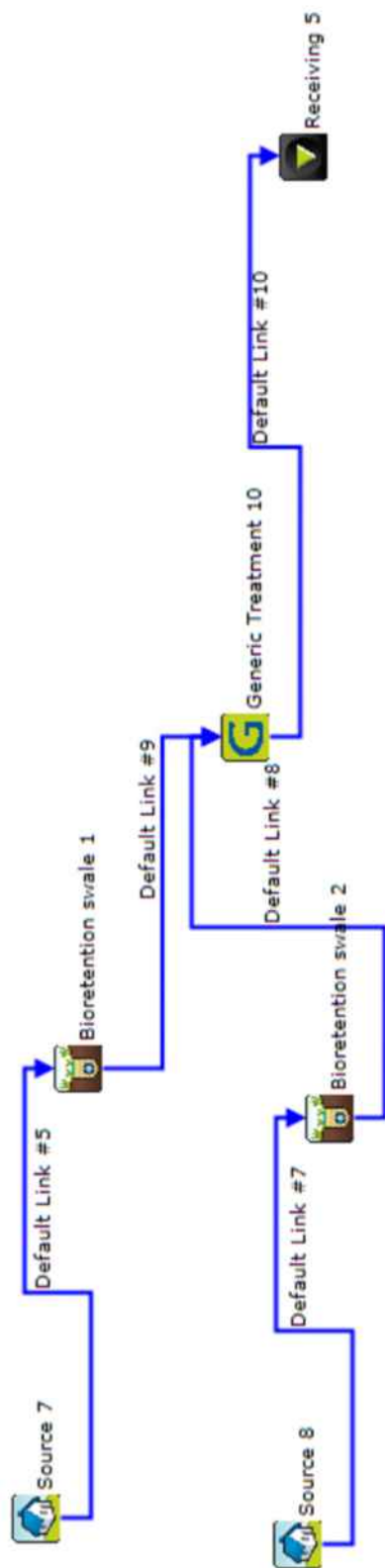
Design Storm Event	20yr ARI	
Run-off Coefficient (C)	0.38	
Time of Concentration	10.00	Min
Rainfall Intensity	87.10	mm/hr
Catchment Area	412	m ²
Undetained Discharge	3.83	L/sec

5. TOTAL SITE DISCHARGE RATE - 20YR ARI

Detained Discharge	5.20	L/sec
Undetained Discharge	3.83	L/sec
Total Development discharge	9.03	L/sec
Pre Development Flow	9.08	L/sec
Flow rate satisfies		

6. STORAGE SIZE AND ORIFICE RESTRICTOR SIZE - 20YR ARI

Proposed Number of Detention Storage	1	
Detention Storage Required (Total)	3811	L
Detention Storage Required (Per Tank)	3811	L
Allowable discharge (Total)	5.20	L/sec
Allowable discharge (Per Orifice)	5.20	L/sec
Orifice Head	0.90	m
Required Orifice Diameter	51	mm



Treatment Train Effect

Target	Sources			Residual Load			Percent Reduction	
	Receiving 5	Bioretention swale 1		Receiving 5	Bioretention swale 1		Receiving 5	Bioretention swale 1
Flow (ML/yr)	0.249	0.124		0.22	0.11		11.426	11.899
Total Suspended Solids (kg/yr)	42.779	22.555		0.21	0.269		99.508	98.808
Total Phosphorus (kg/yr)	0.061	0.031		0.004	0.003		93.951	91.762
Total Nitrogen (kg/yr)	0.508	0.259		0.139	0.07		72.705	73.011
Gross Pollutants (kg/yr)	11.696	5.848		0	0		100	100



PLANNING REPORT
EIGHT, TWO STOREY GROUP DWELLINGS AND A FOUR STOREY
RESIDENTIAL FLAT BUILDING CONTAINING 24 DWELLINGS

381 – 385 ANZAC HIGHWAY, CAMDEN PARK

Prepared for:
LUXEHAUS

Date:
02.11.2019



© Future Urban Pty Ltd, 2019

Proprietary Information Statement

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

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

Document Control

Revision	Description	Author	Date
V1	DRAFT	FB	14.08.2019
V2	FINAL	FB	02.11.2019

REF 0448 | 2 November 2019





CONTENTS

1. INTRODUCTION	1
2. THE SITE	2
3. THE LOCALITY	3
4. THE PROPOSAL	4
4.1 Demolition	4
4.2 Allotment Amalgamation	4
4.3 Staging	4
4.4 Group Dwellings	4
4.4.1 Orientation	5
4.4.2 Siting	5
4.4.3 Coverage	5
4.4.4 Site Areas	5
4.4.5 Internal Floor Areas	5
4.4.6 Internal Layouts	5
4.4.7 Private Open Spaces	5
4.4.8 Domestic Storage Spaces	5
4.4.9 Floor to Ceiling Heights	6
4.4.10 Building Heights	6
4.4.11 External Materials	6
4.4.12 Access	6
4.4.13 Car Parking	6
4.4.14 Stormwater	6
4.4.15 Waste	6
4.4.16 Fencing	7
4.4.17 Landscaping	7
4.4.18 Mail Boxes	7
4.4.19 Meter Boxes	7
4.4.20 Energy Efficiency	7
4.5 Residential Flat Building	8
4.5.1 Orientation	8
4.5.2 Siting	8
4.5.3 Coverage	8
4.5.4 Average Site Area	8
4.5.5 Ground Floor Level	8
4.5.6 First Floor Level	9
4.5.7 Second Floor Level	10
4.5.8 Third Floor Level	11
4.5.9 Floor to Ceiling Heights	12
4.5.10 Building Height	12
4.5.11 External Materials	12
4.5.12 Access	12
4.5.13 Bicycle Parking	12
4.5.14 Car Parking	12
4.5.15 Stormwater	12
4.5.16 Waste	13
4.5.17 Landscaping	13
4.5.18 Mail Boxes	13
4.5.19 Air Conditioning Condensers	13
4.5.20 Transformer	13
4.5.21 Energy Efficiency	13



5. PROCEDURAL MATTERS	14
5.1 The Relevant Authority	14
5.2 The Relevant Version of the Development Plan	14
5.3 Form of Development	14
5.4 Category of Development	14
5.5 Statutory Referrals	14
6. ASSESSMENT	15
6.1 Land Use	15
6.2 Density	15
6.3 Affordable Housing	17
6.4 Dwelling Composition	17
6.5 Internal Floor Areas	17
6.6 Private Open Spaces	18
6.7 Domestic Storage Spaces	19
6.8 Siting	20
6.8.1 Front Boundary	20
6.8.2 Side Boundaries	20
6.8.3 Rear Boundary	22
6.9 Site Coverage	22
6.10 Building Heights	23
6.11 Overlooking	24
6.12 Overshadowing	24
6.13 Access	25
6.14 Bicycle Parking	25
6.15 Car Parking	26
6.16 Traffic	27
6.17 Stormwater	27
6.18 Waste	27
6.19 Landscaping	28
6.20 Energy Efficiency	28
7. CONCLUSION	29

APPENDICES

APPENDIX 1. COMPENDIUM OF DRAWINGS	31
APPENDIX 2. LANDSCAPING PLAN AND ELEVATIONS	32
APPENDIX 3. CIVIL PLAN AND STORMWATER CALCULATIONS.....	33
APPENDIX 4. WASTE MANAGEMENT PLAN	34
APPENDIX 5. TRAFFIC AND PARKING IMPACT ASSESSMENT.....	35



1. INTRODUCTION

This planning report relates to a proposal by Luxehaus to construct eight, two storey group dwellings and a four storey residential flat building containing 24 dwellings at 381 – 385 Anzac Highway, Camden Park ('the site').

In preparing this planning report, we have:

- inspected the site and its surroundings;
- identified and subsequently reviewed what we consider to be the relevant provisions of the West Torrens Council Development Plan ('the Development Plan');
- examined the compendium of drawings at Appendix 1, and the landscaping plan and elevations at Appendix 2;
- considered the civil plan and stormwater calculations at Appendix 3, the waste management plan at Appendix 4, and the findings of the traffic and parking impact assessment at Appendix 5; and
- had regard to the Development Act, 1993 and to the Development Regulations, 2008 ('the Regulations').

This planning report contains our description of the site, its surroundings and the proposal, as well as our assessment of the proposal against what we consider to be the most relevant provisions of the Development Plan.



2. THE SITE

The site consists of three contiguous allotments (Allotment 183 on Deposited Plan 4007, Allotment 24 on Filed Plan 7386 and Allotment 10 on Deposited Plan 114653).

These allotments combine to produce a large, flat and rectangular site that:

- is situated between Stonehouse Avenue to the north-east, Anzac Highway to the south-east, Cromer Street to the south-west and Creslin Terrace to the north-west;
- has a frontage of 60.96 metres to Anzac Highway (Anzac Highway is a primary arterial road which falls under the care and control of the Department of Planning, Transport and Infrastructure), a uniform depth of 45.26 metres and an area of 2,759.3 square metres or thereabouts;
- accommodates two single storey detached dwellings, a two storey detached dwelling and several domestic improvements (none of these structures are heritage listed);
- is accessible via four crossovers on the north-western side of Anzac Highway (two of these crossovers will be closed in the event that the proposal is approved and ultimately proceeds);
- does not contain any regulated or significant trees; and
- is devoid of any registered easements that could impede or perhaps avert the proposal altogether.



3. THE LOCALITY

Whilst inspecting the site and its surroundings, we observed, amongst other things, that:

- the site is adjoined on its north-western side by the Creslin Terrace Reserve;
- the Creslin Terrace Reserve is a large public reserve which features a shared cyclist and pedestrian path, a fenced and sheltered playground, and some fixed benches and tables;
- the adjoining allotment to the north-east of the site presently accommodates a single storey detached dwelling and several domestic improvements, one of which abuts the north-eastern (side) boundary of the site;
- the adjoining allotment to the south-west of the site presently accommodates a single storey detached dwelling and several domestic improvements, two of which abut the south-western (side) boundary of the site;
- there is a bottle shop on the southern corner of the T – junction of Anzac Highway and Padget Street;
- there is a residential complex on the south-western corner of the T – junction of Anzac Highway and Cromer Street which appears to accommodate 48 dwellings;
- a clearway runs parallel to the south-eastern (front) boundary of the site (this clearway operates from 7:30 am to 9:00 am on weekdays (outside of these times, cars are permitted to be parked parallel to the kerb on this side of Anzac Highway));
- there are two local centres within 200 metres of the site (both centres front Anzac Highway);
- there are two bus stops within 50 metres of the south-eastern (front) boundary of the site (both stops are located on Anzac Highway); and
- the nearest tram stop is within 275 metres of the south-eastern (front) boundary of the site.

The site and its surroundings are shown on Drawing 19.02 – P0.2, Revision A (this Drawing can be found at Appendix 1).



4. THE PROPOSAL

Luxehaus seeks development plan consent ('consent') to construct eight, two storey group dwellings and a four storey residential flat building containing 24 dwellings on the site.

The proposal is depicted across the compendium of drawings at Appendix 1. It is also summarised below.

4.1 Demolition

In order for the proposal to proceed, all of the existing structures within the confines of the site will need to be demolished.

With that said, the demolition of these structures does not form part of this development application because this activity only requires building rules consent and development approval to be lawfully undertaken.

4.2 Allotment Amalgamation

In order for the proposal to proceed, all three allotments will also need to be amalgamated.

With that said, the amalgamation of these allotments does not form part of this development application either because this activity does not amount to 'development' in its own right.

4.3 Staging

The proposal will be carried out across two consecutive stages.

The first stage ('Stage 1') will involve the:

- demolition of all of the existing structures within the confines of the site;
- preparatory earthworks; and
- construction of the group dwellings.

The second and final stage ('Stage 2') will involve the:

- construction of the residential flat building; and
- balance of the works (paving, fencing, landscaping, etc.).

Luxehaus requires five years (an additional 24 months) from the date of its development approval to complete Stages 1 and 2 because the funds obtained from the sale of the group dwellings will need to be put towards the construction of the residential flat building.

4.4 Group Dwellings

Eight, two storey group dwellings will be constructed between the residential flat building and the north-western (rear) boundary of the site.

The dwellings to which we refer are marked A, B, C, D, E, F, G and H on the compendium of drawings at Appendix 1.



4.4.1 Orientation

The group dwellings will be oriented to, but substantively concealed from, Anzac Highway.

4.4.2 Siting

The ground and first floor levels of Dwelling H will be set back up to 1.1 metres from the north-eastern (side) boundary of the site, and the ground and first floor levels of Dwelling A will be set back up to 1.2 metres from the south-western (side) boundary of the site.

The ground and first floor levels of Dwellings A through to H will be set back 3.0 metres and 4.5 metres respectively from the north-western (rear) boundary of the site.

4.4.3 Coverage

The footprints of the group dwellings will combine to occupy approximately 843.8 square metres or 30.6 percent of the area of the site.

4.4.4 Site Areas

Each group dwelling will occupy an exclusive site area of 143.87 square metres.

4.4.5 Internal Floor Areas

Each group dwelling will have an internal floor area of 192.5 square metres.

4.4.6 Internal Layouts

The ground floor level of each group dwelling will contain an open plan kitchen, dining and living room, a laundry, a water closet and a double garage.

The first floor level of each group dwelling will contain a master suite (which has been designed to accommodate a walk-in-robe and an ensuite), two other bedrooms (both of which have been designed to accommodate a built-in-robe), a communal bathroom and a retreat.

4.4.7 Private Open Spaces

Each group dwelling will come equipped with an outdoor courtyard and two balconies.

The outdoor courtyard will have a length of 7.47 metres, a width of 3.0 metres and an area of 22.4 square metres.

The balcony on the south-eastern side of each group dwelling will have a length of 5.5 metres, a width of 0.9 metres and an area of 5.0 square metres.

The balcony on the north-western side of each group dwelling will have a length of 5.9 metres, a width of 1.5 metres and an area of 8.9 square metres.

Dwellings A and E will also come equipped with a third balcony which will have a length of 2.1 metres, a width of 1.2 metres and an area of 2.5 square metres.

4.4.8 Domestic Storage Spaces

Each group dwelling will come equipped with not less than 8.0 cubic metres of domestic storage space.



For clarity, we have only included the linen cupboards, the wall and under-mounted joinery within the wet areas and the wall-mounted joinery within the double garages.

4.4.9 Floor to Ceiling Heights

The ground and first floor levels of each group dwelling will have a floor to ceiling height of 3.0 metres and 2.7 metres respectively.

4.4.10 Building Heights

Each group dwelling will, when measured from the top of their respective parapets to the finished ground level directly below, be 6.6 metres tall.

4.4.11 External Materials

Each group dwelling will be constructed from a handful of contemporary yet durable materials.

The materials to which we refer include, but are not necessarily limited to, face brickwork, texture-coated brickwork, off-form concrete, powder-coated aluminium and steel, and clear and obscure glass.

4.4.12 Access

All of the group dwellings will be accessible from the internal driveway.

The internal driveway will be accessible from Anzac Highway courtesy of the existing crossovers that are to be retained, and from the adjoining Creslin Terrace Reserve courtesy of the paved walkway that is proposed between Dwellings D and E.

4.4.13 Car Parking

Each group dwelling will come equipped with a double garage.

Each double garage has been designed to accommodate two cars parked side-by-side.

4.4.14 Stormwater

The civil plan at Appendix 3 indicates that:

- each group dwelling will come equipped with a combined detention and retention tank which has an overall capacity of 3,000 litres;
- these tanks will be installed within the confines of the private courtyards, and be connected to the toilets and laundry outlets; and
- overflow from these tanks will be discharged to Anzac Highway in a clean state and at an appropriate rate.

4.4.15 Waste

Each group dwelling will come equipped with three plastic bins (one for putrescibles, one for recyclables and one for organics).

These bins will need to be stored within the confines of the double garages, then wheeled to the north-western side of the internal driveway so that they can be collected on a weekly basis by a private contractor.



Figure 5 on Page 8 of the waste management plan at Appendix 4 shows the intended storage and 'pick up' locations, and the accompanying swept path diagrams demonstrate that the private contractor's vehicle will be able to enter and exit the internal driveway in a forward direction.

4.4.16 Fencing

A new powder-coated steel fence will be erected along the north-eastern (side), south-western (side) and north-western (rear) boundaries of the site.

These fences will be 1.8 metres tall however, neither their profile nor their colour will be known until the owners of the adjoining allotments to the north-east and south-west of the site have been consulted.

4.4.17 Landscaping

The landscaping plan and elevations at Appendix 2 indicate that:

- the curtilage of each group dwelling, including the private courtyards, balconies and internal driveway, will be neatly landscaped with a suitable selection of trees, shrubs and grasses;
- the internal driveway will be sealed with a mixture of permeable and impermeable pavers; and
- the potential exists to improve the aesthetic appeal of the Creslin Terrace Reserve by extending the pockets of landscaping and the perimeter paths all the way to the shared cyclist and pedestrian path.

4.4.18 Mail Boxes

A common mail box will be erected between the primary façade of the residential flat building and the south-eastern (front) boundary of the site.

4.4.19 Meter Boxes

The meter boxes will be affixed to the south-western side of the double garages.

4.4.20 Energy Efficiency

The roof atop each group dwelling has been designed, oriented and engineered to eventually accommodate an efficient bank of solar panels.

The open plan kitchen, dining and living room on the ground floor level of each group dwelling will also have a window opening on its northern side which will reduce the need for artificial lighting and allow for cross-ventilation to occur when the glazed sliding doors are left open.



4.5 Residential Flat Building

A residential flat building containing 24 dwellings will be constructed between the group dwellings and the south-eastern (front) boundary of the site.

The building to which we refer is marked 'proposed apartment building' on the compendium of drawings at Appendix 1.

4.5.1 Orientation

The residential flat building will be oriented to Anzac Highway.

4.5.2 Siting

The residential flat building will be set back 6.0 metres from the north-eastern (side) boundary of the site, 3.0 metres from the south-eastern (front) boundary of the site and 6.0 metres from the south-western (side) boundary of the site.

4.5.3 Coverage

The footprint of the residential flat building will occupy approximately 900 square metres or 32.6 percent of the area of the site.

4.5.4 Average Site Area

The dwellings within the residential flat building will have an average site area¹ of 67.01 square metres.

4.5.5 Ground Floor Level

The ground floor level of the residential flat building will contain a lobby and two stairwells.

The lobby will contain a lift shaft and two rooms (one for utilities, the other for the sprinkler valve/s). It will also be visible, and accessible, from Anzac Highway and the car park beneath the first floor level of the residential flat building.

¹ We have calculated the average site area per dwelling by dividing the area of that part of the site which is not taken up by the group dwellings (1,608.34 square metres) by the number of dwellings within the residential flat building.



4.5.6 First Floor Level

The first floor level of the residential flat building will contain eight dwellings, including two, one bedroom dwellings and six, two bedroom dwellings.

The composition of each of these dwellings is set out in Table 4.1 below.

Table 4.1: Dwelling Composition on the First Floor Level

Dwelling	Floor Area	Bedrooms	Private Open Space	Domestic Storage Space	Parking Spaces
L1.1	78 square metres	Two	14 square metres	8.0 cubic metres	One
L1.2	78 square metres	Two	13.7 square metres	8.0 cubic metres	One
L1.3	78 square metres	Two	13.7 square metres	8.0 cubic metres	One
L1.4	78 square metres	Two	13.6 square metres	8.0 cubic metres	One
L1.5	78 square metres	Two	13.6 square metres	8.0 cubic metres	One
L1.6	55 square metres	One	9.0 square metres	8.0 cubic metres	One
L1.7	55 square metres	One	9.0 square metres	8.0 cubic metres	One
L1.8	78 square metres	Two	13.5 square metres	8.0 cubic metres	One



4.5.7 Second Floor Level

The second floor level of the residential flat building will contain eight dwellings, including two, one bedroom dwellings and six, two bedroom dwellings.

The composition of each of these dwellings is set out in Table 4.2 below.

Table 4.2: Dwelling Composition on the Second Floor Level

Dwelling	Floor Area	Bedrooms	Private Open Space	Domestic Storage Space	Parking Spaces
L2.1	78 square metres	Two	14 square metres	8.0 cubic metres	One
L2.2	78 square metres	Two	13.7 square metres	8.0 cubic metres	One
L2.3	78 square metres	Two	13.7 square metres	8.0 cubic metres	One
L2.4	78 square metres	Two	13.6 square metres	8.0 cubic metres	One
L2.5	78 square metres	Two	21.9 square metres	8.0 cubic metres	One
L2.6	55 square metres	One	8.9 square metres	8.0 cubic metres	One
L2.7	55 square metres	One	8.9 square metres	8.0 cubic metres	One
L2.8	78 square metres	Two	21.8 square metres	8.0 cubic metres	One



4.5.8 Third Floor Level

The third floor level of the residential flat building will contain eight dwellings, including two, one bedroom dwellings and six, two bedroom dwellings.

The composition of each of these dwellings is set out in Table 4.3 below.

Table 4.3: Dwelling Composition on the Third Floor Level

Dwelling	Floor Area	Bedrooms	Private Open Space	Domestic Storage Space	Parking Spaces
L3.1	78 square metres	Two	14 square metres	8.0 cubic metres	One
L3.2	78 square metres	Two	13.7 square metres	8.0 cubic metres	One
L3.3	78 square metres	Two	13.7 square metres	8.0 cubic metres	One
L3.4	78 square metres	Two	13.6 square metres	8.0 cubic metres	One
L3.5	78 square metres	Two	21.9 square metres	8.0 cubic metres	One
L3.6	55 square metres	One	8.9 square metres	8.0 cubic metres	One
L3.7	55 square metres	One	8.9 square metres	8.0 cubic metres	One
L3.8	78 square metres	Two	21.8 square metres	8.0 cubic metres	One



4.5.9 Floor to Ceiling Heights

The lobby on the ground floor level of the residential flat building will have a floor to ceiling height of 2.7 metres.

The first, second and third floor levels of the residential flat building will each have a floor to ceiling height of 2.7 to 3.0 metres.

4.5.10 Building Height

The residential flat building will consist of four floor levels.

The residential flat building will, when measured from the top of the parapet walls to the finished ground level directly below, be 14.1 metres tall.

4.5.11 External Materials

The residential flat building will be constructed from a handful of contemporary yet durable materials.

The materials to which we refer include, but are not necessarily limited to, face brickwork, texture-coated brickwork, off-form concrete, powder-coated aluminium and steel, and clear and obscure glass.

4.5.12 Access

The car park beneath the first floor level of the residential flat building will be accessible from the internal driveway, and the internal driveway will be accessible from Anzac Highway courtesy of the existing crossovers that are to be retained.

4.5.13 Bicycle Parking

Six 'resident' spaces will be provided on the left-hand side of the second stairwell and four 'visitor' spaces will be provided on the left-hand side of the main entrance to the lobby.

4.5.14 Car Parking

The car park beneath the first floor level of the residential flat building has been designed to accommodate 27 line-marked spaces, including 24 'resident' spaces and three 'visitor' spaces.

4.5.15 Stormwater

The civil plan at Appendix 3 indicates that:

- the residential flat building will come equipped with a combined detention and retention tank which has an overall capacity of 16,000 litres;
- this tank will be installed between the at-grade car park and the south-eastern (front) boundary of the site; and
- overflow from this tank will be discharged to Anzac Highway in a clean state and at an appropriate rate.



4.5.16 Waste

The waste management plan at Appendix 4 indicates that:

- two waste enclosures will be constructed within the confines of the at-grade car park;
- the waste enclosure on the north-western side of the aisle has been designed to accommodate a 660 litre bin and a 1,100 litre bin for putrescibles, and a 660 litre bin and a 1,100 litre bin for organics;
- the waste enclosure on the south-eastern side of the aisle has been designed to accommodate a 660 litre bin and a 1,100 litre bin for recyclables;
- the bins will be collected by a private contractor and on a weekly basis; and
- the private contractor's vehicle will be able to enter and exit the car park in a forward direction.

4.5.17 Landscaping

The landscaping plan and elevations at Appendix 2 indicate that:

- the curtilage of the residential flat building, including the private balconies and internal driveway, will be neatly landscaped with a suitable selection of trees, shrubs and grasses; and
- the internal driveway will be sealed with a mixture of permeable and impermeable pavers.

4.5.18 Mail Boxes

A common mail box will be erected between the primary façade of the residential flat building and the south-eastern (front) boundary of the site.

4.5.19 Air Conditioning Condensers

All 24 of the air conditioning condensers will be affixed to the roof of the residential flat building and concealed from the public realm by the enclosure that will surround them.

4.5.20 Transformer

A transformer will be installed between the primary façade of the residential flat building and the south-eastern (front) boundary of the site.

The transformer will be concealed on all four sides.

4.5.21 Energy Efficiency

The roof atop the residential flat building has been designed, oriented and engineered to accommodate 40 solar panels.

The window frames at the north-eastern and south-western ends of each corridor will also reduce the need for artificial lighting to be used.



5. PROCEDURAL MATTERS

5.1 The Relevant Authority

The City of West Torrens ('the Council') is the relevant authority because the proposal is not captured by Schedule 10 of the Regulations.

5.2 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 in Medium Density Policy Area 18 ('PA 18') of the Residential Zone ('the Zone');
- is in an area to which the 'Affordable Housing Overlay' applies; and
- adjoins, on its north-western side, Low Density Policy Area 20 of the Zone.

5.3 Form of Development

According to the Procedural Matters Section of the Zone, group dwellings and residential flat buildings are neither complying nor non-complying forms of development. The proposal must, therefore, be assessed and subsequently determined on its merits by the Council in its capacity as the relevant authority.

5.4 Category of Development

According to Schedule 9 of the Regulations, the group dwellings and residential flat building default to Category 3 development because the residential flat building has been designed to exceed two storeys in height.

5.5 Statutory Referrals

According to Schedule 8 of the Regulations, the proposal must be referred to the Commissioner of Highways because:

- Anzac Highway is a primary arterial road;
- it will result in the closure of two of the existing crossovers; and
- it will alter the nature of movement through the two remaining crossovers.



6. ASSESSMENT

Our assessment of the proposal is set out below.

6.1 Land Use

We believe that the proposal is entirely appropriate from a land use perspective, as:

- the site is presently used for residential purposes, and is adjoined on its north-eastern and south-western sides by residential properties;
- group dwellings and residential flat buildings are envisaged in this part of the Zone (Principle 1 of PA 18 clearly attests to this); and
- the group dwellings and residential flat building will add to the range of dwelling types in this part of the Zone, as sought by the Desired Character Statement ('the DCS') for PA 18.

6.2 Density

Principle 4 of PA 18 provides guidance with respect to the density of this development.

It advises that:

- 4 Medium density development that achieves gross densities of between 23 and 45 dwellings per hectare (which translates to net densities of between 40 and 67 dwellings per hectare, where net density can be calculated by dividing 10,000 by the site area and multiplying that number by the number of proposed dwellings for the site) should be in the form of two to four storey buildings.**

The net density of this development equates to 115.97 dwellings per hectare and falls outside of the desired range (40 to 67 dwellings per hectare).

Principle 6 of PA 18 also provides guidance with respect to the density of this development.

It advises, in part, that:

- 6 A dwelling should have a minimum site area (and in the case of residential flat buildings, an average site area per dwelling) and a frontage to a public road not less than that shown in the following table:**

Dwelling Type	Site Area	Minimum Frontage
Group dwelling	150 square metres (minimum)	7.0 metres
Residential flat building	150 square metres (average)	15 metres (for complete building)

The exclusive area assigned to each group dwelling (143.87 square metres) falls 6.13 square metres short of the minimum area that has been prescribed under Principle 6 of PA 18 (150 square metres), and the average site area of those dwellings within the residential flat building (67.01 square metres) falls 82.99 square metres short of the average area that has been prescribed under Principle 6 of PA 18 (150 square metres).



The aforementioned departures are not insignificant when considered individually or collectively however, they are not insurmountable either. We say this because:

- the site consists of three contiguous allotments and the DCS for PA 18 advises, in part, that *“allotment amalgamation to create larger development sites will occur to maximise the density of development while also achieving integrated design outcomes, particularly within a comfortable walking distance of centre zones”*; (our underlining for emphasis)
- Objective 3 of the Zone also calls for *“increased dwelling densities in close proximity to centres, public transport routes and public open spaces”*;
- the site is in an ideal location for a development of this density, as it:
 - » is adjoined on its north-western side by a large public reserve which will be readily accessible to the prospective residents and their visitors; and
 - » within 50 metres of two bus stops, 200 metres of two local centres and 250 metres of the nearest tram stop;
- the proposal, if consented to, will add to the current mix of dwellings in this part of the Zone, as sought by the DCS for PA 18;
- 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 and private open space;
- the group dwellings and residential flat building will combine to occupy less than 70 percent of the site, as sought by Principle 5 of PA 18;
- the residential flat building will be set back not less than the recommended distance from the south-eastern (front) boundary of the site;
- none of the adjacent habitable room windows or private open spaces will be overshadowed to an unreasonable degree;
- the prospective occupant/s of each group dwelling will have access to two on-site car parking spaces and the prospective occupant/s of each dwelling within the residential flat building will have access to one on-site car parking space; and
- if the group dwellings were constructed with party walls, then:
 - » Dwellings A, B, C and D would form part of one residential flat building;
 - » Dwellings E, F, G and H would form part of another residential flat building; and
 - » the average site area per dwelling would increase from 67.01 square metres to 86.22 square metres.

In essence, the additional density sought by Luxehaus is not unreasonable when one considers the location of this site, and the fact that the external impacts associated with this development will be negligible.



6.3 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 percent affordable housing (as defined by the South Australian Housing Trust Regulations, as amended).**

Whilst Luxehouse does not intend to enter into a deed with the South Australian Housing Authority, it is important to note that the one bedroom dwellings within the residential flat building, which represent 18.75 percent of the overall dwelling mix, are expected to sell for less than \$407,100 (the upper limit of the affordable housing threshold).

6.4 Dwelling Composition

Principle 16 of the 'Medium and High Rise Development' Module provides guidance with respect to the composition of the dwellings within the residential flat building.

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.**

Whilst this Principle does not apply to the group dwellings, it is important to note that:

- the residential flat building will contain six, one bedroom dwellings and 18, two bedroom dwellings;
- the dwellings within the residential flat building will range in size from 55 square metres to 78 square metres; and
- the site, once fully developed, will accommodate six, one bedroom dwellings, 18, two bedroom dwellings and eight, three bedroom dwellings.

6.5 Internal Floor Areas

Principle 9 of the 'Residential Development' Module provides guidance with respect to the internal floor area of each dwelling.

It advises, in part, 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):**

- | | |
|--|---------------------------|
| (b) one bedroom dwelling: | 50 square metres; |
| (c) two bedroom dwelling: | 75 square metres; |
| (d) three or more bedroom dwelling: | 100 square metres. |



The proposal complies with Principle 9 of the 'Residential Development' Module, as:

- the one bedroom dwellings on the first, second and third floor levels of the residential flat building will have an internal floor area of 55 square metres (the balconies have not been included in this figure);
- the two bedroom dwellings on the first, second and third floor levels of the residential flat building will have an internal floor area of 78 square metres (the balconies have not been included in this figure either); and
- the group dwellings, each of which have been designed to contain three bedrooms, will have an internal floor area of 152 square metres (neither the balconies nor the double garages have been included in this figure).

6.6 Private Open Spaces

Principle 19 of the 'Residential Development' Module provides guidance with respect to the private open spaces associated with the group dwellings.

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	Minimum Area	Minimum Dimension	Minimum Area at the Rear
< 300 square metres	24 square metres, of which 8.0 square metres may comprise balconies, roof patios and the like, provided they have a minimum dimension of 2.0 metres	3.0 metres (excluding balconies)	16 square metres

The private courtyards will have a minimum dimension of 3.0 metres and an area of 22.4 square metres, as sought by Principle 19 of the 'Residential Development' Module. They will also be accessible, and visible, from the open plan kitchen, dining and living room to which they relate.

Whilst the balconies on the first floor level of each group dwelling will combine to create another 13.9 to 16.4 square metres of private open space, none of them will have a minimum dimension of 2.0 metres.

Be that as it may, we do not consider this minor numerical departure to be insurmountable, as:

- the balconies are secondary to the private courtyards which, as previously mentioned, comply with Principle 19 of the 'Residential Development' Module; and
- the prospective occupant/s of each group dwelling will have unfettered access to the adjoining Creslin Terrace Reserve courtesy of the individual access gates.

Principle 22 of the 'Residential Development' Module provides guidance with respect to the private open spaces associated with the dwellings within the residential flat building.



It advises, in part, that:

- 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
One bedroom dwelling	8.0 square metres
Two bedroom dwelling	11 square metres

Principle 23 of the 'Residential Development' Module also provides guidance with respect to the private open spaces associated with the dwellings within the residential flat building.

It advises that:

- 23 Private open space located above ground level should have a minimum dimension of 2.0 metres and be directly accessible from a habitable room.**

The proposal complies with Principles 22 and 23 of the 'Residential Development' Module, as:

- all of the one bedroom dwellings within the residential flat building will have a balcony which will be accessible, and visible, from the open plan kitchen, dining and living room to which it relates, and have a minimum dimension of 2.2 metres and an area of not less than 8.9 square metres; and
- all of the two bedroom dwellings within the residential flat building will have a balcony which will be accessible, and visible, from the open plan kitchen, dining and living room to which it relates, and have a minimum dimension of 2.2 metres and an area of not less than 13.5 square metres.

6.7 Domestic Storage Spaces

Principle 31 of the 'Residential Development' Module provides guidance with respect to the domestic storage spaces associated with the group dwellings.

It advises that:

- 31 A dwelling should incorporate a minimum storage area of 8.0 cubic metres for goods and chattels, other than food and clothing, within at least one of the following:**
- a non-habitable room of the dwelling;
 - a garage, carport or outbuilding;
 - an on-site communal facility.

The linen cupboards and the joinery within the double garages and wet areas will combine to provide the prospective occupant/s of each group dwelling with not less than 8.0 cubic metres of domestic storage space, as sought by Principle 31 of the 'Residential Development' Module.

Principle 25 of the 'Medium and High Rise Development' Module provides guidance with respect to the domestic storage spaces associated with the dwellings within the residential flat building.



It advises that:

- 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.**

All of the dwellings within the residential flat building will come equipped with a non-habitable enclosure which will have a storage capacity of 8.0 cubic metres, as sought by Principle 25 of the 'Medium and High Rise Development' Module.

6.8 Siting

6.8.1 Front Boundary

Principle 5 of PA 18 provides guidance with respect to the distance between the residential flat building and the south-eastern (front) boundary of the site.

It advises that:

- 5 Dwellings should be designed within the following parameters:**

Parameter	Value
Minimum setback from primary road frontage	3.0 metres

The primary façade of the residential flat building will be set back not less than 3.0 metres from the south-eastern (front) boundary of the site, as sought by Principle 5 of PA 18.

6.8.2 Side Boundaries

Principle 11 of the Zone provides guidance with respect to the distance between the group dwellings and residential flat building, and the north-eastern and south-western (side) boundaries of the site.

It advises, in part, that:

- 11 Except where otherwise specified by a policy area, and for party walls, dwellings and buildings containing dwellings should be set back from the side and rear boundaries in accordance with the following table:**

Parameter	Value
Side boundary setback where the vertical side wall is 3.0 metres or less in height	1.0 metre
Side boundary setback where vertical side wall measures between 3.0 to 6.0 metres in height	2.0 metres



Parameter	Value
Side boundary setback where the vertical side wall is greater than 6.0 metres in height	2.0 metres plus an additional setback which is equal to the increase in wall height above 6.0 metres

According to Principle 11 of the Zone:

- the ground floor level of Dwellings A and H should be set back not less than 2.0 metres from the north-eastern and south-western (side) boundaries of the site;
- the first floor level of Dwellings A and H should be set back not less than 2.6 metres from the north-eastern and south-western (side) boundaries of the site; and
- the residential flat building should be set back not less than 9.2 metres from the north-eastern and south-western (side) boundaries of the site.

It is clear from the compendium of drawings at Appendix 1 that:

- the ground and first floor levels of Dwellings A and H will either abut, or be set back not less than 1.1 metres from, the boundaries in question; and
- the residential flat building will be set back 6.0 metres from both of the boundaries in question.

Whilst Dwellings A and H and the residential flat building are not sited in accordance with Principle 11 of the Zone, we do not consider this to be an issue, principally because:

- Dwellings A and H will be erected alongside existing sheds which presently abut the boundaries in question;
- neither Dwelling H nor the residential flat building will cast a single shadow across the residential property on the north-eastern side of the site between the hours of 9:00 am and 3:00 pm on the winter solstice;
- the north-facing window/s belonging to the detached dwelling on the adjoining allotment to the south-west of the site will continue to receive direct access to sunlight from 12:00 pm onwards on the winter solstice;
- more than half of the private open space belonging to the detached dwelling on the adjoining allotment to the south-west of the site will continue to receive direct access to sunlight from 12:00 pm onwards on the winter solstice; and
- the roof atop the detached dwelling on the adjoining allotment to the south-west of the site, which is presently devoid of solar panels, will also continue to receive direct access to sunlight from 12:00 pm onwards on the winter solstice.



6.8.3 Rear Boundary

Principle 5 of PA 18 provides guidance with respect to the distance between the group dwellings and the north-western (rear) boundary of the site.

It advises that:

5 Dwellings should be designed within the following parameters:

Parameter	Value
Minimum setback from back boundary	4.0 metres

The first floor level of each group dwelling will be set back 500 millimetres further than the recommended distance from the north-western (rear) boundary of the site (4.0 metres) but the ground floor level of each group dwelling will be located 1.0 metre closer than the recommended distance to the north-western (rear) boundary of the site (4.0 metres).

Be that as it may, we do not consider this minor numerical departure to be insurmountable because:

- the dimension and area of each private courtyard still complies with Principle 19 of the 'Residential Development' Module;
- the stepped nature of these façades will minimise the visual bulk of these dwellings when viewed from the Creslin Terrace Reserve; and
- the site is separated from those residential properties on the north-western side of Creslin Terrace by the Creslin Terrace Reserve (the siting of these dwellings will not, therefore, have an adverse effect on the interface between PA 18 and the adjacent Low Density Policy Area 20).

6.9 Site Coverage

Principle 5 of PA 18 provides guidance with respect to the footprint of the residential flat building and each group dwelling.

It advises that:

5 Dwellings should be designed within the following parameters:

Parameter	Value
Maximum site coverage (the area of a site covered by the ground floor level of a building, including the dwelling, garage, carport and outbuilding, but excluding unroofed balconies, verandas and pergolas)	70 percent

The proposal complies with this Principle, as the group dwellings and residential flat building will combine to occupy approximately 1,743.8 square metres or 63.2 percent of the area of the site.



6.10 Building Heights

Principle 5 of PA 18 provides guidance with respect to the height of the group dwellings and residential flat building.

It advises, in part, that:

5 Dwellings should be designed within the following parameters:

Parameter	Value
Maximum building height (from natural ground level)	<p>Allotments bounded by Anzac Highway, Morphett Road and Cromer Street in Camden Park: four storeys or 16.5 metres</p> <p>All other allotments: three storeys or 12.5 metres</p>

The group dwellings will not exceed the maximum height that has been prescribed for this part of PA 18 (three storeys/12.5 metres) but the residential flat building will be one storey and up to, but not exceeding, 1.6 metres.

Whilst we acknowledge this numerical departure, we do not consider it to be insurmountable because:

- the group dwellings have been intentionally capped at two storeys in height, despite the fact that a height limit of three storeys applies across the entire site, in order to provide an orderly transition in height at the interface with the adjacent low density policy area, as sought by the DCS for PA 18;
- four storey buildings, such as the one that is proposed, are envisaged around 80 metres to south-west of the site (the residential flat building is very unlikely, therefore, to become an incongruous element of this locality);
- the concrete bands between floors will help to accentuate the width of the residential flat building whilst reducing its apparent height;
- the residential flat building will be set back 6.0 metres from the north-eastern and south-western (side) boundaries of the site (it is, therefore, unlikely to have an unreasonable visual impact on the occupant/s of the neighbouring residential properties, particularly when one takes into account that their dwellings and private open spaces are not oriented to the residential flat building);
- the north-facing window/s belonging to the detached dwelling on the adjoining allotment to the south-west of the site will continue to receive direct access to sunlight from 12:00 pm onwards on the winter solstice;
- more than half of the private open space belonging to the detached dwelling on the adjoining allotment to the south-west of the site will continue to receive direct access to sunlight from 12:00 pm onwards on the winter solstice; and
- the roof atop the detached dwelling on the adjoining allotment to the south-west of the site, which is presently devoid of solar panels, will also continue to receive direct access to sunlight from 12:00 pm onwards on the winter solstice.



6.11 Overlooking

Principle 27 of the 'Residential Development' Module provides guidance with respect to overlooking.

It advises that:

- 27** Except for buildings of three 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 balcony on the south-western side of the first floor level of Dwelling A will be fitted with a vertical louvre screen which will extend beyond 1.7 metres above the finished floor level, and the window frames on the north-eastern side of the first floor level of Dwelling H will either be fitted with fixed obscure glass to a height of 1.7 metres above the finished floor level or positioned so that none of the sills are less than 1.7 metres above the finished floor level.

6.12 Overshadowing

Principle 14 of the Zone provides guidance with respect to overshadowing.

It advises that:

- 14** Development should ensure that sunlight to solar panels of existing buildings is maintained for a minimum of two consecutive hours between 9:00 am and 3:00 pm on 22 June.

Principles 11 and 12 of the 'Residential Development' Module also provide guidance with respect to overshadowing.

They advise that:

- 11** Development should ensure that north-facing windows to habitable rooms of existing dwelling(s) on the same allotment, and on adjacent allotments, receive at least three hours of direct sunlight over a portion of their surface between 9:00 am and 5:00 pm on 21 June.
- 12** Development should ensure that ground-level open space of existing buildings received direct sunlight for a minimum of two hours between 9:00 am and 3:00 pm on 21 June to at least the smaller of the following:
- (a) half of the existing ground-level open space;
 - (b) 35 square metres of the existing ground-level open space (with at least one of the area's dimensions measuring 2.5 metres).

The extent of shadow that is likely to be cast by the group dwellings and residential flat building at 9:00 am, 12:00 pm and 3:00 pm on the winter solstice is depicted across the shadow analysis at Appendix 1.

It is clear from the shadow analysis at Appendix 1 that:

- neither the group dwellings nor the residential flat building will cast a single shadow across the residential property on the north-eastern side of the site between the hours of 9:00 am and 3:00 pm on the winter solstice;



- the north-facing window/s belonging to the detached dwelling on the adjoining allotment to the south-west of the site will continue to receive direct access to sunlight from 12:00 pm onwards on the winter solstice;
- more than half of the private open space belonging to the detached dwelling on the adjoining allotment to the south-west of the site will continue to receive direct access to sunlight from 12:00 pm onwards on the winter solstice; and
- the roof atop the detached dwelling on the adjoining allotment to the south-west of the site, which is presently devoid of solar panels, will also continue to receive direct access to sunlight from 12:00 pm onwards on the winter solstice.

6.13 Access

Principles 23, 26 and 28 of the 'Transportation and Access' Module provide guidance with respect to the proposed access arrangements.

They advise that:

- 23 Development should have direct access from an all-weather public road.**
- 26 The number of vehicle access points onto arterial road shown on *Overlay Maps – Transport* should be minimised and, where possible, access points should be:**
- (a) limited to local roads (including rear lane access);
 - (b) shared between developments.
- 28 Development with access from arterial roads or roads as shown on *Overlay Maps – Transport* should be sited to avoid the need for vehicles to reverse onto or from the road.**

The internal driveway, which has been designed to service the at-grade car park and the double garages belonging to the group dwellings, will be accessible via a sealed public road (Anzac Highway), as sought by Principle 23 of the 'Transportation and Access' Module.

The number of crossovers to Anzac Highway will not only be minimised but halved, as sought by Principle 26 of the 'Transportation and Access' Module.

The internal driveway has been designed to enable all expected vehicles, including the private contractor's waste collection vehicle, to enter and exit the site in a forward direction, as sought by Principle 28 of the 'Transportation and Access' Module.

6.14 Bicycle Parking

Principle 30 of the 'Residential Development' Module provides guidance with respect to the provision of bicycle parking.

It advises, in part, that:

- 30 Site facilities for group dwellings, multiple dwellings and residential flat buildings should include:**
- (b) bicycle parking for residents and visitors (for developments containing more than six dwellings).

Whilst Table WeTo/7 of the Development Plan ('Table WeTo/7') does not apply to residential flat buildings outside of the Urban Corridor Zone, it is important to note that:



- Luxehaus has decided to adopt the rates that have been prescribed for residential flat buildings under Table WeTo/7 (one 'resident' space for every four dwellings and one 'visitor' space for every 10 dwellings); and
- there will, therefore, be six 'resident' spaces on the left-hand side of the second stairwell and four 'visitor' spaces on the left-hand side of the main entrance to the lobby.

6.15 Car Parking

AusWide Consulting ('AusWide') was commissioned by Luxehaus to determine whether or not there will be enough on-site car parking to service this development.

Whilst AusWide's findings are disclosed at Appendix 5, it is important to note that:

- the group dwellings generate a theoretical demand for 18 spaces, including 16 'resident' spaces and two 'visitor' spaces;
- the double garages will combine to accommodate a total of 16 'resident' spaces however, there will be a theoretical shortfall of two 'visitor' spaces;
- the residential flat building generates a theoretical demand for 54 spaces, including 48 'resident' spaces and six 'visitor' spaces;
- the car park beneath the first floor level of the residential flat building has been designed to accommodate 27 spaces, including 24 'resident' spaces (one space per dwelling) and three 'visitor' spaces (there will, therefore, be a theoretical shortfall of 24 'resident' spaces and three 'visitor' spaces);
- the rates prescribed under Table WeTo/2 of the Development Plan (two 'resident' spaces and 0.25 'visitor' spaces per dwelling (irrespective of size) are, according to AusWide, "*unrealistically high*" (for example, if one was to apply the rate prescribed for a four storey residential flat building in the City of Adelaide's City Living Zone (one space per dwelling with a floor area of up to 200 square metres), there would be a surplus of three spaces);
- Principle 44 of the 'Transportation and Access' Module suggests that one should have regard to the nature and size of the proposed dwellings, and to their proximity to centres and public transport routes when determining whether or not there will be enough on-site car parking (to this end, it is also important to keep in mind that there are two local centres within 200 metres of the site and two bus stops within 50 metres of the site, and that the dwellings within the residential flat building will range from 55 to 78 square metres in size); and
- the surveys recently conducted by AusWide demonstrate that there are over 100 on-street spaces within 250 metres of the site which can be utilised by the prospective residents and their visitors to offset the combined theoretical shortfall of 29 spaces.



6.16 Traffic

AusWide was also commissioned by Luxehaus to determine whether or not this development is likely to have an adverse effect on the surrounding road network.

Whilst AusWide's findings are disclosed at Appendix 5, it is important to note that they have come to the conclusion that:

- *"the peak hour trip rates and the daily trip rates for both development stages are low separately or when combined, compared to the existing traffic volume on Anzac Hwy [sic]"; and*
- *this development is "not expected to have any significant traffic effect on Anzac Hwy [sic] or the nearby roads".*

6.17 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.**

This development is not expected to overload the carrying capacity of the existing drainage network, as the civil plan and stormwater calculations at Appendix 3 indicate that overflow from the combined detention and retention tanks will be discharged to Anzac Highway in a clean state and at an appropriate rate.

6.18 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 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 waste enclosures within the confines of the at-grade car park have been designed to accommodate the requisite type and number of bins, and to ensure that these bins remain concealed from the public realm, as sought by Principle 26 of the 'Medium and High Rise Development' Module.

All three forms of waste (putrescibles, recyclables and organics) will be collected by a private contractor and within the confines of the site at least once per week, as sought by Principle 27 of the 'Medium and High Rise Development' Module.



6.19 Landscaping

The DCS for PA 18 provides guidance with respect to landscaping.

It advises, in part, that *“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”*.

The landscaping located between the primary façade of the residential flat building and the south-eastern (front) boundary of the site will soften the external appearance of this development, create a pleasant pedestrian environment, and provide for an attractive and welcoming transition between the public and private realms.

The same can also be said for the landscaping that is located between the north-western (rear) boundary of the site, and the shared cyclist and pedestrian path which forms part of the adjoining Creslin Terrace Reserve.

6.20 Energy Efficiency

Principle 3 of the ‘Energy Efficiency’ Module provides guidance with respect to the environmental performance of the group dwellings and residential flat 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 roofs atop the group dwellings and residential flat building have been oriented, designed and engineered to allow for the installation of solar panels which should be able to perform at an optimum level due to the fact that none of the adjacent buildings are close or tall enough to pose a problem as far as overshadowing is concerned.



7. CONCLUSION

We have concluded from our assessment of the proposal that it is worthy of consent.

In support of our conclusion, we wish to reiterate that:

- the amalgamation of two or more contiguous allotments is envisaged in this part of the Zone;
- group dwellings and residential flat buildings are also envisaged in this part of the Zone;
- the group dwellings and residential flat building will add to the range of dwelling types in this part of the Zone;
- the site is in an ideal location for a development of this density, as it:
 - » is adjoined on its north-western side by a large public reserve which will be readily accessible to the prospective residents and their visitors; and
 - » within 50 metres of two bus stops, 200 metres of two local centres and 250 metres of the nearest tram stop;
- the one bedroom dwellings within the residential flat building, which represent 18.75 percent of the overall dwelling mix, are expected to sell for less than \$407,100 (the upper limit of the affordable housing threshold);
- 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 and private open space;
- the group dwellings and residential flat building will combine to occupy less than 70 percent of the site;
- the residential flat building will be set back not less than the recommended distance from the south-eastern (front) boundary of the site;
- the group dwellings have been intentionally capped at two storeys in height, despite the fact that a height limit of three storeys applies across the entire site, in order to provide an orderly transition in height at the interface with the adjacent low density policy area to the north-west;
- the primary façade of the residential flat building will be broken down into small horizontal and vertical components in order to accentuate its width and to reduce its apparent height (it will also "contribute to a highly varied streetscape", as sought by the DCS for PA 18);
- none of the adjacent habitable room windows or private open spaces will be overshadowed to an unreasonable degree;
- the prospective residents and their visitors will have access to a sufficient number of on-site bicycle and car parking spaces;
- this development is not expected to have an adverse effect on the ongoing operation of the surrounding road network;
- this development is not expected to overload the carrying capacity of the existing drainage network either;



- all three forms of waste (putrescibles, recyclables and organics) will be stored, and disposed of, in an environmentally sound manner; and
- the landscaping between the primary façade of the residential flat building and the south-eastern (front) boundary of the site will soften the external appearance of this development, create a pleasant pedestrian environment, and provide for an attractive and welcoming transition between the public and private realms.



Superseded

APPENDIX 1. COMPENDIUM OF DRAWINGS

REF 0448 | 2 November 2019





APPENDIX 2. LANDSCAPING PLAN AND ELEVATIONS

REF 0448 | 2 November 2019





APPENDIX 3. CIVIL PLAN AND STORMWATER CALCULATIONS

REF 0448 | 2 November 2019





Superseded

APPENDIX 4. WASTE MANAGEMENT PLAN

REF 0448 | 2 November 2019





Superseded

APPENDIX 5. TRAFFIC AND PARKING IMPACT ASSESSMENT

REF 0448 | 2 November 2019



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

RECEIVED - CWT IM

17 MAR 2022

RECEIVED CSU WTCC

AM	8	9	10	11	12
PM	1	2	3	4	5

17 MAR 2022

DEVELOPMENT No. 211/1097/2019
PROPERTY ADDRESS: 385 Anzac Highway, CAMDEN PARK SA 5038, 381 Anzac Highway, CAMDEN PARK SA 5038, 383 Anzac Highway, CAMDEN PARK SA 5038

YOUR FULL NAME	DAVID MIDDLETON
YOUR ADDRESS	10 CRESWELL CRE CAMDEN PARK.
YOUR PHONE No	
YOUR EMAIL	
NATURE OF INTEREST	OWNER ADJOINING RESIDENT (eg. Adjoining resident, owner of land in the vicinity etc.)
REASON/S FOR REPRESENTATION	
TO FORMALLY THANK BOTH COUNCIL + THE DEVELOPER FOR THEIR REVIEW OF THE PLANS.	
MY REPRESENTATIONS WOULD BE OVERCOME BY (state action sought)	

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

☒

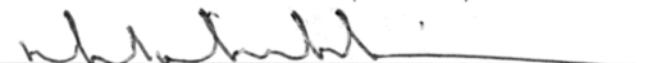
I DESIRE TO BE REPRESENTED BY

☐

(PLEASE SPECIFY)

SIGNED

DATE


 17 MAR 22

Please note: this development will be presented at a special CAP meeting to be held at 5pm on Friday 25th March 2022 at the West Torrens Civic Centre, 165 Sir Donald Bradman Drive, Hilton.

Responsible Officer: Rachel Knuckey
Ends: Thursday 17 March 2022

Archived: Friday, 18 March 2022 11:18:22 AM
From: [David Middlin](#)
Sent: Tuesday, 8 March 2022 1:59:19 PM
To: [Development](#)
Subject: Development No: 211/1097/2019
Sensitivity: Normal

PROTECTED

Good Afternoon,

Development 211/1097/2019, 381, 382, 382 ANZAC Hwy
Applicant LUXEHAUS

Yesterday the residence of Creslin Tce and Colin St got together to discuss the new proposed Development Plans for the above development.

Firstly, we would like to thank the Council and the Developer for listening and acting on the residents' concerns with this development, and it looks that all of our concerns were acted on.

We believe that at this stage we do not need to have representation but would still like to attend this meeting as we do have a couple of questions and would like to table them in this email.

- Arrangements of Car Parking for the various Trades during construction, our concern is parking on the park itself as they did further down Creslin Tce
- That we be made aware of any further changes to the development.

With the attendance to the meeting I don't have numbers but understand that if its face to face then we may be restricted with numbers.

Thank you for your time.

Cheers

David j Middlin

DISCLAIMER:

This email and any attachment may contain confidential information. If you are not the intended recipient you are not authorised to copy or disclose all or any part of it without the prior written consent of Toyota.

Opinions expressed in this email and any attachments are those of the sender and not necessarily the opinions of Toyota. Please scan this email and any attachment(s) for viruses. Toyota does not accept any responsibility for problems caused by viruses, whether it is Toyota's fault or not.

Archived: Friday, 18 March 2022 9:15:31 AM
 From: [Jim Feng](#)
 Sent: Thursday, 17 March 2022 2:25:05 PM
 To: [Development](#)
 Subject: Statement Of Representation
 Sensitivity: Normal

To: Chief Executive Officer
 City of West Torrens
 165 Sir Donald Bradman Drive
 Hilton 5033

Dear Sir / Madam

Attached with this email is the Statement of Representation (Pursuant to Section 38 of the Development Act 1993).

Please check and if there is any queries, please contact me by mobile or email to me by

Kind regards

Jim Feng

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.	211/1097/2019
PROPERTY ADDRESS	385 Anzac Highway, CAMDEN PARK SA 5038, 381 Anzac Highway, CAMDEN PARK SA 5038, 383 Anzac Highway, CAMDEN PARK SA 5038
YOUR FULL NAME	Jim Feng, Aidinga 1 Pty Ltd
YOUR ADDRESS	30 Quintus Tce, Dover Gardens SA 5048
YOUR PHONE No	
YOUR EMAIL	
NATURE OF INTEREST	Owner of land in the vicinity of 387A, 387B, 387C, 387D (Reg. Addressing included, owner of land in the vicinity of 387A, 387B, 387C, 387D) Camden Park, SA 5038
REASONS FOR REPRESENTATION	<p>① A four-story flat building will affect neighbours as the building is too height and it will affect the privacy, view and shadow.</p> <p>② 6 two-story townhouses, 18 flats units, plus 27 ground level carports. Is too high density for the property. this will affect neighbours in noise pollution and traffic congestion.</p> <p>③ Demolition of existing building and fence will affect neighbours regarding to the fence and landscape. Also the developer will affect neighbours regarding to the fence.</p> <p>MY REPRESENTATIONS WOULD BE OVERCOME BY of seven walls & fence to the boundary between 385/387, which was agreed by the developer.</p> <p>(state action sought) This matters can be overcome by lower the building level, less the density of the dwelling, list the proposal how to demolish the existing building, and pay the money owed to the neighbour. On other hand, I welcome the developer to negotiate with me.</p> <p>Please indicate in the appropriate box below whether or not you wish to be heard by Council in respect to this submission:</p> <p><input type="checkbox"/> I DO NOT WISH TO BE HEARD <input checked="" type="checkbox"/> I DESIRE TO BE HEARD PERSONALLY <input type="checkbox"/> I DESIRE TO BE REPRESENTED BY _____ (print name)</p>
SIGNED	<i>Jim Feng</i>
DATE	17/03/22
Please note: this development will be presented at a special CAP meeting to be held at 5pm on Friday 25 th March 2022 at the West Torrens Civic Centre, 165 Sir Donald Bradman Drive, Hilton.	
Responsible Officer: Rachel Knuckey Ends: Thursday 17 March 2022	

[Sent from Yahoo Mail on Android](#)

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.
PROPERTY ADDRESS:

211/1097/2019
385 Anzac Highway, CAMDEN PARK SA 5038, 381 Anzac Highway,
CAMDEN PARK SA 5038, 383 Anzac Highway, CAMDEN PARK SA 5038

YOUR FULL NAME	Jim Feng, Aldinga 1 Pty Ltd.
YOUR ADDRESS	30 Quintus Tce, Dover Gardens SA 5048
YOUR PHONE No	
YOUR EMAIL	
NATURE OF INTEREST	owner of land in the vicinity; Representer for properties of 387A, 387B, 387C, 387D (eg. Adjoining resident, owner of land in the vicinity etc.) of Anzac Highway, Camden Park, SA 5038
REASON/S FOR REPRESENTATION	<p>① A four-storey flat building will affect neighbours as the building is too height and it will affect the privacy, view and shadow.</p> <p>② 6 two-storey townhouses, 18 flats units, plus 27 ground level carpark is too high density for the property. This will affect neighbours in noise pollution and traffic congestion.</p> <p>③ Demolition of existing building and fence will affect neighbours regarding to the fence and landscape. Also, the developer still owes \$3125.00 to the neighbour for construction of retain wall & fence to the boundary between 385/387, which was agreed by the developer.</p>
MY REPRESENTATIONS WOULD BE OVERCOME BY (state action sought)	<p>This matters can be overcome by lower the building level, less the density of the dwellings, list the proposal how to demolish the existing building, and pay the money owed to the neighbour.</p> <p>On other hand, I welcome the developer to negotiate with me.</p>

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 17/03/22

Please note: this development will be presented at a special CAP meeting to be held at 5pm on Friday 25th March 2022 at the West Torrens Civic Centre, 165 Sir Donald Bradman Drive, Hilton.

Responsible Officer: Rachel Knuckey
Ends: Thursday 17 March 2022



Level 1, 74 Pirie Street
Adelaide SA 5000
PH: 08 8221 5511
W: www.futureurban.com.au
E: info@futureurban.com.au
ABN: 76 651 171 630

March 18, 2022

Rachel Knuckey
Team Leader, Planning
City of West Torrens
Via email:

Dear Rachel,

DEVELOPMENT APPLICATION 211/1097/2019

I refer to your letter dated March 18, 2022.

It is clear from your letter that two representations were received by the City of West Torrens following the renotification of Development Application ('DA') 211/1097/2019.

I understand that DA 211/1097/2019 was recently renotified, as it was previously notified as being for a Category 2 development when it should have been notified as being for a Category 3 development.

Before I respond to both representations, I wish to highlight, for the benefit of the Council Assessment Panel ('CAP'), that:

- 10 representations were received during the initial notification period;
- of the 10 representors that were initially opposed to the proposed development, only one remains, however this representor is no longer opposed to the proposed development and has, in fact, thanked the Applicant on behalf of the residents of Creslin Terrace for the raft of concessions that were made prior to the renotification of DA 211/1097/2019; and
- the only representor that is now opposed to the proposed development (Jim Feng) did not submit a representation during the initial notification period and appears, based on their statement of representation, to reside at 30 Quintus Terrace, Dover Gardens, some 7.0 kilometres or thereabouts to the south-west of the site.

Parking During Construction

One of the representors has queried where the builder and tradespeople in general will park during the construction process.

In response to this query, it should be noted that:

- the parking of vehicles during the midst of construction is not a relevant planning consideration;
- the proposed development is to be staged, meaning that the townhouses will be constructed prior to the apartment building. Consequently, the front half of the site is likely to be used, albeit informally, for parking purposes whilst the townhouses are being constructed;
- the clearway that runs parallel to the front boundary of the site does not operate after 9:00 am on weekdays, meaning that cars will be able to be lawfully parked parallel to the kerb on this side of ANZAC Highway whilst the apartment building is being constructed; and
- an opportunity may also exist for cars to be parked, albeit informally, beneath the first-floor level of the apartment building.



Building Height

It has been asserted by Jim Feng that *"the building is too height [sic]."*

In response to this assertion, I wish to emphasise that:

- we are now dealing with a departure that is in the order of 50 centimetres, as the overall height of the apartment building has been lowered by 1.1 metres, from 14.1 metres to 13.0 metres;
- the apartment building and townhouses must be considered holistically, not in isolation;
- Jim Feng appears to have missed the fact that the townhouses have been intentionally capped at two storeys in height, despite a 'blanket' height limit of three storeys applying to the entirety of the site, to provide an orderly transition near the interface with the adjacent low density policy area, as sought by the Desired Character Statement for Policy Area 18;
- the primary façade of the apartment building has been refined to ensure that it presents to ANZAC Highway as a three-storey building (see Figure 1 below);
- the Desired Character Statement for Policy Area 18 calls for *"new buildings to contribute to a highly varied streetscape"* and to *"provide a strong presence to streets"*, which is precisely what the apartment building will do;
- four-storey buildings, such as the one proposed, are envisaged around 80 metres to the south of the site (the apartment building is very unlikely, therefore, to become an incongruous element of this locality); and
- the Applicant's architect has sought to minimise the visual impact and overshadowing effect of the apartment building by setting it back 6.0 metres from the northern and southern (side) boundaries of the site.

Figure 1: Primary Façade





Density

It has been asserted by Jim Feng that the density of the proposed development “*will affect [sic] neighbours in noise pollution [sic] and traffic congestion.*”

In response to this assertion, I note that:

- domestic noise is a matter for the South Australian Police to deal with, not the CAP;
- DA 211/1097/2019 has been referred to the Department for Infrastructure and Transport and to the City of West Torrens’ traffic engineer, and there have not been any concerns expressed with respect to the volume of traffic that is likely to be generated by the proposed development;
- the crossovers have been designed to negate the need for cars to be queued along, or reversed onto, ANZAC Highway; and
- Jim Feng has not furnished or specialist or technical advice in support of this assertion.

Demolition

It has been asserted by Jim Feng that “*the demolition of existing building and fence will affect [sic] neighbours regarding to the fence and landscape.*”

I can only assume that Jim Feng is referring to the fence that was recently erected along the southern (side) boundary of the site.

On the basis of this assumption, I wish to confirm that:

- the demolition of the existing structures on the site is an activity that does not require planning consent, building consent or development approval. It does not, therefore, form part of DA 211/1097/2019; and
- the Applicant has no intention whatsoever of removing the fence that was recently erected along the southern (side) boundary of the site, as they have previously agreed to split the costs associated with the erection of this fence with Jim Feng.

Lastly, please note that:

- this response should be read in conjunction with my previous response by letter dated November 26, 2021 (see attached); and
- I will be on hand at the Special CAP Meeting on Friday, March 25, 2022 to respond to any assertions, concerns or queries in relation to DA 211/1097/2019.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Fabian Barone', with a small dot at the end.

Fabian Barone
Director



Level 1, 74 Pirie Street
Adelaide SA 5000
PH: 08 8221 5511
W: www.futureurban.com.au
E: info@futureurban.com.au
ABN: 71 651 171 630

November 26, 2021

Brendan Fewster
City of West Torrens
By email:

Dear Brendan,

RE: DEVELOPMENT APPLICATION 211/1097/2019

We have been instructed by the Applicant, Luxehaus, to respond to the concerns that have been raised by the representors.

Prior to doing so, we wish to highlight that the Applicant has, in response to these concerns, instructed their architect to:

- remove the pedestrian thoroughfare between Townhouses D and E;
- remove Townhouses G and H;
- create a communal garden and a visitor carpark containing five line-marked spaces in the south-western corner of the site;
- lower the overall height of the residential flat building by 1.1 metres, from 14.1 metres to 13.0 metres; and
- convert the one and two-bedroom apartments on the eastern side of each floor level of the residential flat building into three-bedroom apartments.

Consequently, the number of dwellings within the confines of the site has been reduced by eight (from 32 to 24) and the number of line-marked spaces within the confines of the site has been increased by five (from 27 to 32).

Our consolidated response to the representors' concerns is set out below.

Pedestrian Thoroughfare

The pedestrian thoroughfare between Townhouses D and E appears to be a major source of angst for those representors who reside on the western side of Creslin Terrace, particularly as it may lead to prospective residents and/or visitors parking along Creslin Terrace.

In acknowledgement of this, the Applicant has since instructed their architect to remove the pedestrian thoroughfare, as well as two of the townhouses to create a visitor carpark in the south-western corner of the site.



Density

It has been asserted that the proposed development is too dense.

In response to this assertion, we note that:

- the density of the proposed development now equates to 86.97 dwellings per hectare (this represents an overall decrease of 29 dwellings per hectare);
- the site consists of three contiguous allotments and the Desired Character Statement for Policy Area 18 advises, in part, that *"allotment amalgamation to create larger development sites will occur to maximise the density of development while also achieving integrated design outcomes, particularly within a comfortable walking distance of centre zones"*;
- Objective 3 of the Residential Zone also calls for *"increased dwelling densities in close proximity to centres, public transport routes and public open spaces"*;
- the site is ideally located for a development of this density, as it is:
 - » adjoined by a large public reserve which will now be accessible to some, but not all, of the prospective residents via the site itself; and
 - » within 50 metres of two bus stops, 200 metres of two local centres and 250 metres of the nearest tram stop;
- the proposed development will add to the current mix of dwellings in this part of the Zone, as sought by the Desired Character Statement for Policy Area 18;
- the internal floor area of each dwelling complies with Principle of Development Control ('PDC') 9 of the 'Residential Development' Module;
- each dwelling comes equipped with more than the recommended amount of domestic storage space and private open space;
- the townhouses and residential flat building combine to occupy less than 70 percent of the area of the site, as sought by PDC 5 of Policy Area 18;
- the residential flat building is set back the recommended distance from ANZAC Highway; and
- there is, for the reasons set out overleaf, enough on-site car parking.

Private Open Space

It has been asserted that there is *"no public or private open space"*.

In response to this assertion, we note that:

- Townhouses A through to F each come equipped with a west-facing courtyard and two balconies, one of which has been positioned to 'overlook' the adjoining public reserve;
- the prospective occupants of Townhouses A through to F will have unfettered access to the adjoining public reserve courtesy of the individual/private access gates;
- the prospective occupants of the townhouses and apartments within the residential flat building will also have unfettered access to the communal garden in the south-western corner of the site; and
- all of the townhouses and apartments within the residential flat building come equipped with more than the recommended amount of private open space.



Height

It has been asserted that the residential flat building is too tall.

In response to this assertion, we wish to emphasise that:

- we are now dealing with a departure that is in the order of 50 centimetres, as the overall height of the residential flat building has been lowered by 1.1 metres, from 14.1 metres to 13.0 metres;
- the residential flat building and townhouses must be considered holistically, not in isolation;
- the representors appear to have missed the fact that the townhouses have been intentionally capped at two storeys in height, despite a 'blanket' height limit of three storeys applying to the entirety of the site, to provide an orderly transition near the interface with the adjacent low density policy area, as sought by the Desired Character Statement for Policy Area 18;
- four storey buildings, such as the one proposed, are envisaged around 80 metres to the south of the site (the residential flat building is very unlikely, therefore, to become an incongruous element of this locality); and
- the Applicant's architect has sought to minimise the visual impact and overshadowing effect of the residential flat building by setting it back 6.0 metres from the northern and southern (side) boundaries of the site.

Car Parking

It has been asserted that there is not enough on-site car parking.

In response to this assertion, we note that:

- in the event that the application to which the proposed development relates was to be lodged today, the residential flat building would generate a theoretical demand for 29.94 spaces, including 24 'resident' spaces and 5.94 'visitor' spaces;
- the remaining townhouses combine to generate a theoretical demand for 13.5 spaces, including 12 'resident' spaces and 1.5 'visitor' spaces;
- the combined theoretical demand equates to 43.44 spaces; and
- there is, if considered in this manner, no longer a theoretical shortfall courtesy of the reduced dwelling density and the provision of a visitor carpark in the south-western corner of the site.

Notwithstanding this, we also note that:

- a clearway runs parallel to the front boundary of the site (this clearway 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 on this side of Anzac Highway));
- PDC 44 of the 'Transportation and Access' Module suggests that one should have regard to the nature and size of the proposed dwellings, and to their proximity to centres and public transport routes when determining whether or not there will be enough on-site car parking (to this end, it is also important to keep in mind that there are two local centres within 200 metres of the site and two bus stops within 50 metres of the site, and that the apartments within the residential flat building range from 78 to 134.65 square metres in size); and
- the surveys recently conducted by AusWide Consulting demonstrate that there are over 100 on-street spaces within 250 metres of the site which can be utilised by the prospective residents and their visitors.



Traffic

It has been asserted that the proposed development will generate an appreciable amount of traffic.

In relation to this assertion, we note that:

- no specialist advice or evidence has been furnished in support of this assertion;
- the traffic and parking impact assessment undertaken by AusWide Consulting confirms that the proposed development will not have an adverse effect on the surrounding road network (indeed, this assessment was based on the previous scheme which had another eight dwellings); and
- the application to which the proposed development relates has been referred to the Department for Transport and Infrastructure and, to the best of our knowledge, no concerns have been raised with respect to the capacity of ANZAC Highway.

Noise

It has been asserted that the prospective residents will generate an appreciable amount of noise.

In response to this assertion, we note that domestic noise is a matter for the South Australian Police to deal with and one which is irrelevant as far as the merits or otherwise of the proposed development is concerned.

Anti-Social Behaviour

It has been asserted that the proposed development will lead to anti-social behaviour on, and around, the site.

In response to this assertion, we note that the Full Bench of the Environment, Resources and Development Court ('ERD Court') has dealt with the issue of anti-social behaviour in the past and determined, as part of its judgement in relation to *Reichelt & Ors v City of Charles Sturt & Anor [2016] SAERDC 38*, that "*the occurrence of anti-social, even criminal, behaviour is an unfortunate fact of life to be encountered at a broad range of shopping, commercial and entertainment facilities. If development approvals for such facilities were refused in order to ensure that detrimental impacts on the amenity of nearby residents were avoided altogether and in every case, there would be very few such facilities ever approved.*" Further, and unlike the matter to which we refer, we are dealing with a solely residential development in a residential zone.

Property Values

It has been asserted that the proposed development will devalue surrounding properties.

In response to this assertion, we note that:

- Commissioner Nolan of the ERD Court determined, as part of her judgement in relation to the matter of *Lazzarino v the Corporation of the City of Campbelltown & Anor [2015] SAERDC 5*, that this "*is not, however, a matter this Court generally entertains and certainly not in the absence of any expert advice or documentation*"; and
- no such advice or documentation has been furnished in support of this assertion.



In summary, we remain of the view, despite the handful of concerns that have been raised, that the proposed development is worthy of planning consent, particularly in light of the recent and substantial concessions that have been made.

Given that some of the representors wish to appear before the Council Assessment Panel in relation to this matter, would you kindly confirm the particulars of the forthcoming meeting so that the Applicant and their representatives may attend.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Fabian Barone', followed by a period.

Fabian Barone
Director

Preliminary Traffic, Flooding & Stormwater Assessment

Development Application No: 211/1097/2019

Assessing Officer:	Sonia Gallarello
Site Address:	385 Anzac Highway, CAMDEN PARK SA 5038, 381 Anzac Highway, CAMDEN PARK SA 5038, 383 Anzac Highway, CAMDEN PARK SA 5038
Certificate of Title:	CT-6186/919, CT-5198/675, CT-5198/676
Description of Development	Stage 1 - demolition of existing buildings and construction of eight (8) two-storey group dwellings (townhouses) and associated landscaping and fencing; Stage 2 - construction of a four-storey residential flat building (apartment building) containing 24 dwellings, 27 ground-level car parking spaces and associated landscaping and fencing

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 - Sonia Gallarello

DATE 24 February, 2022



Memo

To Hannah Bateman
 From Richard Tan
 Date 23-Mar-2022
 Subject 211/1097/2019, 385 Anzac Highway, CAMDEN PARK SA 5038, 381 Anzac Highway, CAMDEN PARK SA 5038, 383 Anzac Highway, CAMDEN PARK SA 5038

Hannah,

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

Note: Regarding the Council's verge upgrading proposal, the relevant party from Council can contact the applicant for further discussion. However, it should be noted that is a process separate from the DA. The applicant should remove these elements from the provided plans.

Note 2: Some of the provided plans are still using the old proposed layout (ie: waste management plan, landscaping plan, traffic report). These reports should be amended to match the latest proposed site layout.

1.0 FFL Consideration – Finished Floor Level (FFL) Requirement

- 1.1 In accordance with the provided 'Civil Plan' (TMK, Ref: 1907191-C1/PC, dated 1/02/2022), the FFLs of the proposed development in following table have been assessed as satisfying minimum requirements in consideration of street and/or flood level information.

Area	Proposed minimum FFL	Minimum FFL required
Apartment Lobby	10.03	10.03
Townhouse	10.08	10.08

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 front 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 The existing western crossover has been remained (on the tree side) and the portion on neighbouring dwelling has been reinstated. The stormwater connection is more than 3m offset from the existing street tree.

2.1 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.

It should be conditioned/noted that the stormwater connection should be constructed as per requirements which can be download at <https://www.westtorrens.sa.gov.au/files/sharedassets/public/objective-digitalpublications/external-website/guidelines/guidelines-for-stormwater-connections-on-council-land.pdf>

2.2 Individual access point from townhouses to Westside Bikeway has been removed.

2.3 The common pedestrian access path has been removed and a footpath next to Townhouse A has been proposed. It should be noted that this footpath does not link to the West side Bikeway. This should be further discussed as part of verge upgrade in a process separate from the DA.



3.0 Traffic Requirements

3.1 Drawing 19.02 – PO.2 Revision D summarises the revised proposal as follows:

- 6 two-storey townhouses (3br dwellings) with two garage spaces per dwelling.
- At-grade visitor car park 5 spaces.
- Ground level car park underneath the apartment building 27 spaces.
- First to Third floor – 4 two-bedroom apartments and 2 three-bedroom apartments per level – total of 18 dwellings (12 two-bedroom and 6 three-bedroom).
- Total overall 24 dwellings (12 three-bedroom and 12 two-bedroom dwellings).
- Total overall site parking of 44 spaces.

The original application was lodged under the previous Council Development Plan. If assessed under the previous Development Plan, the parking rates applicable would be:

- 2 spaces per dwelling for resident parking.
- 0.25 spaces per dwelling for visitor parking.

Based on the previous Development Plan, the parking required would be 48 spaces for residents and 6 spaces for visitors, ie total of 54 spaces.

Typically, a 10% discount could be considered having regard to the proximity of the site to public transport (Anzac Highway bus services), which would reduce the parking requirement to 48-49 spaces. If assessed in this manner, the parking shortfall is likely to be approximately 4 to 5 spaces. There would be some opportunity for on-street parking in Anzac Highway of around 6 spaces. Having regard to the above, on balance, the shortfall arising would not seem fatal to the application.

3.2 Further demonstration that this is required for the turning path of a MRV truck should be provided, if the site is to be service by a MRV waste vehicle. Refer to dot point 4.2 for further information.

3.3 Spaces 27 do not comply with AS/NZS 2890.1-2004 as there is no additional 0.3m clearance provided for spaces adjacent to walls.



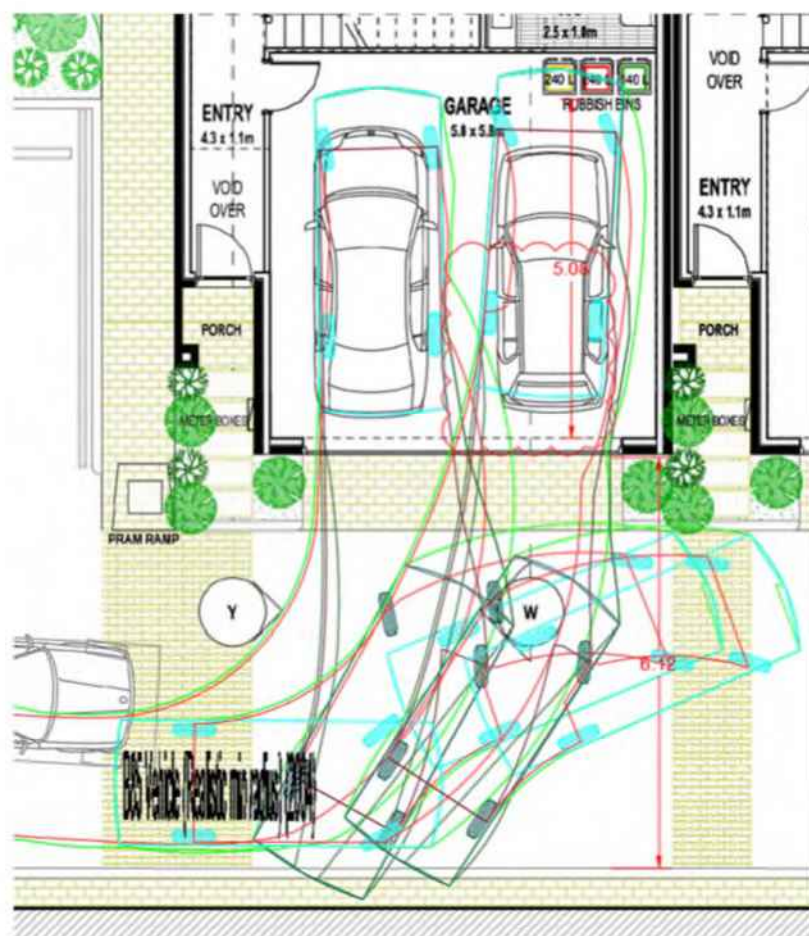
It is recommended that revised plans indicating satisfaction to the above requirements should be provided to Council.

- 3.4** It is unclear if there is a solid wall proposed alongside the bicycle parking next to parking space 17. If a solid wall is present, drivers exiting the undercroft car park would have no sight lines of the approaching traffic from the driveway of the townhouses, which would be a safety concern.

It is recommended that revised plans indicating satisfaction to the above requirements should be provided to Council.

- 3.5** Elements of the vehicle manoeuvrability within this development appear to be unsatisfactory in consideration of the requirements of the relevant parking standards.

Safe and convenient vehicle manoeuvre to the garage is not achievable if there is another vehicle parked inside the garage





In the revision of the traffic manoeuvrability design, it is required that information be provided to clearly demonstrate that satisfactory access can be provided to the garages.

It should be noted that the traffic report has adopted the previous proposed plan, and should be updated.

It is recommended that the applicant seek advice from someone suitably experienced in traffic design, to assist them in producing a vehicle manoeuvrability design for this site which complies with the Australian Standard requirements, preferably through the use of either "AutoTrack" or "AutoTURN" demonstration. Reports and drawings should then be submitted to Council.

- 3.6** While the garage dimension for the townhouses has been assessed as satisfying minimum requirements (5.8m by 5.8m), it should be noted that the presence of bins within the garage will be in direct conflict with the parking of the vehicles. These bins should be relocated outside the garage or the garage should be further widened. For information, a double enclosed garage should be 5.8m length and 5.4m wide. If the bins are to be located within the garage, it should be supported by vehicle manoeuvrability design to demonstrate that the bins will not obstruct the vehicle.

It is recommended that revised plans indicating satisfaction to the above requirements should be provided to Council.

4.0 Waste Management

- 4.1** Due to the nature of this application, 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.

- 4.2** I noted that SRV waste truck has been proposed to service the site. Although the applicant has provided supporting letter from Veolia that the company can provide SRV truck for waste service, however, it is my understanding that MRV waste truck is still the predominately in South Australia/Adelaide's waste industry. If the site is assessed based on a SRV waste truck access and in the event that the contract between Veolia fall apart, there may be issues with finding other SRV waste truck provider given that this is not a common standard size waste vehicle. Hence City Assets will only support a MRV truck servicing the waste for this development.



It is recommended that traffic manoeuvrability for the site should be designed for a MRV waste truck.

If a SRV is to be supported for this development, then a condition similar to the following should be included:

The site should be limit to a SRV size waste vehicle only. A MRV truck servicing the site on Anzac Highway will not be allowed.

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, particularly within office buildings where a high demand is present and hence a high volume of reduction of stormwater runoff from the site can be simply achieved.

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 - Townhouse

Provided information, 'Civil Plan' (TMK, Ref: 1907191-C1/PC, dated 1/02/2022), would indicated that the applicant has chosen to adopt the 'Alternate' approach for desired stormwater management for this site.

This approach providing a good consideration of stormwater detention, stormwater volume reduction, stormwater quality improvement and stormwater re-use within each dwelling.

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.**



- **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.**

5.3 Stormwater Detention - Apartments

The proposed stormwater detention for the apartment has been assessed as satisfying minimum requirements.

Catchment 2:

Catchment 2 (apartments) covers approx. 835m² of residential land and the total pre-development discharge is 7.12L/s, incorporating a pre-development run-off catchment of 0.25 as per council requirements

100% of roof water from the apartments will be captured and detained within 2 x 5000L tanks, fitted with an orifice of 59mm. 7200L of the total 10000L will be used for detention, the remainder of the storage will be used for rainwater harvesting and re-use.

Total Pre-development discharge: 7.12L/s
Total Required Detention volume: 7,189L

Total Post-Development Discharge: 7.00L/s
Total Proposed Detention Volume: 10,000L

However, the combination tank has not been connected to the stormwater quality proprietary product. It should be noted that roof water is not considered clean and should also be treated prior to discharge offsite. Alternatively, the detention tank can be converted to a full retention tank, with harvested roof runoff to be reused for toilet flushing. A water balance model (or similar calculation) should be provided to support this changes. If a full retention tank has been adopted, then stormwater quality is not required for the roof runoff.

It is also unclear how many units from the apartment building will be reusing the harvested roof runoff. Civil plan has indicated that retention tank will be pumped to ALL toilet but no further clarification of whether this is referring to first floor only or all three floors. Furthermore, it is unclear whether the proposed retention capacity meets the supply/demand of these units.

It is recommended that further clarification to the above should be provided.



5.4 Stormwater Detention - Driveway

The stormwater detention for the driveway has been assessed as satisfying minimum requirements.

Catchment 3:

Catchment 3 (surface) covers approx. 1090m² (excluding apartment and townhouse catchments) of residential land and the total pre-development discharge is 9.08L/s, incorporating a pre-development run-off catchment of 0.25 as per council requirements

62% of surface water will be captured, treated and detained within 2 bio-retention swales, fitted with an orifice of 51mm to the street water table.

Total Pre-development discharge: 9.08L/s
Total Required Detention volume: 3,811L

Total Post-Development Discharge: 5.2L/s
Total Proposed Detention Volume: 8,530L

5.5 Stormwater Quality

The concept of the combination of the bio-retention swale and the Ecosol - GPT 4200 would assist the site in achieving the stormwater quality target. As such, it would not be unreasonable for the remaining issues to be addressed in a Reserved Matter.

A detailed Stormwater Management Plan shall be provided to the reasonable satisfaction of Council prior to the issuing of Development Approval addressing (at minimum) the following:

- a) Design level information demonstrating that the stormwater system proposed is able to discharge runoff to the street water table.
- b) Section details of the bio-retention swale should be provided
- c) Clarification for issue raised in dot point 5.3 should be provided
- d) An updated civil plan, if necessary reflecting required changes.

Regards
Richard Tan
Civil Engineer

Arboricultural Assessment of Street Trees

Development Application No: **211/1097/2019**

REFERRAL DUE DATE: 19 November 2019

Assessing Officer: **Sonia Gallarello**
Site Address: **385 Anzac Highway, CAMDEN PARK SA 5038, 381
Anzac Highway, CAMDEN PARK SA 5038, 383
Anzac Highway, CAMDEN PARK SA 5038**
Certificate of Title: **CT-6186/919, CT-5198/675, CT-5198/676**
Description of Development **Stage 1 - Demolition of existing structures and
construction of eight (8) two-storey group
dwellings with associated earthworks; Stage 2 -
construction of a four-storey residential flat
building containing 24 dwellings**

TO THE TECHNICAL OFFICER – CITY ASSETS

Please provide your comments in relation to:

- ☐ The removal of or impact upon the Street Tree
- ☐ Species of Tree:
- ☐ Your advice is also sought on other aspects of the proposal as follows:

PLANNING OFFICER - Sonia Gallarello

DATE 5 November 2019

FROM THE TECHNICAL OFFICER

I have examined the plans as requested and provide comments as follow.

As with all development applications it must be proven beyond reasonable doubt that all alternatives have been explored so not to hinder the progress of any street tree(s).

Verge interaction must consider all services that cross council land including stormwater outlets (and other) which will need to be maintained a minimum of 2.0m from any existing street tree (unless existing or otherwise negotiated).

Investigations of the site together with the information provided have revealed that there are three existing *Fraxinus angustifolia* 'Raywood' street trees adjacent this proposed development on Anzac Highway.

For the proposed location of the entry crossover on the western side of no.185 Anzac Hwy it is noted that the existing eastern edge of the crossover is currently located less than 0.5m from the large buttress base of the existing *Fraxinus angustifolia* 'Raywood' and there is currently 3.1m from the western property boundary to the eastern edge of the existing crossover at the property boundary.

City Operations will require the existing crossover width to be retained for this location to be supported.

There is no conflict with the existing street trees for the location of the exiting crossover at the eastern side of the proposed development.

It is noted on the civil plan dated August 2019 that the proposed stormwater location is in direct conflict with the existing *Fraxinus angustifolia* 'Raywood' street tree located at the western side of the proposed development.

This stormwater outlet will need to be relocated at a minimum of 3.0m offset from the eastern side of the existing street tree.

The current Landscape concept plan shows all rear dwellings adjacent Creslin Street shared bikeway having individual access points to the bikeway. City Operations do not support this proposal and will only support a single access point out to the shared bikeway from this development.

It is also noted that the setback for the proposed development fronting Anzac Hwy is only 3.0m from the property boundary and due to the size and significance of the *Fraxinus angustifolia* 'Raywood' street trees located on Anzac Hwy it is possible that some pruning over the property boundary may be required for the purpose of construction. Any and all pruning to these council owned assets will be undertaken by Councils Arborists only and to an extent deemed acceptable by council.

The developer will be required to contact the City Of West Torrens Customer Service Unit prior to the start of construction to arrange the programming of pruning works.

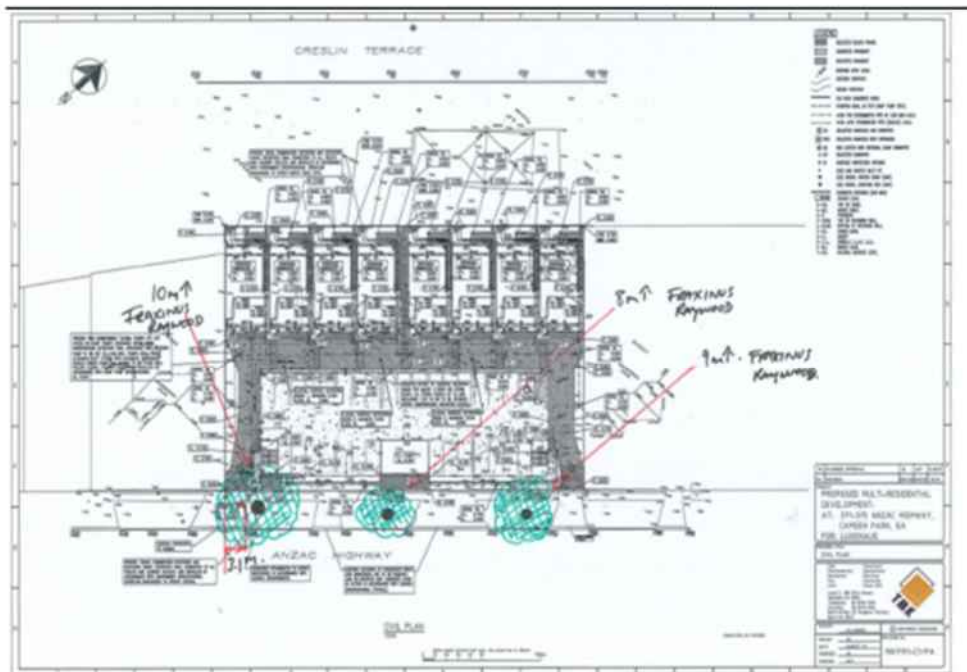
City Operations will not support this development in its current form.

Please note, under no circumstances is any individuals other than council staff permitted to interfere with a street tree. If pruning etc. is required, council must be notified via the appropriate customer request, and council arborists will perform all works associated with that community asset.

Final crossover locations will be confirmed once appropriate consultation has been received from the applicant in the form of "an application to construct a vehicle crossing place(s) across council land".

**Rick Holmes
Technical Support Officer Arboriculture
165 Sir Donald Bradman Drive
Hilton SA 5033
Telephone: 8416 6333
Fax: 8443 5709
Email: rholmes@wtcc.sa.gov.au**

DATE: 26/11/2019







Waste Management Assessment

Development Application No: 211/1097/2019

Assessing Officer: Brendan Fewster

Site Address: 385 Anzac Highway, CAMDEN PARK SA 5038, 381 Anzac Highway, CAMDEN PARK SA 5038, 383 Anzac Highway, CAMDEN PARK SA 5038

Certificate of Title: CT-6186/919, CT-5198/675, CT-5198/676

Description of Development Stage 1 - Demolition of existing structures and construction of eight (8) two-storey group dwellings with associated earthworks; Stage 2 - construction of a four-storey residential flat building containing 24 dwellings

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 Brendan Fewster
From Nick Teoh
Date 03-Apr-2020
Subject 211/1097/2019 385 Anzac Highway, CAMDEN PARK SA 5038, 381 Anzac Highway, CAMDEN PARK SA 5038, 383 Anzac Highway, CAMDEN PARK SA 5038

Dear Brendan Fewster

The following Waste Management comments are provided with regards to the assessment of the above develop application:

Waste Management

1. Waste Collection System

Waste collection systems for the multi-unit dwelling is unconventional regarding the mixed capacity of waste receptacles, however is fit for purpose. Proposed waste capacity and collection frequencies for townhouses is supported.

2. Bin Presentation and Collection

It is recommended that the developer obtain written confirmation regarding the availability of SRVs for use of collection prior to construction due the limited number of SRV waste collection vehicles available in South Australia. It is suggested that the development is designed for an MRV regarding swept paths and height access to multi-unit development car park as well as a road surface capable of supporting a 20t vehicle.

A commercial waste service is supported for this development.

Kind regards

Nick Teoh
Team Leader Waste Management

OFFICIAL

In reply please quote 2022/02445, 18461770

Enquiries to Reece Loughron

Telephone (08) 7109 7876

E-mail dit.landusecoordination@sa.gov.au



Government of South Australia

Department for Infrastructure
and Transport

23 March 2022

Ms Rachel Knuckey
City of West Torrens
165 Sir Donald Bradman Drive
HILTON SA 5033

**TRANSPORT PLANNING AND
PROGRAM DEVELOPMENT**

Transport Assessment

GPO Box 1533
ADELAIDE SA 5001

ABN 92 366 288 135

Dear Ms Knuckey

SCHEDULE 8 - REFERRAL RESPONSE

Development No.	211/1097/19 – Amended Plan (18 February 2022)
Applicant	LUXEHAUS C/- Future Urban Group
Location	381-385 Anzac Highway, Camden Park
Proposal	Satge 1 – Construction of six two-storey group dwellings and Stage 2 – Construction of a four-storey residential flat building containing 18 dwellings (comprising 12 x 2 bedroom and 6 x 3 bedroom apartments)

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

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

CONSIDERATION

The subject site abuts Anzac Highway, an arterial road under the care, control and management of the CoH. The adjacent section of Anzac Highway is identified as a Major Traffic Route, Primary Freight Route, Major Cycling Route and Public Transport Corridor under the Department for Infrastructure and Transport (DIT's) 'A Functional Hierarchy for South Australia's Land Transport Network'. At this location, Anzac Highway carries approximately 36,800 vehicles per day (2.5% commercial vehicles) and has a posted speed limit of 60km/h.

Access and Road Safety

Access to Anzac Highway is proposed via a separate entry and exit access and an internal loop road as shown on Capsule Projects, Project A19/02, Drawing Set, Revision F dated 18 February 2022. A Traffic & Parking Impact Assessment by Auswide (Revision 1.4, dated September 2021), a Waste Management Plan by Auswide (Revision 1.2, dated August 2021) and a Car Parking Report by CIRQA (dated 28 February 2022) has been provided in support of the amended plans. While it is noted that the Traffic and Waste Management Reports do not fully reflect the latest amended plan, DIT is satisfied that the separate entry and exit access points to Anzac Highway will be suitable for the proposed development.

In terms of waste management, the Auswide Report indicates that a Small Rigid Vehicle (SRV) 6.4 metres in length can enter and exit the site via the proposed access points which is supported. In terms of accessing the communal waste collection area for Stage 2, correspondence from Veolia (letter dated 7 February 2022) indicates the site can be serviced with a "Light Rigid Vehicle" which

#18461770

services other similar developments in the CBD and Glenelg areas. Whilst Veolia does not stipulate what length of vehicle the 'Light Rigid Vehicle' is, Council should be fully satisfied that the size (and height clearances) of the Veolia vehicle reflects the turn paths provided by Auswide and that this vehicle can also service the townhouses within Stage 1.

With regards to the location of the waste collection area for Stage 2, it is noted that the amended plans provided to DIT do not show the communal waste collection area being relocated near the egress point. As such, final Stage 2 plans must ensure that the refuse collection area is located adjacent the egress point so as not to result in vehicles queuing at the entry access, or back onto Anzac Highway. DIT is recommending a condition that achieved this outcome.

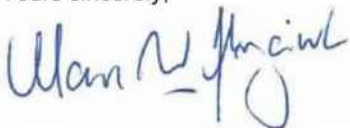
In terms of on-site parking, the removal of two townhouses in the amended plans has allowed for the provision of additional visitor parking which is also supported. It is also noted that since this development was originally lodged, the adjacent site (387 Anzac Highway) has been redeveloped and hence the entry crossover will only accommodate vehicular movements for the subject development.

ADVICE

DIT supports the subject development and advises the planning authority to attach the following conditions to any approval:

1. All vehicular access shall be gained as shown on Capsule Projects, Ground Floor Plan, Drawing No. 21.11 – P2.2, Revision F dated 31 January 2022, the Traffic & Parking Impact Assessment by Auswide (Revision 1.4, dated September 2021) and Waste Management Plan by Auswide (Revision 1.2, dated August 2021).
2. The waste collection area for Stage 2 shall be located clear of the ingress location so as not to result in vehicles queuing back onto Anzac Highway.
3. The access points and internal loop road shall be suitably signed, and line marked to reinforce the one-way traffic flow through the site.
4. All off-street car parking shall be designed in accordance with AS/NZS 2890.1:2004 and AS/NZS 2890.6:2009. Additionally, clear sightlines, as shown in Figure 3.3 'Minimum Sight Lines for Pedestrian Safety' in AS/NZS 2890.1:2004, shall be provided at the property line to ensure adequate visibility between vehicles leaving the site and pedestrians on the adjacent footpath.
5. The internal manoeuvring areas for commercial vehicles shall be designed in accordance with AS2890.2:2018
6. All redundant crossover/s to Anzac Highway shall be removed and reinstated to standard kerb and gutter at the applicant's cost prior to the dwellings becoming habitable.
7. Stormwater run-off shall be collected on-site and discharged without impacting the adjacent road network. Any alterations to the road drainage infrastructure required to facilitate this shall be at the applicant's cost.

Yours sincerely,



A/MANAGER, TRANSPORT ASSESSMENT
for **COMMISSIONER OF HIGHWAYS**

#18461770

6.2 PDI ACT APPLICATIONS

Nil

7 REVIEW OF ASSESSMENT MANAGER DECISION

Nil

8 CONFIDENTIAL REPORTS OF THE ASSESSMENT MANAGER

Nil

9 RELEVANT AUTHORITY ACTIVITIES REPORT

Nil

10 OTHER BUSINESS

10.1 Planning Policy Considerations

11 MEETING CLOSE