

CITY OF WEST TORRENS



Notice of Panel Meeting

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

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

on

TUESDAY, 14 MARCH 2023
at 5.00pm

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 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	1
	6.1 Transitional Applications.....	1
	Nil	
	6.2 PDI Act Applications	2
	6.2.1 525 & 525A Henley Beach Road, FULHAM & 1 Newbury St, FULHAM	2
	6.2.2 11 - 13 Lydia Street, PLYMPTON.....	77
	6.2.3 36 Light Terrace, THEBARTON	160
7	Review of Assessment Manager Decision	197
	Nil	
8	Confidential Reports of the Assessment Manager	197
	8.1 239, 241-243 Richmond Road, RICHMOND	197
9	Relevant Authority Activities Report	198
	9.1 Activities Summary - March 2023.....	198
10	Other Business	200
	10.1 Planning Policy Considerations	
11	Meeting Close	200

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 14 February 2023 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**

Nil

6.2 PDI ACT APPLICATIONS

6.2.1 525 & 525A Henley Beach Road, FULHAM & 1 Newbury St, FULHAM

Application No 22000022

Appearing before the Panel will be:

Representor: **Angela Amato** of 2 Newbury Street, Fulham wishes to appear in support of the representation.

Applicant: **Theresa James** of URPS wishes to appear in response to the representation.

DEVELOPMENT APPLICATION DETAILS

DEVELOPMENT NUMBER	22000022
APPLICANT	Metricon Homes
ADDRESS	525 Henley Beach Rd, Fulham 525A Henley Beach Rd, Fulham 1 Newbury St, Fulham
NATURE OF DEVELOPMENT	Construction of two (2) detached dwellings to be used as temporary display homes for a period of five (5) years and a swimming pool with associated safety barrier, along with associated temporary car park, vehicle turntable (Lot 2), temporary signage, landscaping, masonry fences to a maximum height of 2 metres and fences to a maximum cumulative height of 2.2 metres
ZONING INFORMATION	<p>Zones</p> <ul style="list-style-type: none"> • General Neighbourhood <p>Overlays</p> <ul style="list-style-type: none"> • Airport Building Heights (Regulated) • Affordable Housing • Building Near Airfields • Hazards (Flooding - Evidence Required) • Prescribed Wells Area • Regulated and Significant Tree • Stormwater Management • Traffic Generating Development • Urban Transport Routes • Urban Tree Canopy <p>Technical Numeric Variations (TNVs)</p> <ul style="list-style-type: none"> • Nil
LODGEMENT DATE	21 Feb 2022
RELEVANT AUTHORITY	West Torrens Assessment Panel
PLANNING & DESIGN CODE VERSION	17 Feb 2022 (2022.3)
CATEGORY OF DEVELOPMENT	Code Assessed - Performance Assessed
NOTIFICATION	Yes
REFERRALS STATUTORY	<ul style="list-style-type: none"> • Commissioner of Highways (DIT)

REFERRALS NON-STATUTORY	<ul style="list-style-type: none"> • City Assets • Arboriculture Advisor
DELEGATION	<ul style="list-style-type: none"> • A representor has lodged a valid representation and wishes to be heard.
RECOMMENDING OFFICER	Steven Burke
RECOMMENDATION	Grant consent with conditions

SUBJECT LAND AND LOCALITY

The subject land is formally described as:

- Allotment 1 in Deposited Plan 129560, Volume 6271 Folio 417;
- Allotment 2 in Deposited Plan 129560, Volume 6271 Folio 418; and
- Allotment 3 in Deposited Plan 129560, Volume 6271 Folio 419

in the area named Fulham, Hundred of Adelaide, more commonly known as 1 Newbury St, Fulham, 525 Henley Beach Rd, Fulham and 525A Henley Beach Rd, Fulham respectively. The subject site is relatively square in shape with a 46 metre (m) wide frontage to Henley Beach Rd, a 38.25m frontage to Newbury St and a total site area of 1,930 square metres (m²).

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

The site has previously accommodated two detached dwellings but is currently vacant and is relatively flat. There are no Regulated Trees on the subject site or on adjoining land that would be affected by the development.

The locality is largely residential in nature, predominantly comprising detached dwellings on relatively large, wide allotments. Building setbacks are moderate, with front yards generally landscaped and open in nature. There are also several low-rise residential flat buildings located along Henley Beach Rd of typical 1960's brick construction. A small activity centre exists approximately 170 metres to the west, consisting of several smaller shops and offices, along with a child-care centre. Henley Beach Rd itself forms a dominant part of the locality given its width which acts as a barrier for north-south travel through the locality. The prevailing character of the locality can be described as low density.

The amenity of the locality is moderate, given dwellings are typically in good condition, with original dwellings constructed in the mid-to-late 20th century slowly being replaced by contemporary dwellings. However, the locality is negatively impacted by the traffic noise and fumes generated by Henley Beach Rd.

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



PROPOSAL

The applicant proposes to construct two, two-storey detached dwellings which will be used as display homes for a five-year period before reverting to detached dwellings. One dwelling (Lot 1) is to front Newbury St, while the other (Lot 2) is to front Henley Beach Road and includes a vehicle turntable on its driveway. Both dwellings are relatively large and are contemporary in their design.

Supporting the display homes is a temporary gravel car park fronting both Newbury Street and Henley Beach Road. 12 parking spaces are proposed with access from Newbury Street only. The car park will be removed following the cessation of the use of the dwellings as display homes.

Several signs will also be dotted around the frontages of the site, although primarily along Henley Beach Road. None of the signs are proposed to be illuminated.

Landscaping, including several trees, are spread throughout the site.

For the purposes of an assessment the proposal is broken down into elements. Each element will have an assessment pathway as set out in the Planning and Design Code.

Elements	Application Category
Detached dwelling	Performance Assessed
Swimming pool	Performance Assessed
Change of use	Performance Assessed
Advertisements	Performance Assessed
Fences	Performance Assessed
Car park	Performance Assessed

The relevant plans and documents are contained in **Attachment 1**.

PUBLIC NOTIFICATION

The application required public notification because it was performance assessed and not exempt from notification by *Table 5 - Procedural Matters* of the General Neighbourhood Zone in the Planning and Design Code (The Code).

Properties notified	39 properties were notified during the public notification process.
Representations	One valid representation was received.
Persons wishing to be heard	One representor wishes to be heard. <ul style="list-style-type: none"> Angela Amato of 2 Newbury St, Fulham.
Summary of representations	Concerns were raised regarding the following matters: <ul style="list-style-type: none"> Use of the land for commercial purposes. Signage of an imposing height. Increase in traffic to Newbury St. Decrease in safety. Decrease in privacy. Noise generated by the car park. Decrease in property value. Impact to personal health.
Applicant's response to representations	In response, the applicant has detailed: <ul style="list-style-type: none"> Commercial uses are envisaged in the zone. Operating hours are during business hours, with low visitor numbers anticipated. The use of the dwellings as display homes is temporary only. The size and number of signs is commensurate with the size of the site and not imposing. A sufficient number of car parking spaces have been provided, with the crossover being located in a safe and convenient location. Traffic noise generated by the car park will be masked by much higher traffic noise generated by Henley Beach Rd. The car park is open in nature, being visible from both streets so as to allow for passive surveillance.

A copy of the representations and the applicant's response is contained in **Attachment 2**.

INTERNAL REFERRALS

Department	Comments
City Assets	<ul style="list-style-type: none"> • Minimum FFL satisfied. • Lot 3 (car park) crossover is in conflict with a street tree and a telecommunications pit. As a result, Metricon have liaised with the asset owner to relocate it. • Double width crossovers to Lots 1, 2 and 3 are supported. • Concern that vehicles ingress and egress to Lot 2 will not be possible if the vehicle turntable malfunctions - defer to Commissioner of Highways. • Number of car parks is considered to be sufficient. • Recommended that car park be suitably sealed and stormwater quality and quantity measures be required. Car park subsequently not sealed due to temporary nature and measures incorporated to reduce pollutants entering stormwater system - pit filter to stormwater sumps in car park and concrete pad at edge of crossover to reduce drag out of sediment onto public road.
Arboriculture Advisor	<ul style="list-style-type: none"> • A reduced offset of 1.7m between street tree and Lot 3 (car park) crossover to Newbury St is supported.

EXTERNAL REFERRALS

Referral Body	Comments
Commissioner of Highways (DIT)	<ul style="list-style-type: none"> • No objection; conditions for direction added.

A copy of the relevant referral responses are contained in **Attachment 3**.

RELEVANT PLANNING & DESIGN CODE PROVISIONS

The subject land is located within the General Neighbourhood Zone as described in the Code. The subject land is also affected by several Overlays.

ASSESSMENT

The dwellings are assessed for consistency with the quantitative requirements of the Planning and Design Code as outlined in the table below:

PLANNING AND DESIGN CODE PROVISIONS	STANDARD	ASSESSMENT
BUILDING HEIGHT GN Zone, DTS/DPF 4.1	<p>≤2 levels/9m and Wall height ≤7m</p>	<p>Lot 1: 2 levels/8m Wall height 5.7m</p> <p>Lot 2: 2 levels/8.45m Wall height 6.5m</p> <p>Satisfies</p>

<p>FRONT SETBACK GN Zone, DTS/DPF 5.1(b)</p>	<p>No more than 1m in front of the setback to the building line of that building (if adjacent to only one existing building facing the same primary street)</p>	<p>Lot 1: 7.68m</p> <p>Satisfies</p> <p>Lot 2: 6m</p> <p>Does not satisfy by 1m</p>
<p>SIDE SETBACK GN Zone, DTS/DPF 8.1</p>	<p>0.9m up to 3m wall height; and 0.9m (1.9m for south facing) + 1/3 of wall height above 3m</p>	<p>Lot 1: 1.23m and 1.2m (lower level) 1.83m and 1.92m (S facing) (upper level)</p> <p>Partially satisfies - S facing wall does not satisfy by 0.88m</p> <p>Lot 2: 4.4m and 1.5m (lower level) 4.4m and 3.2m (upper level)</p> <p>Satisfies</p>
<p>REAR SETBACK GN Zone, DTS/DPF 9.1</p>	<p>4m (ground) and 6m (upper) where site \geq 301sqm</p>	<p>Lot 1: 16.7m (lower level) 16.7m (upper level)</p> <p>Satisfies</p> <p>Lot 2: 5.1m (lower level) 5.1m (upper level)</p> <p>Partially satisfies - Upper level does not satisfy by 0.9m</p>
<p>BOUNDARY WALLS GN Zone, DTS/DPF 7.1</p>	<p>\leq3m in height \leq11.5m in length</p>	<p>Lot 1: 3.35m in height</p> <p>Does not satisfy by 0.35m</p> <p>6.3m in length</p> <p>Satisfies</p>
<p>SITE COVERAGE GN Zone, DTS/DPF 3.1</p>	<p>60%</p>	<p>Lot 1: 47%</p> <p>Lot 2: 42%</p> <p>Satisfies</p>

<p>VISUAL PRIVACY Design in Urban Areas, DTS/DPF 10.1</p>	<p>Upper-level windows facing side or rear boundaries shared with a residential use in a neighbourhood-type zone: (a) are permanently obscured to a height of 1.5m above finished floor level and are fixed or not capable of being opened more than 125mm (b) have sill heights greater than or equal to 1.5m above finished floor level</p>	<p>Lot 1: S side and rear upper-level windows face a residential use and are obscured below 1.5m.</p> <p>Satisfies</p> <p>Lot 2: Rear upper-level windows face a residential use and are obscured below 1.5m E side upper-level windows face a residential use and are obscured below 1.5m except for stairwell and void windows.</p> <p>Partially satisfies - 2 windows facing E not obscured</p>
<p>VISUAL PRIVACY Design in Urban Areas, DTS/DPF 10.2(a)</p>	<p>The longest side of the balcony or terrace will face a public road, public road reserve or public reserve that is at least 15m wide in all places faced by the balcony or terrace</p>	<p>Lot 1: Balcony faces public road of sufficient width</p> <p>Satisfies</p>
<p>PRIVATE OPEN SPACE Design in Urban Areas, DTS/DPF 21.1 & Table 1</p>	<p>24sqm where site <301sqm; 60sqm where site ≥ 301sqm; Min. dimension 3m</p>	<p>Lot 1: 223sqm + 8sqm balcony Lot 2: 100sqm</p> <p>Satisfies</p>
<p>SOFT LANDSCAPING Design in Urban Areas, DTS/DPF 22.1</p>	<p><150sqm site: 10% of site 150-200sqm site: 15% of site 201-450sqm site: 20% of site >450sqm site: 25% of site</p>	<p>Lot 1: 34% Lot 2: 27%</p> <p>Satisfies</p>
<p>TREE PLANTING Urban Tree Canopy Overlay DTS/DPF 1.1</p>	<p>450-800sqm site: 1 medium tree or 2 small trees</p>	<p>Lot 1: >1 medium tree Lot 2: >1 medium tree</p> <p>Satisfies</p>
<p>RAINWATER TANKS Stormwater Management Overlay DTS/DPF 1.1</p>	<p>>401sqm site: 4000L retention 1000L detention (where site perviousness <30%)</p>	<p>Lot 1: 4000L retention + 4000L detention Lot 2: 4000L retention + 4000L detention</p> <p>Satisfies</p>

<p>CAR PARKING Transport, Access and Parking, DTS/DPF 5.1 & Table 1</p>	<p>2 spaces for dwelling with 2 or more bedrooms</p>	<p>Lot 1: 2 spaces in garage + 1 on driveway Lot 2: 2 spaces in garage</p> <p style="text-align: center;">Satisfies</p>
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In assessing the merits or otherwise of the application, only those quantitative requirements that do not meet the Code requirements will be discussed along with the respective qualitative provisions. The proposed development is therefore discussed under the following sub headings:

Land Use

Detached dwellings and ancillary structures such as swimming pools and fences are envisaged in the zone. The proposed dwellings and minor structures are therefore considered to be appropriate.

While display homes are not specifically listed as an envisaged land use, the zone anticipates non-residential uses which complement the residential character of the neighbourhood, which do not impact on the amenity of the locality. Given their built form, the display homes essentially appear as dwellings and are therefore not out of place in the primarily residential locality. The buildings are of relatively low intensity, with limited operating hours and minimal nuisance impacts such as noise or odour are anticipated. While display homes and car parks are not specifically envisaged in the zone, they are commonplace in neighbourhood type zones. The land being adjacent an arterial road supports the development further from a serviceability and access perspective. Although the only car park of its kind in the locality, the proposed is framed by the two dwellings to the south and east, and fronts public roads to the north and west. It is also surrounded by landscaping to reduce any visual impacts. Signage in association with a non-residential land use is also to be expected. On balance, the proposed land uses are considered to satisfy PO 1.1, 1.2 and 1.3 of the zone.

Built Form

As previously discussed, the display homes represent the same built form as a detached dwelling. The buildings both address their respective frontages, with generous windows and a front door facing the street. A variety of colours and materials have been incorporated into each dwelling, including rendered brick and weatherboard cladding to Lot 1 and rendered brick and rendered expanded polystyrene (EPS) cladding to Lot 2. Each dwelling has a double-width garage, with the visual dominance of the garage offset by the relatively large and wide dwellings. The dwelling are contemporary in their designs which complement surrounding dwellings and are not out of place in a locality with a mix of both contemporary and older dwelling styles. Design in Urban Areas PO 17.1, 17.2, 20.1 and 20.2 are satisfied.

Lot 1 has a garage wall located along the southern boundary of the site with a wall height of 3.35m. While 0.35m above the maximum wall height on the boundary, a review of the floor plan of the adjacent dwelling to the south at 3 Newbury Street, Fulham indicates that little visual impact or overshadowing will be caused to that dwelling, given that any impact would be over an ensuite and walk in robe windows only. There will be no habitable room impacted and no private open space impacted. The garage wall height on the boundary is therefore considered appropriate, satisfying PO 7.1 of the zone. Likewise, the upper-level side setback of the south-facing wall of Lot 1 results in little overshadowing of the private open space of the adjacent dwelling. Only one north-facing bedroom window of the adjacent dwelling will experience overshadowing in the middle of the day and afternoon. This is unavoidable given the height of the proposed building and the small setback of the adjacent dwelling to its northern boundary. It is also noted that there are no solar panels on the adjacent dwelling to the south. On balance, PO 3.1, 3.2 and 3.3 of the Interface between Land Uses module are satisfied.

Additionally, the rear setback to the upper-level wall of Lot 2 has a shortfall of 0.9m. The Shadow Diagrams supplied by the applicant indicate that minor overshadowing of a portion of the private open space of the dwelling at Lot 1 is likely. However, no north-facing windows of Lot 1 will be overshadowed and there will be no impact to natural ventilation access. If the rear setback to the upper-level of Lot 2 was increased by 0.9m, the benefit to Lot 1 would likely be minimal. On balance, PO 9.1 of the zone is satisfied.

Given the slight slope of the land from north-east to south-west, minor retaining up to 400mm is required for a portion of the eastern boundary of Lot 2. The resultant maximum fence height therefore totals 2.2m. A fence of this height is still considered residential in scale, and bearing in mind that a fence 100mm shorter could be constructed without approval, the visual impact created by the additional 100mm of fence is considered negligible. The fence is of a height to maintain privacy and security without resulting in undue visual impacts to the adjacent dwelling to the east. Design in Urban Areas PO 9.1 is satisfied.

Amenity

The representor has raised several concerns related to the impact on residential amenity created by the proposed development.

In terms of the intensity of the use, the display homes are proposed to have relatively limited opening hours as follows:

- Monday to Wednesday: 12pm to 5pm.
- Thursday to Friday: Closed
- Saturday to Sunday: 12pm to 5pm.

These opening hours are within daylight hours and well within the operating hours specified in Interface between Land Uses DPF 2.1.

The representor also raised concerns regarding the perceived noise generated by the car park to Lot 3. The car park is to contain 12 spaces and service only two display homes with limited operating hours. Traffic volumes are therefore anticipated to be relatively low, with Newbury Street capable of handling the small increase in traffic. The car park is adjacent to Henley Beach Road, a road with a posted speed limit of 60km/h and traffic volumes in excess of 15,000 vehicles per day (DIT estimate from 2022). Given the size and nature of the car park, the speed limit of vehicles is likely to be limited to between 5-10km/h. Vehicles travelling at such a low speed are unlikely to create any nuisance noise impacts to adjacent residential uses, and the noise of traffic from Henley Beach Road will likely drown out the noise of any vehicles moving in the car park.

Concerns regarding personal safety due to loitering in the car park at night are largely a matter for SA Police. However, the car park is open in nature with landscaping allowing for passive surveillance from both Henley Beach Road and Newbury Street, therefore deterring undesirable behaviour. Car park lighting may also be installed by the applicant, with a condition appropriate to ensure light spill impacts to adjacent dwellings are managed. Design in Urban Areas PO 2.4 is satisfied.

Several signs are proposed around the frontage of the site. The signs appear tidy and have a coordinated design. The message is simple, easy to interpret and related to the proposed land use on site. The largest of the signs has a height of 3.2m, a width of 1m and an overall advertising area of 3.2sqm, and is proposed at the front of Lot 2. All other signs proposed have a smaller advertising area. No sign is proposed to be internally illuminated, nor is any sign proposed to display third-party content. Given the size of the site, the proposed extent of signage is considered to be commensurate and not excessive to the extent of disfiguring the visual amenity of the locality. On balance, the proposed signs satisfy PO 1.2, 1.3, 1.5, 2.1, 2.3, 3.1, 4.1 and 5.1 of the Advertisements module.

The amenity impacts anticipated from the non-residential land uses are therefore considered reasonable and not of a scale or intensity to result in undue amenity impacts to surrounding residential land uses. PO 1.4 of the zone is satisfied.

In terms of visual privacy, two of the upper-level east facing windows of Lot 2 are not privacy treated. It is noted that one of these windows is a void window, while the other is a stairwell window. The applicant has supplied an Overlooking Plan to assist in determining the extent of overlooking possible. The diagrams show that there is no direct overlooking of the private open space of the adjacent dwelling to the east at 523A Henley Beach Road, Fulham, with any direct overlooking being of the garage and outbuilding only, as well as a small portion of the front yard including the driveway. Similarly, two north facing windows of Lot 1 are not privacy treated, being the stairwell and void windows. These windows overlook the car park on Lot 3 only. All other visual privacy requirements are complied with, and Design in Urban Areas PO 10.1 is satisfied.

The proposed swimming pool is to the rear of Lot 2. While a pool filtration system location has not been nominated, the rear yard is large enough to locate a filter while still complying with Design in Urban Areas PO 19.3. This is proposed to be resolved via a condition included in the recommendation.

Landscaping

Both dwellings incorporate sufficient soft landscaping to satisfy the relevant provisions of the Code.

The proposed car park incorporates a mix of trees and groundcovers around its perimeter, as well as a larger area of lawn around the southern-most stormwater sump. The proposed landscaping provides an attractive edge to the car park, reducing its visual impact to the locality and providing some shade and shelter. Design in Urban Areas PO 3.1 is considered satisfied.

Traffic, Vehicle Parking and Access

Transport, Access and Parking Table 1 - Off-Street Car Parking Requirements does not provide any applicable rate for the provision of car parking for the proposed use. An assessment by Council's City Assets Department has found that the 'Parking Spaces for Urban Places: Car Parking Study (Guideline for Greater Adelaide)' (2013) report prepared by Aurecon Australia recommends a rate of 5.5 parking spaces per dwelling in display home villages with less than five homes on display. The proposed 12 spaces on Lot 3 is therefore found to be sufficient to cater for the expected demand created by the display homes given the number of homes on display and the relatively limited operating hours. The proposed car parking dimensions and layout meets the relevant Australian Standards and allows all vehicles to enter and exit in a forward direction to Newbury Street. Transport, Access and Parking PO 5.1 is satisfied.

The location of the crossover for Lot 3 to Newbury St is supported as it has been determined there will be minimal impact to the existing street trees. It is also noted that the applicant has liaised with the owner of the telecommunications pit to relocate it, therefore resolving any conflict with the pit. The crossover is a sufficient distance from the intersection with Henley Beach Road to maintain vehicle safety, with support also forthcoming from the Commissioner of Highways. Transport, Access and Parking PO 3.1, 3.2, 3.3, 3.4, 3.5, 3.6, 3.8 and 3.9 are satisfied, as well as Urban Transport Routes Overlay PO 1.1 and 4.1.

While some concern was raised regarding the vehicle turntable to Lot 2, ultimately this is supported by the Commissioner of Highways. A condition is included in the recommendation to ensure the turntable is kept in a working order at all times.

Concern was also raised regarding the proposed car park being gravel and not being sealed. Council has liaised with DIT which supports the use of a 6m long concrete pad from the edge of the crossover to assist with reducing drag-out onto Newbury Street. Additionally, stormwater runoff quality from the car park is to be managed through the provision of a filter to the surface stormwater sumps, satisfying Design in Urban Areas PO 42.1 and 42.2.

SUMMARY

The application proposes two well-designed detached dwellings which complement the residential character of the locality. The temporary use of the dwellings as display homes is a non-residential use with amenity impacts to adjacent residential uses that are appropriately managed. Access to the development is safe and convenient and does not impact on the operation of Henley Beach Road. The associated temporary car park and signs have been designed so as to reduce their visual impact and maintain a tidy appearance to the site. The eventual cessation of the display home use will see the buildings return to use as detached dwellings which are envisaged in the zone.

Having considered all the relevant provisions of the Planning and Design Code, the proposal is considered to be not seriously at variance with the Planning and Design Code Version 2022.3 dated 17 February 2022.

On balance, the proposal reasonably satisfies the relevant provisions of the Planning and Design Code Version 2022.3 and therefore the application warrants the granting of Planning Consent subject to specified conditions.

RECOMMENDATION

It is recommended that the Council Assessment Panel resolve that:

1. Pursuant to Section 107 (2)(c) of the *Planning Development and Infrastructure Act 2016*, and having undertaken an assessment of the application against the Planning and Design Code, the application is NOT seriously at variance with the provisions of the Planning and Design Code Version 17 February 2022.
2. Application No. 22000022 by Metricon Homes to carry out the construction of two (2) detached dwellings to be used as temporary display homes for a period of five (5) years and a swimming pool with associated safety barrier, along with associated temporary car park, vehicle turntable (Lot 2), temporary signage, landscaping, masonry fences to a maximum height of 2 metres and fences to a maximum cumulative height of 2.2 metres (CT 6254/821, CT 6254/822 and CT 5699/208) is GRANTED Planning Consent subject to the following conditions of consent:

Planning 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:
 - Siteworks Plan by RCI Consulting Engineers, job no. C32228-30, sheet no. 1 of 1, issue no. C, dated 12 September 2022.
 - Plan set by Metricon Homes, job no. 726121, pages 1-5, dated 17 August 2022.
 - Plan set by Metricon Homes, job no. 726120, pages 1-5, dated 4 August 2022.
 - Landscape Plan by Metricon Homes, pages 1-5, rev. V9, dated 25 January 2023.
 - Signage Plan, Henley Beach Road - Fulham, pages 1-3, undated.
 - Letter from URPS to City of West Torrens, pages 1 & 6, dated 3 January 2022.
2. Tree(s) must be planted and/or retained in accordance with DTS/DPF 1.1 of the Urban Tree Canopy Overlay in the Planning and Design Code (as at the date of lodgement of the application). New trees must be planted within 12 months of occupation of the dwelling(s) and maintained.

3. Rainwater tank(s) must be installed in accordance with DTS/DPF 1.1 of the Stormwater Management Overlay in the Planning and Design Code (as at the date of lodgement of the application) within 12 months of occupation of the dwelling(s).
4. All planting and landscaping, with the exception of tree planting, shall be completed within six (6) months of occupation or the next available planting season and be maintained in a reasonable condition at all times. Any plants that become diseased or die will be replaced with a suitable species.
5. Any form of development on the property boundary (such as mortar joints on any face brickwork, blueboard material or similar, render etc) shall be finished in a professional manner and to the same standard as the remainder of the subject dwelling.
6. All devices/treatments proposed and nominated on the approved plans, and forming part of the Development Application, to protect the privacy of adjoining properties shall be installed and in use prior to occupation of the premises and maintained for the life of the building.
7. Prior to the use and/or occupation of the development, all stormwater from buildings and paved areas shall be disposed of in accordance with the approved plans and details.
8. All car parking areas, driveways and vehicle manoeuvring areas must be constructed and properly drained in accordance with the approved plans prior to the occupation of the premises or the use of the development, and maintained in a good condition at all times.
9. The swimming pool filtration equipment shall be housed within an appropriate noise attenuated enclosure prior to commencement of the use of the pool. The enclosure shall be maintained in a reasonable condition at all times to the satisfaction of the Relevant Authority.
10. On cessation of the temporary development as specified in the application documentation—
 - the use and building classification shall convert to Class 1 and 10 (Dwelling and Garage), and the use of the land for display home purposes subject to this development authorisation will cease;
 - any person who has the benefit of the development will remove all advertising signs, fencing and pathways not associated with the residential use of the site, and will reinstate any garages occupied by temporary office areas to garages; and
 - the temporary car park, including any lights, gravel and wheel stops, shall be removed and the land shall return to vacant land.
11. The hours of operation of the premises shall not exceed the following period:
 - Monday to Wednesday: 12pm to 5pm.
 - Thursday to Friday: Closed
 - Saturday to Sunday: 12pm to 5pm.
12. All external and car park lighting shall be designed and constructed in accordance with Australian Standard (AS 4282-1997) and not result in unreasonable light spill to adjacent residential land uses to the satisfaction of the Relevant Authority.
13. The content of the advertisements shall relate only to the lawful use of the land and no third-party advertising shall be displayed.
14. The advertisements shall not be internally illuminated.
15. A 6m concrete pad shall be installed on Lot 1 at the edge of the crossover to Newbury Street to minimise drag-out of gravel and sediment to the public road and maintained in good condition.

Commissioner of Highways (DIT) Conditions

16. Access to Henley Beach Road and Newbury Road shall be located as shown on Metricon, Landscape Plan, Revision V1A, dated 10 October 2021.
17. The residential access on Henley Beach Road shall incorporate a vehicle turntable as shown on Metricon Homes, Job No. 726120, Sheet 1 dated 6 September 2021. The access shall be a 3.5m in width at the property boundary with suitable flaring to the road.
18. The car park access on Newbury Road shall be widened to 6 metres in width (or as far as practical) to allow two-way simultaneous vehicular movements minimising queuing within the Henley Beach Road / Newbury Street junction.
19. All vehicles shall enter and exit Henley Beach Road in a forward direction.
20. The car park gate shall be opened at all times that the display homes are open for public viewing.
21. Clear sightlines, as shown in Figure 3.3 'Minimum Sight Lines for Pedestrian Safety' in AS/NZS 2890.1:2004, shall be provided at the property line to ensure adequate visibility between vehicles leaving the site and pedestrians on the adjacent footpath.
22. The obsolete crossover on Henley Beach Road shall be closed and reinstated to Council's kerb and gutter standards at the applicant's expense prior to display homes opening to the public.
23. Stormwater run-off shall be collected on-site and discharged without impacting the adjacent roads. Any alterations to the road drainage infrastructure required to facilitate this shall be at the applicant's cost.

Attachments

1. **Plan Set and CTs**
2. **Representation and Applicant Response**
3. **Internal and External Referral Responses**



Product	Register Search (CT 6271/418)
Date/Time	17/02/2023 12:39PM
Customer Reference	726120
Order ID	20230217004305



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 6271 Folio 418

Parent Title(s)	CT 6254/821, CT 6254/822		
Creating Dealing(s)	RTC 13798969		
Title Issued	07/06/2022	Edition	1
		Edition Issued	07/06/2022

Estate Type

FEE SIMPLE

Registered Proprietor

METRICON HOMES QLD PTY. LTD. (ACN: 005 149 137)
OF 501 BLACKBURN ROAD MOUNT WAVERLEY VIC 3149

Description of Land

ALLOTMENT 2 DEPOSITED PLAN 129560
IN THE AREA NAMED FULHAM
HUNDRED OF ADELAIDE

Easements

NIL

Schedule of Dealings

Dealing Number	Description
13855433	MORTGAGE TO COMMONWEALTH BANK OF AUSTRALIA (ACN: 123 123 124)

Notations

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



Product Register Search (CT 6271/417)
 Date/Time 17/02/2023 12:03PM
 Customer Reference 726121
 Order ID 20230217003709



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 6271 Folio 417

Parent Title(s) CT 5699/208, CT 6254/821, CT 6254/822
 Creating Dealing(s) RTC 13798969
 Title Issued 07/06/2022 Edition 1 Edition Issued 07/06/2022

Estate Type

FEE SIMPLE

Registered Proprietor

METRICON HOMES QLD PTY. LTD. (ACN: 005 149 137)
 OF 501 BLACKBURN ROAD MOUNT WAVERLEY VIC 3149

Description of Land

ALLOTMENT 1 DEPOSITED PLAN 129560
 IN THE AREA NAMED FULHAM
 HUNDRED OF ADELAIDE

Easements

NIL

Schedule of Dealings

Dealing Number	Description
13855433	MORTGAGE TO COMMONWEALTH BANK OF AUSTRALIA (ACN: 123 123 124)

Notations

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



Product Register Search (CT 6271/419)
Date/Time 21/02/2023 10:37AM
Customer Reference Display Fulham
Order ID 20230221002631



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 6271 Folio 419

Parent Title(s) CT 5699/208, CT 6254/822
Creating Dealing(s) RTC 13798969
Title Issued 07/06/2022 **Edition** 3 **Edition Issued** 23/12/2022

Estate Type

FEE SIMPLE

Registered Proprietor

ROSE PROPERTY INVESTMENTS SA PTY. LTD. (ACN: 661 711 520)
OF 20 BENTLEY AVENUE FULHAM GARDENS SA 5024

Description of Land

ALLOTMENT 3 DEPOSITED PLAN 129560
IN THE AREA NAMED FULHAM
HUNDRED OF ADELAIDE

Easements


NIL

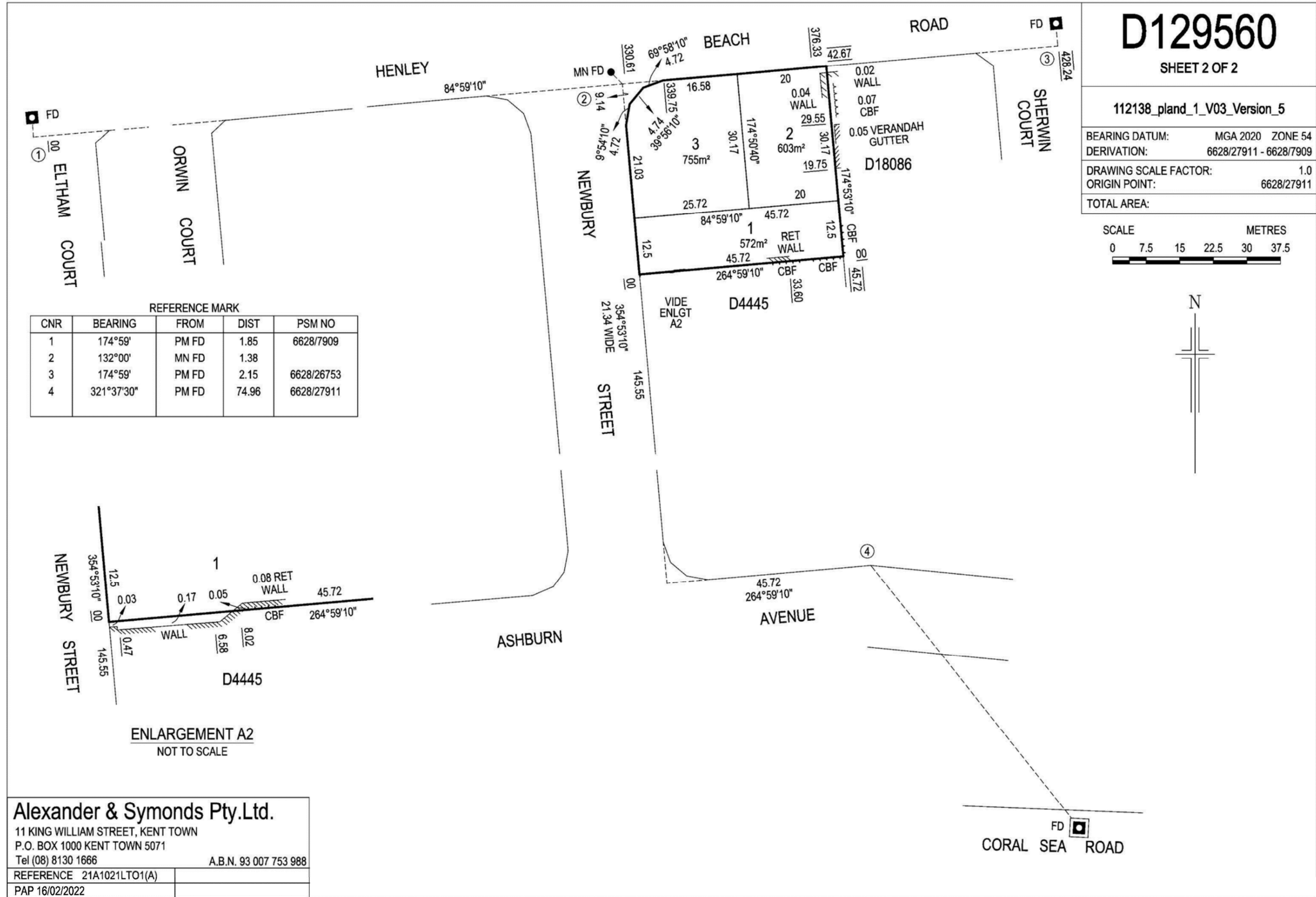
Schedule of Dealings

Dealing Number	Description
13906688	MORTGAGE TO COMMONWEALTH BANK OF AUSTRALIA (ACN: 123 123 124)

Notations

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

PURPOSE: DIVISION MAP REF: 6628/41/J LAST PLAN:	AREA NAME: FULHAM COUNCIL: CITY OF WEST TORRENS DEVELOPMENT NO: 211/D421/21/001/1244	RE-APPROVED: 03/05/2022 DEPOSITED: 07/06/2022	 <h1 style="margin: 0;">D129560</h1> SHEET 1 OF 2 <small>112138_text_01_v05_Version_5</small>																																								
AGENT DETAILS: ALEXANDER & SYMONDS PTY LTD 1ST FLOOR 11 KING WILLIAM ST KENT TOWN SA 5067 PH: 81301666 FAX: 83620099 AGENT CODE: ALSY REFERENCE: 21A1021LTO1(A)	SURVEYORS CERTIFICATION: I DAMIAN JOHN HOLLAND , a licensed surveyor do hereby certify - 1) That this plan has been made from surveys carried out by a person other than a licensed surveyor under my personal supervision and correctly prepared in accordance with the Survey Act 1992. 2) That the field work was completed on the 13th day of January 2021 3rd day of May 2022 Damian Holland Licensed Surveyor																																										
SUBJECT TITLE DETAILS:																																											
<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">PREFIX</th> <th style="text-align: left;">VOLUME</th> <th style="text-align: left;">FOLIO</th> <th style="text-align: left;">OTHER</th> <th style="text-align: left;">PARCEL</th> <th style="text-align: left;">NUMBER</th> <th style="text-align: left;">PLAN</th> <th style="text-align: left;">NUMBER HUNDRED / IA / DIVISION</th> <th style="text-align: left;">TOWN</th> <th style="text-align: left;">REFERENCE NUMBER</th> </tr> </thead> <tbody> <tr> <td>CT</td> <td>5699</td> <td>208</td> <td></td> <td>ALLOTMENT(S)</td> <td>56</td> <td>D</td> <td>4445 ADELAIDE</td> <td></td> <td></td> </tr> <tr> <td>CT</td> <td>6254</td> <td>821</td> <td></td> <td>ALLOTMENT(S)</td> <td>101</td> <td>D</td> <td>126777 ADELAIDE</td> <td></td> <td></td> </tr> <tr> <td>CT</td> <td>6254</td> <td>822</td> <td></td> <td>ALLOTMENT(S)</td> <td>102</td> <td>D</td> <td>126777 ADELAIDE</td> <td></td> <td></td> </tr> </tbody> </table>	PREFIX	VOLUME	FOLIO	OTHER	PARCEL	NUMBER	PLAN	NUMBER HUNDRED / IA / DIVISION	TOWN	REFERENCE NUMBER	CT	5699	208		ALLOTMENT(S)	56	D	4445 ADELAIDE			CT	6254	821		ALLOTMENT(S)	101	D	126777 ADELAIDE			CT	6254	822		ALLOTMENT(S)	102	D	126777 ADELAIDE					
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ANNOTATIONS: NO OCCUPATION UNLESS OTHERWISE SHOWN																																											



SLIP COUPLINGS:
REQUIRED FOR ALL "H", "P" AND "E" SOIL CLASS SITES. REFER TO ENGINEERS SPECIFICATIONS FOR FURTHER INFORMATION.

SITE SCRAPE:
BUILDER TO SCRAPE AND FILL OVER HOUSE AND GARAGE AREA UNTIL LEVEL.

EXCAVATION NOTES:
BUILDER TO EXCAVATE APPROX. SPREAD FILL OVER REMAINING BUILDING AREA TO LEVEL (WHERE POSSIBLE).
EXCAVATIONS TO START MIN 1200MM FROM EDGE OF BUILDING. EMBANKMENT BATTER SLOPES MUST NOT BE STEEPER THAN 45 DEGREES AND MUST NOT TO EXTEND BEYOND TITLE BOUNDARY. (UNLESS NOTED OTHERWISE).
IF REQUIRED BUILDER TO PROVIDE DRIVEWAY ACCESS CUT AT MAX. GRADIENT OF 1:5 (U.N.O)
IF CONCRETE DRIVEWAY IS NOT PROVIDED IT IS THE CUSTOMERS RESPONSIBILITY TO PROVIDE GRATED DRAIN ACROSS GARAGE OPENINGS WHERE REQUIRED TO AVOID PONDING.

STORMWATER DESIGN:
STORMWATER DRAIN AND DOWN PIPE LAYOUT SHOWN IS INDICATIVE ONLY. PROVIDE MINIMUM 90MM DIA U.P.V.C STORMWATER DRAINS WITH MIN 1:100 FALL CONNECTED TO LEGAL POINT OF DISCHARGE. PROVIDE 100MM DIA "SEWER" QUALITY U.P.V.C DRAOMS TP IMDRSODE PF GARAGE CONCRETE SLAB. PROVIDE 300MM GROUND COVER TO ALL DRAINS. GRADE SOIL AWAY FROM PERIMETER OF BUILDING TO AVOID PONDING.

NOTE:
REFER ENGINEER'S REPORT FOR COMPLETE SITE CIVIL DESIGN.

DRAINAGE NOTES:
REFER TO CIVIL PLAN FOR DRAINAGE LAYOUT DRAINAGE BY OWNER/BUILDER.

BRUSH FENCE NOTES:
THERE ARE TO BE NO BRUSH FENCES WITHIN 3.0M OF THE PROPOSED BUILDING WORK IN ACCORDANCE WITH REGULATIONS 76C, DEVELOPMENT REGULATIONS 2008.

PRELIMINARY SITE PLAN NOTES:
SITING IS SUBJECT TO THE CONFIRMATION OF COUNCIL'S BUILDING REGULATIONS AND REQUIREMENTS.

TERMITE PROTECTION:
PROVIDE TERMITE PROTECTION IN ACCORDANCE WITH AS 3660.1

TEMPORARY FENCING:
BUILDER TO PROVIDE FENCING TO ANY UNFENCED BOUNDARIES (LOCAL AUTH. BYLAW).

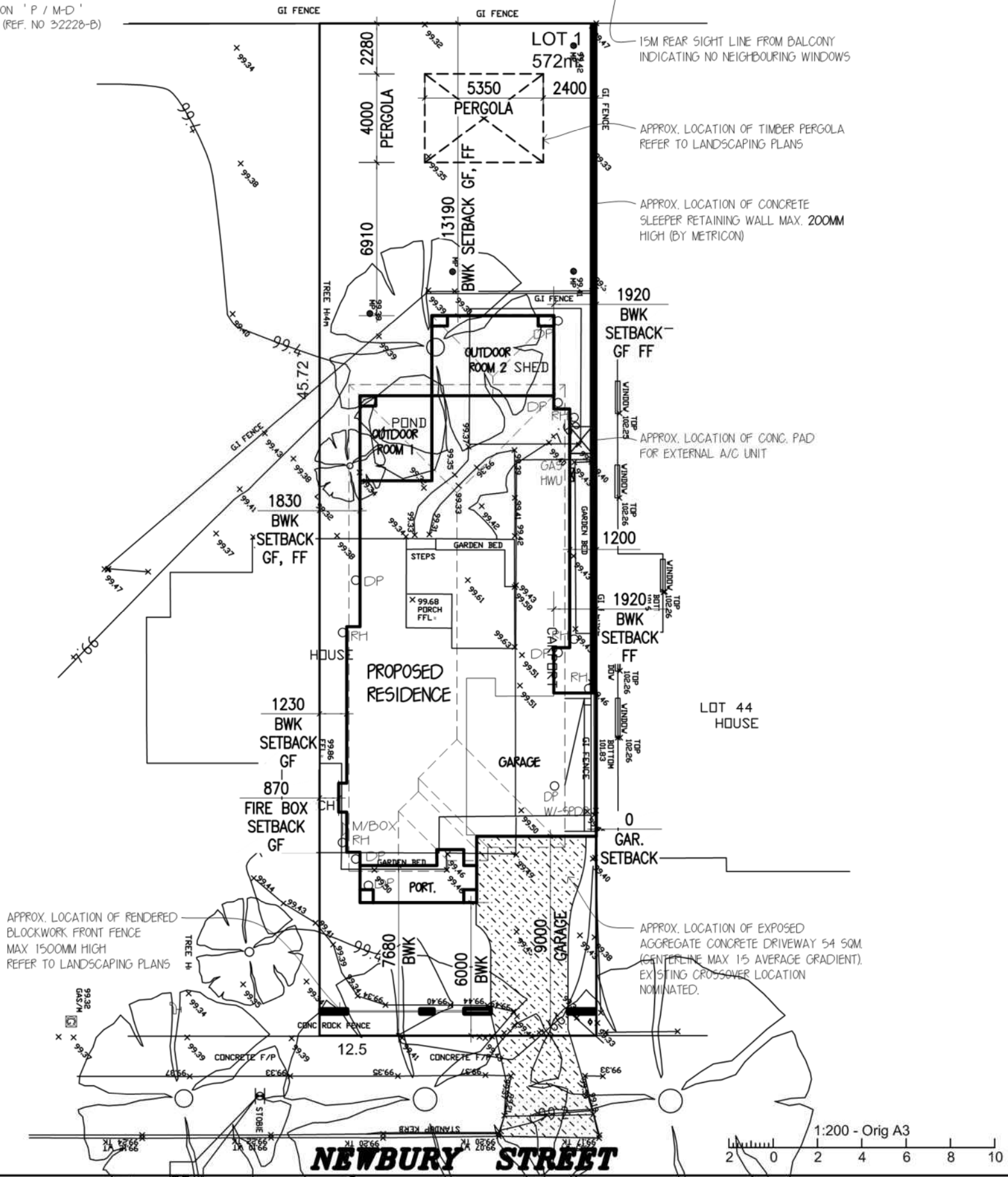
ENERGY RATING:
DWELLING TO COMPLY W/ THE REQUIRMENTS OF THE NATIONAL CONSTRUCTION CODE OF AUSTRALIA.

NOTE:
THREE PHASE POWER PROVISION FOR A/C SERVICE.

NOTE:
REFER TO LANDSCAPING PLANS FOR INFORMATION ON LANDSCAPED AREAS, RETAINING WALLS, DRIVEWAY MATERIALS & POOL (IF APPLICABLE).

NOTE: REFER ENGINEER'S FOOTING DESIGN.

SOIL CLASSIFICATION 'P / M-D'
REFER SOIL REPORT (REF. NO 32228-B)



SITE AREA	
573.00 m ²	
O/ALL SITE COVERAGE	
236.54 m ²	41.28%
COVENANT APPLICABLE	
N/A	

Residential Commercial Industrial Consulting Engineers
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ALBERT PARK, SA 5014
P (08) 8241 2328
F (08) 8241 2409
admin@rciconsulting.com.au
www.rciconsulting.com.au
A.B.N. 17 131 375 356

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JOB No. P32228-30	SHEET No. 1 of 1	ISSUE No. A	
DRAWN : L.F.	DESIGN : D.A.	DATE : 30-July-21	
No.	REVISION	BY	DATE
A.	RESURVEY	L.F.	27.04.22

THIS IS A LAND SURVEY ONLY, THEREFORE THE CORRELATION BETWEEN DRAWING AND THE PLOTTED BOUNDARY IS FOR INDICATION PURPOSES. THE MEASUREMENTS GIVEN SHOULD BE USED AS A GUIDE ONLY.

S.W. SURVEY DATE	TBC
CONTOUR INTERVALS	TBC
LEVELS TO	TBC

SITE PLAN

metricon

88 Fullarton Road, Norwood SA 5067
Telephone 08 8228 7400
Fax 08 8228 7499
Building Practitioner Reg. No. DB-U8929 A.C.N. 005 108 752
© COPYRIGHT 2009 REPRODUCTION FORBIDDEN

OWNER: **METRICON HOMES**
LOT 56 (NO. 1) NEWBURY ST
FULHAM

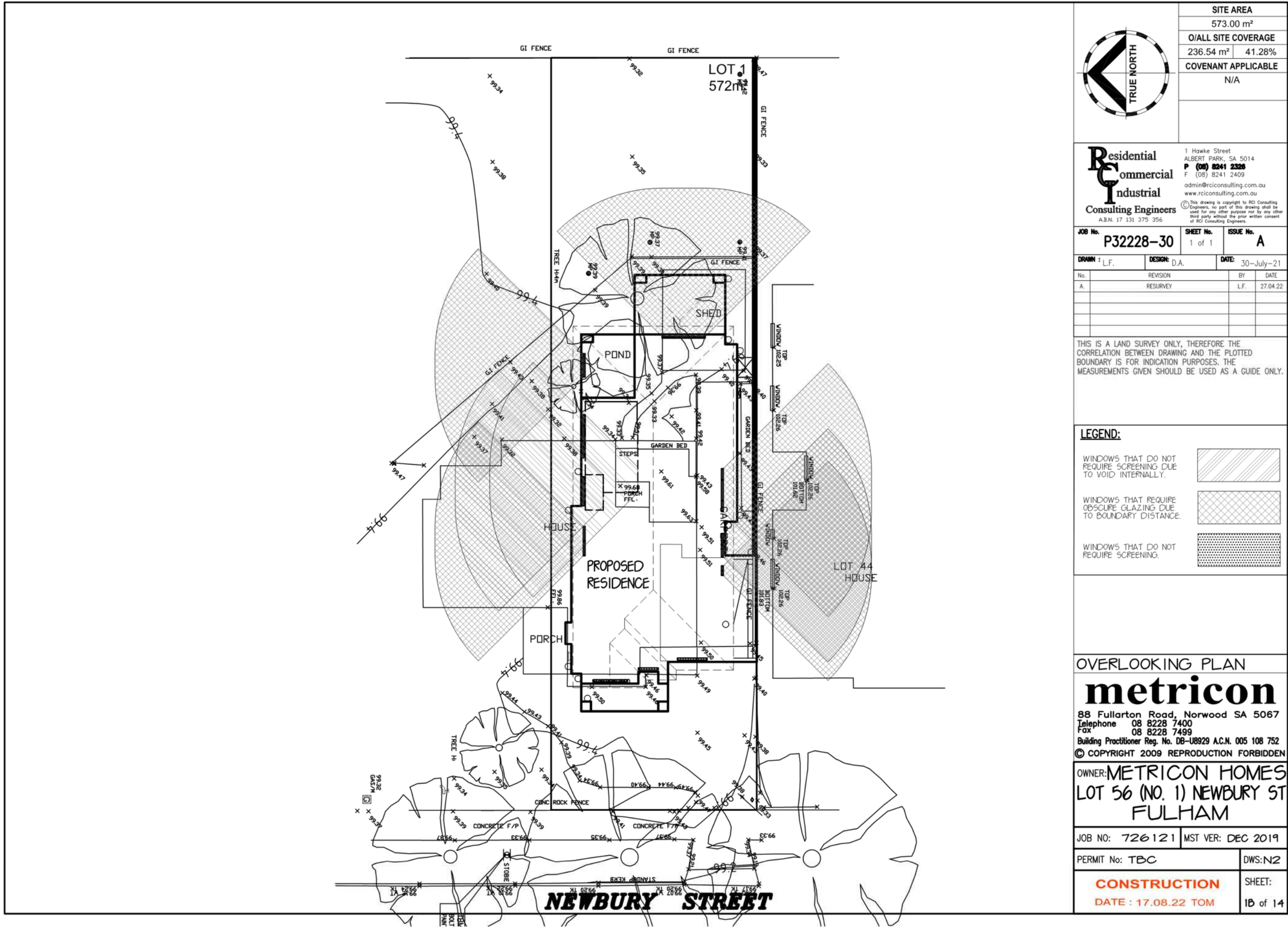
JOB NO: 726121 | MST VER: DEC 2019

PERMIT No: TBC | DWS: N2

CONSTRUCTION SHEET:
DATE : 17.08.22 TOM 1 of 14

SURVEY LEGEND

	TEMPORARY BENCH MARK		STORM WATER OUTLET		GAS IP
	MAN HOLE		METAL FENCE		GAS/M
	TREE		GI FENCE		PSM
	WATER METER		TIMBER FENCE		TELSTRA/COMM
	STOBIE		WIRE & POST FENCE		NBN PIT
	LIGHT POLE		BRUSH FENCE		ELECTRICAL PIT
	SEWER IP		BRICK/BLOCK/CONC R/W		SAPN
	PEG		CONC SLEEPER R/W		STORMWATER INSPECTION POINT (SWIP)
	METAL PIN		STONE R/W / GABION R/W		
	STAKE		TIMBER R/W		
	FENCE		TOP OF RETAINING WALL		
			BTH OF RETAINING WALL		



	SITE AREA	
	573.00 m ²	
	O/ALL SITE COVERAGE	
	236.54 m ²	41.28%
COVENANT APPLICABLE		
N/A		

Residential Commercial Industrial Consulting Engineers
 1 Hawke Street
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A.B.N. 17 131 375 356

JOB No. P32228-30	SHEET No. 1 of 1	ISSUE No. A	
DRAWN : L.F.	DESIGN : D.A.	DATE : 30-July-21	
No.	REVISION	BY	DATE
A.	RESURVEY	L.F.	27.04.22

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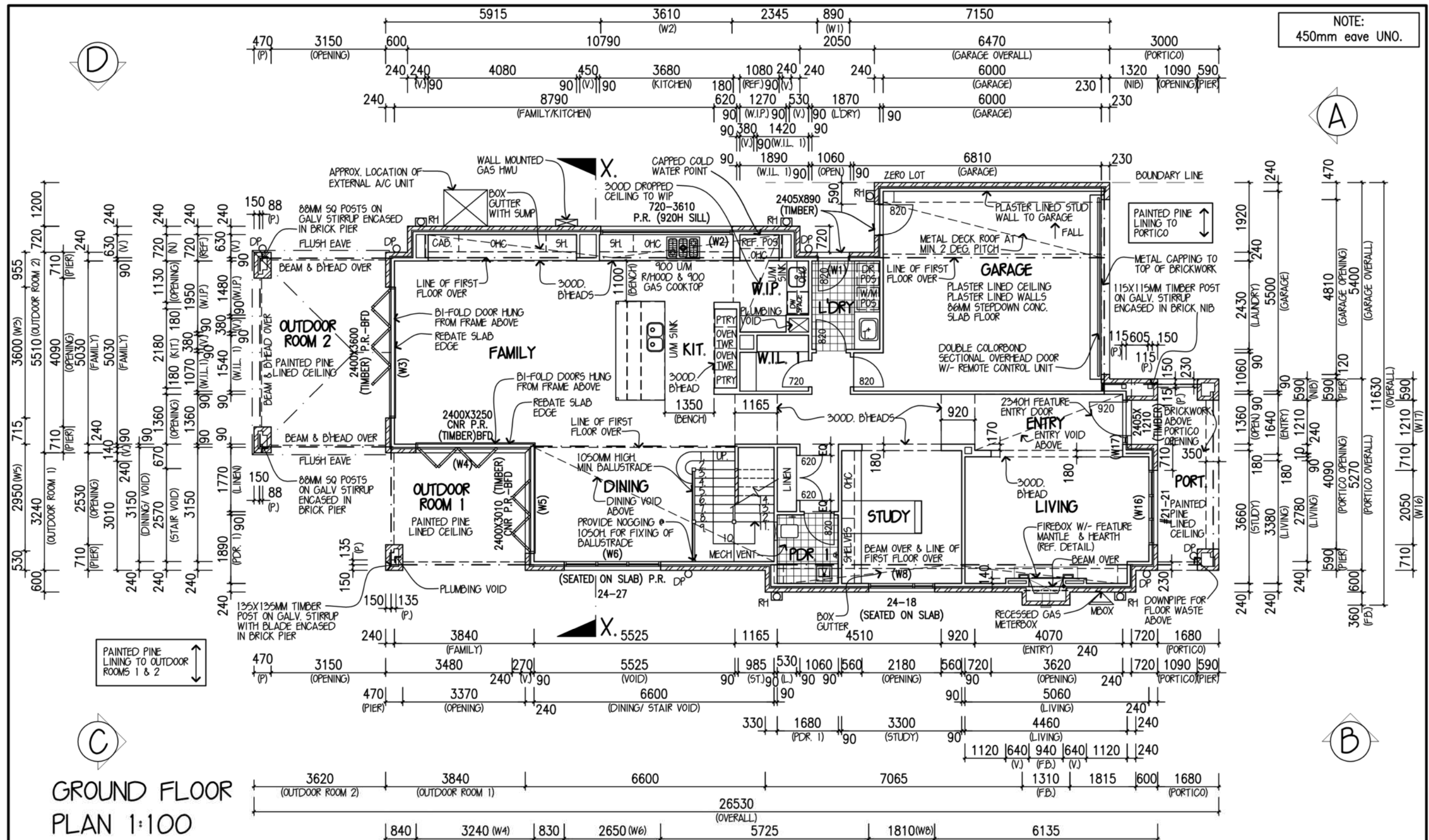
LEGEND:

WINDOWS THAT DO NOT REQUIRE SCREENING DUE TO VOID INTERNALLY.	
WINDOWS THAT REQUIRE OBSCURE GLAZING DUE TO BOUNDARY DISTANCE.	
WINDOWS THAT DO NOT REQUIRE SCREENING.	

OVERLOOKING PLAN
metricon
 88 Fullarton Road, Norwood SA 5067
 Telephone 08 8228 7400
 Fax 08 8228 7499
 Building Practitioner Reg. No. DB-U8929 A.C.N. 005 108 752
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OWNER: METRICON HOMES
 LOT 56 (NO. 1) NEWBURY ST
 FULHAM

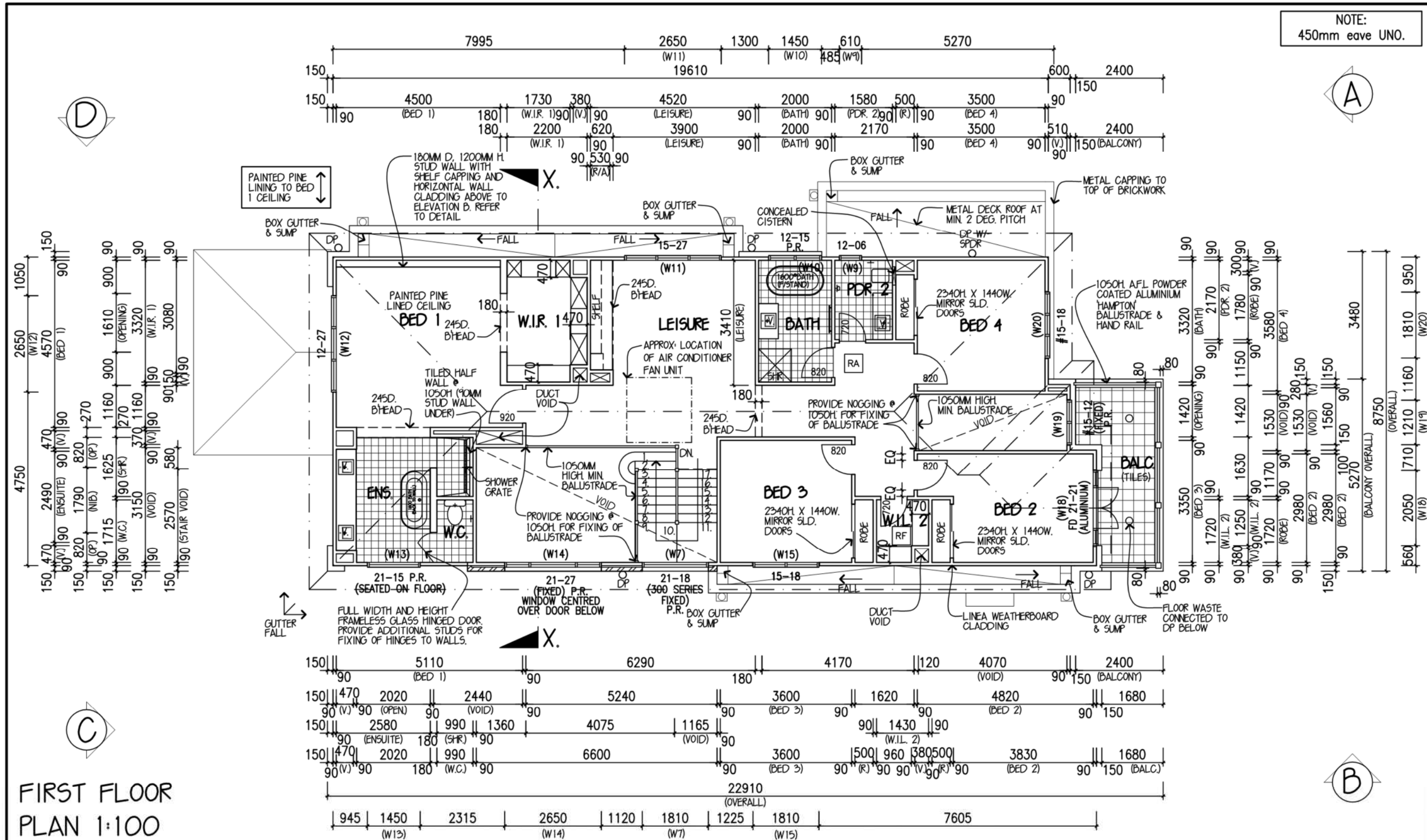
JOB NO: 726121	MST VER: DEC 2019
PERMIT No: TBC	DWS: N2
CONSTRUCTION	SHEET:
DATE: 17.08.22 TOM	1B of 14



NOTE:
450mm eave UNO.

GROUND FLOOR
PLAN 1:100

NOTE: CENTRE ALL WINDOWS & EXTERNAL DOORS INTERNALLY TO ROOM (U.N.O.) INTERNAL HINGED DOORS TO BE CENTRED TO THE HALLWAY NOTE: PROVIDE 3 PHASE POWER SUPPLY NOTE: PROVIDE FULLY DUCTED REVERSE CYCLE AIR-CONDITIONING SYSTEM NOTE: 2340mm HIGH INTERNAL DOORS THROUGHOUT U.N.O.	NOTE: PROVIDE FEATURE GLAZED DOORS TO LAUNDRY, LINEN POWDER 1 & 2, BED 1, WIL1 & 2. NOTE: PROVIDE DOUBLE 35MM JAMB STUDS TO INTERNAL DOORWAYS. NOTE: PROVIDE FULL HEIGHT TILING & NO CORNICE TO ENSUITE, ENS WC, BATHROOM, PDR 1 ELEV. D & PDR 2 ELEV. C NOTE: PROVIDE CONNECTIONS TO NATURAL GAS	AREAS:	GARAGE:	37.08 SQM	DESIGN: VANTAGE 42	DESIGNER metricon BY METRICON 162 Greenhill Road, Parkside SA 5063 Tel: 1300 786 773 www.metricon.com.au Builders Licence No. BLD231776 ACN 005 108 752 COPYRIGHT Metricon Homes owns copyright in this drawing. Unauthorised use, reproduction or adoption is forbidden and will be prosecuted.	OWNER: METRICON HOMES LOT 56 (NO. 1) NEWBURY ST FULHAM JOB NO: 726121 MST VER: DEC 2019 PERMIT No: TBC DWS: N2 CONSTRUCTION DATE: 17.08.22 TOM SHEET: 2 of 14
		GRD FLR:	O'DOOR RM 1:	12.44 SQM	CEILING: 21/25 R		
		FIRST FLR:	O'DOOR RM 2:	19.95 SQM	GARAGE: DOUBLE		
			PORTICO:	10.15 SQM	FLOOR PLAN		
			BALCONY:	10.46 SQM			
		SUBTOTAL:	TOTAL:	422.53 SQM			
				45.48 SQM			



NOTE:
CENTRE ALL WINDOWS & EXTERNAL DOORS INTERNALLY TO ROOM (U.N.O.) INTERNAL HINGED DOORS TO BE CENTRED TO THE HALLWAY

NOTE:
PROVIDE 3 PHASE POWER SUPPLY

NOTE:
PROVIDE FULLY DUCTED REVERSE CYCLE AIR-CONDITIONING SYSTEM

NOTE:
2340mm HIGH INTERNAL DOORS THROUGHOUT U.N.O.

NOTE:
PROVIDE FEATURE GLAZED DOORS TO LAUNDRY, LINEN POWDER 1 & 2, BED 1, WIL 1 & 2.

NOTE:
PROVIDE DOUBLE 35MM JAMB STUDS TO INTERNAL DOORWAYS.

NOTE:
PROVIDE FULL HEIGHT TILING & NO CORNICE TO ENSUITE, ENS WC, BATHROOM, PDR 1 ELEV. D & PDR 2 ELEV. C

NOTE:
PROVIDE CONNECTIONS TO NATURAL GAS

DESIGN: VANTAGE 42

FACADE: STAMFORD **CEILING:** 21/25 R

GARAGE: DOUBLE

FLOOR PLAN

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DESIGNER **m** metricon

BY METRICON
162 Greenhill Road, Parkside SA 5063
Tel: 1300 786 773
www.metricon.com.au
Builders Licence No. BLD231776
ACN 005 108 752
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LOT 56 (NO. 1) NEWBURY ST
FULHAM

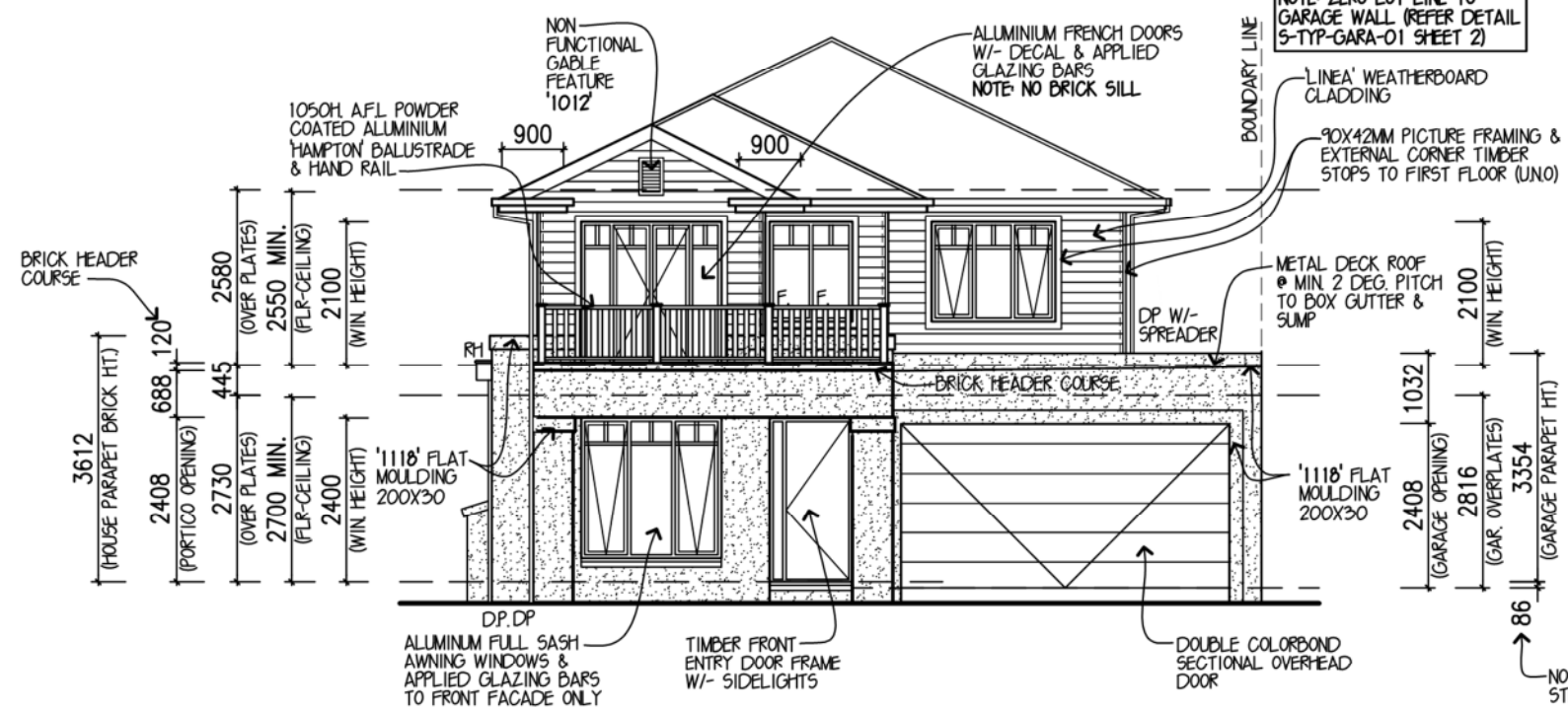
JOB NO: 726121 **MST VER:** DEC 2019

PERMIT No: TBC **DWS:** N2

CONSTRUCTION
DATE: 17.08.22 TOM

SHEET:
3 of 14

IMPORTANT NOTE:
REFER TO FACADE DETAIL
REF. NO. **S-TYP-5TAM-03**



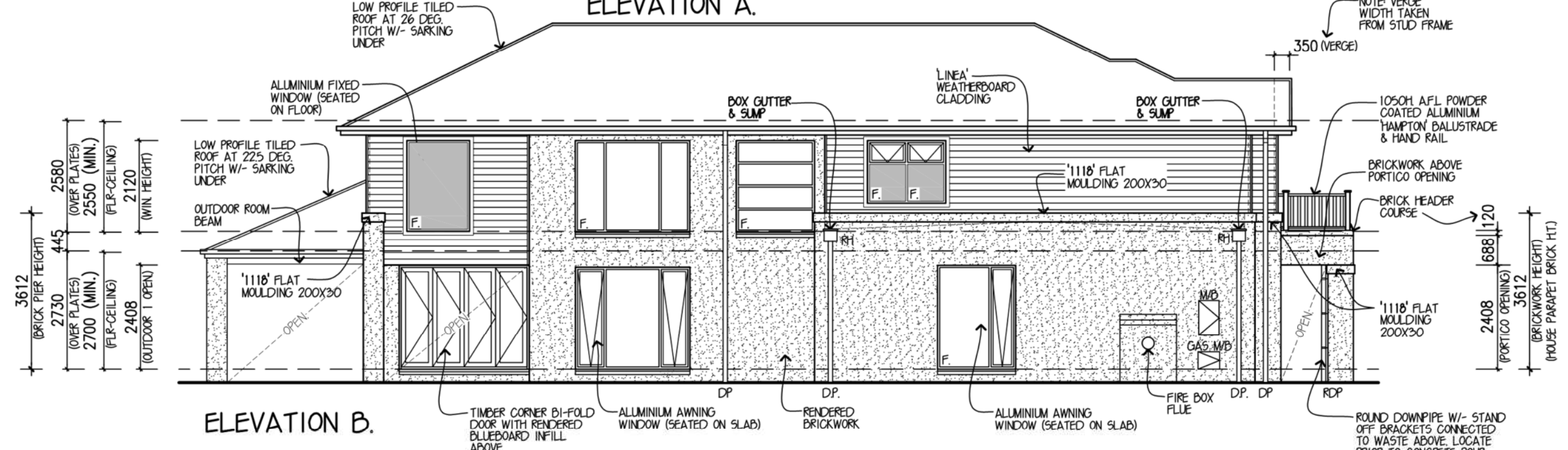
NOTE: ZERO LOT LINE TO
GARAGE WALL (REFER DETAIL
S-TYP-GARA-01 SHEET 2)

NOTE:
450mm eave UNO.

PROVIDE BRICKWORK INFILL
ABOVE ALL GROUND FLOOR
SIDE AND REAR ELEVATION
WINDOWS & DOORS UNLESS
NOTED OTHERWISE.


NOTE:
PROVIDE MIN. 1500MM
OBSCURE GLAZING SILL
HEIGHT TO SIDE WINDOWS,
SHOWN HATCHED

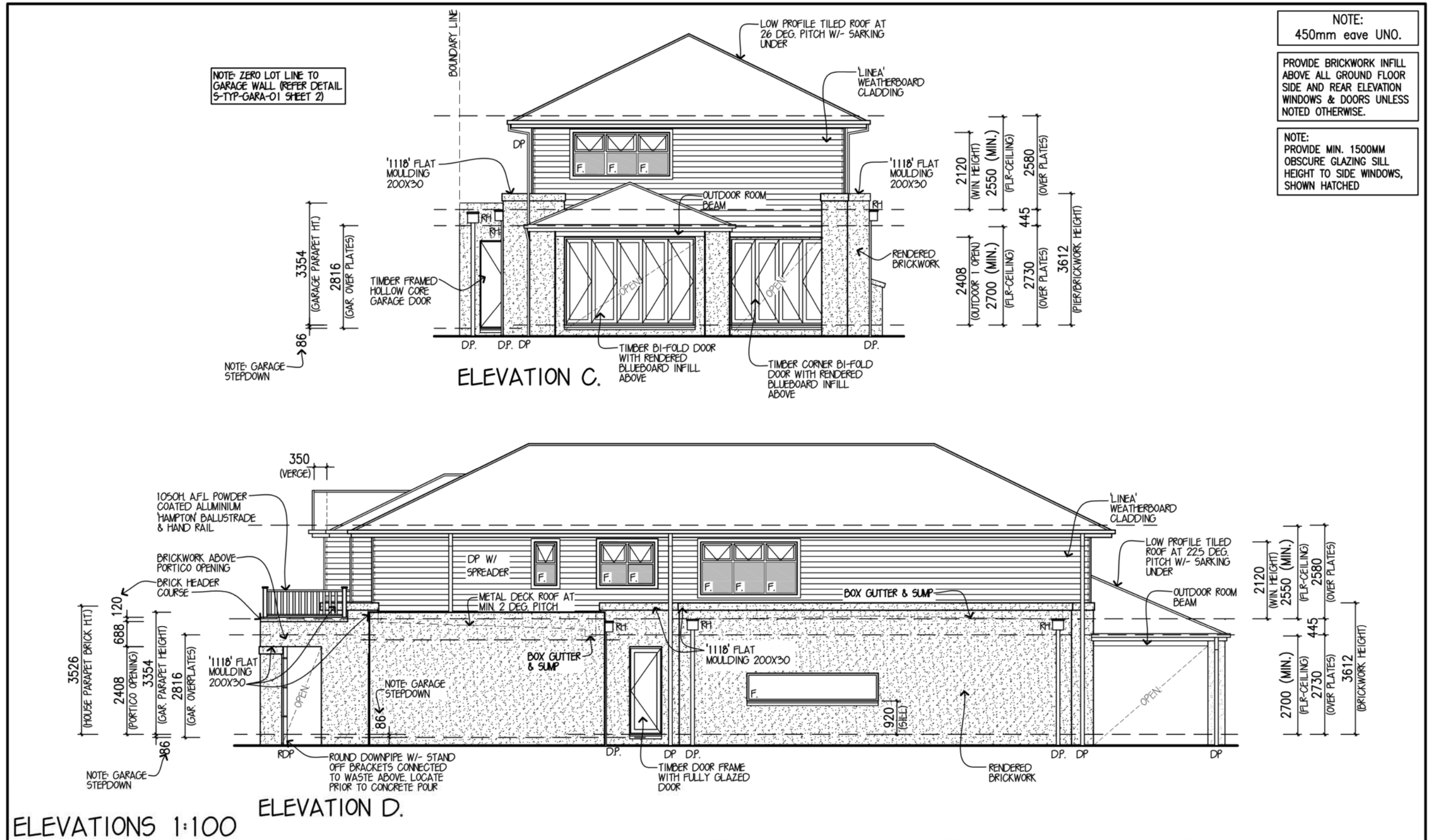
ELEVATION A.



ELEVATION B.

ELEVATIONS 1:100

DESIGN: VANTAGE 42 FACADE: STAMFORD CEILING: 27. R GARAGE: DOUBLE	DESIGNER  BY METRICON 162 Greenhill Road, Parkside SA 5063 Tel: 1300 786 773 www.metricon.com.au Builders Licence No. BLD231776 ACN 005 108 752 COPYRIGHT Metricon Homes owns copyright in this drawing. Unauthorised use, reproduction or adaption is forbidden and will be prosecuted.	OWNER: METRICON HOMES LOT 56 (NO. 1) NEWBURY ST FULHAM	
		JOB NO: 726121 MST VER: DEC 2019	PERMIT No: TBC DWS: N2
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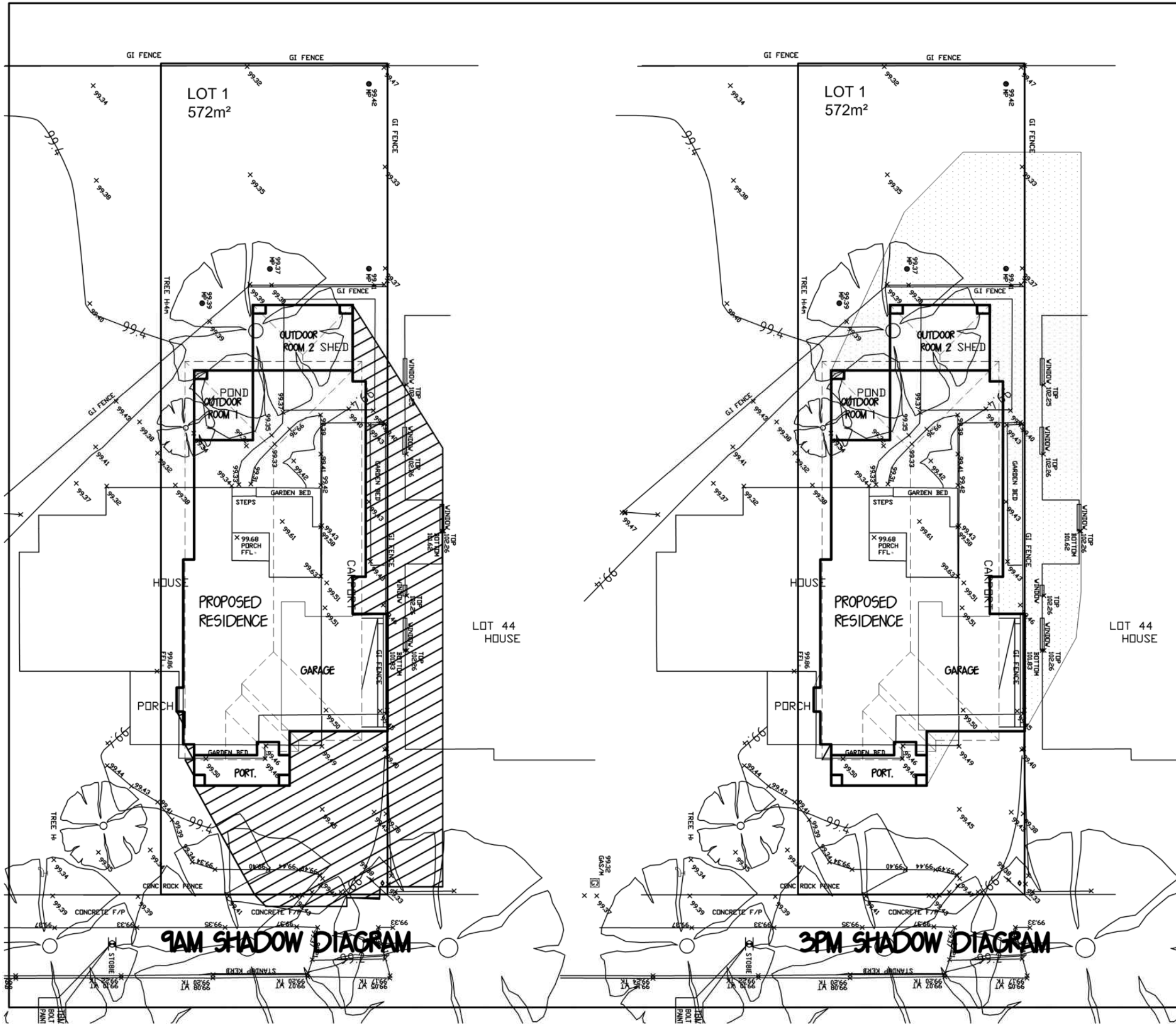
NOTE:
450mm eave UNO.

PROVIDE BRICKWORK INFILL ABOVE ALL GROUND FLOOR SIDE AND REAR ELEVATION WINDOWS & DOORS UNLESS NOTED OTHERWISE.

NOTE:
PROVIDE MIN. 1500MM OBSCURE GLAZING SILL HEIGHT TO SIDE WINDOWS, SHOWN HATCHED

ELEVATIONS 1:100

DESIGN: VANTAGE 42	DESIGNER  BY METRICON 162 Greenhill Road, Parkside SA 5063 Tel: 1300 786 773 www.metricon.com.au Builders Licence No. BLD231776 ACN 005 108 752 COPYRIGHT Metricon Homes owns copyright in this drawing. Unauthorized use, reproduction or adoption is forbidden and will be prosecuted.	OWNER: METRICON HOMES LOT 56 (NO. 1) NEWBURY ST FULHAM	
FACADE: STAMFORD CEILING: 27. R GARAGE: DOUBLE		JOB NO: 726 121 MST VER: DEC 2019	PERMIT No: TBC
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		DATE : 17.08.22 TOM	



SITE AREA	
573.00 m ²	
O/ALL SITE COVERAGE	
236.54 m ²	41.28%
COVENANT APPLICABLE	
N/A	



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DRWN : L.F.	DESIGN : D.A.	DATE : 30-July-21	
No.	REVISION	BY	DATE
A.	RESURVEY	L.F.	27.04.22

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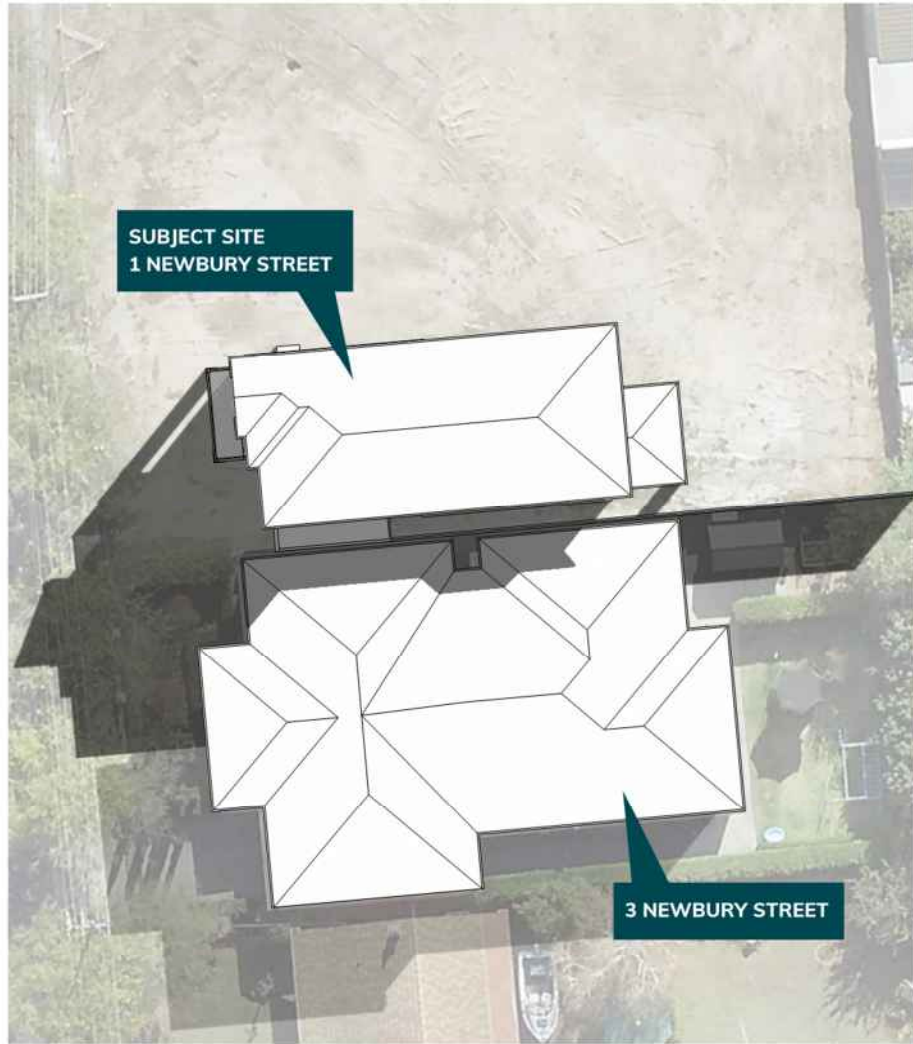
SHADOW DIAGRAMS

metricon

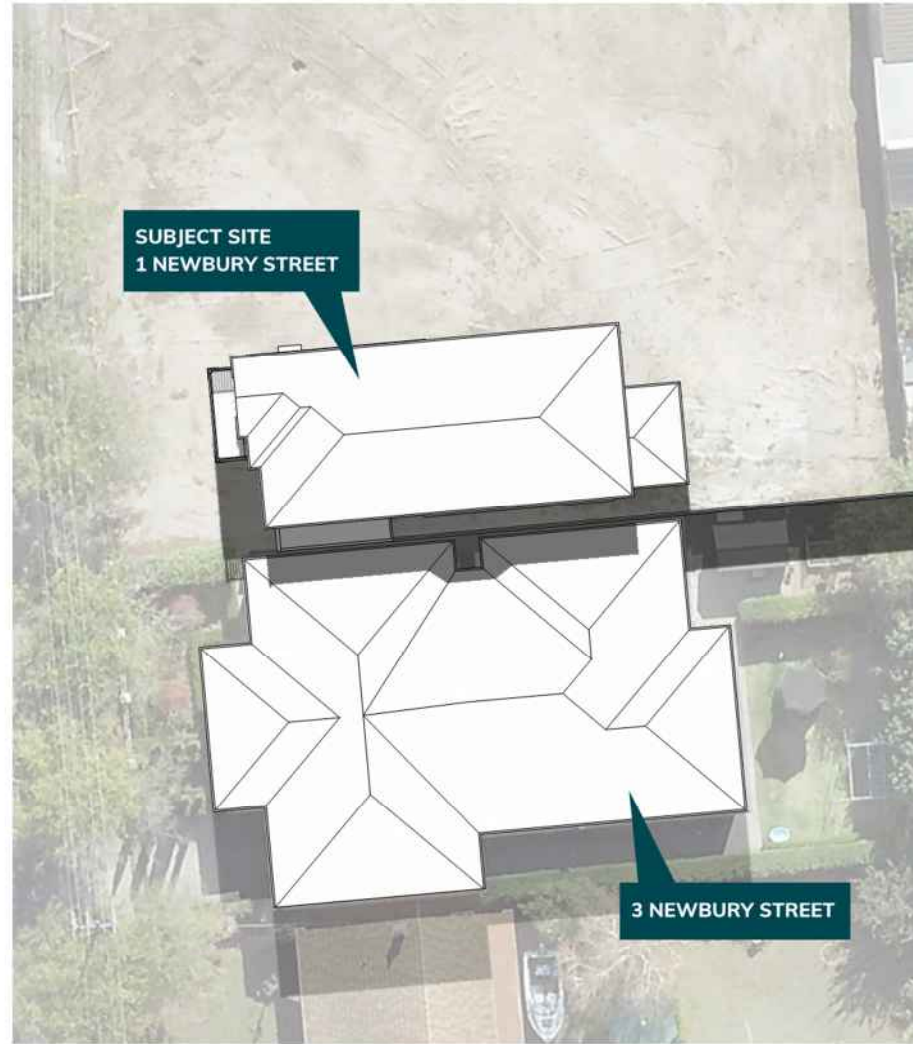
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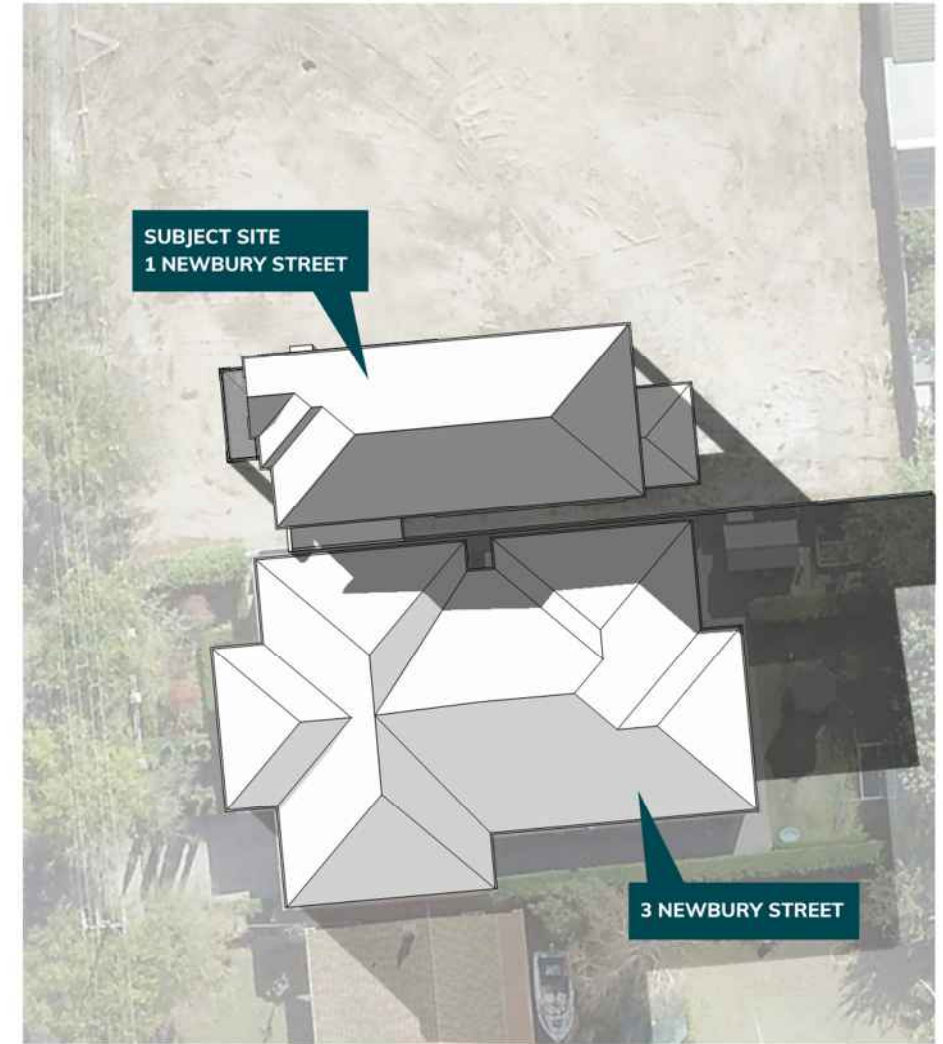
JOB NO: 726121	MST VER: DEC 2019
PERMIT No: TBC	DWS: N2
CONSTRUCTION	SHEET:
DATE : 17.08.22 TOM	1A of 14



WINTER SOLSTICE (21 JUNE) - **9AM**



WINTER SOLSTICE (21 JUNE) - **12PM**



WINTER SOLSTICE (21 JUNE) - **3PM**

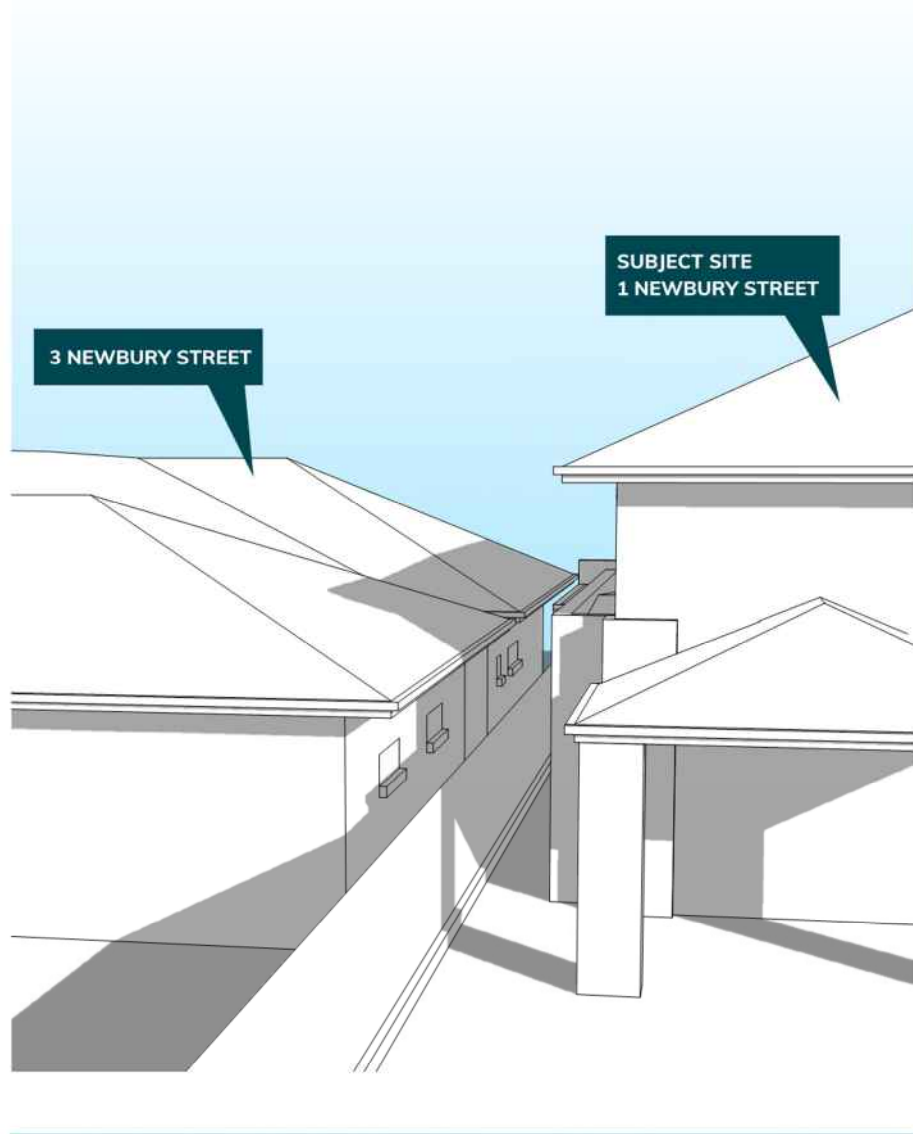
SHADOW DIAGRAMS

Lot 56 (No. 1) Newbury Street, Fulham

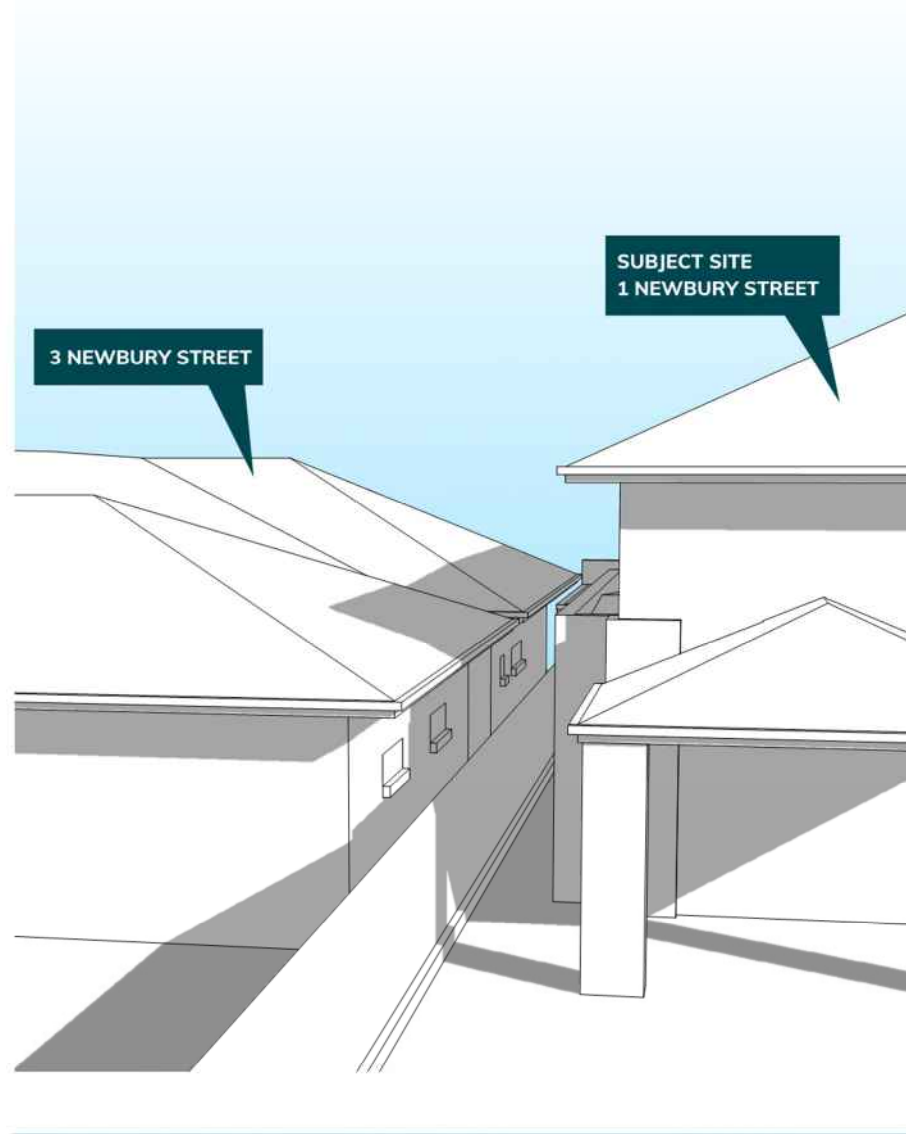
JOB REF.	22ADL-0xxx
PREPARED BY.	MP
DATE.	16.06.22
REVISION.	1



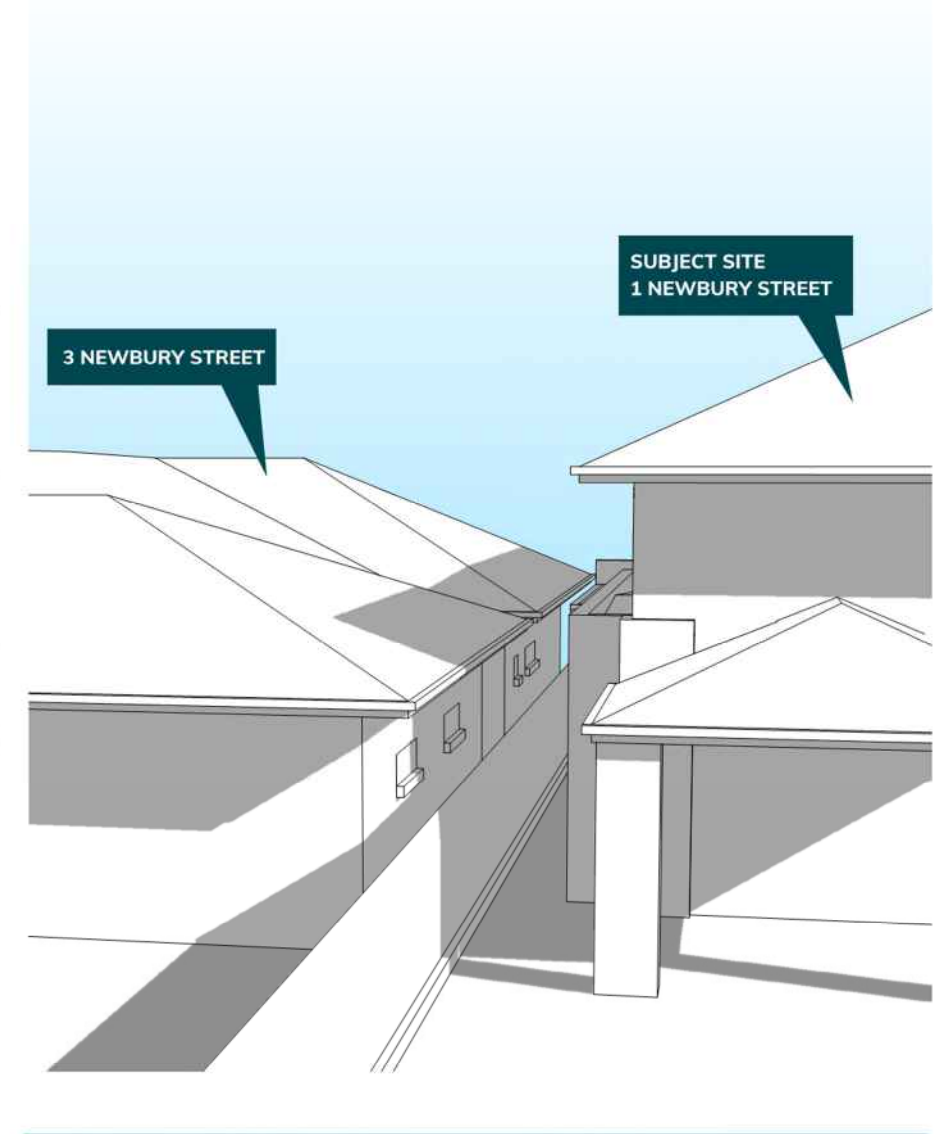
1297-001



WINTER SOLSTICE (21 JUNE) - **9AM**



WINTER SOLSTICE (21 JUNE) - **10AM**



WINTER SOLSTICE (21 JUNE) - **11AM**

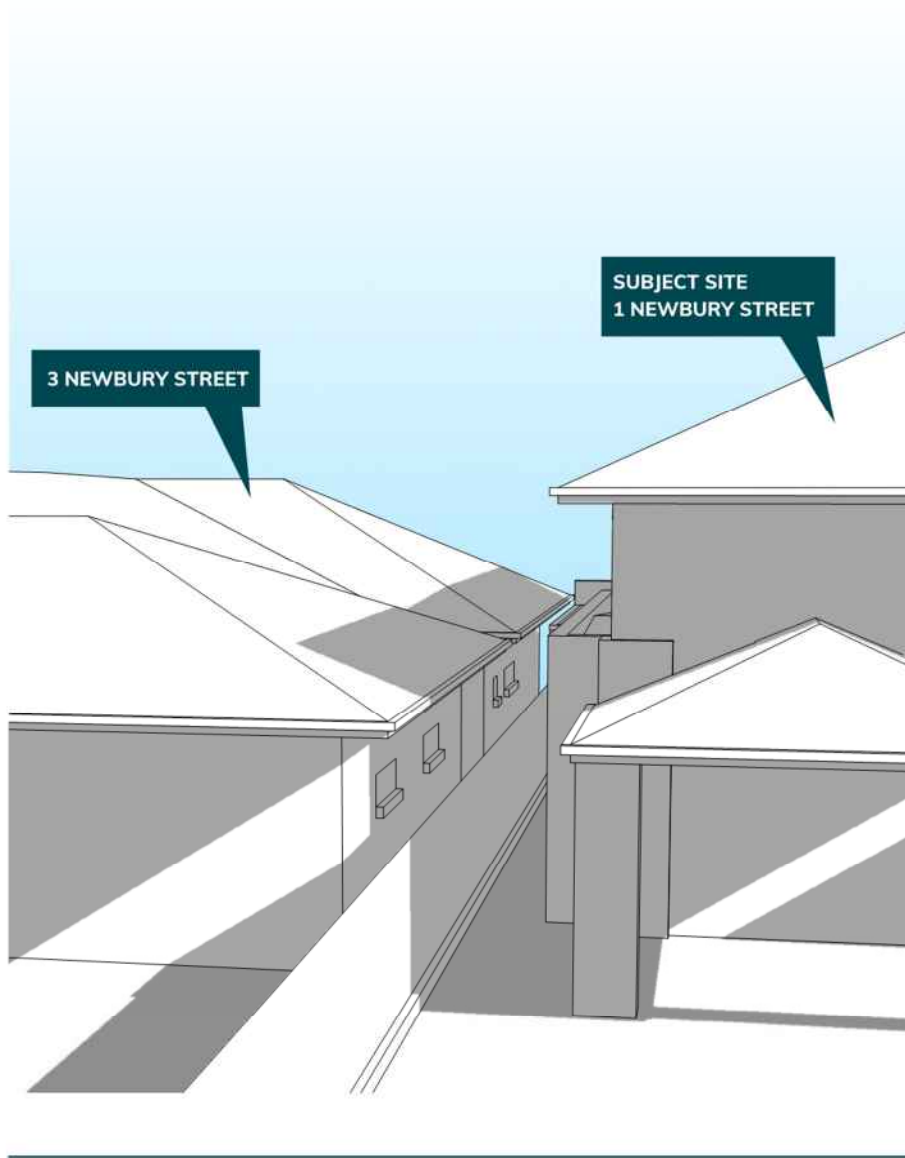
OVERSHADOWING - SOUTHERN BOUNDARY

Lot 56 (No. 1) Newbury Street, Fulham

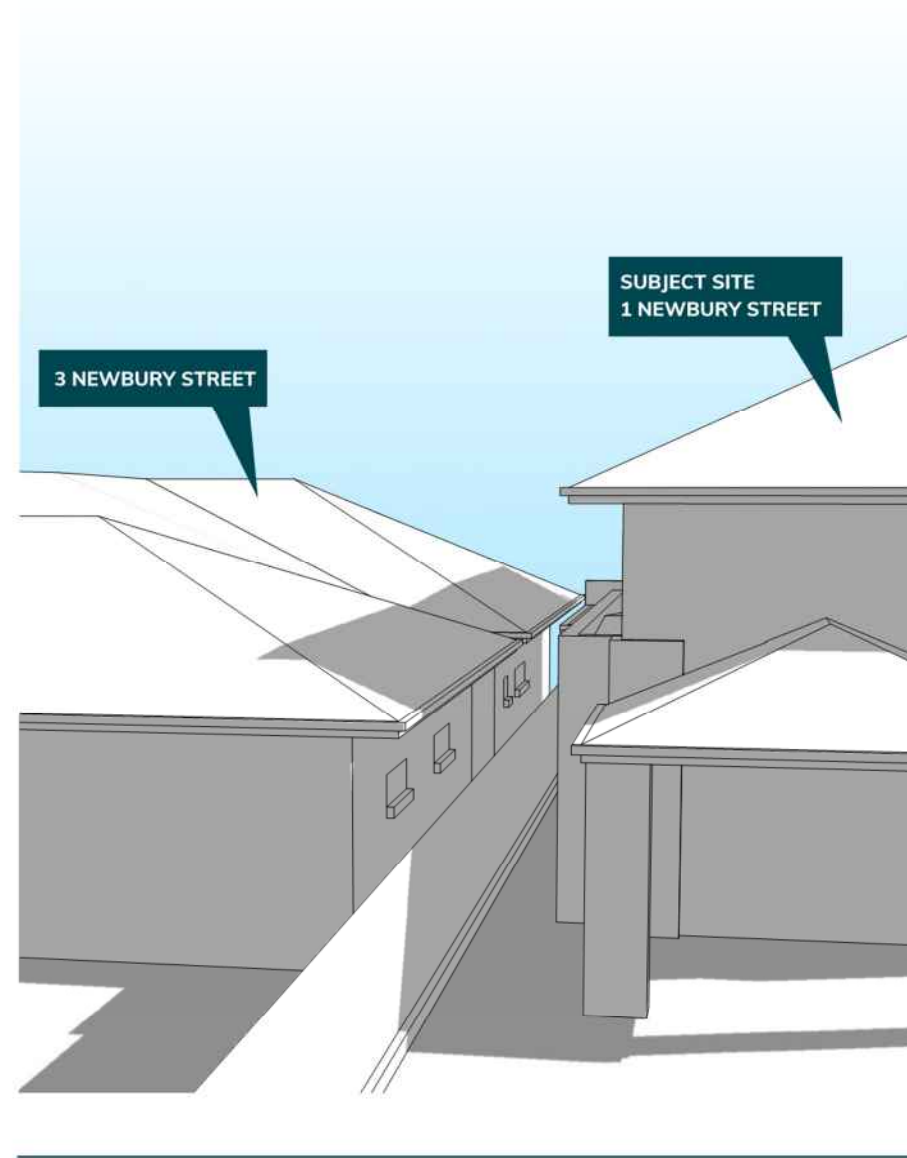
JOB REF. 22ADL-0xxx
PREPARED BY. MP
DATE. 16.06.22
REVISION. 1



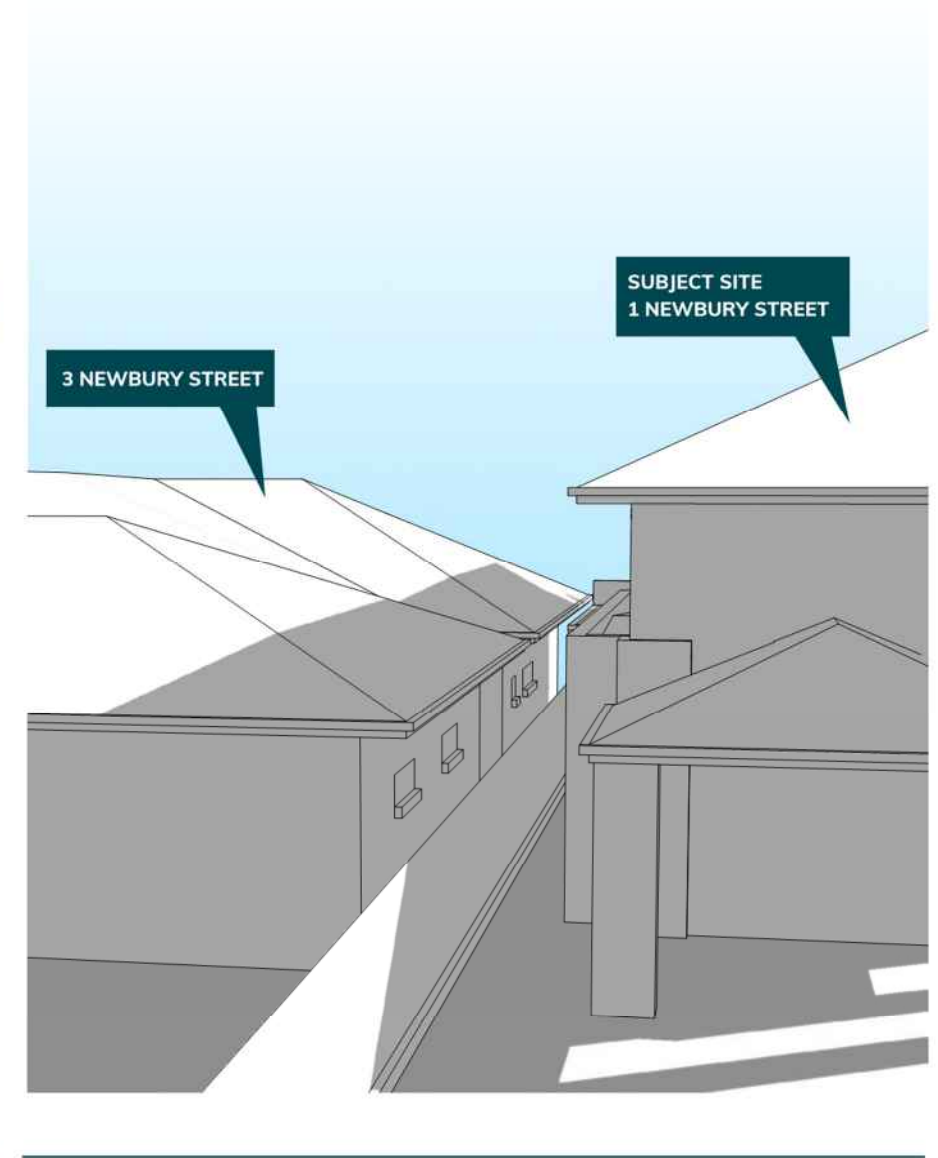
1297-002



WINTER SOLSTICE (21 JUNE) - 12PM



WINTER SOLSTICE (21 JUNE) - 1PM



WINTER SOLSTICE (21 JUNE) - 2PM

OVERSHADOWING - SOUTHERN BOUNDARY

Lot 56 (No. 1) Newbury Street, Fulham

JOB REF.	22ADL-0xxx
PREPARED BY.	MP
DATE.	16.06.22
REVISION.	1



1297-002

SLIP COUPLINGS:
REQUIRED FOR ALL "H", "P" AND "E" SOIL CLASS SITES. REFER TO ENGINEERS SPECIFICATIONS FOR FURTHER INFORMATION.

SITE SCRAPE:
BUILDER TO SCRAPE AND FILL OVER HOUSE AND GARAGE AREA UNTIL LEVEL.

EXCAVATION NOTES:
BUILDER TO EXCAVATE APPROX. SPREAD FILL OVER REMAINING BUILDING AREA TO LEVEL (WHERE POSSIBLE).
EXCAVATIONS TO START MIN 1200MM FROM EDGE OF BUILDING. EMBANKMENT BATTER SLOPES MUST NOT BE STEEPER THAN 45 DEGREES AND MUST NOT TO EXTEND BEYOND TITLE BOUNDARY. (UNLESS NOTED OTHERWISE).
IF REQUIRED BUILDER TO PROVIDE DRIVEWAY ACCESS CUT AT MAX. GRADIENT OF 1:5 (U.N.O)

IF CONCRETE DRIVEWAY IS NOT PROVIDED IT IS THE CUSTOMERS RESPONSIBILITY TO PROVIDE GRADED DRAIN ACROSS GARAGE OPENINGS WHERE REQUIRED TO AVOID PONDING.

STORMWATER DESIGN:
STORMWATER DRAIN AND DOWN PIPE LAYOUT SHOWN IS INDICATIVE ONLY. PROVIDE MINIMUM 90MM DIA U.P.V.C STORMWATER DRAINS WITH MIN 1:100 FALL CONNECTED TO LEGAL POINT OF DISCHARGE. PROVIDE 100MM DIA "SEWER" QUALITY U.P.V.C DRAOMS TP IMBERSODE PF GARAGE CONCRETE SLAB. PROVIDE 300MM GROUND COVER TO ALL DRAINS. GRADE SOIL AWAY FROM PERIMETER OF BUILDING TO AVOID PONDING.

NOTE:
REFER ENGINEER'S REPORT FOR COMPLETE SITE CIVIL DESIGN.

DRAINAGE NOTES:
REFER TO CIVIL PLAN FOR DRAINAGE LAYOUT DRAINAGE BY OWNER/BUILDER.

BRUSH FENCE NOTES:
THERE ARE TO BE NO BRUSH FENCES WITHIN 3.0M OF THE PROPOSED BUILDING WORK IN ACCORDANCE WITH REGULATIONS 76C, DEVELOPMENT REGULATIONS 2008.

PRELIMINARY SITE PLAN NOTES:
SITING IS SUBJECT TO THE CONFIRMATION OF COUNCIL'S BUILDING REGULATIONS AND REQUIREMENTS.

TERMITE PROTECTION:
PROVIDE TERMITE PROTECTION IN ACCORDANCE WITH AS 3660.1

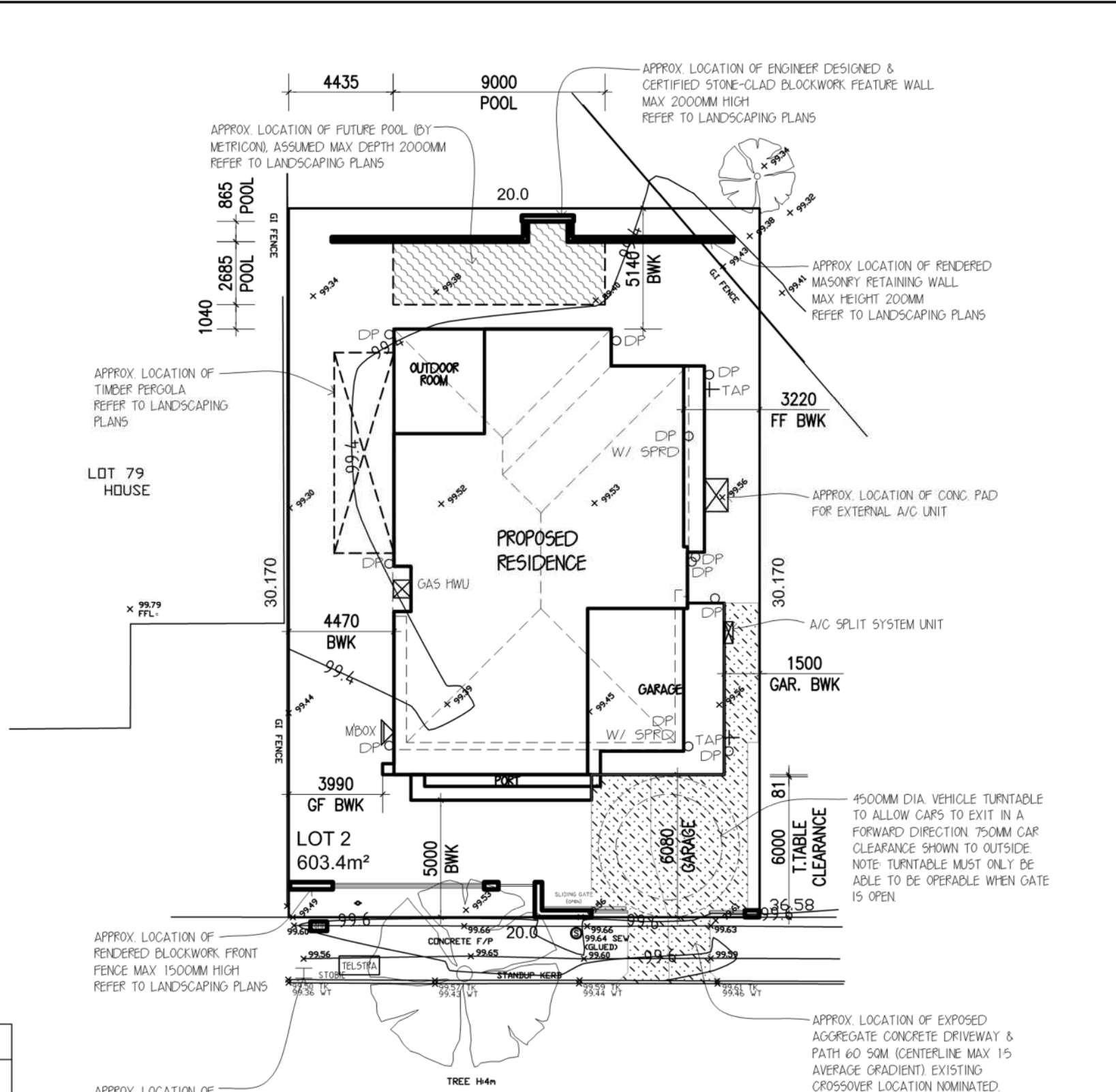
TEMPORARY FENCING:
BUILDER TO PROVIDE FENCING TO ANY UNFENCED BOUNDARIES (LOCAL AUTH. BYLAW).

ENERGY RATING:
DWELLING TO COMPLY W/ THE REQUIRMENTS OF THE NATIONAL CONSTRUCTION CODE OF AUSTRALIA.

NOTE:
THREE PHASE POWER PROVISION FOR A/C SERVICE.

NOTE:
NATURAL GAS AVAILABLE

NOTE:
REFER TO LANDSCAPING PLANS FOR INFORMATION ON LANDSCAPED AREAS, RETAINING WALLS, DRIVEWAY MATERIALS & POOL (IF APPLICABLE).



SURVEY LEGEND

	TEMPORARY BENCH MARK		STORM WATER OUTLET		GAS IP
	MAN HOLE		METAL FENCE		GAS/M
	TREE		GI FENCE		PSM
	WATER METER		TIMBER FENCE		TELSTRA/COMM
	STOBIE		WIRE & POST FENCE		NBN PIT
	LIGHT POLE		BRUSH FENCE		ELECTRICAL PIT
	SEWER IP		BRICK/BLOCK/CONC R/W		SAPN
	PEG		CONC SLEEPER R/W		STORMWATER INSPECTION POINT (SWIP)
	METAL PIN		STONE R/W / GABION R/W		
	STAKE		TIMBER R/W		
	FENCE		TOP OF RETAINING WALL		
			BTM OF RETAINING WALL		

NOTE: REFER ENGINEER'S FOOTING DESIGN.

SOIL CLASSIFICATION 'P / M-D'
REFER SOIL REPORT (REF. NO 32229)

HENLEY BEACH ROAD

1:200 - Orig A3

	SITE AREA	603.40 m ²
	O/ALL SITE COVERAGE	255.46 m ² 42.34%
	COVENANT APPLICABLE	N/A

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JOB No. P32228-30 **SHEET No. 1 of 1** **ISSUE No. A**

DRAWN: L.F. **DESIGN:** D.A. **DATE:** 30-July-21

No.	REVISION	BY	DATE
A.	RESURVEY	L.F.	27.04.22

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SITE PLAN

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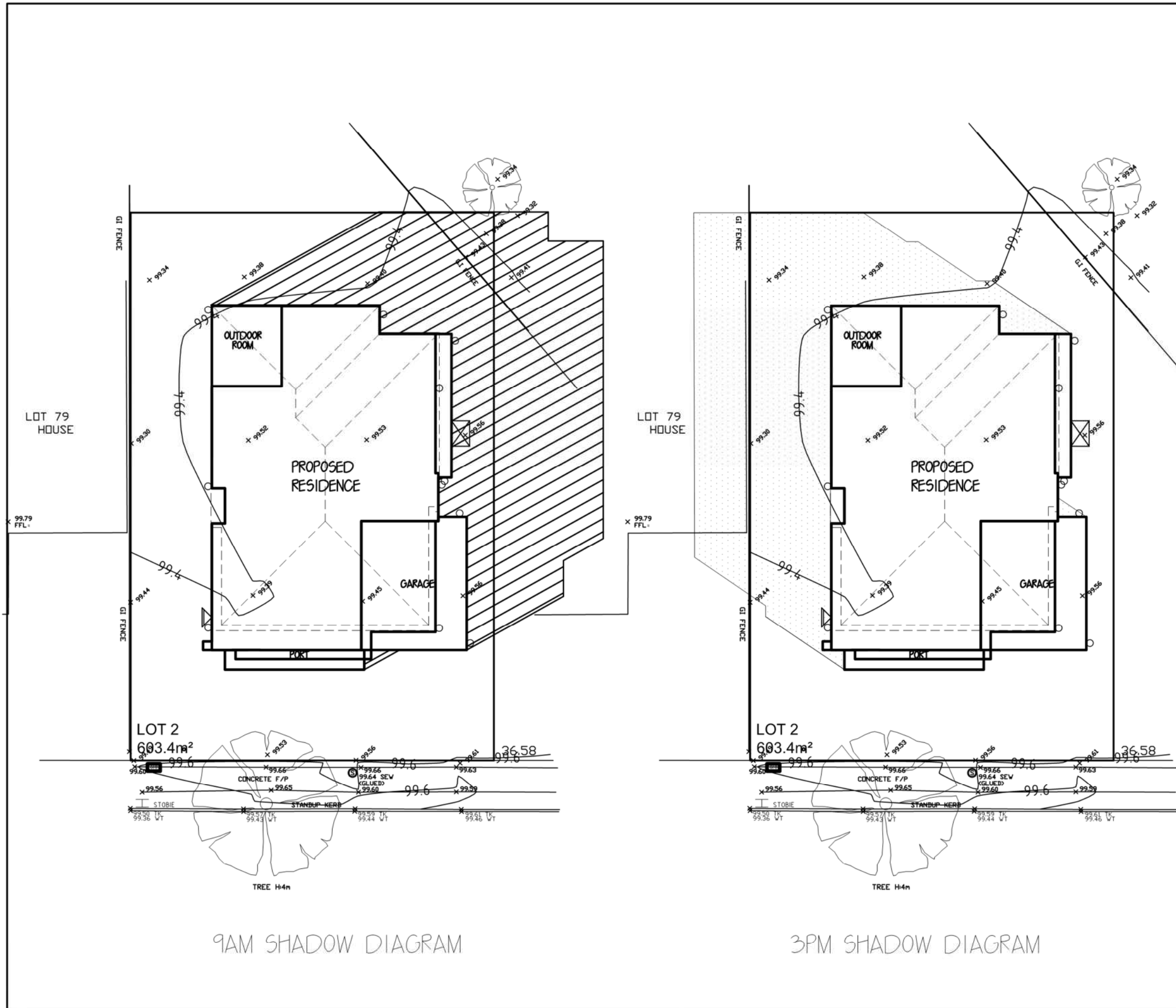
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OWNER: METRICON HOMES
LOT 2 (NO. 525) HENLEY BEACH ROAD, FULHAM

JOB NO: 726120 MST VER: MAY 2019

PERMIT No: TBC DWS: N2

CONSTRUCTION SHEET: 1 of 18
DATE: 04.08.22 JFI



	SITE AREA	
	603.40 m ²	
	O/ALL SITE COVERAGE	
	255.46 m ²	42.34%
COVENANT APPLICABLE		
N/A		

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P32228-30	1 of 1	A
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SHADOW DIAGRAMS

metricon

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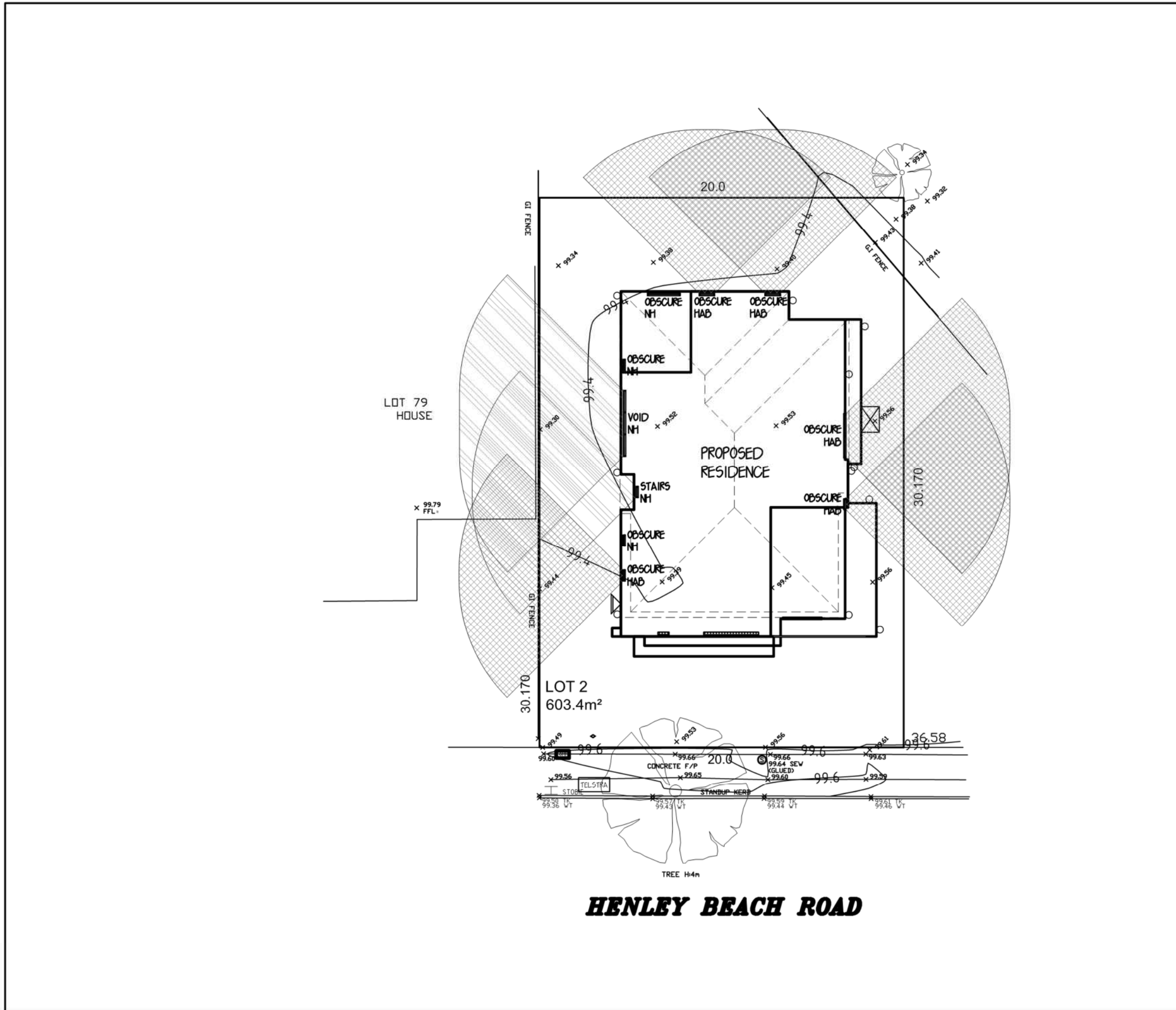
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JOB NO: 726120 | MST VER: MAY 2019

PERMIT No: TBC | DWS: N2

CONSTRUCTION

DATE : 04.08.22 JFI | SHEET: IA of 18



	SITE AREA	
	603.40 m ²	
	O/ALL SITE COVERAGE	
	255.46 m ²	42.34%
COVENANT APPLICABLE		
N/A		

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LEGEND:

WINDOWS THAT DO NOT REQUIRE SCREENING DUE TO GARAGE.	
WINDOWS THAT REQUIRE OBSCURE GLAZING DUE TO BOUNDARY DISTANCE.	
WINDOWS THAT DO NOT REQUIRE SCREENING.	

OVERLOOKING PLAN

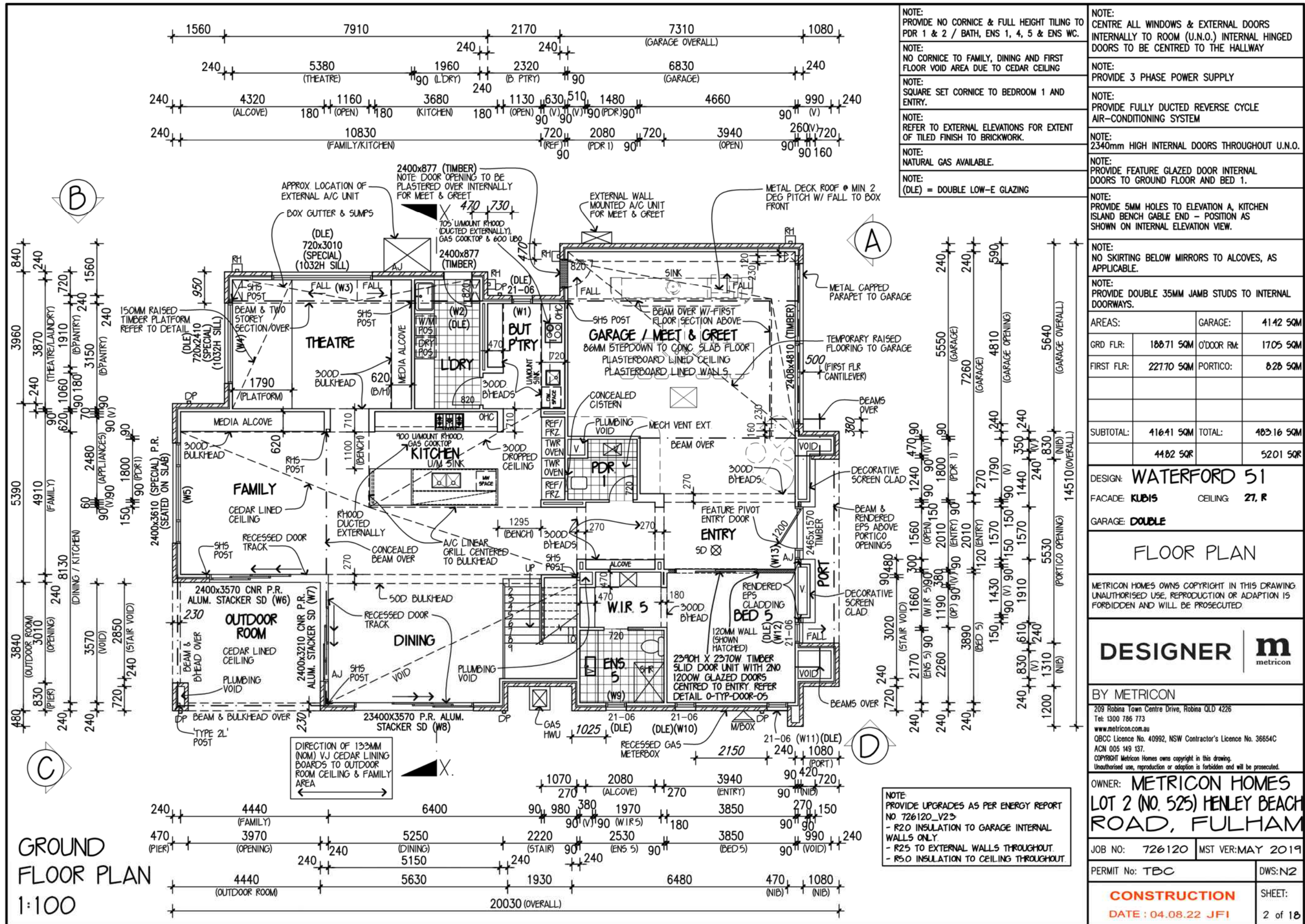
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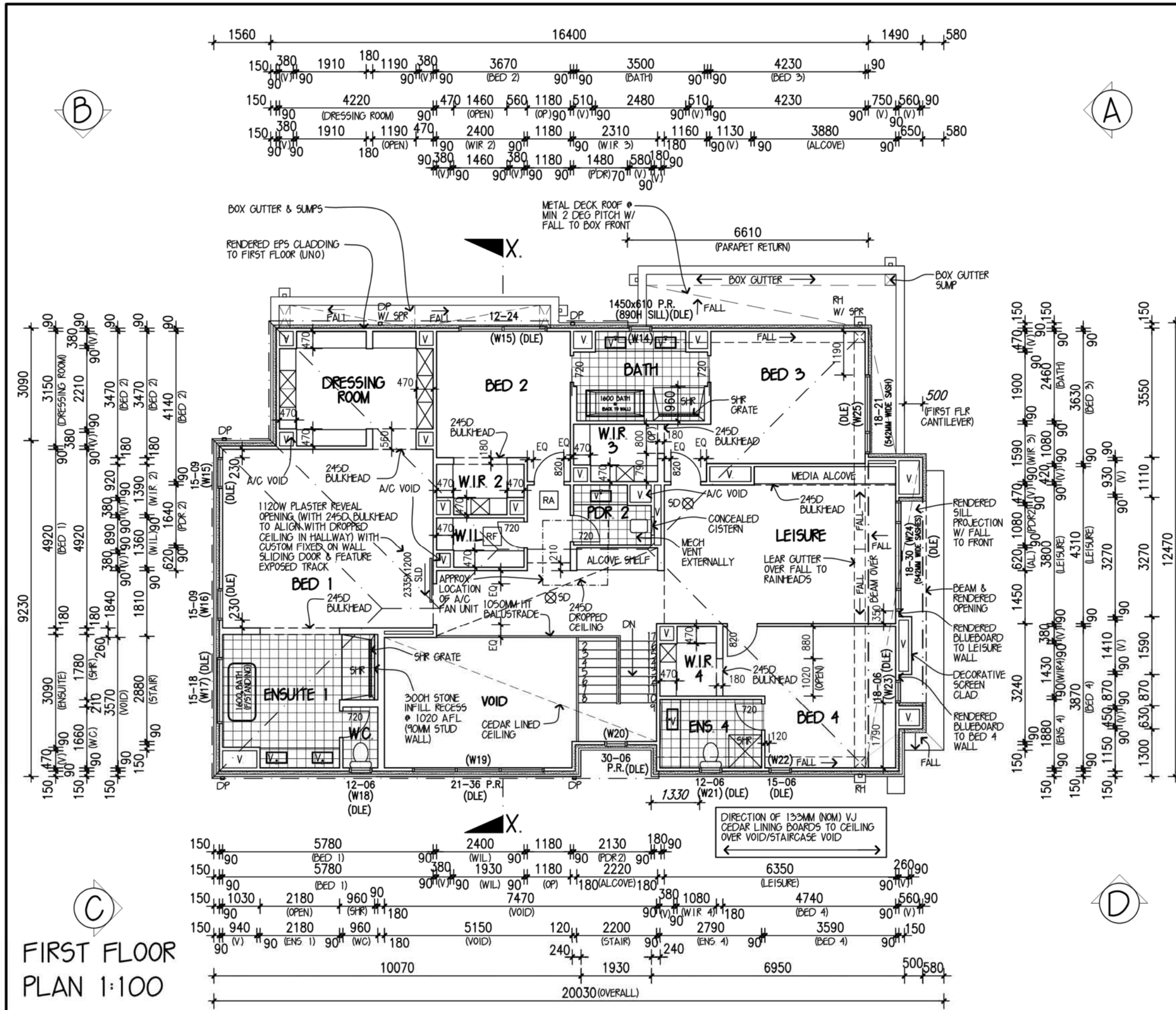
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LOT 2 (NO. 525) HENLEY BEACH ROAD, FULHAM

JOB NO: 726120 **MST VER: MAY 2019**

PERMIT No: TBC **DWS: N2**

CONSTRUCTION **SHEET:**
DATE : 04.08.22 JF1 **1B of 1B**





- NOTE:
CENTRE ALL WINDOWS & EXTERNAL DOORS INTERNALLY TO ROOM (U.N.O.) INTERNAL HINGED DOORS TO BE CENTRED TO THE HALLWAY
- NOTE:
PROVIDE 3 PHASE POWER SUPPLY
- NOTE:
PROVIDE FULLY DUCTED REVERSE CYCLE AIR-CONDITIONING SYSTEM
- NOTE:
2340mm HIGH INTERNAL DOORS THROUGHOUT U.N.O.
- NOTE:
PROVIDE FEATURE GLAZED DOOR INTERNAL DOORS TO GROUND FLOOR AND BED 1.
- NOTE:
PROVIDE CONCEALED "IN WALL" CISTERN, WITHIN 90mm DEEP WALL FRAME (U.N.O.) TO POWDER 1 & 2
- NOTE:
NO SKIRTING BELOW MIRRORS TO ALCOVES, AS APPLICABLE.
- NOTE:
PROVIDE NO CORNICE AND FULL HEIGHT TILING TO PDR 1 & 2 / BATH, ENS 1, 4, 5 AND ENS WC.
- NOTE:
NO CORNICE TO FAMILY, DINING AND FIRST FLOOR VOID AREA DUE TO CEDAR CEILING
- NOTE:
SQUARE SET CORNICE TO BEDROOM 1 AND ENTRY.
- NOTE:
PROVIDE DOUBLE 35MM JAMB STUDS TO INTERNAL DOORWAYS.
- NOTE:
REFER TO EXTERNAL ELEVATIONS FOR EXTENT OF TILED FINISH TO BRICKWORK.

DESIGN: **WATERFORD 51**
 FACADE: **KUBIS** CEILING: **27, R**
 GARAGE: **DOUBLE**

FLOOR PLAN

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DESIGNER **metricon**

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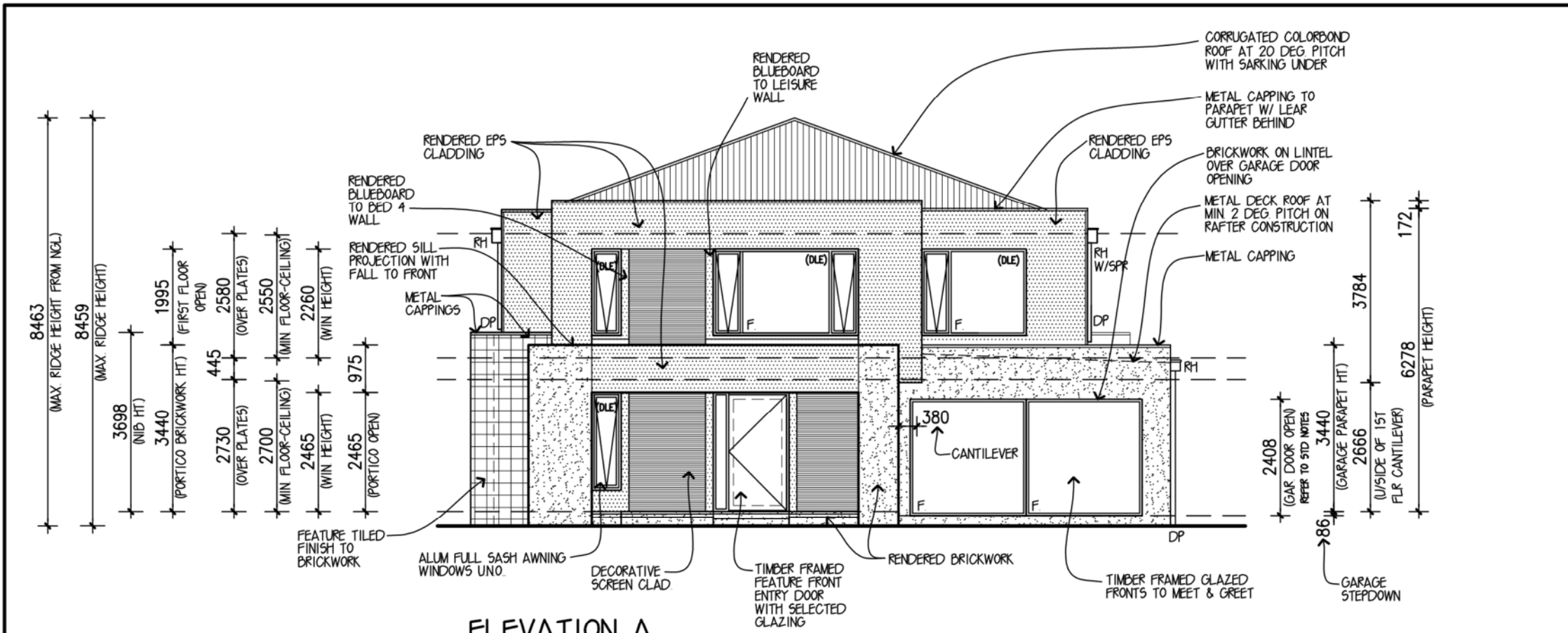
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JOB NO: **726120** MST VER: **MAY 2019**

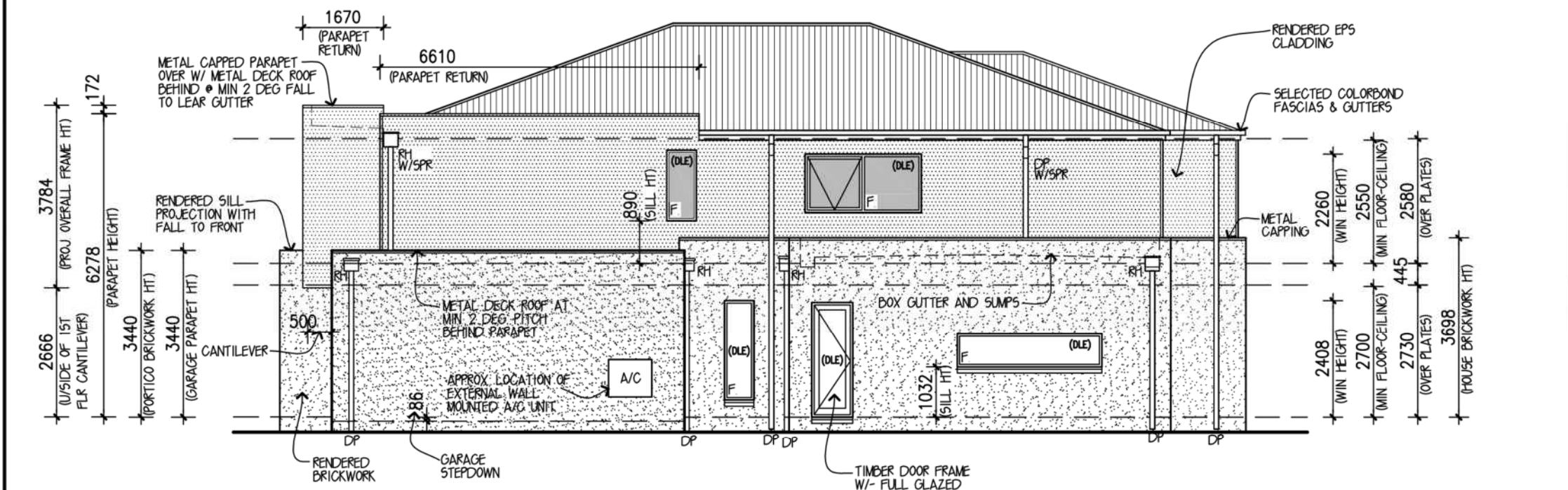
PERMIT No: **TBC** DWS: **N2**

CONSTRUCTION SHEET:
 DATE: **04.08.22 JF1** **3 of 18**

FIRST FLOOR PLAN 1:100



ELEVATION A.



ELEVATION B.

ELEVATIONS 1:100

NOTE: FLUSH EAVE UNO.
GF FLUSH EAVE TO BWK=160MM TO FRAME.
FF FLUSH EAVE TO EPS=100MM TO FRAME.

NOTE: BRICKWORK ABOVE ALL GROUND FLOOR OPENINGS WHERE APPLICABLE U.N.O.

NOTE: PROVIDE RENDERED EPS ABOVE FRONT ENTRY DOOR & GROUND FLOOR FRONT ELEVATION WINDOW (U.N.O.)

NOTE: PROVIDE OBSCURE GLAZING TO SIDE AND REAR HABITABLE WINDOWS, SHOWN HATCHED

DESIGN: WATERFORD 51
FACADE: KUBIS CEILING: 27, R
GARAGE: DOUBLE

ELEVATIONS

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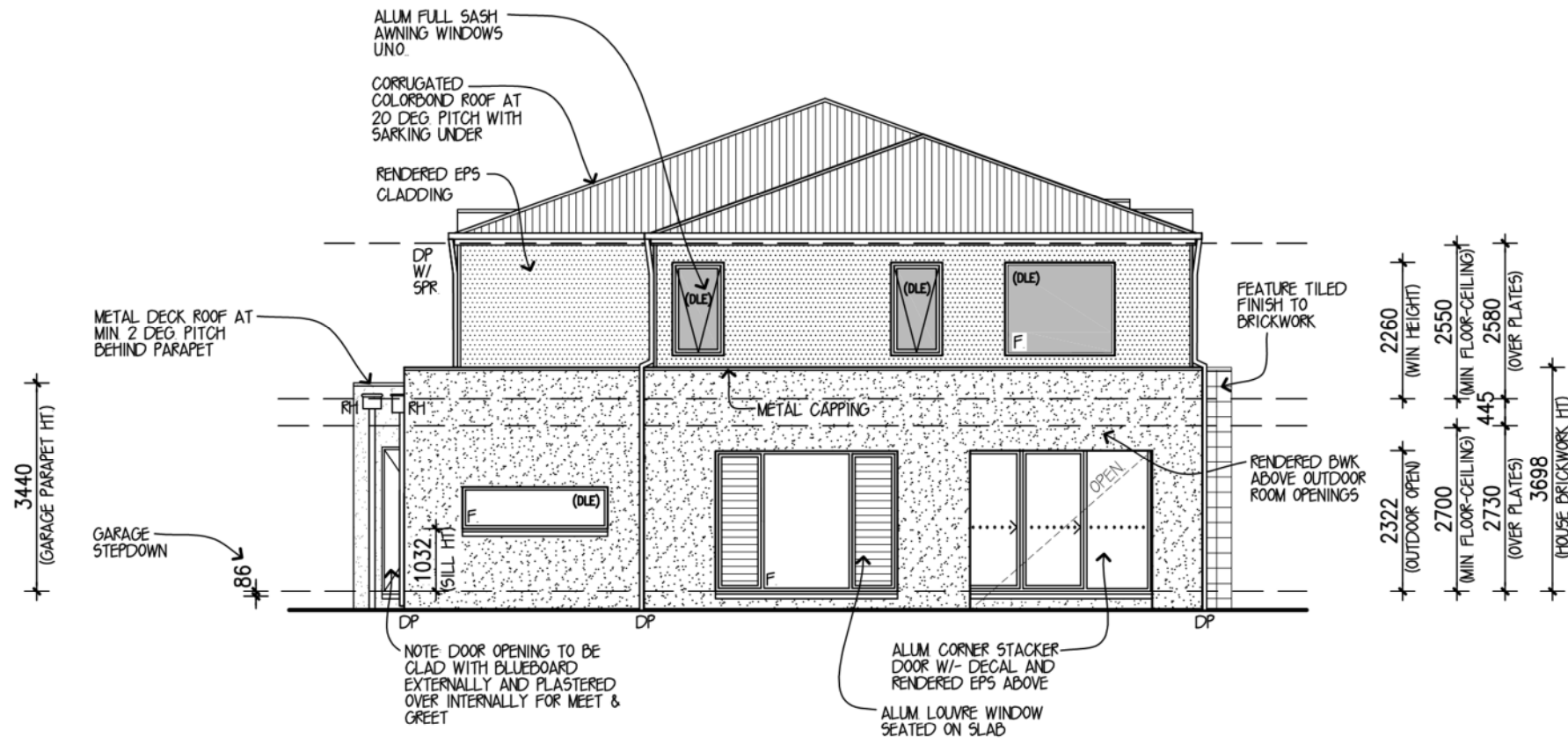
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LOT 2 (NO. 525) HENLEY BEACH
ROAD, FULHAM

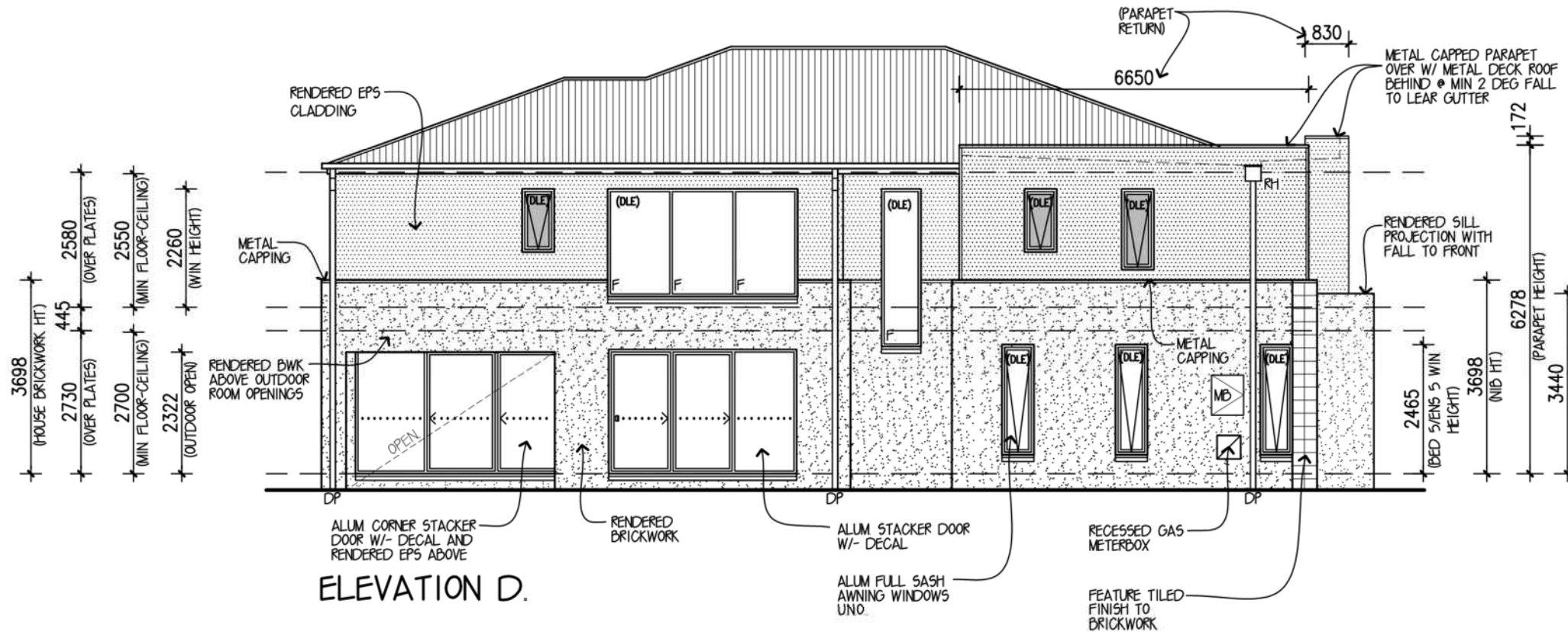
JOB NO: 726120 MST VER: MAY 2019

PERMIT No: TBC DWS: N2

CONSTRUCTION SHEET:
DATE: 04.08.22 JFI 4 of 18



ELEVATION C.



ELEVATION D.

ELEVATIONS 1:100

NOTE: FLUSH EAVE UNO.
GF FLUSH EAVE TO BWK=160MM TO FRAME.
FF FLUSH EAVE TO EPS=100MM TO FRAME.

NOTE: BRICKWORK ABOVE ALL GROUND FLOOR OPENINGS WHERE APPLICABLE U.N.O.

NOTE: PROVIDE OBSCURE GLAZING TO SIDE AND REAR HABITABLE WINDOWS, SHOWN HATCHED

NOTE: (DLE) = DOUBLE LOW-E GLAZING

DESIGN: WATERFORD 51
FACADE: KUBIS CEILING: 27, R
GARAGE: DOUBLE

ELEVATIONS

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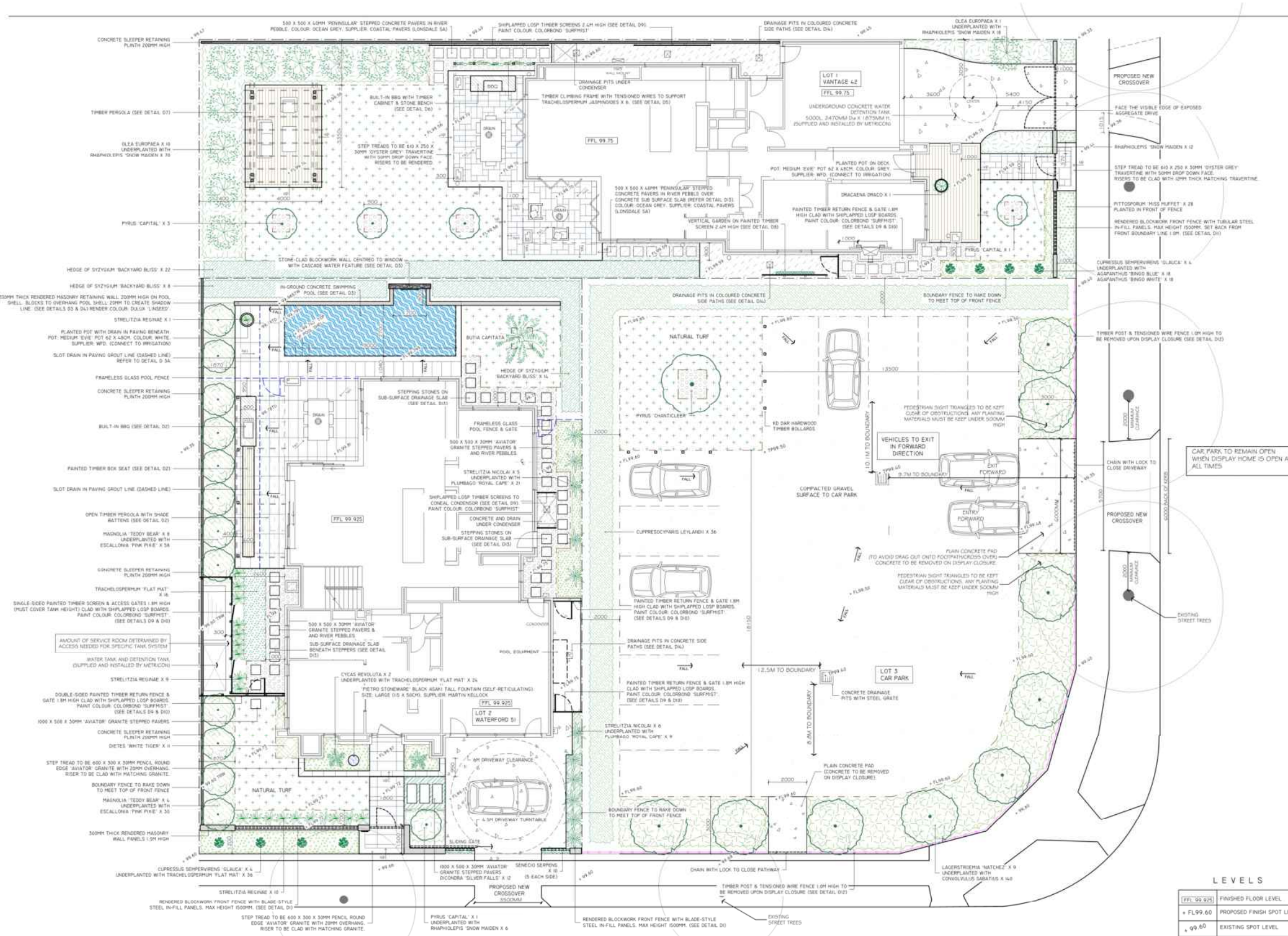
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LOT 2 (NO. 525) HENLEY BEACH
ROAD, FULHAM

JOB NO: 726120 MST VER: MAY 2019

PERMIT No: TBC DWS: N2

CONSTRUCTION SHEET:
DATE: 04.08.22 JFI 5 of 18



EXPOSED AGGREGATE CONCRETE DRIVEWAY. SUPPLIER: HANSON. PRODUCT: IMAGRETE EXPOSE MIX COLOUR: 'EAGLE POINT'.	
COLOURED CONCRETE SIDE PATHS. COLOUR: HANSON 'CHARCOAL'. WITH DRAINAGE PITS (SEE DETAIL D14).	
SUB-SURFACE CONCRETE DRAINAGE SLABS. (SEE DETAIL D15)	
COMPACTED GRAVEL SURFACE TO CAR PARK.	
STONE PAVING ON CONCRETE SLAB - LOT 1. STONE: 'OYSTER GREY' TRAVERTINE. SIZE: FRENCH ASHLAR PATTERN. SUPPLIER: NATIONAL TILES	
STONE PAVING ON CONCRETE SLAB - LOT 2. STONE: 'AVIATOR' GRANITE. SIZE: 1000 X 500 X 30MM. SUPPLIER: ALLSTONE (ADELAIDE)	
RIVER PEBBLE MULCH. SIZE: 20-40MM.	
TIMBER DECK ON CONCRETE SLAB - (SEE DETAILS D15-17) TIMBER: 140 X 19MM 'HERRAU' (PICTURE FRAME EDGE). FIXING: PRE-DRILLED & FIXED WITH 10 GAUGE STAINLESS STEEL SQUARE DRIVE SCREWS. STAIN: 'SKENES' 'EBONY'	
SYNTHETIC TURF GRASS.	
NATURAL INSTANT TURF GRASS. SPECIES: KIKUYU	
TIMBER GARDEN EDGING. 70 X 25MM ACG TREATED PINE TIMBER GARDEN EDGING	
1.8M HIGH COLORBOND STEEL BOUNDARY FENCE TO MATCH EXISTING. TO BE SAVED DOWN IN FRONT GARDENS TO MEET TOP OF FRONT FENCES.	
TEMPORARY 1.0M HIGH TIMBER POST & TENSIONED WIRE FRONT FENCING TO BE REMOVED UPON DISPLAY CLOSURE. (SEE DETAIL D21)	

SPECIES	COMMON NAME	POT SIZE	HEIGHT NO.
AGAPANTHUS 'BINGO BLUE'	AGAPANTHUS	20CM	18
AGAPANTHUS 'BINGO WHITE'	AGAPANTHUS	20CM	18
BUTIA CAPITATA	JELLY PALM	15L	1
CONVOLVULUS SABATIUS	MORCCAN GLOWY	20CM	14.0
CUPRESSOCYPRIS LEYLANDII	LEYLANDS CYPRESS	40CM 1.5M	36
CUPRESSUS SEMPERVIRENS 'GLAUKA'	PENCIL PINE	100L 2.0M	8
CYCAS REVOLUTA	CYCAD	75L	2
DICHONDRA REPENS 'SILVER FALLS'	SILVER FALLS	14CM	15
DRAECAENA DRACO	DRAGON TREE	40CM	1
DIETES 'WHITE TIGER'	WILD IRIS	20CM	11
ESCALLONIA 'PINK PIKE'	ESCALLONIA	20CM	88
LAGERSTROEMIA 'NATCHEZ' (INFO BELOW)	CREPE MYRTLE	100L 2.4M	9
MAGNOLIA 'TEDDY BEAR' (INFO BELOW)	MAGNOLIA	100L 2.4M	12
OLEA EUROPAEA (INFO BELOW)	OLIVE	100L 2.4M	11
PITISPORUM TOBIIRA 'MISS HUFFETT'	MOCK ORANGE	53CM	28
PLUMBAGO 'ROYAL CAPE'	PLUMBAGO	20CM	30
PYRUS 'CAPITAL' (INFO BELOW)	ORNAMENTAL PEAR	100L 2.6M	5
PYRUS 'CHANTICLEER' (INFO BELOW)	ORNAMENTAL PEAR	100L 2.4M	1
RHAPHOLEPIS 'SNOW MAIDEN'	INDIAN HAWTHORN	20CM	106
SENECIO SERPENS	BLUE CHALK STICKS	20CM	10
STRELTIZIA NICOLAI	GIANT BIRD OF PARADISE	50CM	10
STRELTIZIA REGINAE	BIRD OF PARADISE	53CM	20
SYZYGIUM 'BACKYARD BLISS'	LILLY PILLY	50CM 1.8M	44
TRACHELOSPERMUM 'FLAT MAT'	STAR JASMINE	20CM	76
TRACHELOSPERMUM JASMINOIDES	STAR JASMINE	40CM	6

PROPOSED TREE INFORMATION					
Botanical name	Common Name	Mature Height	Size (mm)	Flower	Foliage
Agave attenuata	White Crepe Myrtle	8000	8000	White	Green, dense
Agave attenuata	White Crepe Myrtle	8000	8000	White	Green
Agave attenuata	White Crepe Myrtle	8000	8000	White	Green
Agave attenuata	White Crepe Myrtle	8000	8000	White	Green
Agave attenuata	White Crepe Myrtle	8000	8000	White	Green

LEVELS	
FFL 99.926	FINISHED FLOOR LEVEL
+ FL 99.60	PROPOSED FINISH SPOT LEVEL
+ 99.60	EXISTING SPOT LEVEL

525 HENLEY BEACH ROAD FULHAM SA

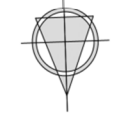


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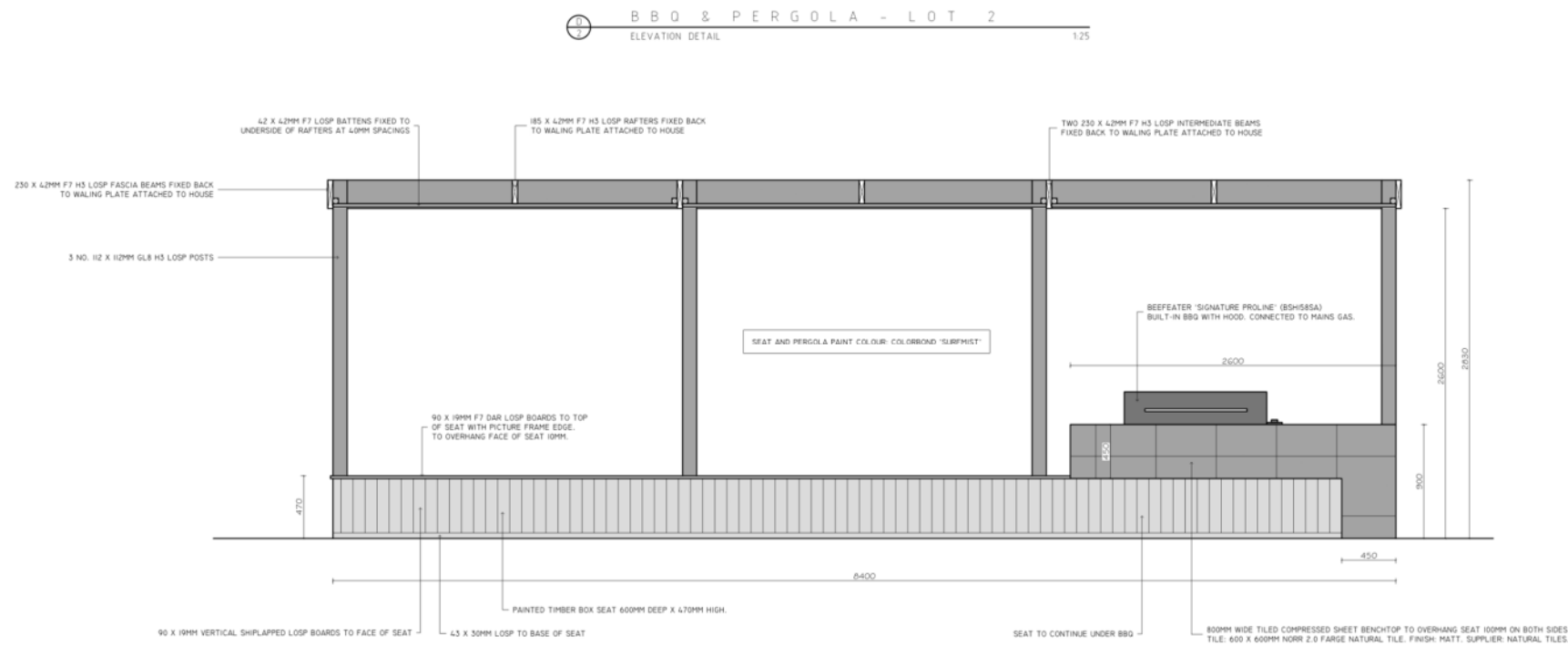
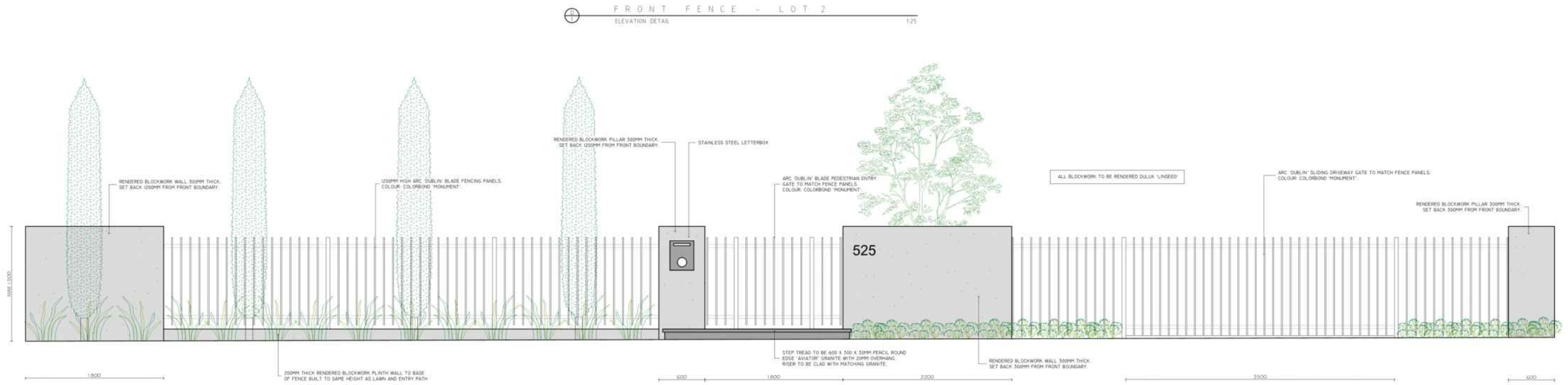
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NOTES
UNLESS SPECIFIED OTHERWISE (EG. PEBBLE MULCH) ALL GARDEN BEDS TO BE MULCHED WITH FINE SHREDDED PINE BARK (DYED BLACK) 75MM DEEP AND MINIMUM 250MM DEPTH 'SANDY LOAM' ADDED TO TOPSOIL.
AUTOMATED IRRIGATION SYSTEM TO BE INSTALLED WITH DEDICATED CONTROLLER SUCH AS 'HUNTER X CORE' OR SIMILAR. SYSTEM TO BE CONNECTED TO RAIN SENSOR.
GRID OF 15MM POLYETHYLENE DRIP-LINE INSTALLED TO ALL GARDEN BEDS & PLANTER BOXES AT MAXIMUM 400MM SPACINGS. CLAMPS TO BE STAINLESS STEEL SUCH AS TORO 'HIPPO' IRRIGATION CLAMPS OR SIMILAR, IN LIEU OF PLASTIC.
TRICKLERS TO BE INSTALLED TO ALL POTS. POT TRICKLERS TO BE ON SEPARATE ZONE TO GARDEN BEDS.

NOTES
ALL IRRIGATED POTS ON PAVING SURFACES MUST HAVE DRAIN INSTALLED BENEATH.
UNLESS SPECIFIED OTHERWISE, ALL STEP TREADS ARE TO BE 300 - 350MM DEEP. STEP RISERS TO BE MAXIMUM 80MM HIGH.
SEPARATE CAPPED WATER POINT TO BE PROVIDED AT FRONT TAP BY METRICON BUILDING TEAM FOR CONNECTION OF IRRIGATION. LANDSCAPE CONTRACTOR MUST INSTALL APPROVED BACKFLOW PREVENTION DEVICE (RPZ VALVE) TO ALL WATER SUPPLY POINTS.
TIMBER GARDEN EDGING TO BE 70 X 25MM ACG TREATED PINE.



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revision: V9
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page: 1 of 7



525 HENLEY BEACH ROAD FULHAM SA

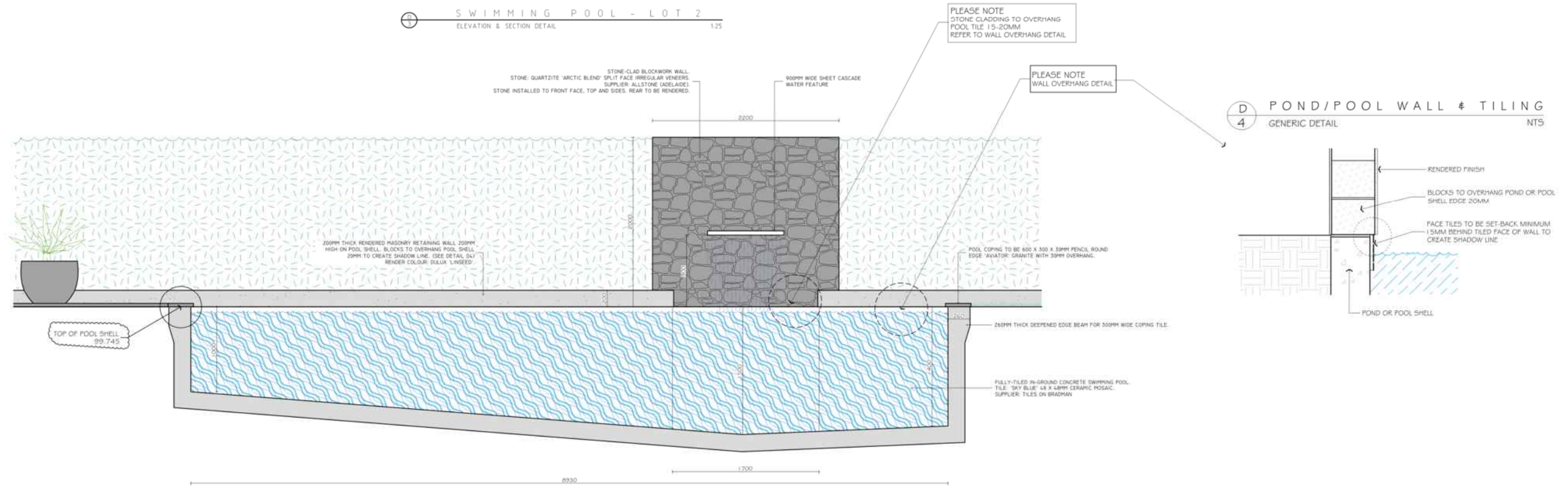
LANDSCAPE PLAN

metricon

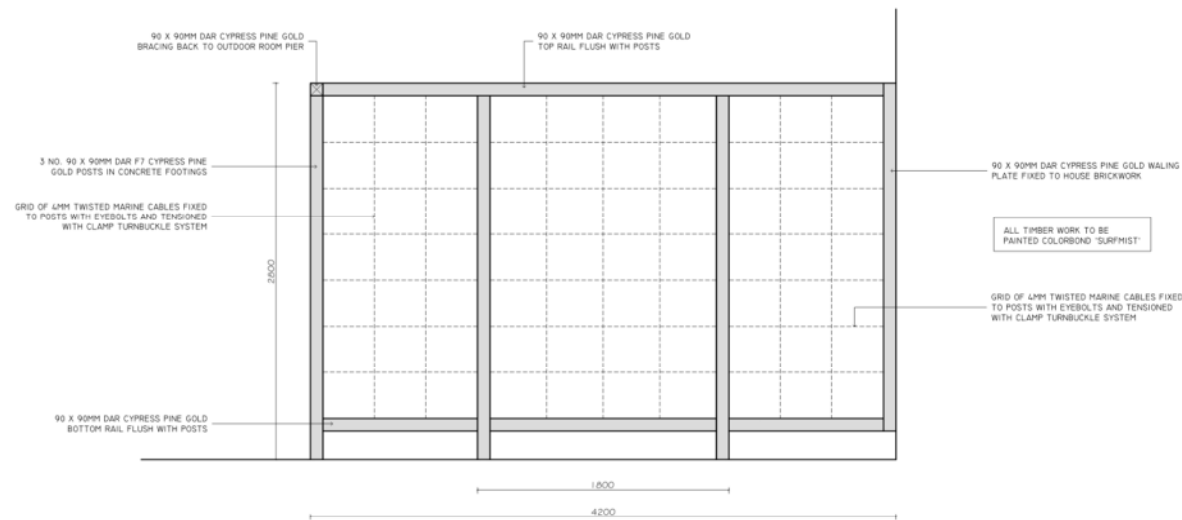
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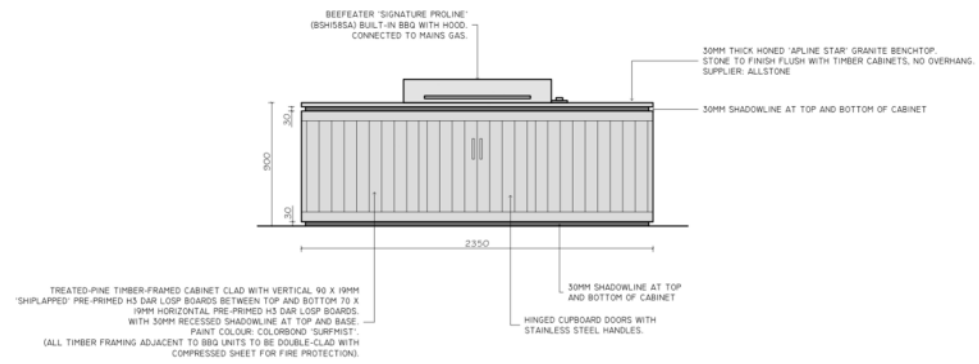
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 revision: V9
 scale: 1:25
 sheet size: A1
 page: 2 of 7



CLIMBING FRAME - LOT 1
ELEVATION DETAIL 1:25



BBO - LOT 1
ELEVATION DETAIL 1:25



525 HENLEY BEACH ROAD FULHAM SA

LANDSCAPE PLAN

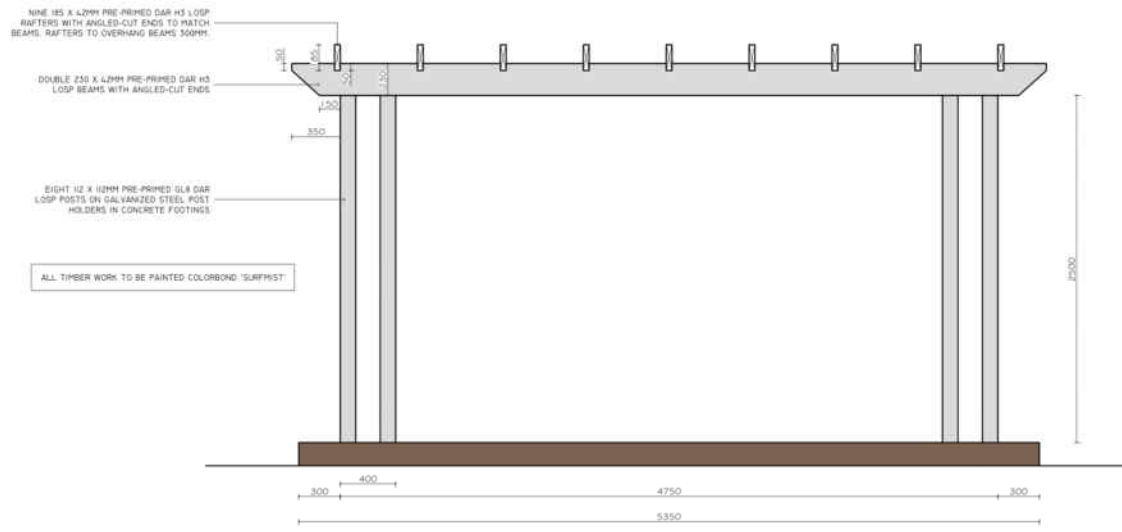
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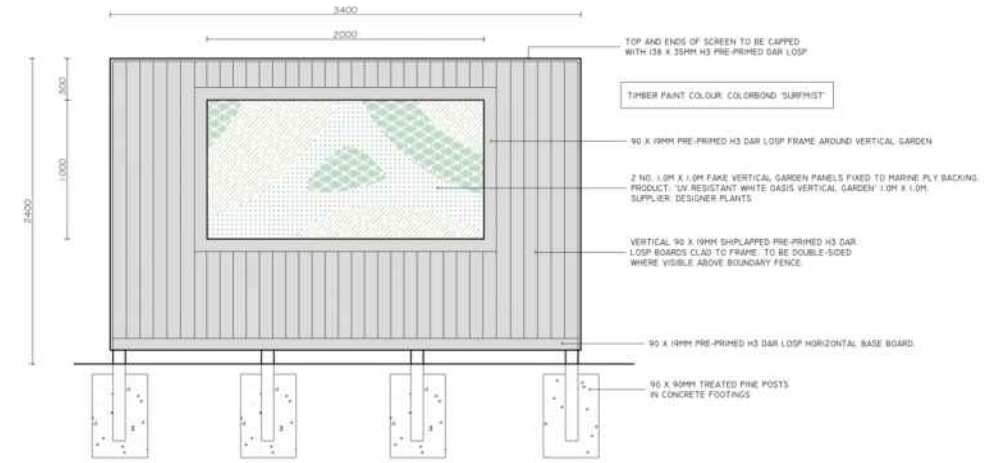
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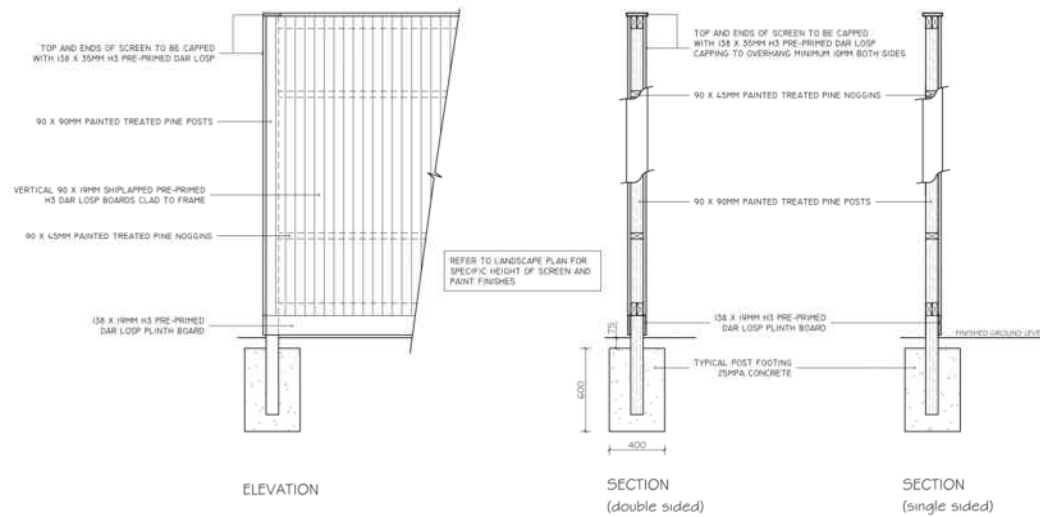
PERGOLA - LOT 1
ELEVATION DETAIL 1:25



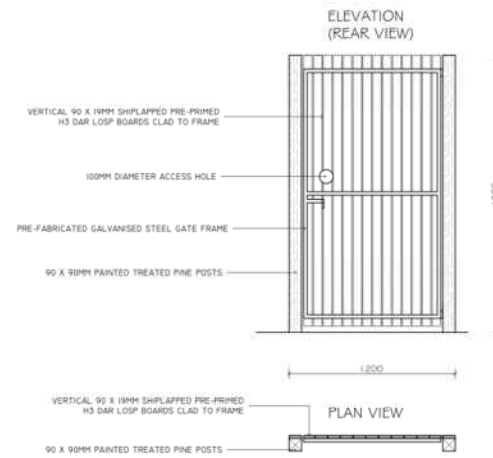
VERTICAL GARDEN
ELEVATION DETAIL 1:25



TIMBER SCREEN (SHIPLAPPED LOSP)
GENERIC DETAIL NTS



TIMBER GATE
GENERIC DETAIL NTS



525 HENLEY BEACH ROAD FULHAM SA

LANDSCAPE PLAN

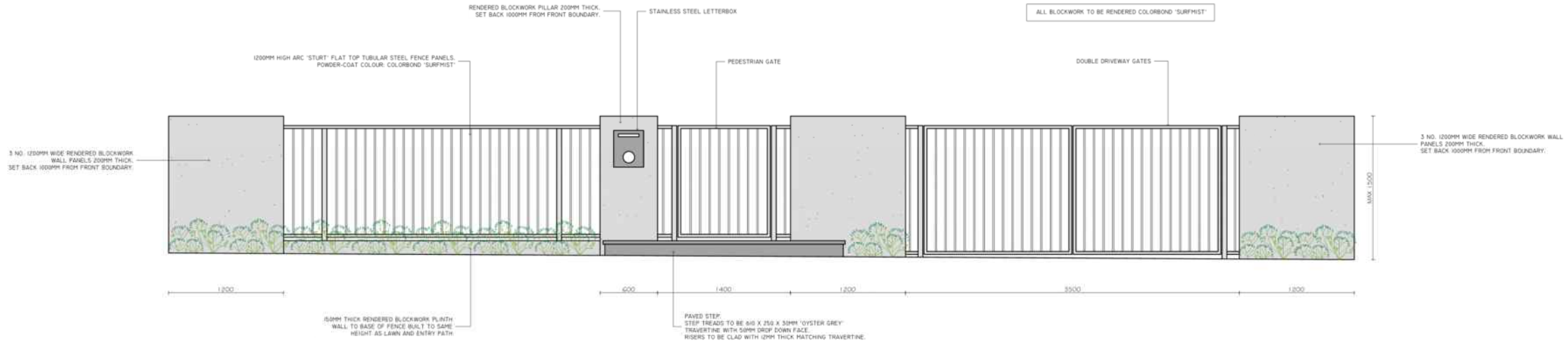
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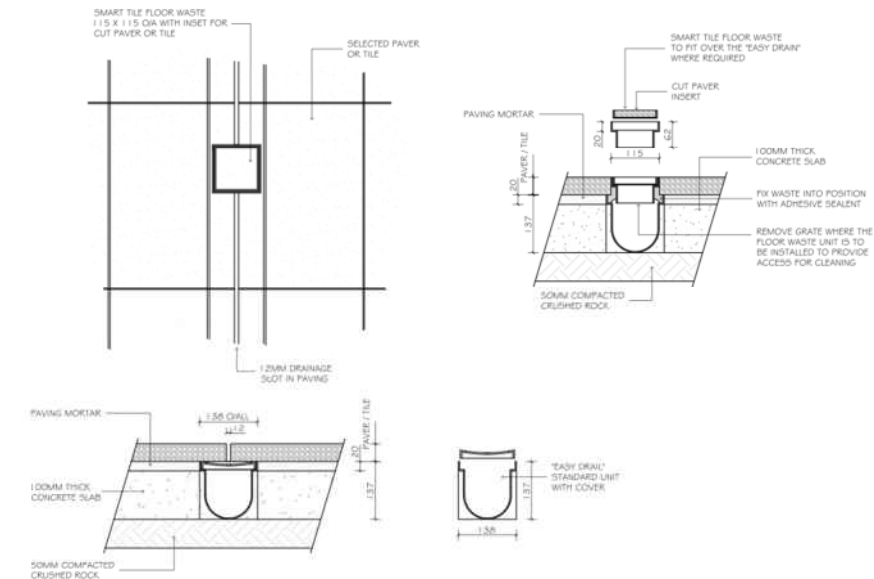
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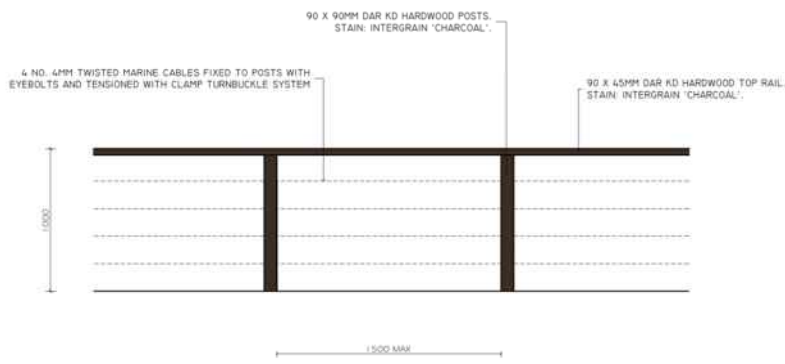
FRONT FENCE - LOT 1
ELEVATION DETAIL 1:25



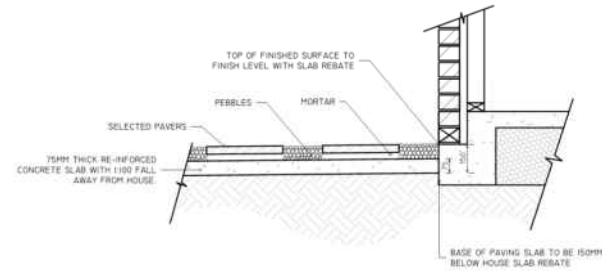
D
1:5A GROUT LINE DRAIN DETAIL
GENERIC DETAIL NTS



TIMBER POST & WIRE FENCE
GENERIC DETAIL 1:25



DRAINAGE SLAB
GENERIC DETAIL NTS



525 HENLEY BEACH ROAD FULHAM SA

LANDSCAPE PLAN

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page: 5 of 7

HENLEY BEACH ROAD - FULHAM SIGNAGE PLAN



DESIGNER Waterford 51 Kubis Facade



DESIGNER Vantage 42 Stamford Facade

DISPLAY ADDRESS

525 Henley Bach Rd, FULHAM

HOMES ON DISPLAY

DESIGNER - Waterford 51 Kubis Facade

DESIGNER - Vantage 42 Stamford Facade

MARKETING INSTALL DATE

Smart Posts to core footings - TBA

Smart Posts to install signage - TBA

OPENING DATE

TBA

OPENING DAYS / HOURS

Mon, Wed, Sat, Sun 12-5pm

MARKETING CONTACTS

Elise Zammit - Marketing Coordinator
0449 882 577 elisezammit@metricon.com.au

Kate Roberts - Marketing Manager
0409 798 744 kateroberts@metricon.com.au

CONSTRUCTION CONTACT

TBA

SUPPLIERS

■ Matt Fleet (Smart Posts) 0433 939 100

■ Mark Scholl (Joinery Marc) 0403 481 515

DEADLINE KEY

■ SMART POSTS TO INSTALL

■ SOFT OPENING DATE

HENLEY BEACH ROAD - MEET & GREET - EXTERNAL SIGNAGE

LARGE BLADE
1010MM X 3200MM



PARKING BLADE
1010MM X 2000MM



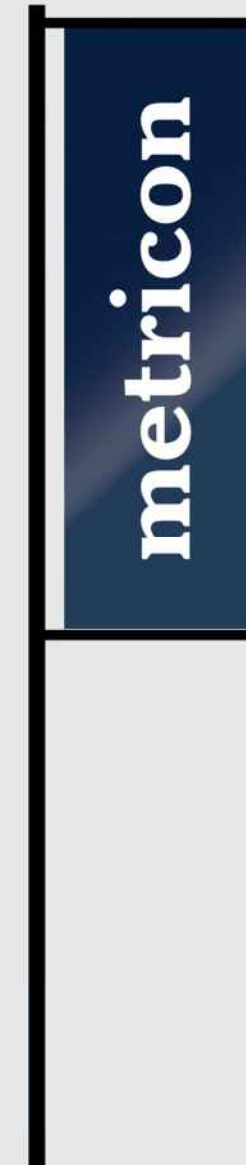
SMALL BLADE
320MM X 800MM



SMALL BLADE
320MM X 800MM



BANNER POLE
POLE SIZE: 4500MM
FLAG SIZE: 2350MM X 750MM



HENLEY BEACH ROAD - MEET & GREET - EXTERNAL SIGNAGE



Ref: 21ADL-0900

3 January 2022

Rachel Knuckey
Team Leader Planning
City of West Torrens Council

Uploaded to PlanSA Portal

Dear Rachel

Proposed Dwellings as Display Homes at 525 -525A Henley Beach Road and 1 Newbury Street, Fulham.

Introduction and Proposal

URPS has been engaged by Metricon Homes to lodge this development application for dwellings to be used temporarily as display homes, including ancillary car park and landscaping at the land referred to above.

The applicant seeks approval for the use of the dwellings as display homes on a temporary basis. The proposed building present as dwellings and will be used as display homes for a period of five years from the date of their completion. At the expiration of this period, the display homes will be used for residential use as detached dwellings.

Ancillary to the proposed land use is various advertisement displays related to the display homes.

The proposed development is set out in the enclosed site and landscaping plans prepared by Metricon Homes (**Appendix A**).

Assessment Process

The subject land is in the General Neighbourhood Zone of the Planning & Design Code (the Code) as of 16 December 2021.

The development application is subject to the performance assessed process as identified in the General Neighbourhood Zone pursuant to Section 107 the *Planning, Development and Infrastructure Act 2016*.



Adelaide
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Rose Park, SA 5067

08 8333 7999

Melbourne
29-31 Rathdowne St
Carlton, VIC 3053

03 8593 9650

urps.com.au



Whilst the General Neighbourhood Zone is silent on matters relating to display homes, the change in the use of land results in a complementary non-residential activity that is compatible with the established development pattern of the neighbourhood, as envisaged by Performance Outcome 1.1. Ultimately, the display homes will revert to the existing residential land use of the sites, which is entirely consistent with the intent of the General Neighbourhood Zone.

Subject Land

The subject allotments are the result of a recent land division whereby three allotments were created from two existing allotments (development application number 211/1076/2019).

A partially demolished single storey dwelling occupies the land with sole frontage to Newbury Street. The remainder of the land is vacant.

Figure 1: Subject Land fronting Henley Beach Road





Figure 2: Partially demolished dwelling fronting Newbury Street



The land is relatively flat and sits approximately 400 millimetres above kerb level. It is unfenced to Henley Beach Road and typical builders' fencing encloses the site with frontage to Newbury Street.

This application seeks to construct dwellings on allotments 1 and 2 as identified in the approved plan of division (**Appendix B**), with the corner allotment used for ancillary parking.

Approach to Assessment

Part 1 – Rules of Interpretation of the Planning and Design Code (the Code) provides clarity on how to interpret the policies in the Code. Of particular note 'Designated Performance Features' (DPF) assist Councils to interpret Performance Outcomes (PO).

The Rules of Interpretation clearly state that a DPF provides a guide but does not need to necessarily be satisfied in order for a certain development to meet the PO i.e. the outcome can be met in another way:

In order to assist a relevant authority to interpret the performance outcomes, in some cases the policy includes a standard outcome which will generally meet the corresponding performance outcome (a designated performance feature or DPF). A



DPF provides a guide to a relevant authority as to what is generally considered to satisfy the corresponding performance outcome but does not need to necessarily be satisfied to meet the performance outcome, and does not derogate from the discretion to determine that the outcome is met in another way, or from the need to assess development on its merits against all relevant policies.

(my emphasis)

It is with the above approach in mind that we have assessed this development.

Public Notification

Table 5 of the General Neighbourhood Zone identifies specific types of development that are excluded from notification. It also enables the relevant authority to determine an application minor in nature, that will not unreasonably impact owners/occupiers of land in the location, which is also excluded from notification.

The proposed display homes and ancillary car parking area is of a minor nature only and will not unreasonably impact upon the owners or occupiers of land in the locality because:

- The display homes operate in an intermittent manner (no more than 25 hours per week).
- The hours of operation are limited to day-time hours only and therefore the display homes are unoccupied during sensitive morning and evening hours.
- The change in the use of land is temporary in nature (intended to be in operation for a period of five years from the date of completion).
- The change in use results in traffic movements that are comparable to that of two occupied detached dwellings.
- The car park area is positioned between the two proposed buildings and not at the interface of existing residential land. Furthermore, substantial landscaping to the perimeter of the site will appropriately screen the parking area from the public realm.
- The proposed advertisement displays are of a modest scale and are temporary in nature.
- The advertisements are comparable in form, scale and appearance with the various advertisements associated with surrounding commercial land uses within the locality, particular those further west on Henley Beach Road.

Accordingly, the development application will not require public notification.



Planning Assessment

Land Use

The General Neighbourhood Zone envisages residential and non-residential uses:

- PO 1.2 Non-residential development located and designed to improve community accessibility to services, primarily in the form of:**
- (a) small scale commercial uses such as offices shops and consulting rooms**
 - (b) community services such as educational establishments, community centres, places of worship, pre-schools, and other health and welfare services**
 - (c) services and facilities ancillary to the function or operation of supported accommodation or retirement facilities**
 - (d) open space and recreation facilities**

The proposed display homes and ancillary car park is of a small scale which is appropriate for the Zone and its function will improve accessibility to services for the local community. In any event, the proposed development presents as residential dwellings and will function as such post the five year temporary land use as display homes.

It is commonplace throughout Metropolitan Adelaide for display homes to be located among existing dwellings in neighbourhood-type zones. This is due to their:

- Compatible appearance presenting as dwellings.
- Limited hours of operation producing minimal impact on the existing road network and adjoining residential land uses.
- Temporary use as display homes.

Interface

The Zone anticipates non-residential uses where it is designed to complement the residential character and amenity of existing localities (Zone PO 1.3). In a practical sense, the proposed built form is akin to detached dwellings, and as such the residential character of the Zone will not change.

The corner allotment to be used as a car parking area includes dense landscaping to the perimeter of the site at approximately three metres wide. The area also includes new trees and shrubs. The width of perimeter landscaping exceeds the one metre width envisaged by the Code as expressed in the General Development Policies – Design in Urban Areas DPF 7.4. The site will have a high quality and attractive landscaped appearance from Henley Beach Road and Newbury Street.



In respect of other amenity impacts, the proposed use is of such a limited nature that the hours of operation and resultant traffic generation will not compromise the amenity of the locality. The display homes use is during the following times:

- Monday - Wednesday 12pm-5pm
- Saturday - Sunday 12pm – 5 pm

The use of the land is during afternoon, daylight hours and for a maximum weekly period of 25 hours. Furthermore, the dedicated parking area provides additional parking for staff and visitors that can be accommodated by the wide road network.

It is noted that the site fronts a State Maintained Road, however this portion of Henley Beach Road is dual lane and has lower traffic volumes than other parts of Henley Beach Road further east where a higher frequency of commercial sites generate higher traffic. Access to the car parking area is not via Henley Beach Road, rather a new access point from Newbury Street. For this reason, the development is not expected to alter the movement of traffic on Henley Beach Road.

For the reasons outlined above, the proposed development will operate in a manner expected in the General Neighbourhood Zone.

Car Parking, Traffic and Access

The proposed car park is a low-scale ancillary land use which comprises a surface of compacted gravel which is well-suited for its intended use, in that:

- It is permeable in nature, allowing infiltration of water and appropriate management of stormwater.
- It reinforces the temporary nature of the proposed land use as display homes.
- It is easy to maintain from a nuisance point of view and is easily removable following the cessation of the use of the display homes.

The Code does not provide individual parking rates for display homes, except for when located in a Master Planned Renewal Zone. In that Zone, a higher frequency of visitors is expected given the emerging nature of the zone whereby display homes are envisaged and frequented regularly.

Display homes located in that Zone envisage parking rates of 5.5 spaces for up to five display homes. Whilst not relevant to this Zone, the rate does provide guidance as to what could be expected for display homes, albeit at a higher rate given the nature of that Zone. The proposed development provides 12 off-street parking spaces, more than that contemplated for display homes in a setting frequently visited. As such the off-street parking provided by the development is acceptable.



Access to the parking area is provided via new access from Newbury Street. Its location off Henley Beach Road means that access to the development will not hinder free flow of traffic on Henley Beach Road. The proposed access to the display home on allotment 2 was proposed as part of the land division approval and was noted on the stamped plans of approval.

The proposed development satisfies traffic, parking and access provisions in the Code because:

- Display homes within established suburban locations do not typically develop the high parking demands associated with larger display villages in new subdivision estates.
- The associated car park comprises 12 parking spaces which comfortably caters for the typical demand created by display homes.
- The proposed Newbury Street access driveway avoids conflict with the tangent point on the corner radius and maintains acceptable sightlines to Henley Beach Road to ensure safe and convenient access.
- The proposed development will generate traffic in a periodic manner and for a brief time of 25 hours per week such that impacts to the road network are expected to be low.

At the cessation of the use of the land as display homes the car parking area will revert to vacant residential land and a future application for a dwelling will be lodged with Council.

Future Dwellings

The proposed buildings will be used as detached dwellings at the termination of the display home use. They have been designed within the general parameters envisaged by the Code. Of note, the dwellings:

- Are within the building height parameters envisaged for the Zone.
- Have acceptable site coverage and landscaped areas.
- Provide private open space to future occupants more than anticipated by the Code.
- Include minimal boundary walls, which are less in length than expected by the Zone.
- Have interesting and varied facades, reducing monotony and provide visual interest by:
 - Rendered walls
 - Weatherboard cladding



- Feature tile front wall
 - Large and many window openings
 - Front balcony (Newbury Steet dwelling only)
 - Central feature front entry door
- Maximum opportunities for passive surveillance.
 - Oriented to maximise natural sunlight access.
 - Designed with minimal need for earthworks.

We note that the proposed dwelling fronting Newbury Street will overshadow the land to the immediate south. The building includes a garage wall on the common boundary, however it spans for a short distance of seven metres and has a wall height of three metres. In addition, the boundary wall lays adjacent a portion of wall that has no windows associated with the adjoining land.

Whilst the proposed upper level is setback 1.9 metres in lieu of the 2.9 metre DPF, the associated PO is satisfied. This is because the setback maintains a suburban character, and access to natural light and ventilation will be improved due to the removal of existing boundary development that spans for 16 metres along the southern boundary.

The adjoining dwelling has not been designed to take advantage of northern sunlight access given its proximity to the common boundary and few windows on its northern wall. As such the proposed dwelling has minimal impact to northern sunlight access to habitable rooms on adjoining land. Northern sunlight access to private open space areas will not be impacted by the proposal to any significant degree.



Conclusion

For the reasons outlined above, the proposed display homes will have minimal impact on the residential amenity of the area given its limited operating hours and sufficient car parking areas.

The proposed buildings have been designed in a manner that sufficiently addresses the Code. We note the orientation of Allotment 1 will cause any dwelling to cast shadow on the adjoining allotment to the south, however this is inevitable given the shape and position of the land. In any event, it will have minimal impact on the adjoining dwelling to the south given that dwelling has not been designed to take advantage of northern sunlight access.

The proposed development sufficiently satisfies the relevant provisions of the Code to warrant Planning Consent.

Please contact me on 8333 7999 if you have any questions.

Yours sincerely

A handwritten signature in black ink, appearing to read 'TJ', is written over a faint horizontal line.

Theresa James
Senior Consultant

Details of Representations

Application Summary

Application ID	22000022
Proposal	Construction of two (2) detached dwellings to be used as temporary display homes for a period of five (5) years and a swimming pool with associated safety barrier, along with associated temporary car park, vehicle turntable (Lot 2), temporary signage, landscaping, masonry fences to a maximum height of 2 metres and fences to a maximum cumulative height of 2.2 metres
Location	525 HENLEY BEACH RD FULHAM SA 5024, 525A HENLEY BEACH RD FULHAM SA 5024, 1 NEWBURY ST FULHAM SA 50..

Representations

Representor 1 - Angela Amato

Name	Angela Amato
Address	2 Newbury Street FULHAM SA, 5024 Australia
Submission Date	23/10/2022 03:07 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development
Reasons	<p>We believe planning consent should be refused for the following reasons: 1 Land Change of Use We object to the change of use of the proposed plans from Residential to being used for Commercial purposes as display homes and all this entails. We are especially opposed to the car park being constructed in Newbury Street opposite our property for commercial use. 2 Commercial Signage & Lighting Flag Pole banners of imposing height, and Parking Blade signs opposite our Newbury Street property. Please note, there is no mention in the proposed plans regarding after-hours lighting to the premises which will have an impact on us and is a key element. 3 Traffic Increase in traffic and on street parking in Newbury Street. Newbury Street is a thoroughfare for speeding vehicles with motorists using it as a short cut from Tapley's Hill Road and Coral Sea Road. The proposed car park entrance will only increase the risk to accident and injury. 4 Safety, Privacy & Noise Our privacy is impacted by commercial premises opposite our house by attracting an increase in members of the public to this residential area. This will lead to increase in noise from traffic and people in the street, with concerns the car park is likely to attract loitering after hours. 5 Devaluation of Property By having commercial premises opposite, the proposed development will devalue our property affecting our resale value and ability to sell. 6 Health and Well Being We purchased our house in this area and location due to it being in a residential zone and environment. Changing this will have an impact on our on mental health and wellbeing as we will be reminded daily of not living in this environment. Newbury Street is a very pleasant and unique tree-lined street in Fulham which will be significantly altered by this change.</p>

Ref: 21ADL-0900

24 January 2023

Steven Burke
Development Officer – Planning
City of West Torrens



Adelaide
12/154 Fullarton Rd
Rose Park, SA 5067
08 8333 7999
urps.com.au

Submitted on PlanSA Portal

Dear Steven

Response to Representations – Application No. 22000022

Background

Thank you for forwarding a copy of the single representation submitted in response to the above application at 525-525A Henley Beach Road & 1 Newbury Street, Fulham.

Council received one representation from Angela Amato, who lives or owns the property on the western side of Newbury Street, adjacent the development.

Angela Amato raised the following planning concerns:

- Land use
- Advertising/signage and illumination
- Traffic
- Interface impacts

The representor also raised property valuation in their submission, however this is not a relevant consideration for a planning assessment.

Our Response

Land Use

The representor raised concerns with the commercial use of land. On review of land uses contemplated in the General Neighbourhood Zone, commercial uses are anticipated. In fact, land uses with a greater intensity than a two-building display home, such as offices, places of worship, schools and shops are appropriate in the Zone.

We acknowledge the Koorina People as the Traditional Custodians of the land on which we work and pay respect to Elders past, present and emerging.

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As discussed in the planning report submitted with the application, the proposed land use is inherently complementary to the predominant residential uses within the locality because:

- Proposed buildings have the form and scale of detached dwellings.
- The intensity of the use is low given only 2 buildings are associated with one building company.
- Site operations are of low-intensity and frequency.
- Visitation to display homes is seasonal and is typically reserved to weekends when the weather is considered favourable.
- Operating hours are predominantly during working hours.
- The use is temporary, and buildings will convert to dwellings.

It is common that small scale display homes are in neighbourhood-type zones because quite simply they have the same appearance as dwellings. A two-building display homes is considered low-intensity, complementary to residential character and maintains residential amenity.

Advertising/signage and illumination

The representor raised concerns with proposed advertising, stating that the signage is imposing and that after-hours lighting would impact amenity.

In our opinion the proposed signage is not imposing, rather it is of a scale and size appropriate to this locality because:

- Only one 3.2 metre high blade sign is proposed on the land at 525 Henley Beach Road, far from the representor's land. It is considered an appropriate size and scale given the context of Henley Beach Road as a four-lane arterial road. Furthermore this sign has a small area of only 3.2m².
- The parking blade sign has a low height of only 2 metres and small area of only 2m².
- Flag poles are discrete and only 3 are proposed on the car parking site, one of which is not adjacent to the Newbury Street frontage of the land.
- Illuminated signage is not proposed.

Proposed signage displays are limited in number, contained within the site of the development, and provide a simple and uncluttered content.



Traffic

The representor raised concerns with traffic safety and traffic volumes and parking.

The proposed carpark complies with the Codes provisions relating to tangent point clearance and sight lines and therefore facilitates safe ingress and egress.

The Code provides off-street parking rates for display homes in specific zones, i.e. zones that include display villages where visitor rates would be higher.

While that rate does not apply to the subject Zone, it is a relevant consideration in providing guidance and determining what might be reasonable. That rate assumes 5.5 off-street spaces for up to 5 display homes is sufficient. This is consistent with Aurecon study funded by the Local Government Association.¹

The proposal offers 12 off-street parking spaces. This far exceeds what is ordinarily expected for display homes. While that rate technically does not apply to the General Neighbourhood Zone it provides guidance and it is reasonable to consider it in concluding that sufficient off-street parking is provided for this use.

Interface impacts

The representor raised concerns with safety, privacy and noise.

Our understanding is that the frequency of visitors to the display homes is low. It is expected to be much lower than what could be experienced by other commercial uses envisaged on the land, as contemplated in the Zone i.e. an office, school or community facility.

Noise generated by vehicle volumes on Henley Beach Road is a closer noise source to the representor. Operating hours are Monday – Wednesday and Saturday – Sunday between midday and 5 pm. These hours are typical daylight hours. The infrequent visitation expected during these hours will not result in obnoxious levels of noise from people or car doors slamming.

The carpark has been designed to increase passive surveillance. Crepe myrtle trees are planted to the perimeter of the parking area together with a flowering groundcover. The spacing of these trees ensures the carpark is generally open and visible from the public realm. This is an appropriate solution in providing landscaping for increased visual amenity and passive stormwater infiltration while preventing crime.

¹ Aurecon, 'Parking Spaces for Urban Places: Car Parking Study Guideline for Greater Adelaide', 2013



Summary

The notification resulted in only one representation. In response to the matters raised our response confirms:

- The proposed land use is complementary to the predominant residential land uses within the locality.
- Proposed signage is of a sensible scale so that it does not dominate the streetscape.
- Signage is not illuminated.
- Sufficient off-street parking is provided.
- Limited operating hours is expected to generate low visitor rates.
- The open nature of the carpark discourages loitering and crime.
- The proposal will not generate significance noise, light or odour impacts that could negatively affect the amenity of the representor's property.

We maintain that the proposal warrants planning consent. As the representor has indicated a desire to be heard by the CAP, we request this opportunity also.

Please contact me on 0433 830 153 should you require clarity on the above.

Yours sincerely

A handwritten signature in black ink, appearing to read 'TJ', is written over a light blue horizontal line.

Theresa James
Senior Consultant

Referral Snapshot

Development Application number:
22000022

Consent:
Planning Consent

Relevant authority:
City of West Torrens

Consent type for distribution:
Planning

Referral body:
Commissioner of Highways

Response type:
Schedule 9 (3)(7) Development Affecting Transport Routes and Corridors

Referral type:
Direction

Response date:
28 Mar 2022

Advice:
With comments, conditions and/or notes

Condition 1

Access to Henley Beach Road and Newbury Road shall be located as shown on Metricon, Landscape Plan, Revision V1A, dated 10 October 2021.

Condition 2

The residential access on Henley Beach Road shall incorporate a vehicle turntable as shown on Metricon Homes, Job No. 726120, Sheet 1 dated 6 September 2021. The access shall be a 3.5m in width at the property boundary with suitable flaring to the road.

Condition 3

The car park access on Newbury Road shall be widened to 6 metres in width (or as far as practical) to allow two-way simultaneous vehicular movements minimising queuing within the Henley Beach Road / Newbury Street junction.

Condition 4

All vehicles shall enter and exit Henley Beach Road in a forward direction.

Condition 5

The car park gate shall be opened at all times that the display homes are open for public viewing.

Condition 6

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.

Condition 7

The obsolete crossover on Henley Beach Road shall be closed and reinstated to Council's kerb and gutter standards at the applicant's expense prior to display homes opening to the public.

Condition 8

Stormwater run-off shall be collected on-site and discharged without impacting the adjacent roads. Any alterations to the road drainage infrastructure required to facilitate this shall be at the applicant's cost.

Advisory Note 1

Any redevelopment of the car park (post display home use) must ensure that access is consistent with Urban Transport Routes Overlay DTS/DPF 1.1 and 4.1.

Memo

From Richard Tan
 Date 4/3/2022
 Subject 22000022, 525-525A HENLEY BEACH RD FULHAM SA 5024, 1 NEWBURY ST FULHAM SA 5024

Steven,

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

Note: Crossovers to each allotment has been approved as part of land division in DA 21016155. It is unclear whether there is any impact on this if new crossover has been approved under this DA. I leave this to the planner's consideration and have also provide comments on new crossover as per provided plans. The crossovers as approved in DA 21016155 has been indicated as existing crossovers in following assessment.

1.0 FFL Consideration – Finished Floor Level (FFL) Requirement

- 1.1 In accordance with the provided 'Siteworks Plan' (RCI, Ref: C32228-30-1/1, dated 10/11/21) the FFLs of the proposed development (minimum) have been assessed as satisfying minimum requirements (minimum) in consideration of street and/or flood level information.

Lot	Proposed minimum FFL	Minimum FFL required
1	99.664	99.44
2	99.839	99.81

2.0 Verge Interaction

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

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

These new features are also desired to be located a minimum of 2.0 metres from existing street trees, although a lesser offset may be acceptable in some circumstances. If an offset less than the desired 2.0 metres is proposed or if it

is requested for the street tree to be removed, then assessment for the suitability of such will be necessary from Council's Technical Officer (Arboriculture).

- 2.1.1 Crossover of Lot 1 should be moved further from the tree to achieve a 2m offset (measured from flaring), and maintain 0.5m offset from property boundary.

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

- 2.1.2 Crossover to the parking should be relocated further to south to achieve a 2m offset (measured from flaring) from both existing street tree. Given that this is an access to the parking area, a double width crossover will be supportable. It should also be noted that this crossover is in direct conflict with an existing telecommunication pit which has been supported to be relocated at applicant's expense in DA 21016155. The plan should also be updated to include the current location of the pit

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

- 2.1.3 The proposed stormwater connection for Lot 2 should be 1m offset from the existing service pit.

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

- 2.2 The shape and material of stormwater connection through the road verge area has been assessed as satisfying minimum requirements. 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>

- 2.3 It is noted that portion of the existing crossover (that is approved in DA 21016155) will be made redundant. This crossover should be reinstated to vertical kerb prior to the completion of any building works at the applicant's expense. It should also be indicated on revised plans that any redundant crossovers will be reinstated.

It is recommended that revised plans showing the reinstatement of redundant crossovers be provided to Council.

3.0 Traffic Requirements

- 3.1 Due to the property frontage wider than 10m, City Assets will support a double crossover (up to 4.4m at boundary, 5.1m at kerb) to Lot 3. The proposed crossover has been assessed as satisfying minimum requirements.

It should be conditioned/noted that the crossover should be constructed as per requirements which can be downloaded at <https://www.westtorrens.sa.gov.au/files/sharedassets/public/objective-digitalpublications/external-website/building-and-development/guidelines-for-driveway-crossing-places.pdf>

3.2 For Lot 2, a double width crossover (5.4m at boundary, 6.0m at kerb) will be supportable, given that it is an access to a parking area.

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

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3.4 Rear developments/developments adjacent to arterial roads are required to enter and exit the site in a forward direction. A driveway turntable has been proposed for this development. While a driveway turntable can assist vehicle in forward exit, there is concern regarding forward exit not achievable, if the device is faulty and it is likely that the device may not be repairable in a short term period. In this case, vehicle for this dwelling will be required to reverse out to Henley Beach Road.

Given that Henley Beach Road is a main arterial road, it is recommended that referral from DIT for final decision on whether the driveway turntable should be acceptable.

3.5 The garage dimension as indicated on 'Ground Floor Plan' (MH, Ref: 726120-2/7 & 726121-2/6, dated 12/2019) for Lot 1 & 2 have been assessed as satisfying minimum requirements.

3.6 The garage setback distance as measured on 'Siteworks Plan' (RCI, Ref: C32228-30-1/1, dated 10/11/21) for Lot 1 & 2 have been assessed as satisfying minimum requirements.

3.7 The URPS Planning report provides a summary of the operational characteristic as follows (for aspects that are relevant to the traffic and parking considerations):

- *The display homes operate in an intermittent manner (no more than 25 hours per week).*
- *The hours of operation are limited to day-time hours only and therefore the display homes are unoccupied during sensitive evening hours.*
- *The change in the use of land is temporary in nature (intended to be in operation for a period of five years from the date of completion).*
- *The change in use would result in traffic movements that are comparable to that of two occupied detached dwellings.*

The Planning and Design Code does not provide a parking rate for a display home land use. However, I note that there is a parking rate referenced in the parking guidelines, *Parking Spaces for Urban Places: Car Parking Study – Guideline for Greater Adelaide*, which recommends a rate of 5.5 spaces per dwelling for a 'Display Home' land use (with 5 or fewer dwellings on display), and a maximum 10% discount permissible if say the site is located adjacent to public transport routes or bicycle lanes. Public transport services and bicycle lanes are present on Henley Beach Road, which implies that the parking rate could be reduced to 5 spaces per display dwelling.

The proposed display home would have two dwellings. The proposed 12 parking spaces have been assessed as satisfying minimum requirements.

The proposed parking layout dimensions of 2.5m by 5.5m for parking spaces and 2.7m wide parking space at the side would satisfy or exceed the requirements of AS/NZS 2890.1-2004. Should there be a requirement for a disabled parking space to be provided, one parking space would be lost to become a clear zone space for the disabled parking. If this were to occur, the proposed parking space still exceed the parking requirements.

3.8 Although this is a temporary carpark, however, the duration for the parking is 5 years, which is not considered a short period. Hence the parking should be suitably sealed (ie: concrete, spray seal, asphalt etc) and linemarked as per relevant parking standards.

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

4.0 Stormwater

4.1 Lot 3 is 755m² with approximately 500m² hard surface area. In this case, stormwater quantity and quality requirement should apply.

Stormwater detention measures will be required to be undertaken to limit the peak discharge rate for the site critical 20 year ARI storm event to equivalent to a predevelopment arrangement with a 0.25 runoff coefficient.

Given the scale of the development, Council City Assets Department will support basic stormwater quality devices (ie: pit filter) to be installed to reduce stormwater pollutants from the stormwater flow exiting the site.

Alternatively, the proposal of permeable parking area can resolve all issues listed in dot point 3.8, stormwater quantity (detention capacity within permeable layer) and stormwater quality.

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

Regards
Richard Tan
Civil Engineer

Memo

From Richard Tan
 Date 11/10/2022
 Subject 22000022, 525-525A HENLEY BEACH RD FULHAM SA 5024, 1 NEWBURY ST FULHAM SA 5024

Steven,

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

Note: Crossovers to each allotment has been approved as part of land division in DA 21016155. It is unclear whether there is any impact on this if new crossover has been approved under this DA. I leave this to the planner's consideration and have also provide comments on new crossover as per provided plans. The crossovers as approved in DA 21016155 has been indicated as existing crossovers in following assessment.

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Lot	Proposed minimum FFL	Minimum FFL required
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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 Issue resolved - Crossover of Lot 1 should be moved further from the tree to achieve a 2m offset (measured from flaring), and maintain 0.5m offset from property boundary.

2.1.2 No further assessment provided. Item still considered outstanding.

Crossover to the parking should be relocated further to south to achieve a 2m offset (measured from flaring) from both existing street tree. Given that this is an access to the parking area, a double width crossover will be supportable. It should also be noted that this crossover is in direct conflict with an existing telecommunication pit which has been supported to be relocated at applicant's expense in DA 21016155. The plan should also be updated to include the current location of the pit

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- 3.4 DIT condition** - Rear developments/developments adjacent to arterial roads are required to enter and exit the site in a forward direction. A driveway turntable has been proposed for this development. While a driveway turntable can assist vehicle in forward exit, there is concern regarding forward exit not achievable, if the device is faulty and it is likely that the device may not be repairable in a short term period. In this case, vehicle for this dwelling will be required to reverse out to Henley Beach Road.

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

4.0 Stormwater

4.1 No further assessment provided. Item still considered outstanding.

Lot 3 is 755m² with approximately 500m² hard surface area. In this case, stormwater quantity and quality requirement should apply.

Stormwater detention measures will be required to be undertaken to limit the peak discharge rate for the site critical 20 year ARI storm event to equivalent to a predevelopment arrangement with a 0.25 runoff coefficient.

Given the scale of the development, Council City Assets Department will support basic stormwater quality devices (ie: pit filter) to be installed to reduce stormwater pollutants from the stormwater flow exiting the site.

Alternatively, the proposal of permeable parking area can resolve all issues listed in dot point 3.8, stormwater quantity (detention capacity within permeable layer) and stormwater quality.

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

5.0 Stormwater Management

- 5.1** The proposed stormwater management for both dwelling has been assessed as satisfying minimum requirements.

Regards
Richard Tan
Civil Engineer

Arboricultural Assessment of Street Trees

Development application:	22000022
Site Address:	525 HENLEY BEACH RD FULHAM
Description of Development	Construction of two (2) detached dwellings to be used as temporary display homes for a period of five (5) years with associated car parking, signage, landscaping, masonry fences to a maximum height of 1.5 metres and fences to a maximum cumulative height of 2.2 metres

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).

Any proposed development that does not consider "AS4970 Protection of Trees on Development Sites", is likely to require revision until all plans accurately correspond with the specific tree information detailed in this standard.

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). All services must be indicated /documented on appropriate plans for Council assessment and approval.

A site investigation together with the information provided has revealed that on the current Site works Plan dated 10 Nov 21, that there is a reduced offset of 1.7m on the southern side of the northern most Celtis occidentalis (hackberry) street tree on Newbury Street.

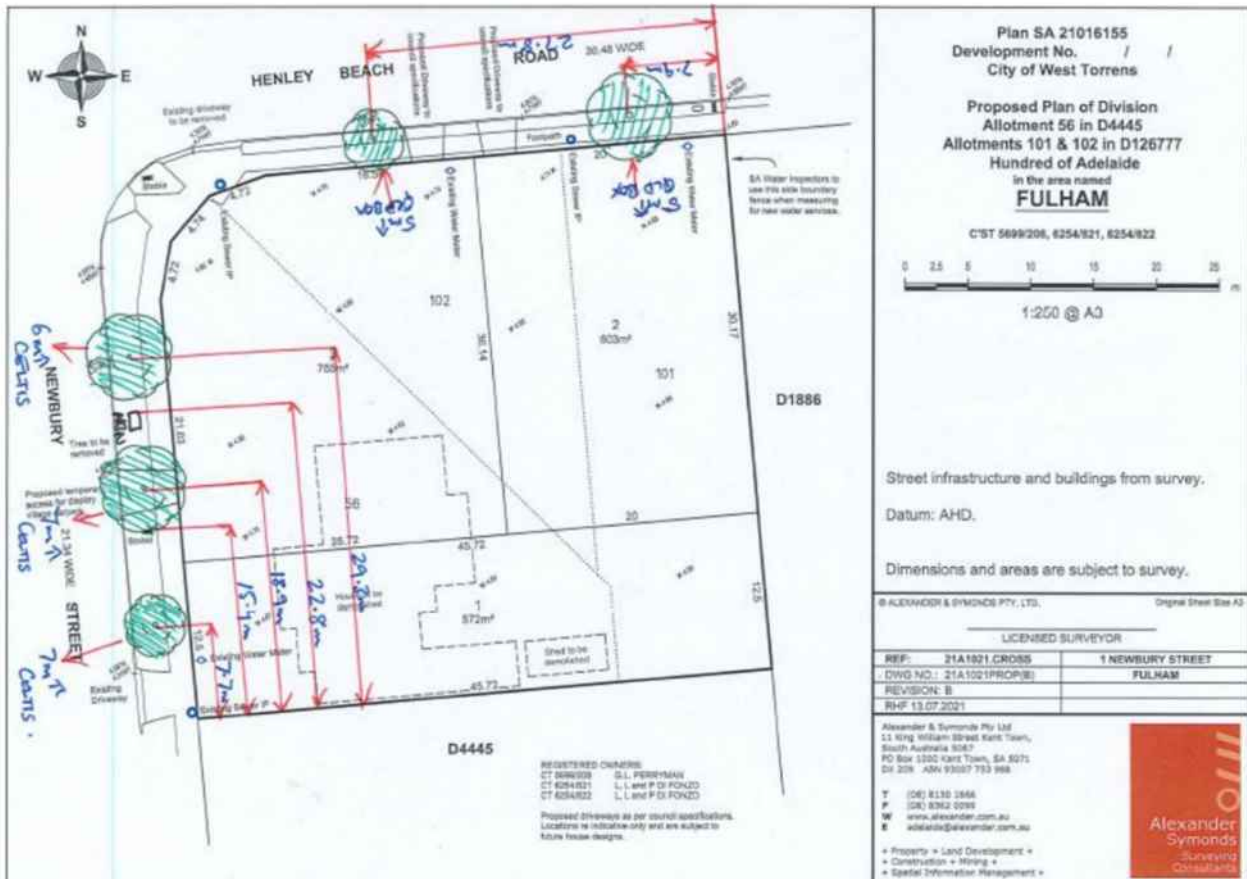
As a result of the proposed development on Henley Beach Rd, City Operations has considered the health, structure, form, useful life expectancy, and age of the street tree and supports this reduced offset.

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 staff will perform all works associated with the community asset.

Final crossover locations will be confirmed once appropriate documentation has been received from the applicant and they have submitted "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: rholfmes@wtcc.sa.gov.au

DATE: 04/03/2022









6.2.2 11 - 13 Lydia Street, PLYMPTON

Application No 22037262

Appearing before the Panel will be:

Representor/s: **Margaux Hurley** of 22 Lydia Street, Plympton wishes to appear in support of their representation.

Kathryn Ratcliffe of Unit 1, 15 Lydia Street, Plympton wishes to appear in support of their representation

Applicant/s: **Fabian Barone** of Future Urban wishes to appear in response to the representations.

DEVELOPMENT APPLICATION DETAILS

DEVELOPMENT NUMBER	22037262
APPLICANT	Ausbird Group Pty Ltd C/- Future Urban
ADDRESS	13 Lydia St Plympton 11 Lydia St Plympton
NATURE OF DEVELOPMENT	Construction of two (2) three storey residential flat buildings comprising 16 dwellings
ZONING INFORMATION	<p>Zones:</p> <ul style="list-style-type: none"> • Urban Corridor (Boulevard) <p>Overlays:</p> <ul style="list-style-type: none"> • Airport Building Heights (Regulated) • Affordable Housing • Building Near Airfields • Design • Hazards (Flooding - Evidence Required) • Noise and Air Emissions • Prescribed Wells Area • Regulated and Significant Tree • Traffic Generating Development <p>Technical Numeric Variations (TNVs):</p> <ul style="list-style-type: none"> • Maximum Building Height (Metres) (Maximum building height is 32.5m) • Maximum Building Height (Levels) (Maximum building height is 8 levels) • Minimum Primary Street Setback (Minimum primary street setback is 2m) • Interface Height (Development should be constructed within a building envelope provided by a 30 degree plane, measured 3m above natural ground at the boundary of an allotment)
LODGEMENT DATE	15 November 2022
RELEVANT AUTHORITY	Assessment panel at City of West Torrens
PLANNING & DESIGN CODE VERSION	2022.21
CATEGORY OF DEVELOPMENT	Code Assessed - Performance Assessed
NOTIFICATION	Yes
REFERRALS STATUTORY	<ul style="list-style-type: none"> • Nil

REFERRALS NON-STATUTORY	<ul style="list-style-type: none"> • City Assets • Arboriculture Advisor • Waste Management
DELEGATION	<ul style="list-style-type: none"> • A representor has lodged a valid representation and wishes to be heard. • The application involves residential development of three or more storeys above finished ground level.
RECOMMENDING OFFICER	Karen Mitrovic
RECOMMENDATION	Grant consent with conditions

SUBJECT LAND AND LOCALITY

The subject land contains two allotments, formally described as Allotment 105 Filed Plan 8108 in the area named Plympton Hundred of Adelaide, Volume 5122 Folio 745, more commonly known as 13 Lydia Street, Plympton, and Allotment 106 Filed Plan 8108 in the area named Plympton Hundred of Adelaide, Volume 5378 Folio 533, more commonly known as 11 Lydia Street, Plympton. The subject site is rectangular in shape with a 32.91 metre (m) wide frontage to Lydia Street and a site area of 1404 square metres (m²).

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

The site currently contains two detached dwellings and associated outbuildings. The site is relatively flat and there are no Regulated Trees on the subject site or on adjoining land that would be affected by the development.

The locality consists of a mixture of commercial and residential development. The Housing Diversity Zone is located to the north and west of the subject land, containing a mixture of low density detached dwellings and increased density as a result of infill development. The Urban Corridor (Boulevard) Zone extends to the east and south of the site, following the corridor of Anzac Highway. Commercial development in the form of a shopping centre is located directly to the east and south of the site, with the shopping centre loading dock being located directly adjacent the southern boundary of the site. Another arterial road, Marion Road is located further to the east, providing access to the shopping centre carpark.

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



Figure 1: Subject Land (source: WestMaps)

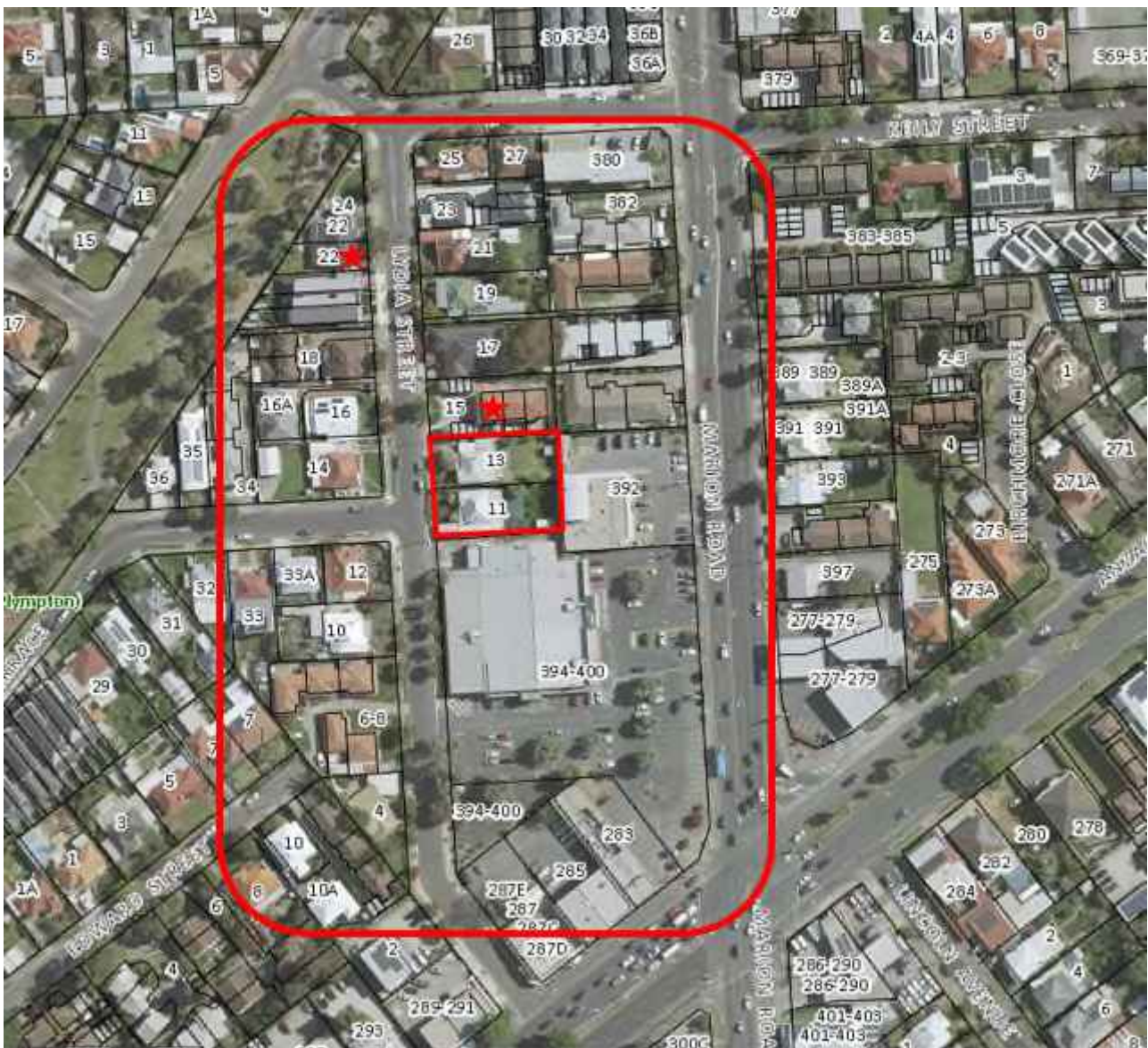


Figure 2: Locality (source: WestMaps)

PROPOSAL

Should the proposed development receive Development Approval, the Applicant intends to demolish the existing structures on site and construct two residential flat buildings, each of which will contain eight, three storey dwellings.

The proposal consists of a single element that being residential flat building. A residential flat building is identified in the Urban Corridor (Boulevard) Zone as being a Performance Assessed form of development.

Each dwelling includes two bedrooms, two living areas, a second floor balcony and one undercover car park.

In addition to individual landscaping of each dwelling, communal landscaping is proposed to the front of the built form to provide screening. A total of 226 square metres, or 16%, of the site will be landscaped.

The Applicant has calculated that on a weekly basis the prospective residents are likely to generate, up to 1,440 litres of putrescibles, 1,200 litres of recyclables and 480 litres of organics.

A communal waste enclosure is to be provided at the eastern (rear) end of the site and has been designed to accommodate:

- a 1,100-litre bin and a 340-litre bin for putrescibles;
- two, 660-litre bins for recyclables; and
- two, 240-litre bins for organics.

All three forms of waste (putrescibles, recyclables and organics) will be collected by a private contractor once per week.

The common driveway will be accessible via a new crossover to Lydia Street. The new 6.3m wide, exposed concrete crossover to Lydia Street has been designed to accommodate simultaneous two-way movements. The existing crossovers to Lydia Street will be closed.

There will be 20 spaces available within the site, including 16 'resident' spaces (one space per dwelling in the form of a single garage) and four 'visitor' spaces (two at the eastern (rear) end of the site and two at the western (front) end of the site).

The relevant plans and documents are contained in **Attachment 1**.

PUBLIC NOTIFICATION

The application required public notification because it was performance assessed and not exempt from notification by *Table 5 - Procedural Matters* of the Urban Corridor (Boulevard) Zone in the Planning and Design Code (The Code).

Properties notified	56 properties were notified during the public notification process.
Representations	2 representations were received.
Persons wishing to be heard	2 representors who wish to be heard. <ul style="list-style-type: none"> • Margaux Hurley • Kathryn Ratcliffe
Summary of representations	Concerns were raised regarding the following matters: <ul style="list-style-type: none"> • Increased noise as a result of increased density • Overlooking • Parking • Traffic
Applicant's response to representations	Concerns were raised regarding the following matters: <ul style="list-style-type: none"> • The proposed land use and density proposed are envisaged within the Urban Corridor (Boulevard) Zone and is unlikely to result in a sudden unexpected influx of people • Excessive domestic noise is a matter for SA Police to assist with • The proposed balconies and upper storey windows have been designed to mitigate direct overlooking in accordance with the Planning and Design Code • The Applicant has reduced the proposed number of bedrooms in each dwelling from 3 to 2 to reduce potential car parking issues • The Applicant has provided technical advice from Andy Hayes of Phil Weaver and Associates Pty Ltd to support the proposed development in relation to traffic and parking requirements

A copy of the representations and the applicant's response is contained in **Attachment 2**.

INTERNAL REFERRALS

Department	Comments
City Assets	<ul style="list-style-type: none"> • The proposed finished floor level satisfies minimum requirements. • The upright kerb should be reinstated to redundant crossovers. • The proposed crossover width exceeds Council's standard 6m wide crossover with 0.3m flaring on both sides. MRV Turnpaths have been provided to indicate that the proposed driveway crossover is required for manoeuvring. • On site access has been considered and is appropriate. • The driveway should be kept clear of items such as letterboxes and service metres. • Internal garage measurements do not meet the minimum for traffic engineering best practice of 5.8m. • Parking has been provided in accordance with the minimums of the Planning and Design Code. • The proposed stormwater arrangements are considered appropriate and meet with Council's standards.
Arboriculture Advisor	<ul style="list-style-type: none"> • A newly planted street tree is situated within the proposed crossover location • As a result of the proposed crossover on Lydia Street, City Operations has considered the health, structure, form, useful life expectancy, and age of the street tree and will support the removal. There is no fee to the applicant as this new planting will be relocated.
Waste Management	<ul style="list-style-type: none"> • The proposed development is considered beyond Council's capacity to service through the kerbside collection model due to the density of the housing. • A commercial waste provider is required to service this development. Storage and collection of waste from 13 Lydia Street is required to be internalised and should be considered on the application.

A copy of the internal referral responses are contained in **Attachment 3**.

EXTERNAL REFERRALS

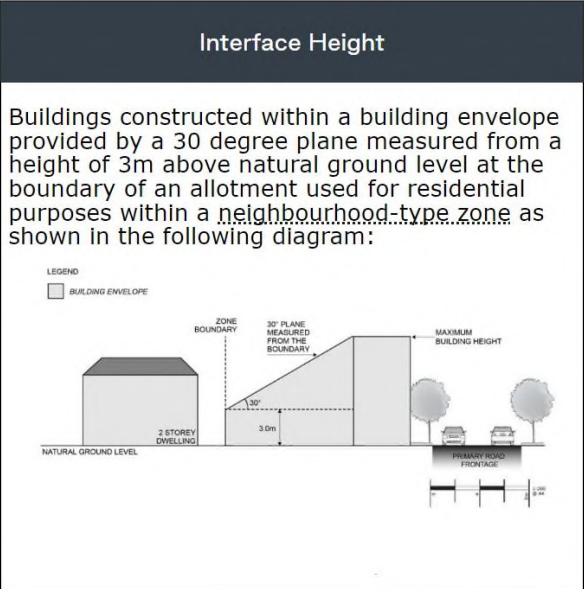
Nil

RELEVANT PLANNING & DESIGN CODE PROVISIONS

The subject land is located within the Urban Corridor (Boulevard) Zone as described in the Code. The subject land is also affected a series of Overlays and Technical Numeric Variations (TNVs).

ASSESSMENT

The proposal is assessed for consistency with the quantitative requirements of the Planning and Design Code as outlined in the table below:

PLANNING AND DESIGN CODE PROVISIONS	STANDARD	ASSESSMENT
Primary Street Setback Urban Corridor (Boulevard) Zone DTS/DPF 2.4	The building line of buildings setback from the primary street boundary: (a) not less than: 2m	Ground Floor: 3 m 1 st Floor: 1.3 m 2 nd Floor: 1.3 m Does not Satisfy
Setback from Rear Urban Corridor (Boulevard) Zone DTS/DPF 2.7	Building walls setback from rear boundaries a minimum of 3m	Ground Floor: 4.3 m 1 st Floor: 3.3 m 2 nd Floor: 3.3 m Satisfies
Side Setback Urban Corridor (Boulevard) Zone DTS/DPF 2.6	Building walls with no window/s or balcony/ies fronting the boundary, setback from side boundaries as follows: (a) no minimum on the boundary, within the first 18m from the front property boundary for any building level (b) no minimum for remaining length for ground level only (c) 2m for 1st level and above for building parts more than 18 metres from the front property boundary	<p style="text-align: center;"><u>South Side</u></p> Ground Floor: 3 m 1 st Floor: 3 m 2 nd Floor: 2.352 m Satisfies
Interface Height Urban Corridor (Boulevard) Zone DTS/DPF 4.1	<p style="text-align: center;">Interface Height</p> Buildings constructed within a building envelope provided by a 30 degree plane measured from a height of 3m above natural ground level at the boundary of an allotment used for residential purposes within a neighbourhood-type zone as shown in the following diagram: 	<p style="text-align: center;"><u>North Side</u></p> Ground Floor: 3 m 1 st Floor: 3 m 2 nd Floor: 2.352 m Does not satisfy

<p>Building Height Urban Corridor (Boulevard) Zone DTS/DPF 3.1</p>	<p>Except where a Concept Plan specifies otherwise, development does not exceed the following building height(s):</p> <p>Maximum building height is 8 levels</p> <p>Maximum building height is 32.5m</p>	<p>3 levels</p> <p>9.15 m</p> <p>Satisfies</p>								
<p>Car parking Transport, Access and Parking Module Table 2 - Off-Street Car Parking Requirements in Designated Areas</p>	<p>2 bedroom dwelling - 1 space per dwelling</p> <p>Plus</p> <p>0.25 spaces per dwelling for visitor parking.</p>	<p>20 spaces provided on site</p> <p>1 per dwelling 4 visitor parks</p> <p>Satisfies</p>								
<p>Private Open Space Design in Urban Areas Module Table 1 - Private Open Space</p>	<p>Total private open space area:</p> <p>a) Site area <301m²: 24m² located behind the building line.</p> <p>b) Site area ≥ 301m²: 60m² located behind the building line. Minimum directly accessible from a living room: 16m² / with a minimum dimension 3m.</p>	<p>Dwelling 1, 8, 9 & 16</p> <p>Satisfies</p> <p>Dwellings 2 - 7 and 10 - 15</p> <p>Does not satisfy</p>								
<p>Landscaping Design in Urban Areas Module DTS/DPF 13.1</p>	<p>Buildings provide a 4m by 4m deep soil space in front of the building that accommodates a medium to large tree, except where no building setback from front property boundaries is desired.</p>	<p>3.1 m x 6 m (in front of each building)</p> <p>Does Not Satisfy</p>								
<p>Deep Soil Zone plantings Design in Urban Areas Module DTS/DPF 13.2</p>	<p>Multi-storey development provides deep soil zones and incorporates trees at not less than the following rates, except in a location or zone where full site coverage is desired.</p> <table border="1" data-bbox="544 1464 1043 1688"> <thead> <tr> <th>Site area</th> <th>Minimum deep soil area</th> <th>Minimum dimension</th> <th>Tree / deep soil zones</th> </tr> </thead> <tbody> <tr> <td><300 m²</td> <td>10 m²</td> <td>1.5m</td> <td>1 small tree / 10 m²</td> </tr> </tbody> </table>	Site area	Minimum deep soil area	Minimum dimension	Tree / deep soil zones	<300 m ²	10 m ²	1.5m	1 small tree / 10 m ²	<p>Satisfies</p>
Site area	Minimum deep soil area	Minimum dimension	Tree / deep soil zones							
<300 m ²	10 m ²	1.5m	1 small tree / 10 m ²							

In assessing the merits or otherwise of the application, only those quantitative requirements that do not meet the Code requirements will be discussed along with the respective qualitative provisions.

The proposed development is therefore discussed under the following sub headings:

Land Use

Performance Outcome 1.1 of the Urban Corridor (Boulevard) Zone encourages a vibrant mix of land uses, with a Residential Flat Building specifically listed as an envisaged form of development in DPF 1.1. The development contributes to the Zone's desire for a vibrant mix of land uses in order to add to the vitality of the area. The development introduces a form of residential accommodation to the locality and provides opportunities for smaller households to enter the neighbourhood.

The current use of the subject land is residential in nature. As a result, the intended land use, although an intensification, does not require a preliminary site contamination investigation in accordance with Practice Direction 14 and Desired Outcome 1 of the Site Contamination Section of the Code, and the site is considered to be suitable for residential use.

In accordance with Desired Outcome 1 of the Urban Corridor (Boulevard) Zone, the proposed development will increase the mix of residential accommodation in the area by replacing two detached dwellings with two residential flat buildings.

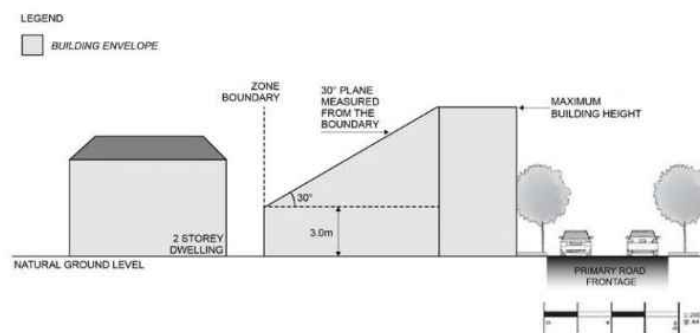
Desired Character & Pattern of Development

The ground floor of the proposed development is to be setback 3.11 metres from the front property boundary, with the upper level located 1.32m from the boundary. Although DPF 2.4 of the zone lists 2m as the minimum front setback, the articulation of the building is considered to be appropriate to provide depth to the built form and assists in satisfying PO 1.3 of the Design in Urban Areas section of the Code.

It is considered that the encroachment into the recommended setback is not fatal to the application, and the proposal is still able to achieve the requirements of PO 2.4 of the zone which encourages that buildings be setback from the primary street boundaries to provide a consistent streetscape edge with generous landscaping and tall articulated building facades. The proposal incorporates landscaping in front of the built form, to provide improved amenity to the street. The proximity to Lydia Street also provides a gradual setback pattern, with the shopping centre to the south being situated on or near the Lydia Street boundary and the carports of the residences to the north being located approximately 7m back from Lydia Street.

DPF 2.6 of the zone provides a side setback of 2m as guidance for first floor and above building walls without window/s or balconies fronting the boundary. The proposed development incorporates both windows and balconies to the side façade, so the quantitative amount is not specifically relevant, however PO 2.6 of the zone is relevant. The PO indicates that buildings should set back from side boundaries to provide separation between buildings in a way that complements the established character of the locality and enables access to natural sunlight and ventilation for neighbouring buildings. The side setback of the proposed development being 1m to the side boundary at its closest point is still considered able to meet PO 2.6 by allowing natural light and ventilation by incorporating side façades that are stepped to help reduce their mass.

DPF 4.1 of the zone provides a suggested height restriction within a 30 degree plane measured from a height of 3m above natural ground level at the boundary of an allotment used for residential purposes within a neighbourhood-type zone, as shown in the following diagram:



The intention of this DPF is to provide an appropriate interface height and assist in achieving PO 4.1 by mitigating the impact of building massing on residential development within a neighbourhood-type zone.

Whilst the proposed development doesn't achieve the DPF, it is considered that the development is able to satisfy PO 4.1 which identifies that buildings should mitigate impacts of building massing on residential development within a neighbourhood-type zone.

Although the northern building will breach the 30-degree plane that applies to the northern boundary of the site, it is considered that the proposal achieves the performance outcome as;

- this building will not, despite its siting, 'overshadow' the habitable room windows or private open spaces of the dwellings within the residential flat building to the north of the site;
- the applicant has reduced the massing of this building by:
 - limiting it to three storeys and 9.9 metres in height in a part of the Zone where buildings of up to eight storeys and 32.5 metres in height are envisaged;
 - incorporating a row of Goldspire Ginkgos (capable of reaching 5.0 metres in height at maturity) along the northern (side) boundary of the site, and
 - stepping the northern façade, and incorporating horizontal and vertical elements.

In addition, given that the existing development to the south is commercial in nature, the proximity to the boundary will not negatively impact upon the amenity of the site to the south. In addition, the existing residential development to the north is multi storey and will not be overshadowed by the proposed development. Again the stepping of the façade improves the articulation of the building and reduces the visual bulk, reducing the impact of a reduced setback. Although being located within the 30 degree plane identified in the DPF, it is considered that the proposed development has appropriately addressed the potential interface issues and is consistent with the requirements of PO 4.1.

Built Form

As discussed above, the built proposed built form does not satisfy all of the quantitative requirements of the zone. However it is considered that the built form will result in an envisaged form of development which has taken into consideration the character of the locality, and provided an appropriate shift from high level and density urban corridor development to the lower density neighbourhood zone to the north.

Urban Corridor (Boulevard) Zone PO 4.2 identifies that buildings on an allotment fronting a road that is not the primary corridor (i.e. a State maintained road) and where land on the opposite side of the road is within a neighbourhood-type zone, should provide an orderly transition to the built form scale envisaged in the adjacent zone to complement the streetscape character. The subject land is located next to a large shopping centre, with the residential character not yet established at this point in the zone. The introduction of a 3 level residential flat building located alongside a commercial built form and an existing 2 storey residential flat building will be in keeping with the transition into the lower density built form of the Housing Diversity Neighbourhood zone to the north and west. That is not to say the external outlook from the neighbourhood type zone will not change; however, the development represents a form of development which is contemplated by the Zone and a height less than the maximum desired.

The proposed development is envisaged in the zone and it is considered that the introduction of the proposed 3 storey built form will appropriately transition from the Urban Corridor (Boulevard) zone to the Housing Diversity Neighbourhood zone.

Amenity

Although the proposed development is three stories and 9.75m in height, the built form will not result in the overshadowing of neighbouring residences. The existing built form to the east and south is commercial in nature, meaning that the proposal will not negatively impact on the amenity of the land use.

The proposed dwellings each incorporate a balcony and upper storey windows to the design. PO 10.1 and 10.2 of the Design in Urban Areas section of the Code encourage that development mitigates direct overlooking from upper level windows and balconies to habitable rooms and private open spaces of adjoining residential uses in neighbourhood-type zones. In order to meet the requirements, upper storey windows have been designed to be either high sill level, or obscured to a minimum of 1.5m above the finished floor level. The balustrades belonging to the balconies will also be fitted with frosted glass to a height of 1.5 metres above the finished floor level to mitigate direct overlooking.

Private Open Space

Design in Urban Areas Table 1 identifies that 24 square metres of private open space should be provided to each dwelling. The private open spaces belonging to Dwellings 2 to 7 and 10 to 15 fall short of the recommended area (24 square metres) by 2.0 square metres, however this is not considered to be fatal to the application. These dwellings will each have two areas of private open space in the form of a balcony and private courtyard, the private courtyards will have a minimum dimension of 3.0 metres, as sought by Table 1 of the Design in Urban Areas section of the Code; and the private courtyards will also be accessible, and visible, from a habitable room, as sought by PO 21.2 of the Design in Urban Areas Section of the Code.

Landscaping

The Planning and Design Code encourages landscaping of development sites to a high standard in order to assist in reducing thermal mass and provide positive contribution to the amenity of the site. PO 3.1 of the Design in Urban Areas section of the Code encourages that soft landscaping and tree planting are incorporated to:

- a) minimise heat absorption and reflection
- b) maximise shade and shelter
- c) maximise stormwater infiltration
- d) enhance the appearance of land and streetscapes.

The proposed development includes the following;

- 226 square metres or 16 percent of the area of the site will be landscaped; and
- 54 trees will be planted within the confines of the site, including 2 Ornamental Pears, four Green Bamboos and 48 Goldspire Ginkgos

PO 7.8 of the Design in Urban Areas section of the Code encourages that vehicle parking areas appropriately located, designed and constructed to minimise impacts on adjacent sensitive receivers through measures such as ensuring they are attractively developed and landscaped, screen fenced and the like.

The inclusion of visitor parking spaces on the site has reduced the capacity for landscaping in front of the built form. In providing visitor spaces, the design has balanced the two potentially conflicting requirements, by provided landscaping wherever possible, whilst also allowing for visitor parking, which will be required for the residents of the development.

The extent of deep soil areas at the front of the site fail to achieve a 4 x 4 metre dimension as desired by the Code. This notwithstanding, the additional length in area provided (3.1m x 6m) is considered appropriate to provide a well landscaped garden bed, complementary to the building design. The deep soil areas are to be planted with an Ornamental Pear, which achieves a growth

height up to 15 metres at maturity with a large canopy. The trees shall be bordered with other low-medium growing species to provide an attractive streetscape outcome and soften the appearance of the development and car parking areas when viewed as a whole. The deep soil areas and dimensions are sufficient to accommodate the recommended tree plantings and to this end, the development is considered to satisfy Design in Urban Areas, Performance Outcomes 7.4, 7.5, 7.6, 13.1 and 13.4.

It is considered that, on balance, the landscaping proposed is able to meet the requirements of the Code.

Parking and Access

Car parking will be provided on site, with 16 spaces dedicated to individual dwellings in the form of a single garage per residence, and 4 visitor spaces – two to the front, and two at the rear of the site. In addition, 6 secure bicycle spaces will be provided at the rear of the site.

Table 2 - Off-Street Car Parking Requirements in Designated Areas identifies that, for a development of this type, parking is required at a rate of one per dwelling, and 0.25 spaces per dwelling for visitor parking. As a result the proposed development has achieved the minimum requirement of the Code.

Parking and traffic concerns were raised by both representors. Given the nature of the proposal, the Applicant has provided technical advice from Phil Weaver and Associates to support the proposed development. This advice indicates that the development meets or exceeds the relevant policies within the Code in relation to parking rates, dimensions and manoeuvrability. The advice also indicates that the proposed development is forecast to generate approximately 8 to 10 weekday peak hour vehicle trips. This volume of trips is "relatively low, considered appropriate for the zoning of the subject site, and are not anticipated to result in unacceptable adverse capacity or amenity impacts on the locality".

Council's City Assets section have reviewed the proposed development and provided advice that the proposed car parks are considered to be appropriate and sufficient in number to meet the Code requirements. The reduction in crossovers will also increase the number of on street car parks available in the area.

It is noted that Council's City Assets staff provided advice that best practise is for garage carparks to have a minimum length of 5.8m, however in providing carparks which are 5.7m in length, the proposed development has satisfied DPF 23.1 of the Design in Urban Areas module which requires a minimum length of 5.4m.

It is considered that the proposed development has been designed to achieve the minimum requirements of the Design in Urban Areas section of the Planning and Design Code in relation to car parking, access and manoeuvrability.

Waste Management

Council's Waste Management team have reviewed the proposed development and provided advice that the scale of the development is such that Council is unable to provide kerbside collection for the development. The Applicant has agreed and provided calculations in relation to the likely waste generation on site, and details of on-site waste collection by a private contractor;

According to our calculations, the prospective residents are likely to generate, on a weekly basis that is, up to 1,440 litres of putrescibles, 1,200 litres of recyclables and 480 litres of organics.

With this in mind, the communal waste enclosure at the eastern (rear) end of the site has been designed to accommodate:

- *a 1,100-litre bin and a 340-litre bin for putrescibles;*
- *two, 660-litre bins for recyclables; and*
- *two, 240-litre bins for organics.*

All three forms of waste (putrescibles, recyclables and organics) will be collected by a private contractor once per week.

Figure 2 appended to the traffic and parking assessment undertaken by Phil Weaver and Associates demonstrates that the private contractor's vehicle (a medium rigid vehicle) will:

- *be able to be reversed onto the site, then driven back onto Lydia Street (a manoeuvre considered acceptable by the Council's Administration); and*
- *not block the common driveway during the waste collection process, which, as previously mentioned, will only occur once per week.*

The communal waste enclosure has been designed to accommodate the requisite type and number of bins in accordance with PO 11.1 of the Design in Urban Areas Section of the Code. It has also been positioned at the rear of the site to reduce its visibility from Lydia Street and discourage the private contractor from emptying the bins on the carriageway as per PO 11.2 of the Design in Urban Areas Section of the Code.

Stormwater Management

The proposed development is supported by a site and drainage plan developed by TEK Engineers. In accordance with the plan, the following is to occur on site;

- each dwelling will come equipped with a 3,000 litre water tank;
- each tank has been designed to retain 1,000 litres of stormwater and to detain the rest (2,000 litres of stormwater);
- runoff from the roof atop each building will be directed to the tanks;
- overflow from the tanks will be diverted, and subsequently discharged, to Lydia Street;
- surface water from the common driveway will be captured by a series of grated sumps; and
- surface water captured by the grated sumps will also be diverted, and subsequently discharged, to Lydia Street.

Council's City Assets section have reviewed the information supplied by the applicant and advised that the proposed stormwater management for the site is in accordance with Council's requirements.

The proposal is considered to satisfy the PO 36.1 and 36.2 relating to water sensitive urban design in the Design in Urban Areas section of the Code.

SUMMARY

The proposed development has been architecturally designed to provide an appropriate built form which, although larger than existing development in the surrounding area, does not negatively impact on the character or amenity of the area.

The siting of the built form and design allows the proposal to, on balance, satisfy the requirements of the Code and contribute to the provision of a mixture of residential uses in the area.

Having considered all the relevant provisions of the Planning and Design Code, the proposal is considered to be not seriously at variance with the Planning and Design Code Version 2022.21 dated 10 November 2022.

On balance, the proposal reasonably satisfies the relevant provisions of the Planning and Design Code Version 2022.21 and therefore the application warrants the granting of Planning Consent, subject to specified conditions

RECOMMENDATION

It is recommended that the Council Assessment Panel resolve that:

1. Pursuant to Section 107 (2)(c) of the *Planning Development and Infrastructure Act 2016*, and having undertaken an assessment of the application against the Planning and Design Code, the application is NOT seriously at variance with the provisions of the Planning and Design Code Version 2022.21.
2. Application No. 22037262 by Ausbird Group Pty Ltd C/- Future Urban for Construction of two (2) three storey residential flat buildings comprising 16 dwellings (CT-5378/533 and CT- 5122/745) is GRANTED Planning Consent subject to the following conditions of consent:

Development Plan Consent Conditions:

1. The development shall be undertaken and completed in accordance with the plans and information detailed in this application specifically plans as listed below:
 - Drawing No. N-21093_ SD001, Revision E, Proposed Site Plan
 - Drawing No. N-21093_ SD002, Revision E, Combined Site and Ground Floor Plan
 - Drawing No. N-21093_ SD003, Revision E, Proposed Level 1 Plan
 - Drawing No. N-21093_ SD004, Revision E, Proposed Level 2 Plan
 - Drawing No. N-21093_ SD005, Revision E, Proposed Roof Plan
 - Drawing No. N-21093_ SD006, Revision E, Proposed Elevation
 - Drawing No. N-21093_ SD007, Revision E, Proposed Elevation
 - Drawing No. N-21093_ SD008, Revision E, Proposed Elevation
 - Drawing No. N-21093_ SD012, Revision E, Landscaping Plan
 - Sheet Number SD1/C - TEK Engineers - Site and Drainage Plan
 - Traffic Reports prepared by Phil Weaver and Associates - Dated 30 August, 2022, and 18 January, 2023
 - Future Urban Report dated November 1, 2022
2. Prior to the use and/or occupation of the structure(s), all stormwater from buildings and paved areas shall be disposed of in accordance with the approved plans and details.
3. All planting and landscaping, with the exception of tree planting, shall be completed within six (6) months of occupation or the next available planting season and be maintained in a reasonable condition at all times. Any plants that become diseased or die will be replaced with a suitable species.

4. All devices/treatments proposed and nominated on the approved plans, and forming part of the Development Application, to protect the privacy of adjoining properties shall be installed and in use prior to occupation of the premises and maintained for the life of the building.
 5. All car parking areas, driveways and vehicle manoeuvring areas must be constructed and properly drained in accordance with the approved plans prior to the occupation of the premises or the use of the development, and maintained in a good condition at all times.
 6. All waste collection is to be undertaken in accordance with the Waste Management Plan prepared by Future Urban in the report dated 1 November 2022, to the reasonable satisfaction of Council. This includes:
 - All Waste collection being undertaken by a licensed private waste collection provider;
 - All Waste storage receptacles being stored in a common area including: 1 x 1100-litre bin and 1 x 340-litre bin for General Waste, 2 x 660-litre bins for Recyclables and 2 x 240-litre bins for Organics;
 - The licensed private waste collection provider is to provide a weekly general, recycling and green organics waste collection service.
 7. All waste and other rubbish shall be stored in a manner so that it does not, in the reasonable opinion of the Council, create:
 - insanitary conditions on or off the site;
 - an unreasonable nuisance off the site; or
 - pollution to the environment (including by pollution caused by substances, materials or things entering the stormwater system either by wind or water).
 8. All waste and other rubbish shall be stored in the designated areas and screened from public view in accordance with the approved plans.
-

Attachments

- 1. Plans and Supporting Docs**
- 2. Representations and Applicant's Response**
- 3. Internal Referral Comments**



Product	Register Search (CT 5378/533)
Date/Time	31/10/2022 02:03PM
Customer Reference	Ausbird
Order ID	20221031005943



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 5378 Folio 533

Parent Title(s)	CT 4235/800		
Creating Dealing(s)	CONVERTED TITLE		
Title Issued	19/11/1996	Edition	8
		Edition Issued	21/02/2022

Estate Type

FEE SIMPLE

Registered Proprietor

AUSBIRD GROUP PTY. LTD. (ACN: 166 800 782)
OF 44 WATERFORD CIRCUIT LIGHTSVIEW SA 5085

Description of Land

ALLOTMENT 106 FILED PLAN 8108
IN THE AREA NAMED PLYMPTON
HUNDRED OF ADELAIDE

Easements

NIL

Schedule of Dealings

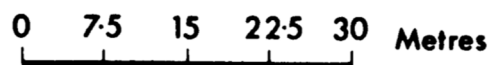
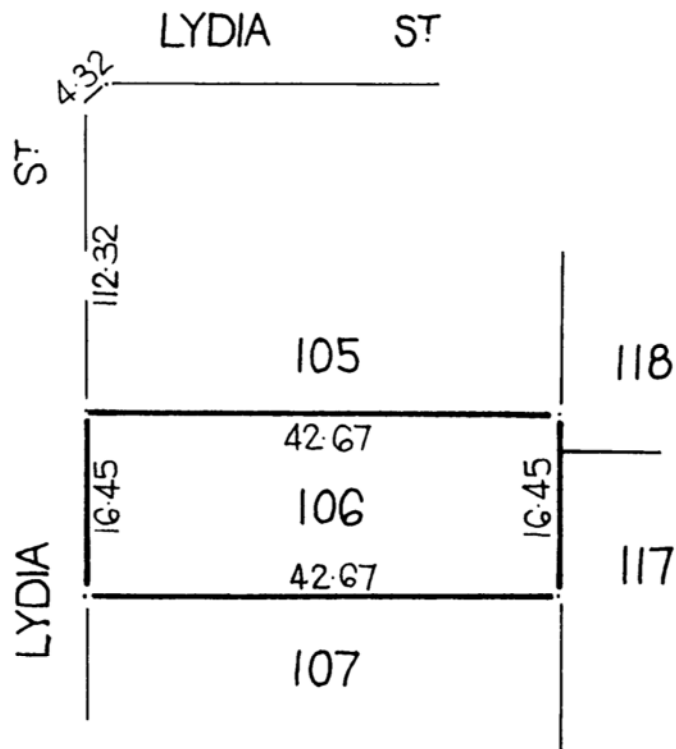
Dealing Number	Description
13723002	MORTGAGE TO PERPETUAL TRUSTEE CO. LTD. (ACN: 000 001 007)

Notations

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



Product Register Search (CT 5378/533)
Date/Time 31/10/2022 02:03PM
Customer Reference Ausbird
Order ID 20221031005943





Product Historical Search
Date/Time 31/10/2022 02:03PM
Customer Reference Ausbird
Order ID 20221031005943

Certificate of Title

Title Reference: CT 5378/533
Status: CURRENT
Parent Title(s): CT 4235/800
Dealing(s) Creating Title: CONVERTED TITLE
Title Issued: 19/11/1996
Edition: 8

Dealings

Lodgement Date	Completion Date	Dealing Number	Dealing Type	Dealing Status	Details
14/02/2022	21/02/2022	13723002	MORTGAGE	REGISTERED	PERPETUAL TRUSTEE CO. LTD. (ACN: 000 001 007)
14/02/2022	21/02/2022	13723001	TRANSFER	REGISTERED	AUSBIRD GROUP PTY. LTD. (ACN: 166 800 782)
14/06/2017	28/06/2017	12744395	TRANSFER	REGISTERED	STAMPT PTY. LTD. (ACN: 069 127 635)
20/01/2012	08/03/2012	11705246	TRANSFER	REGISTERED	MATTS PTY. LTD. (ACN: 068 766 594), STAMPT PTY. LTD. (ACN: 069 127 635)
20/01/2012	08/03/2012	11705245	APPLICATION TO NOTE DEATH	REGISTERED	ROMEO MERCADO (DECD), ALEGRIA MERCADO
20/01/2012	08/03/2012	11705244	DISCHARGE OF MORTGAGE	REGISTERED	10278166
04/08/2005	16/08/2005	10278166	MORTGAGE	REGISTERED	PERPETUAL TRUSTEES AUSTRALIA LTD. (ACN: 000 431 827)
08/06/2001	25/06/2001	9113865	DISCHARGE OF MORTGAGE	REGISTERED	8715227
12/07/1999	26/07/1999	8715227	MORTGAGE	REGISTERED	COMMONWEALTH BANK OF AUSTRALIA
07/11/1996	06/12/1996	8200607	DISCHARGE OF MORTGAGE	REGISTERED	7175245
23/09/1991	24/10/1991	7175245	MORTGAGE	REGISTERED	



Product	Register Search (CT 5122/745)
Date/Time	31/10/2022 02:02PM
Customer Reference	Ausbird
Order ID	20221031005904



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 5122 Folio 745

Parent Title(s)	CT 4115/617		
Creating Dealing(s)	CONVERTED TITLE		
Title Issued	19/05/1993	Edition	6
		Edition Issued	21/02/2022

Estate Type

FEE SIMPLE

Registered Proprietor

AUSBIRD GROUP PTY. LTD. (ACN: 166 800 782)
OF 44 WATERFORD CIRCUIT LIGHTSVIEW SA 5085

Description of Land

ALLOTMENT 105 FILED PLAN 8108
IN THE AREA NAMED PLYMPTON
HUNDRED OF ADELAIDE

Easements

NIL

Schedule of Dealings

Dealing Number	Description
13723002	MORTGAGE TO PERPETUAL TRUSTEE CO. LTD. (ACN: 000 001 007)

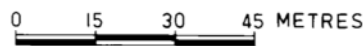
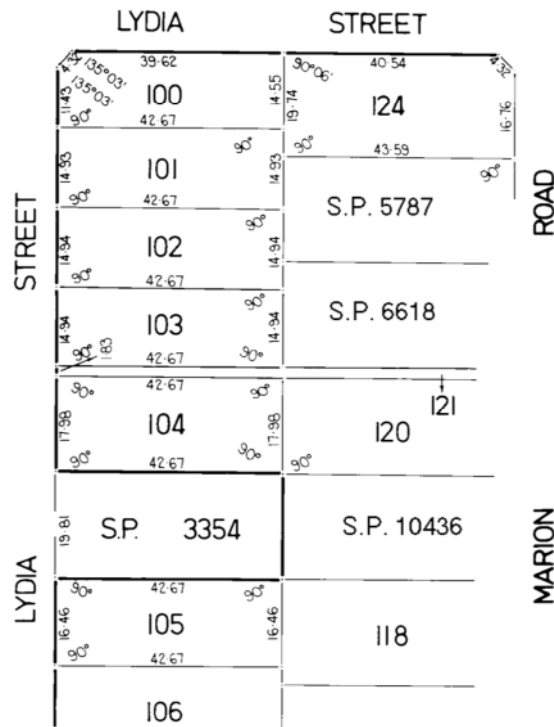
Notations

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



Product
Date/Time
Customer Reference
Order ID

Register Search (CT 5122/745)
31/10/2022 02:02PM
Ausbird
20221031005904





Product Historical Search
Date/Time 31/10/2022 02:02PM
Customer Reference Ausbird
Order ID 20221031005904

Certificate of Title

Title Reference: CT 5122/745
Status: CURRENT
Parent Title(s): CT 4115/617
Dealing(s) Creating Title: CONVERTED TITLE
Title Issued: 19/05/1993
Edition: 6

Dealings

Lodgement Date	Completion Date	Dealing Number	Dealing Type	Dealing Status	Details
14/02/2022	21/02/2022	13723002	MORTGAGE	REGISTERED	PERPETUAL TRUSTEE CO. LTD. (ACN: 000 001 007)
14/02/2022	21/02/2022	13723001	TRANSFER	REGISTERED	AUSBIRD GROUP PTY. LTD. (ACN: 166 800 782)
16/06/2017	30/06/2017	12745655	TRANSFER	REGISTERED	STAMPT PTY. LTD. (ACN: 069 127 635)
20/01/2012	08/03/2012	11705252	TRANSFER	REGISTERED	MATTS PTY. LTD. (ACN: 068 766 594), STAMPT PTY. LTD. (ACN: 069 127 635)
21/06/2005	28/06/2005	10248489	TRANSFER	REGISTERED	TRENOC NOMINEES PTY. LTD. (ACN: 007 966 707)
11/10/1993	29/10/1993	7590144	TRANSFER	REGISTERED	JANPEC NOMINEES PTY. LTD. (ACN: 061 449 527)
11/03/1993	01/06/1993	7465241	TRANSFER	WITHDRAWN	NEIL JAMES WRIGHT

PROPOSED RESIDENTIAL TOWNHOUSE DEVELOPMENT

11 & 13 LYDIA STREET PLYMPTON



ARCHITECTURAL DRAWINGS SD		
DRAWING NO.	DRAWING TITLE	REV.
SD000	COVER PAGE	E
SD001	PROPOSED SITE PLAN	E
SD002	COMBINED SITE AND GROUND FLOOR PLAN	E
SD003	PROPOSED LEVEL 1 PLAN	E
SD004	PROPOSED LEVEL 2 PLAN	E
SD005	PROPOSED ROOF PLAN	E
SD006	PROPOSED ELEVATION	E
SD007	PROPOSED ELEVATION	E
SD008	PROPOSED ELEVATION	E
SD009	PROPOSED SECTION	E
SD010	ARTIST IMPRESSION	E
SD011	ARTIST IMPRESSION	E
SD012	LANDSCAPING PLAN	E
Grand total: 13		

FOR APPROVAL



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Drawing
COVER PAGE

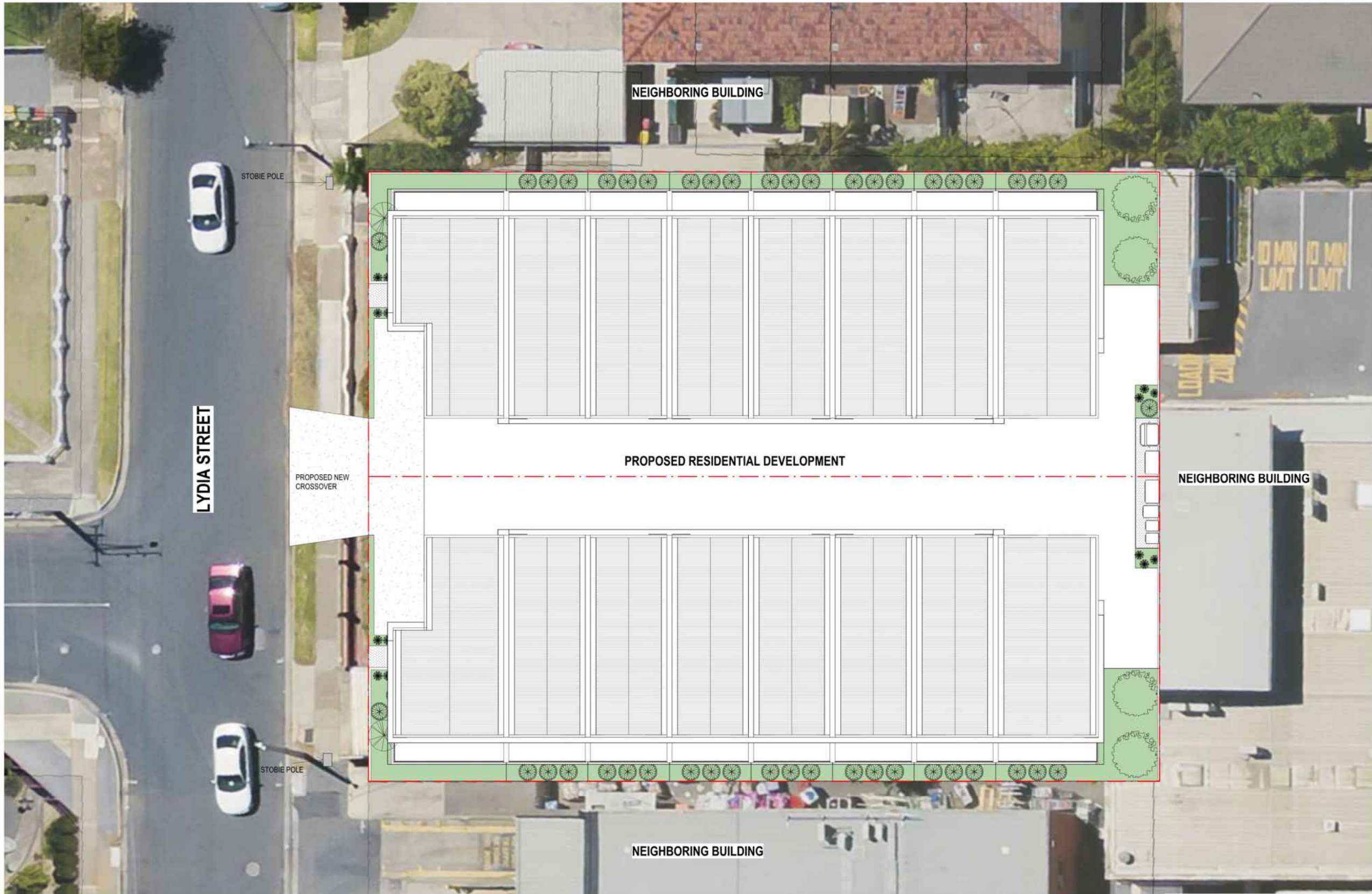
Scale
@A1

Date
2023-01-25

Drawing no.
N-21093_SD000

Revision
E





SITE PLAN
Scale 1:100

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11 & 13 Lydia Street Plympton - Residential Townhouses Development

drawing

PROPOSED SITE PLAN

scale

1 : 100 @A1

date

2023-01-25

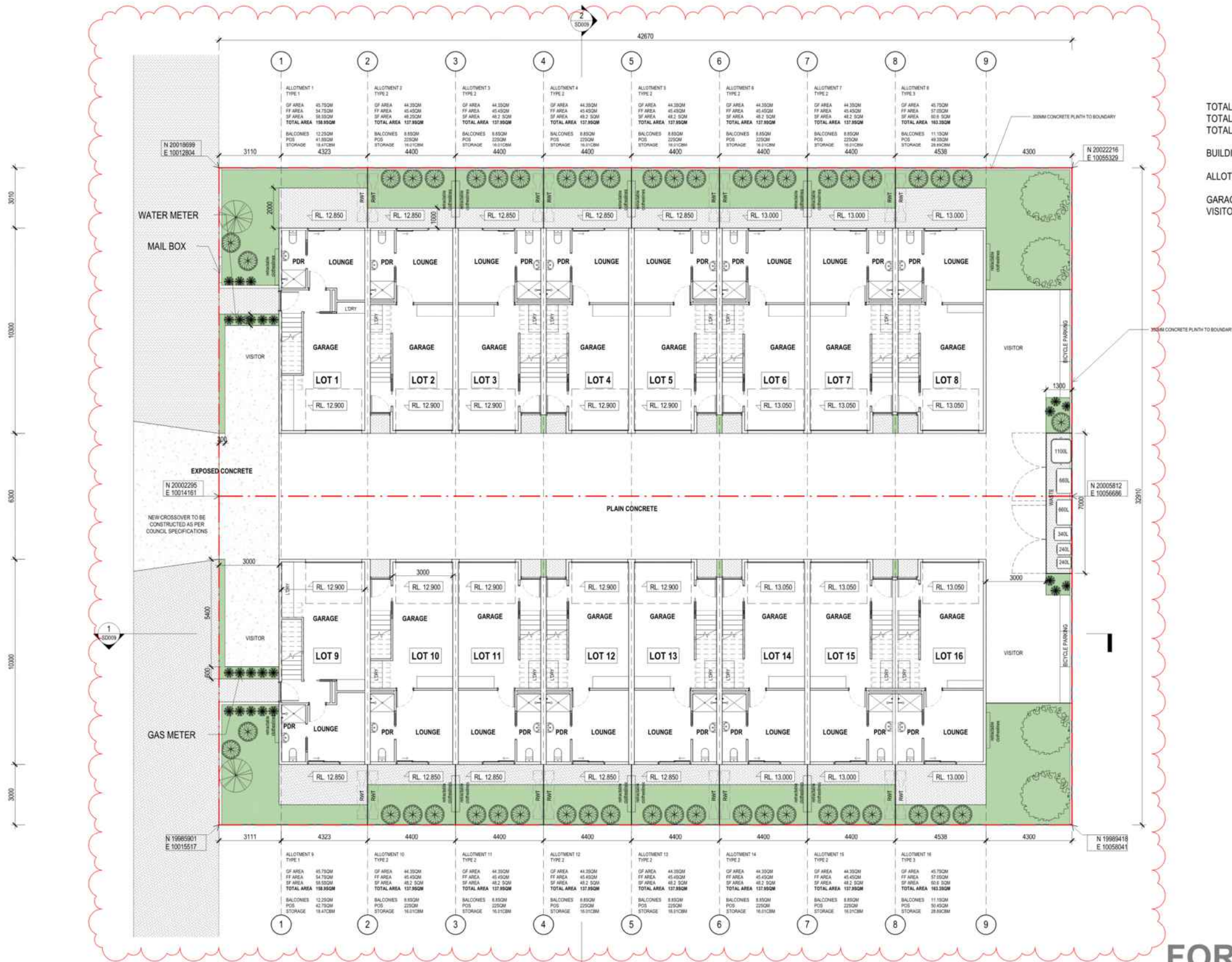
drawing no.

N-21093_ SD001

revision

E





TOTAL SITE AREA: 1405SQM
 TOTAL LANDSCAPE AREA: 226SQM
 TOTAL PERVIOUS AREA: 226SQM
 BUILDING TYPE: 3
 ALLOTMENT NUMBER: 16
 GARAGE: 16
 VISITOR PARKING: 4

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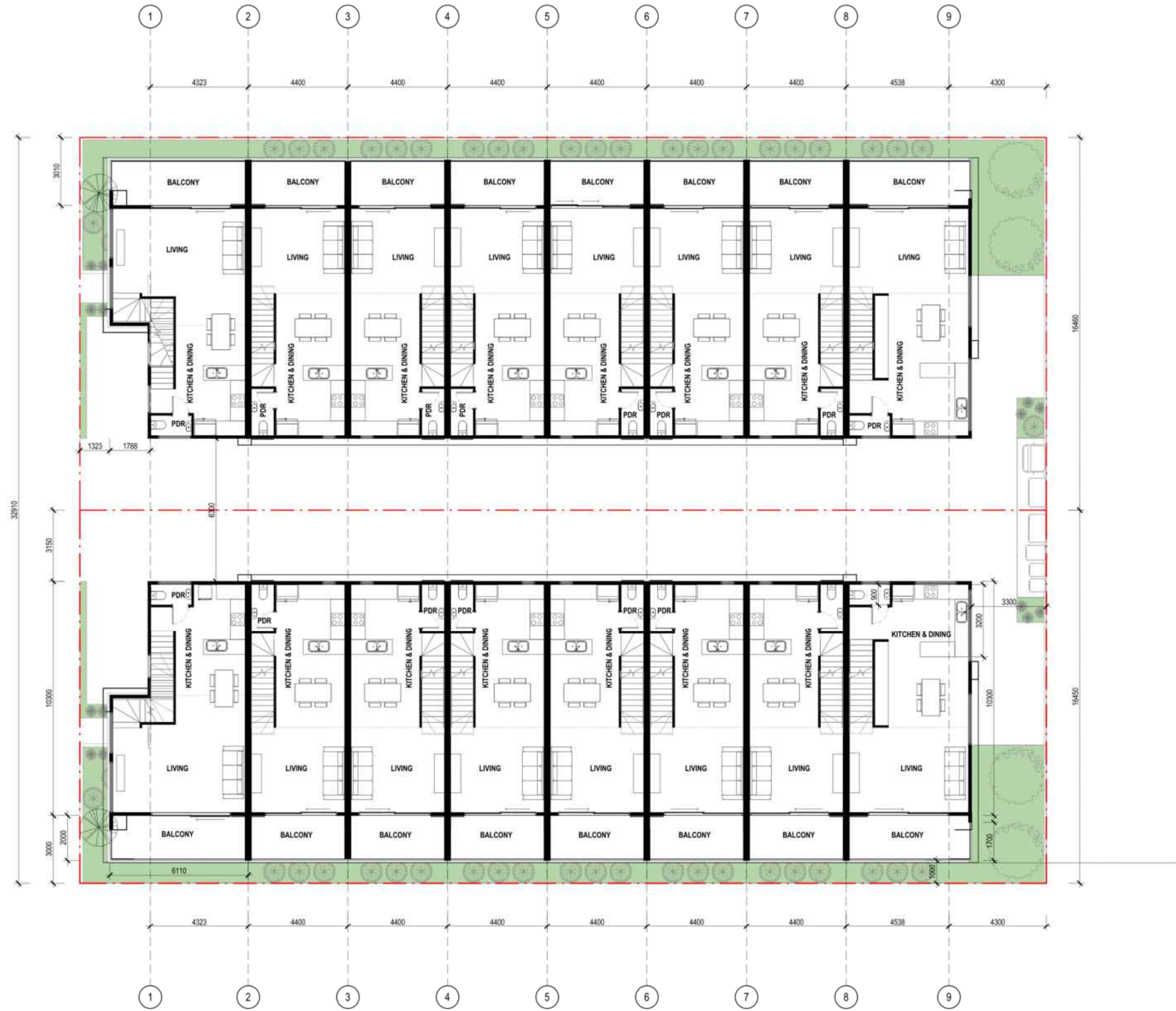


11 & 13 Lydia Street Plympton - Residential Townhouses Development

COMBINED SITE AND GROUND FLOOR PLAN

scale: 1 : 100 @A1
 date: 2023-01-25
 drawing no: N-21093_SD002
 revision: E





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drawing
 PROPOSED LEVEL 1 PLAN

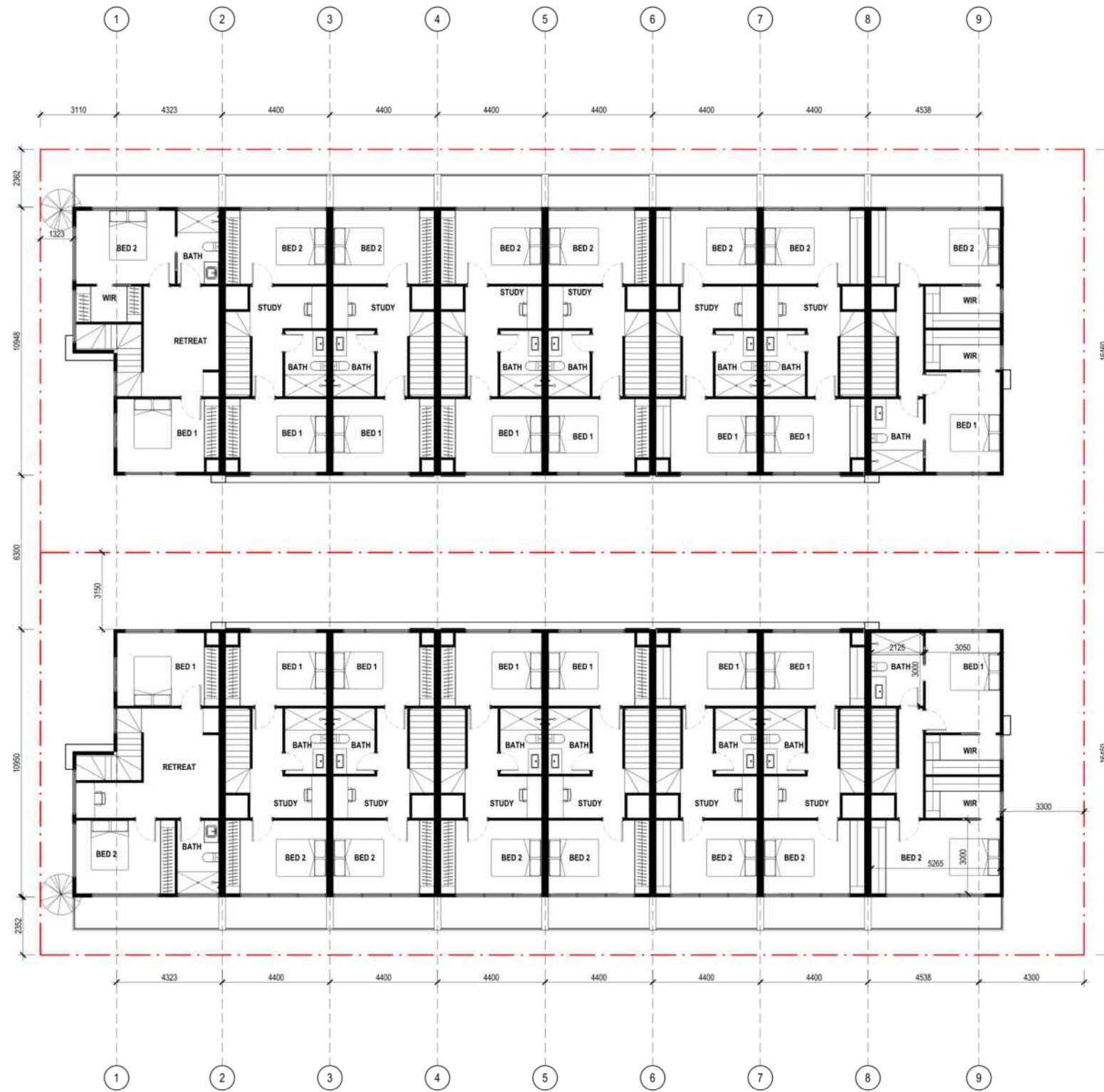
scale
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date
 2023-01-25

drawing no.
 N-21093_SD003

revision
 E





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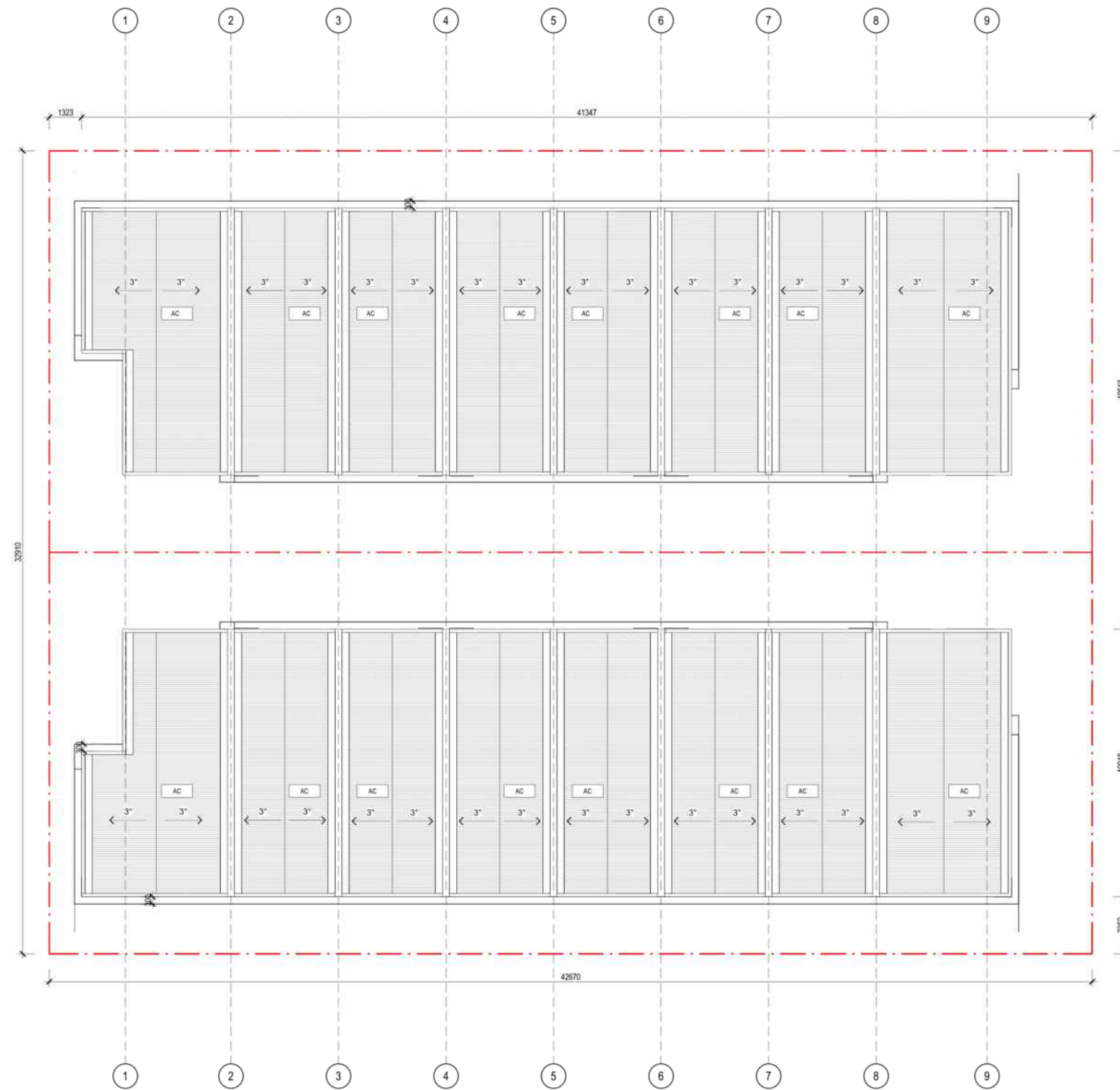


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drawing
 PROPOSED LEVEL 2 PLAN

scale | site | drawing no. | revision
 1 : 100 @A1 | 2023-01-25 | N-21093_SD004 | E





FOR APPROVAL



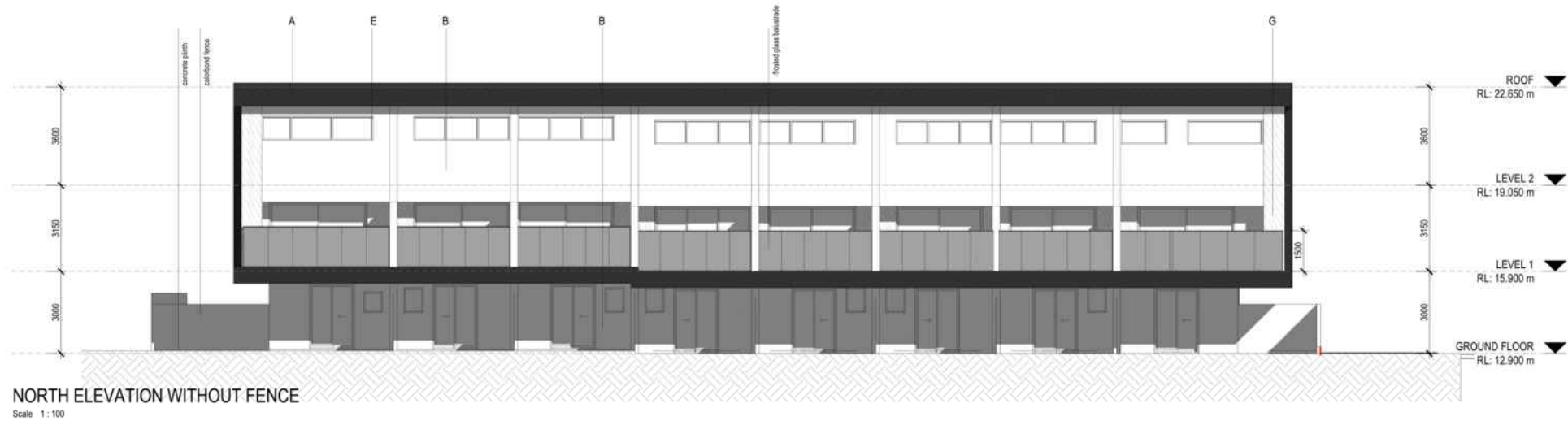
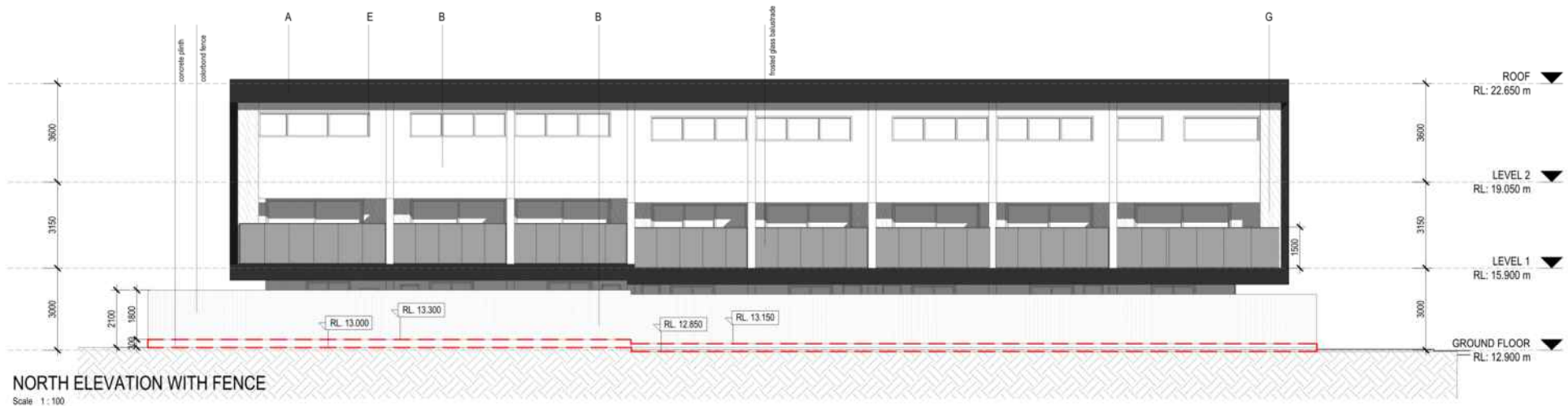
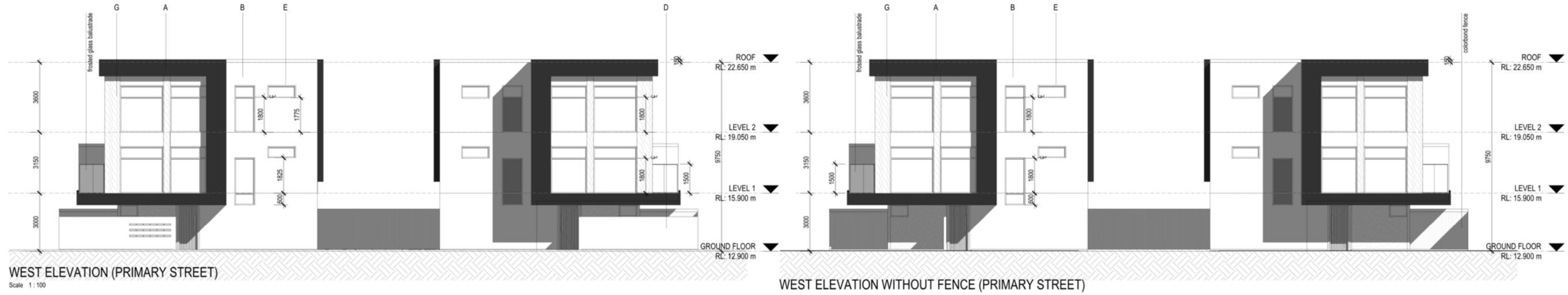
ROOF

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drawing
 PROPOSED ROOF PLAN

scale	date	drawing no.	revision
1 : 100 @A1	2023-01-25	N-21093_SD005	E





MATERIAL SELECTION SCHEDULE	
IMAGE	DESCRIPTION
A	RENDERED AAC PANEL WALL WITH PAINT FINISH. DULUX WAYWARD GREY
B	RENDERED AAC PANEL WALL WITH PAINT FINISH. DULUX NATURAL WHITE
C	COLORBOND ROOF SHEET. MONUMENT
D	HEBEL FENCE WALL
E	ALUMINUM FRAME WINDOW / POWDER COAT FINISH - MONUMENT
F	TIMBER GARAGE DOOR
G	QUICKBOARD™ CASTELLATED WALL CLADDING - LIGHT ASH
	PRIVACY FROSTED GLASS & FROSTED GLASS BALUSTRADE

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drawing
PROPOSED ELEVATION

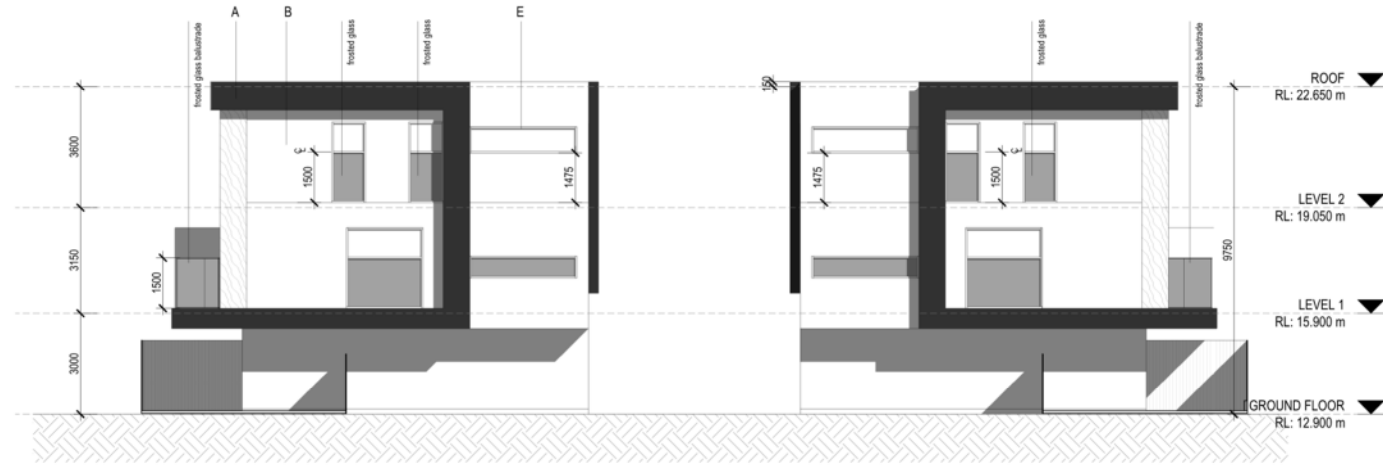
scale
1:100 @A1

date
2023-01-25

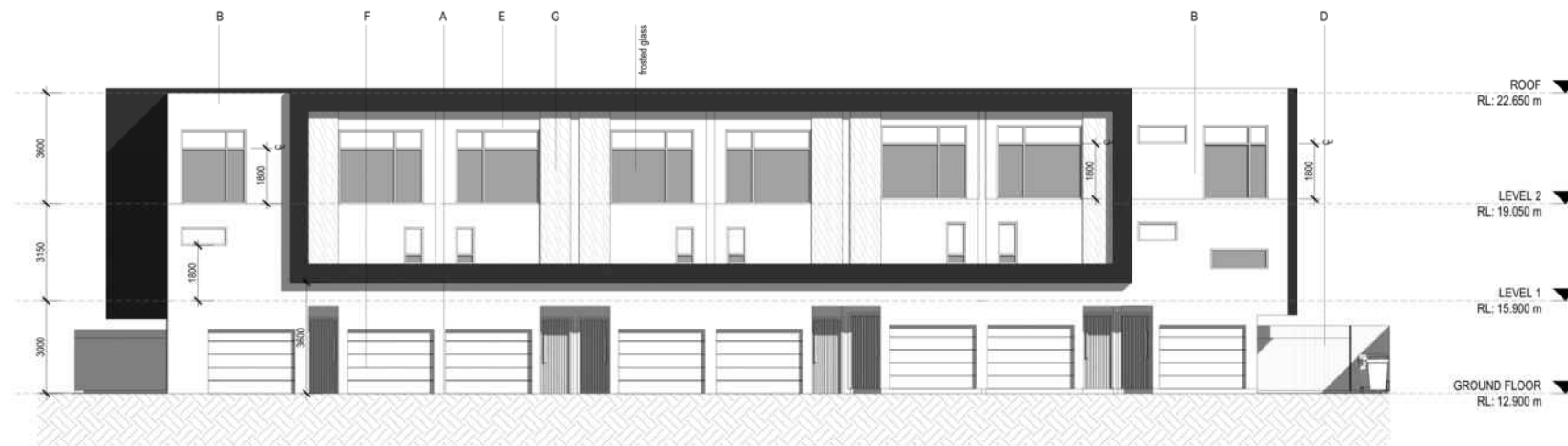
drawing no.
N-21093_SD006

revision
E

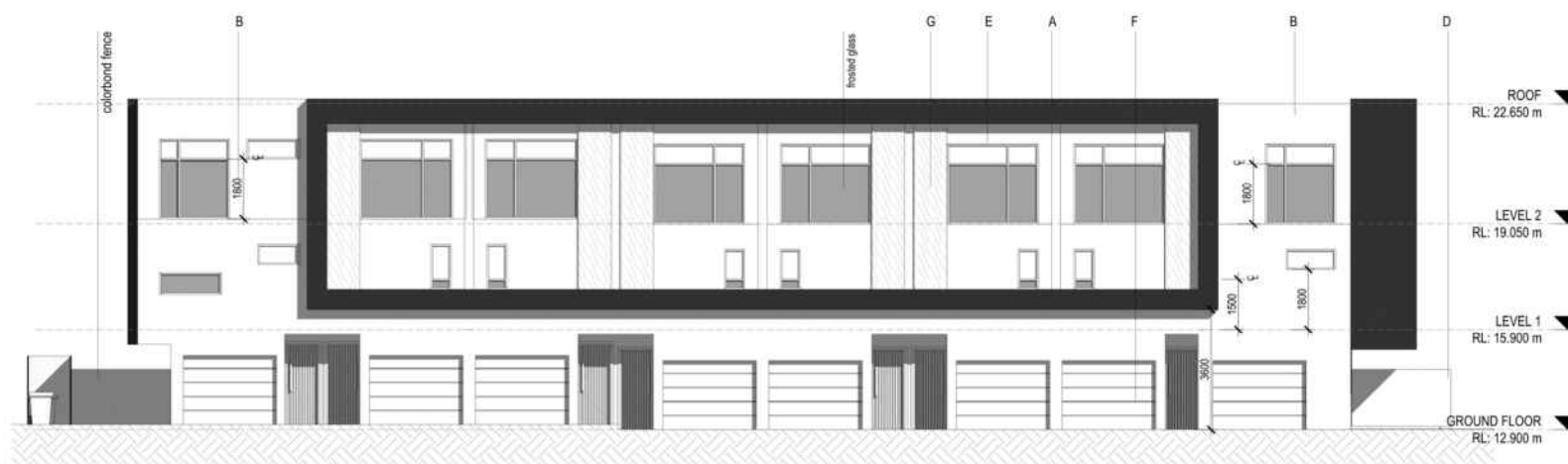




EAST ELEVATION
Scale 1:100



SOUTH ELEVATION (DRIVEWAY)
Scale 1:100

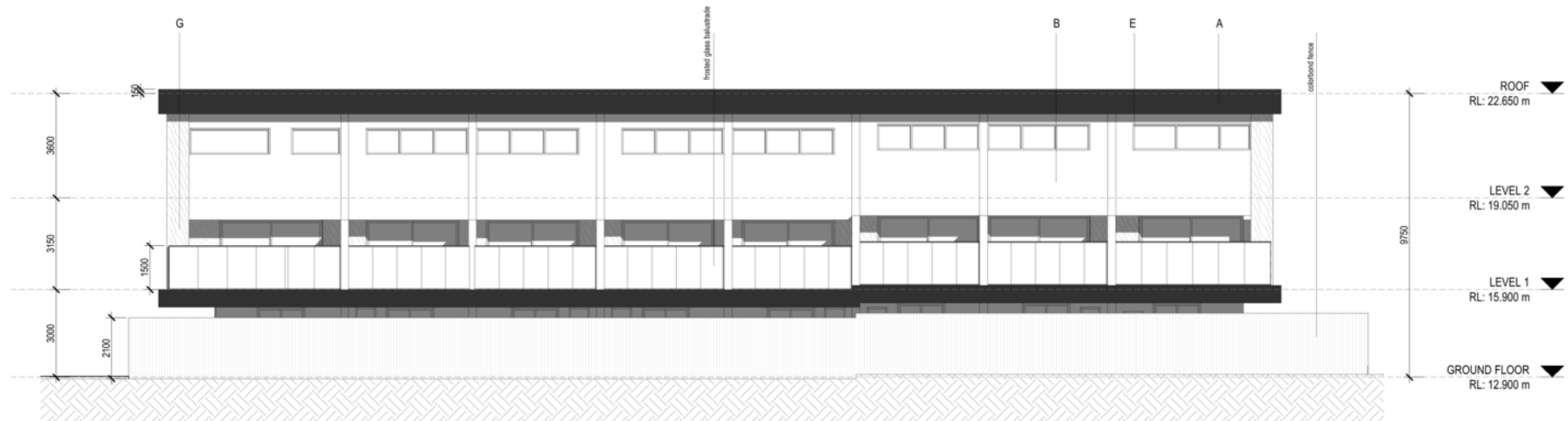


NORTH ELEVATION (DRIVEWAY)
Scale 1:100

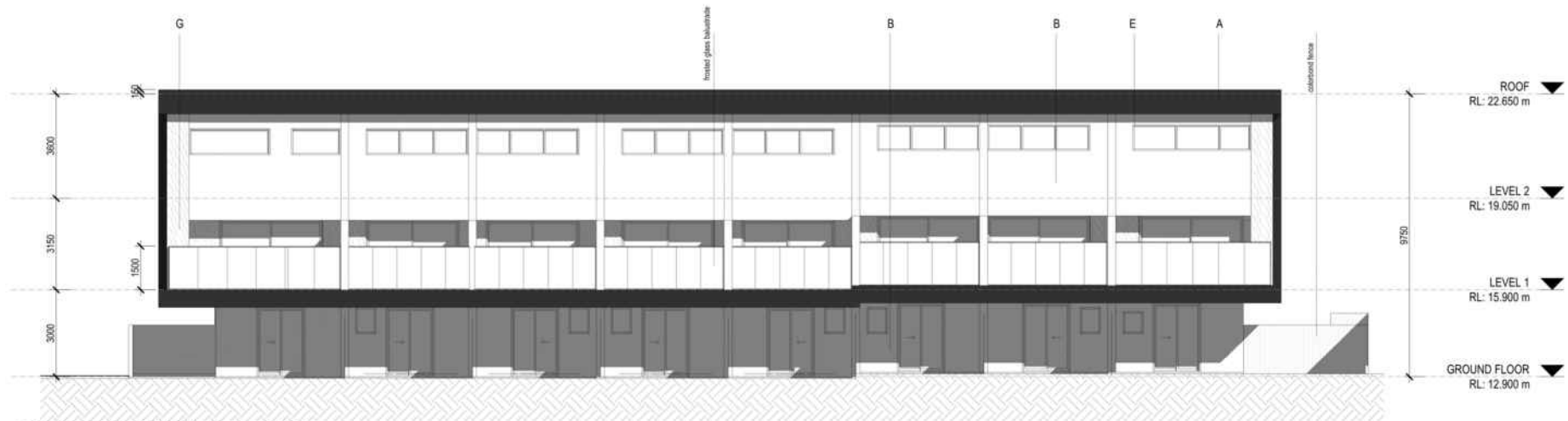
MATERIAL SELECTION SCHEDULE	
IMAGE	DESCRIPTION
	RENDERED AAC PANEL WALL WITH PAINT FINISH. DULUX WAYWARD GREY
	RENDERED AAC PANEL WALL WITH PAINT FINISH. DULUX NATURAL WHITE
	COLORBOND ROOF SHEET. MONUMENT
	HEBEL FENCE WALL
	ALUMINUM FRAME WINDOW POWDER COAT FINISH - MONUMENT
	TIMBER GARAGE DOOR
	QUICKBOARD™ CASTELLATED WALL CLADDING - LIGHT ASH
	PRIVACY FROSTED GLASS & FROSTED GLASS BALUSTRADE

FOR APPROVAL





SOUTH ELEVATION WITH FENCE
Scale 1:100



SOUTH ELEVATION WITHOUT FENCE
Scale 1:100

MATERIAL SELECTION SCHEDULE	
IMAGE	DESCRIPTION
A	RENDERED AAC PANEL WALL WITH PAINT FINISH. DULUX WAYWARD GREY
B	RENDERED AAC PANEL WALL WITH PAINT FINISH. DULUX NATURAL WHITE
C	COLORBOND ROOF SHEET. MONUMENT
D	HEBEL FENCE WALL
E	ALUMINUM FRAME WINDOW POWDER COAT FINISH - MONUMENT
F	TIMBER GARAGE DOOR
G	QUICKBOARD™ CASTELLATED WALL CLADDING - LIGHT ASH
	PRIVACY FROSTED GLASS & FROSTED GLASS BALUSTRADE

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drawing
PROPOSED ELEVATION

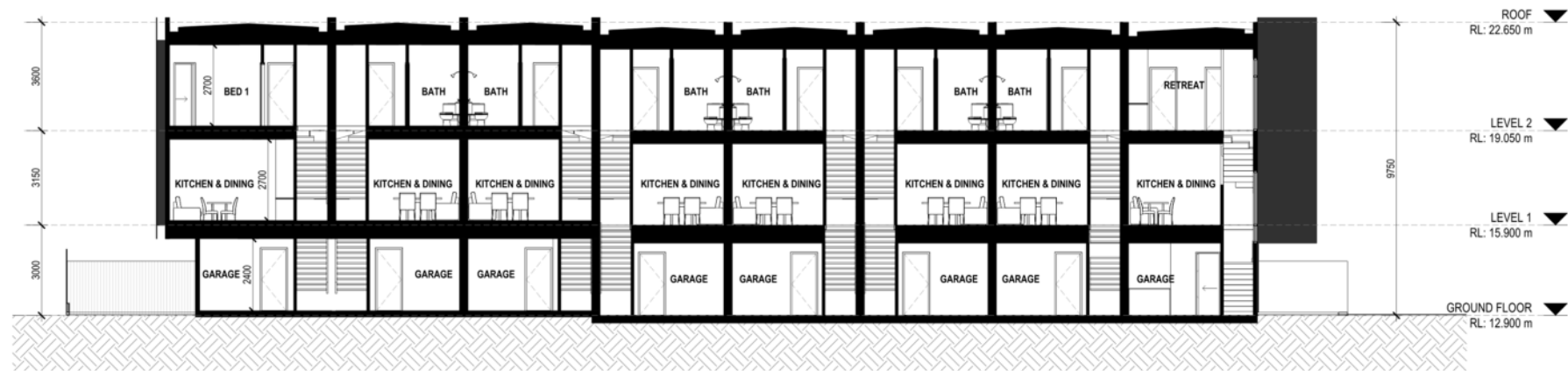
scale
1 : 100 @A1

date
2023-01-25

drawing no.
N-21093_SD008

revision
E





SECTION 1
Scale 1:100



SECTION 2
Scale 1:100

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drawing
PROPOSED SECTION

scale	date	drawing no.	revision
1 : 100 @A1	2023-01-25	N-21093_SD009	E





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drawing
ARTIST IMPRESSION

scale	date	drawing no.	revision
@A1	2023-01-25	N-21093_SD010	E





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drawing

ARTIST IMPRESSION

scale

@A1

date

2023-01-25

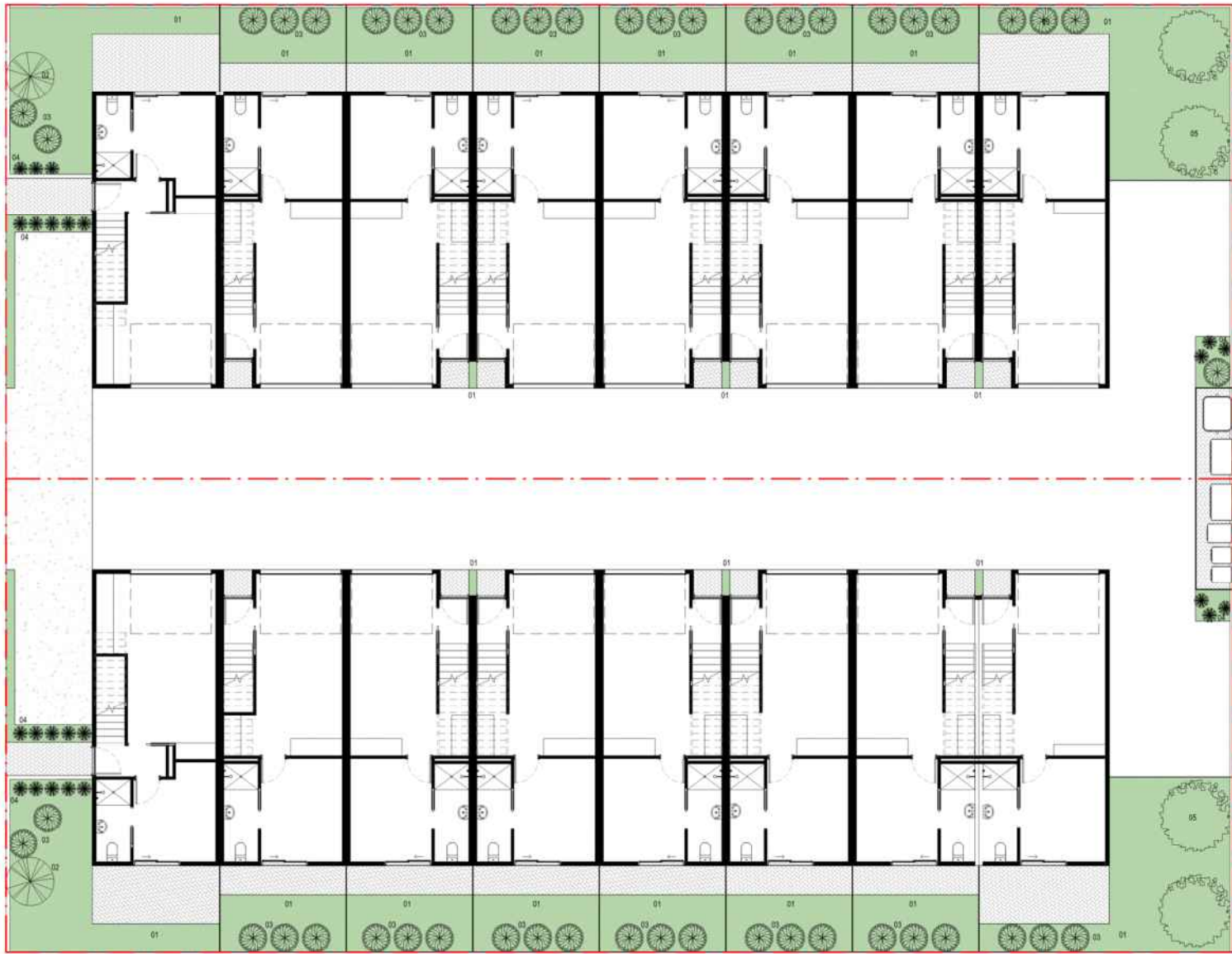
drawing no.

N-21093_SD011

revision

E

nic
NIC DESIGN STUDIO



LANDSCAPE LEGEND

- 01 - TURF
- 02 - ORNAMENTAL PEAR - PYRUS CALLENRYANA SMALL SIZE
- 03 - GOLDSPIRE GINKGO
- 04 - CHINESE PODOCARPUS 1.2M
- 05 - GREEN BAMBOO PHYLLOSTACHYS 'NIDULARIA'



ORNAMENTAL PEAR - PYRUS CALLERYANA



GREEN BAMBOO



CHINESE PODOCARPUS

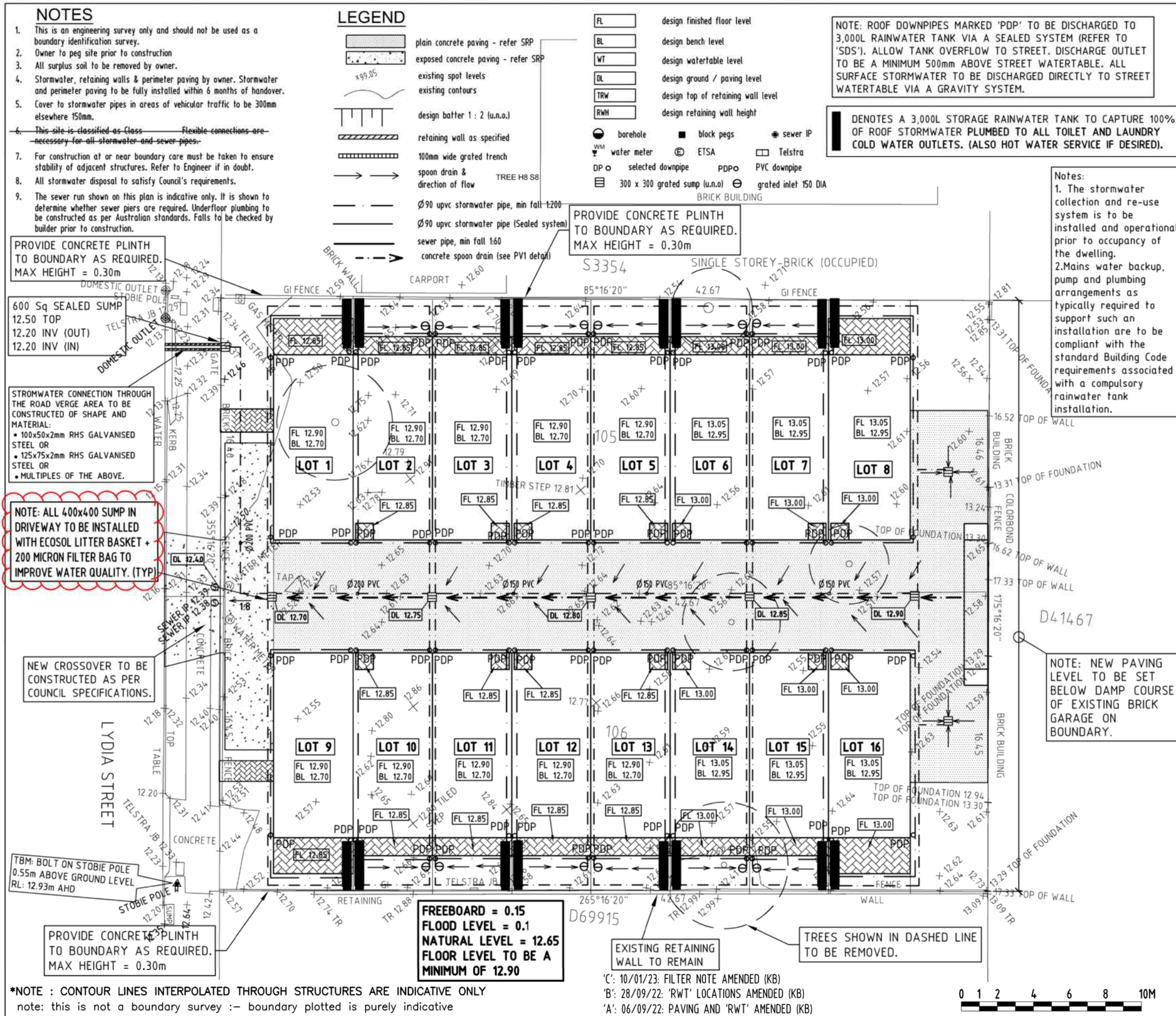


GOLDSPIRE GINKGO

LANDSCAPING PLAN
Scale 1:100

FOR APPROVAL





TEK ENGINEERS
Consulting Engineers
A.B.N. 51 491 784 923
No.7 Joann Street
Athelstone, SA 5076
Telephone: 0403 193 096



FOOTSTONE CONSTRUCTION

FOR: FOOTSTONE CONSTRUCTION
11-13 LYDIA STREET
PLYMPTON
SITE AND DRAINAGE PLAN

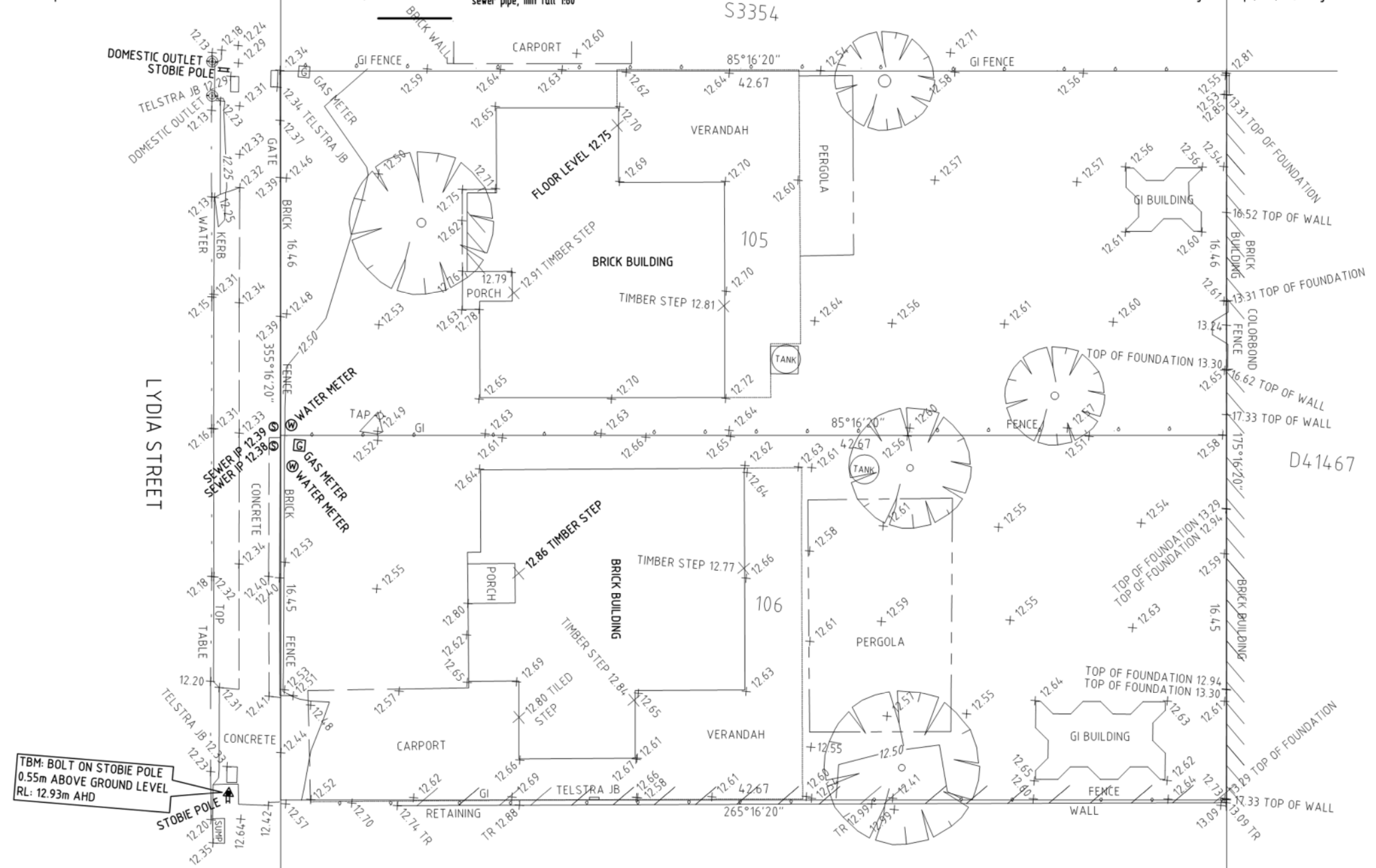
NOTES

1. This is an engineering survey only and should not be used as a boundary identification survey.
2. Owner to peg site prior to construction
3. All surplus soil to be removed by owner.
4. Stormwater, retaining walls & perimeter paving by owner. Stormwater and perimeter paving to be fully installed within 6 months of handover.
5. Cover to stormwater pipes in areas of vehicular traffic to be 300mm elsewhere 150mm.
6. This site is classified as Class ~~_____~~ Flexible connections are necessary for all stormwater and sewer pipes.
7. For construction at or near boundary care must be taken to ensure stability of adjacent structures. Refer to Engineer if in doubt.
8. All stormwater disposal to satisfy Council's requirements.
9. The sewer run shown on this plan is indicative only. It is shown to determine whether sewer piers are required. Underfloor plumbing to be constructed as per Australian standards. Falls to be checked by builder prior to construction.

LEGEND

- paving - refer SRP
- existing spot levels
- existing contours
- design batter 1 : 2 (u.n.o.)
- retaining wall as specified
- 100mm wide grated trench
- spoon drain & direction of flow
- Ø90 upvc stormwater pipe, min fall 1:200
- Ø90 upvc stormwater pipe (Sealed system) sewer pipe, min fall 1:60

- design finished floor level
- design bench level
- design water table level
- design ground / paving level
- design top of retaining wall level
- design retaining wall height
- borehole
- black pegs
- sewer IP
- water meter
- E.T.S.A.
- Telstra
- selected downpipe
- PVC downpipe
- 300 x 300 grated sump (u.n.o.)
- grated inlet 150 DIA



TBM: BOLT ON STOBIE POLE
0.55m ABOVE GROUND LEVEL
RL: 12.93m AHD

*NOTE : CONTOUR LINES INTERPOLATED THROUGH STRUCTURES ARE INDICATIVE ONLY
note: this is not a boundary survey :- boundary plotted is purely indicative



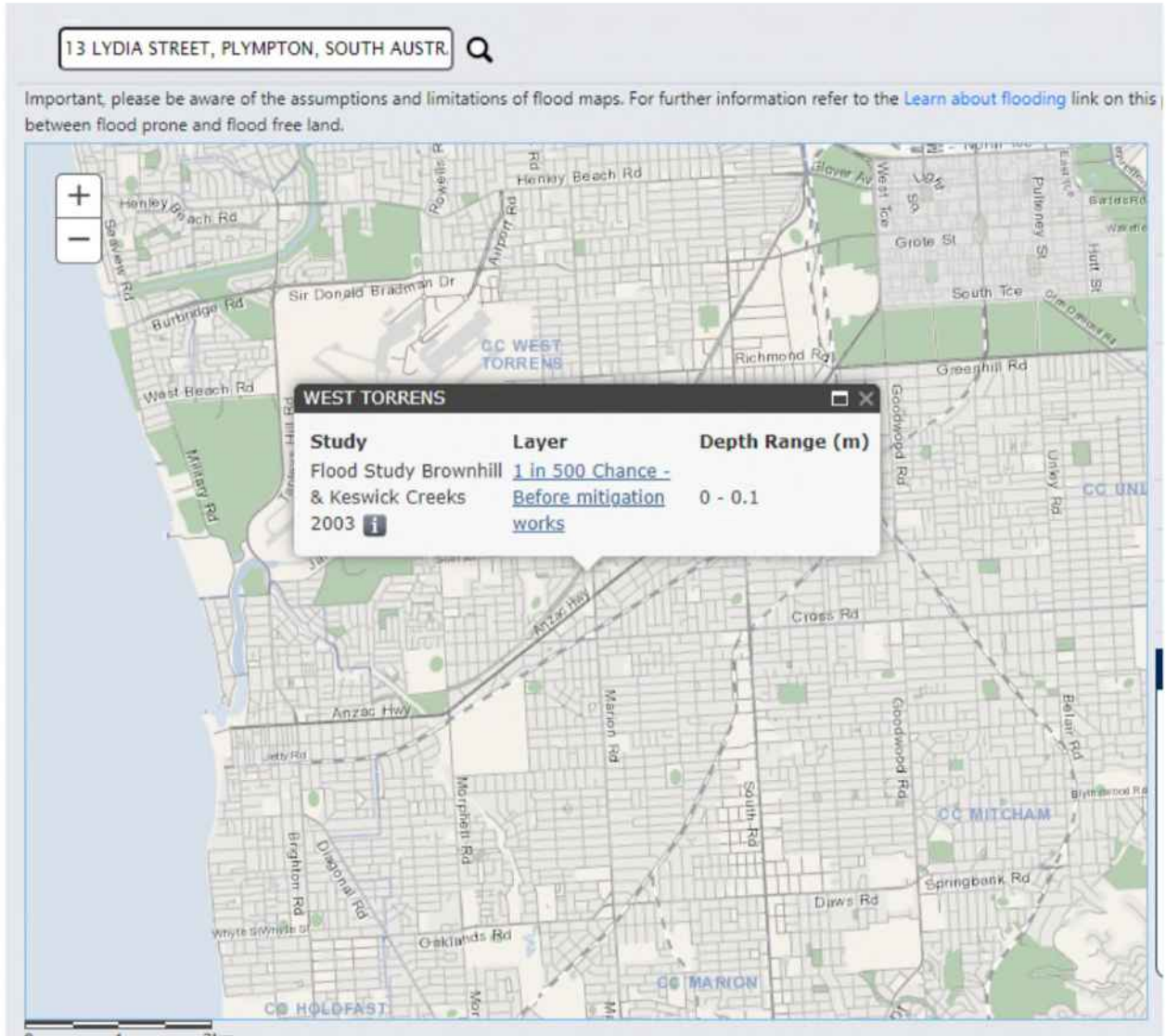
TEK ENGINEERS
Consulting Engineers
A.B.N. 51 491 784 923
No.7 Joann Street
Athelstone, SA 5076
Telephone: 0403 193 096

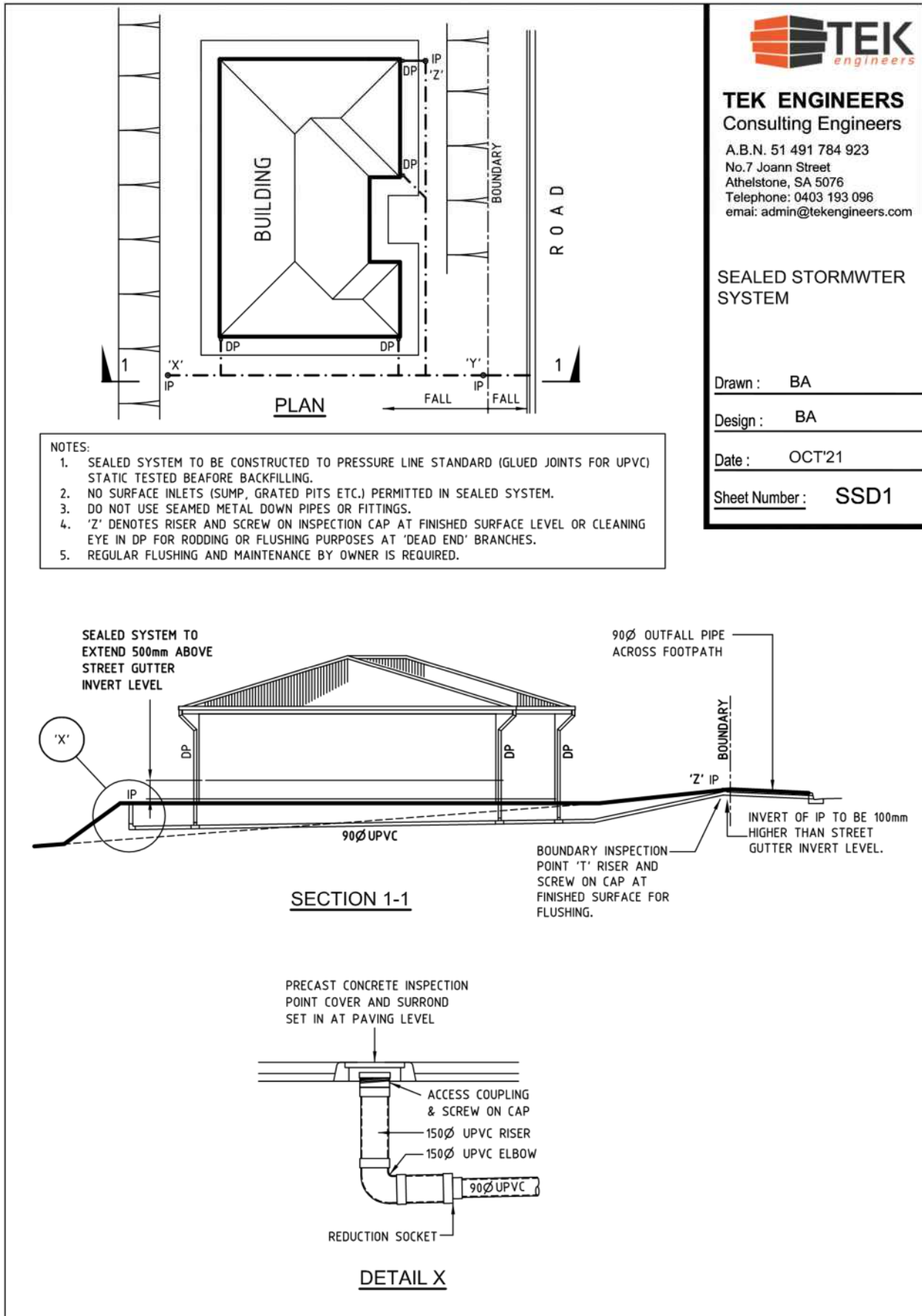
NORTH APPROX.

FOOTSTONE CONSTRUCTION

FOR: FOOTSTONE CONSTRUCTION
11-13 LYDIA STREET
PLYMPTON
ENGINEERING SURVEY

Revision :	
Drawn :	BA
Design :	BA
Date :	AUG'22
Scale :	1:200
Attachment :	17104
Sheet Number :	ES





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email: admin@tekengineers.com

SEALED STORMWATER SYSTEM

Drawn : BA

Design : BA

Date : OCT'21

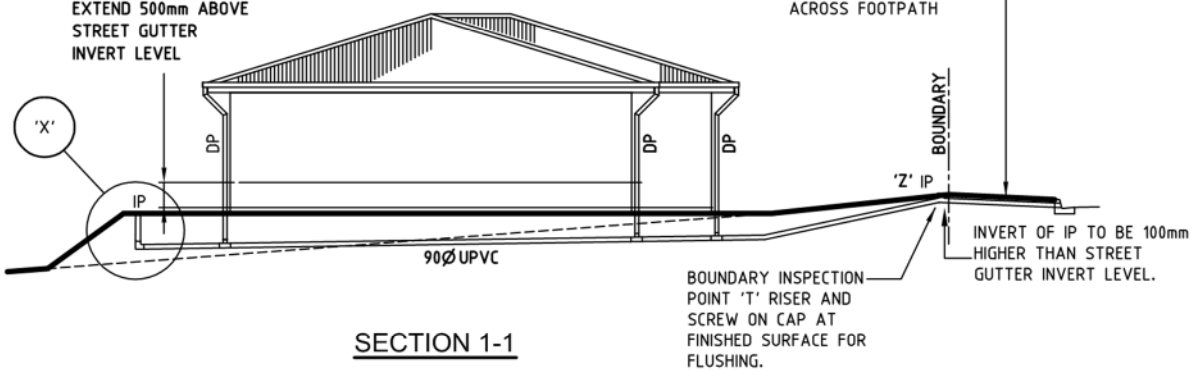
Sheet Number : **SSD1**

NOTES:

1. SEALED SYSTEM TO BE CONSTRUCTED TO PRESSURE LINE STANDARD (GLUED JOINTS FOR UPVC) STATIC TESTED BEFORE BACKFILLING.
2. NO SURFACE INLETS (SUMP, GRATED PITS ETC.) PERMITTED IN SEALED SYSTEM.
3. DO NOT USE SEAMED METAL DOWN PIPES OR FITTINGS.
4. 'Z' DENOTES RISER AND SCREW ON INSPECTION CAP AT FINISHED SURFACE LEVEL OR CLEANING EYE IN DP FOR RODDING OR FLUSHING PURPOSES AT 'DEAD END' BRANCHES.
5. REGULAR FLUSHING AND MAINTENANCE BY OWNER IS REQUIRED.

SEALED SYSTEM TO EXTEND 500mm ABOVE STREET GUTTER INVERT LEVEL

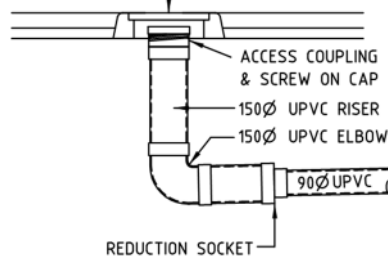
90Ø OUTFALL PIPE ACROSS FOOTPATH



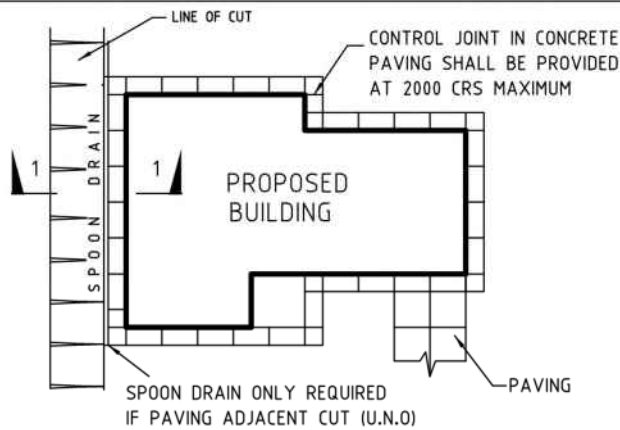
SECTION 1-1

BOUNDARY INSPECTION POINT 'Z' RISER AND SCREW ON CAP AT FINISHED SURFACE FOR FLUSHING.

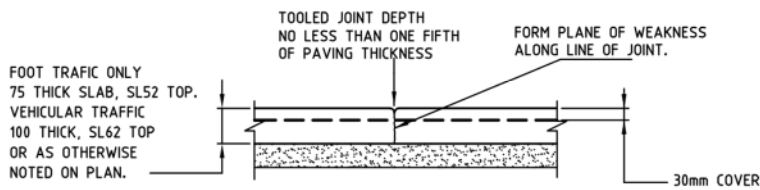
PRECAST CONCRETE INSPECTION POINT COVER AND SURROUND SET IN AT PAVING LEVEL



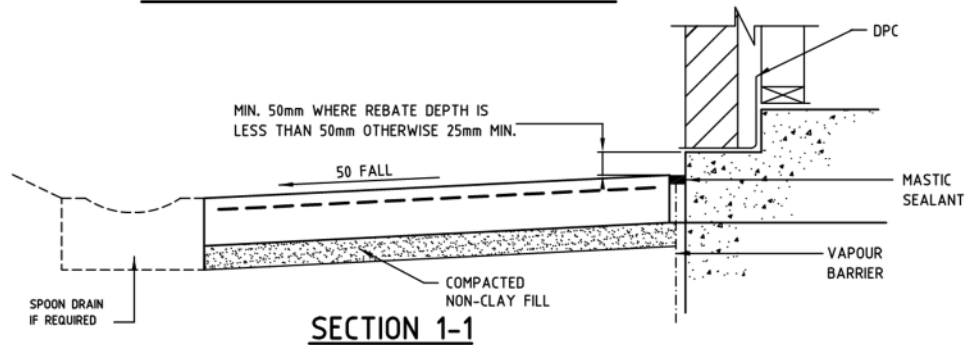
DETAIL X



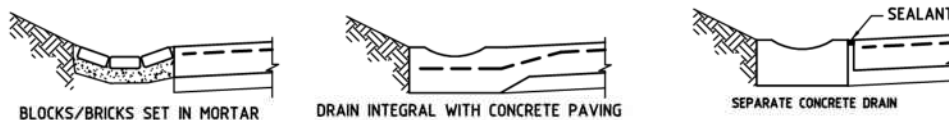
PLAN OF PAVING AROUND BUILDING



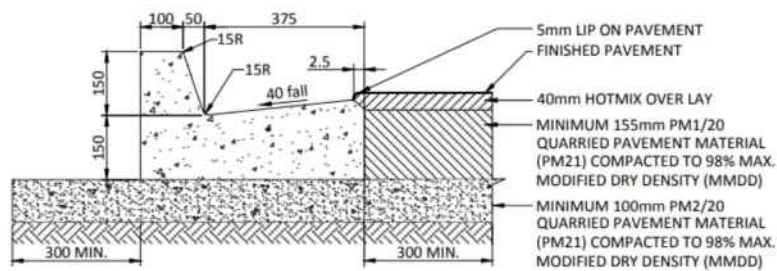
CONTROL JOINT DETAIL IN PAVING



SECTION 1-1



SPOON DRAIN DETAILS



150mm KERB AND GUTTER

NOTES

1. PAVING MUST NOT BRIDGE THE DAMP PROOF COURSE (DPC).
2. PAVING SHALL BE GRADED TO ENSURE ALL WATER CAN DRAIN AWAY FROM THE BUILDING.
3. PROVIDE EDGE DRAINS WHERE NECESSARY TO DIVERT RUNOFF.
4. PAVING IS A NON-STRUCTURAL COMPONENT. ON REACTIVE SITES H-D, E-D THE PAVING MAY REQUIRE RE-LAYING AT TIMES DUE TO HIGH SOIL MOVEMENTS.



TEK ENGINEERS
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**STANDARD PAVING
DETAILS**

Drawn : BA

Design : BA

Date : OCT'21

Sheet Number : PV1



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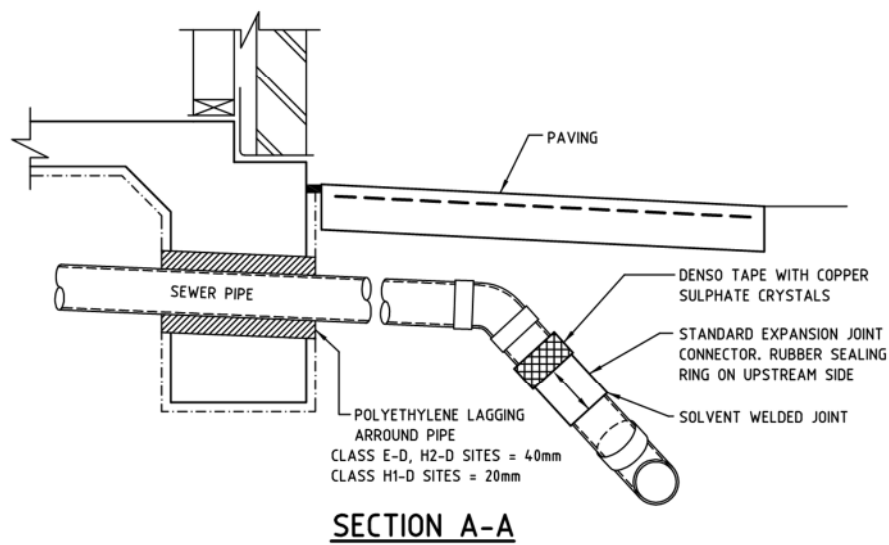
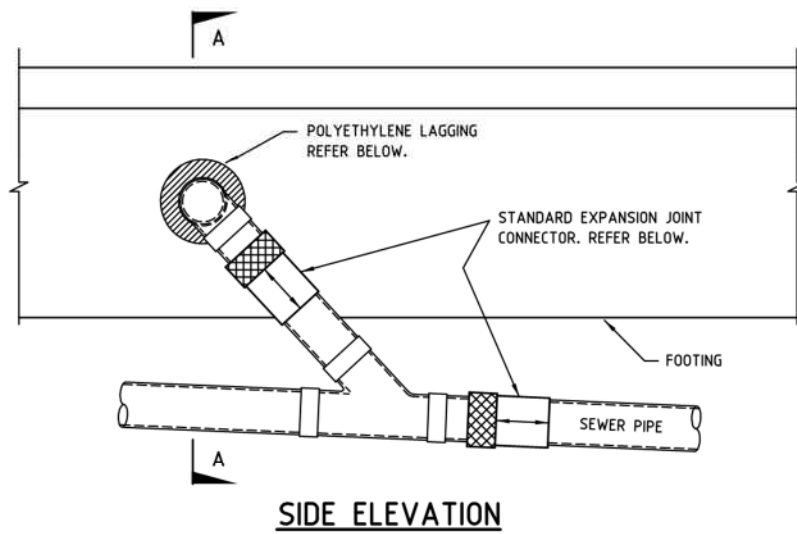
**FLEXIBLE SERVICE
CONNECTION DETAIL FOR
CLASS 'H' & 'E'
(STORMWATER & SEWER)**

Drawn : BA

Design : BA

Date : OCT'21

Sheet Number : FC1



NOTES

1. CONNECTORS ARE REQUIRED, AS DETAILED ABOVE, AT EACH CONNECTION.
2. CONNECTIONS ARE REQUIRED AT EACH LOCATION WHERE ANY PIPES (60mm OR GREATER) PENETRATE OR PASS BENEATH THE EXTERNAL FOOTING BEAMS.
3. THE DENSO TAPE MUST BE SPRINKLED WITH COPPER SULPHATE CRYSTALS PRIOR TO WRAPPING AND MUST EXTEND 50mm BEYOND THE JOINT ON EITHER SIDE.
4. DETAILS ARE APPLICABLE TO SEWER AND STORMWATER PIPES.



TEK ENGINEERS
Consulting Engineers

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Telephone: 0403 193 096
email: admin@tekengineers.com

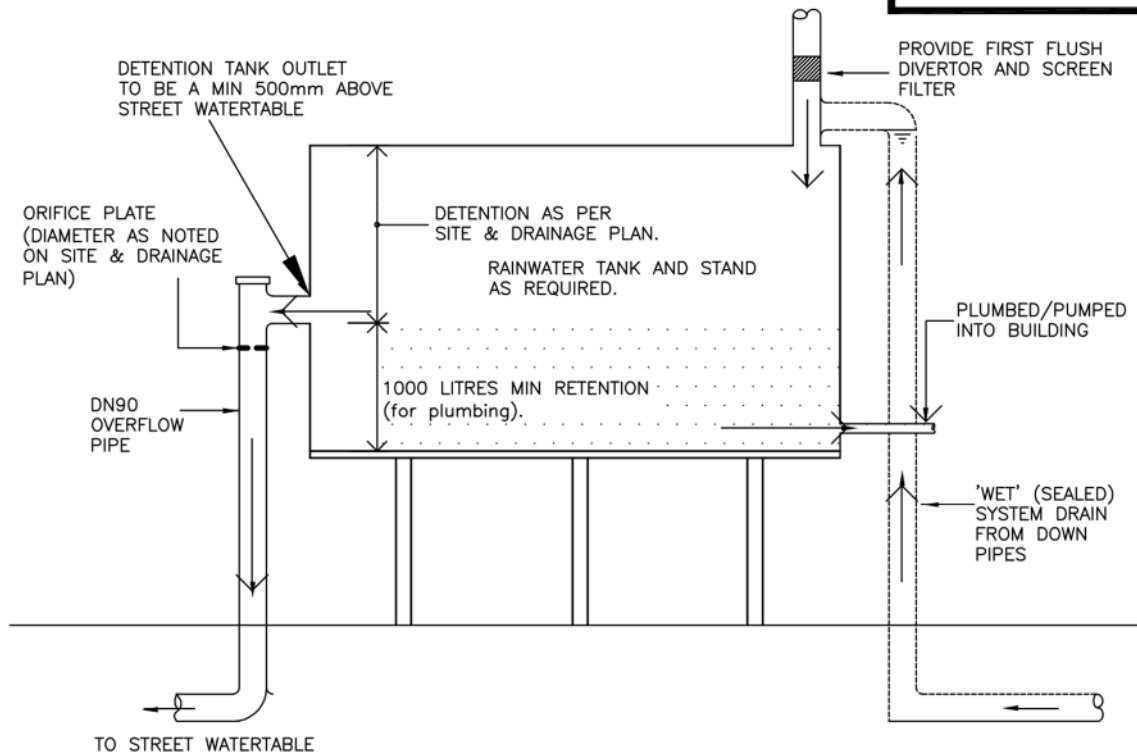
**DETENTION TANK
DETAIL**

Drawn : BA
Design : BA
Date : MAY'17
Sheet Number : DT

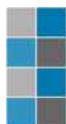
DETENTION TANK SERIES
(CONCEPT ONLY)

NOTES

1. TANKS MAY BE CONNECTED BY Ø90mm UNDERGROUND SYSTEM PROVIDED INSPECTION OPENINGS ARE LOCATED AT ALL VERTICAL & HORIZONTAL BENDS.
2. WHERE TANKS ARE CONNECTED IN SERIES A 'FULL DETENTION TANK' MUST END THE SERIES.
3. A DETENTION TANK SERIES MAY HAVE ONLY ONE OUTLET FROM THE PROPERTY & THE OUTLET MUST BE LOCATED ON THE LAST TANK OF THE SERIES.



DETENTION / STORAGE



Consultant Traffic Engineers
ABN 67 093 665 680

204 Young Street
Unley SA 5061

P: 08 8271 5999
E: mail@philweaver.com.au

File: 22-069

30 August 2022

Mr Daren Sun
Principal
Guiding Star Group

By email: daren.sun@guidingstargroup.com

Dear Mr Sun,

PROPOSED RESIDENTIAL DEVELOPMENT – 11-13 LYDIA STREET, PLYMPTON – TRAFFIC AND PARKING ASSESSMENT

We refer to our recent discussions with respect to the proposed development on the above site. We understand that it is proposed to construct 16 dwellings in the form of two residential flat buildings.

As requested, we have undertaken the following review of the traffic and parking related aspects of the subject development.

EXISTING SITUATION

The subject site is located on the eastern side of Lydia Street, Plympton, opposite Birkalla Terrace.

The subject site is rectangular with a 32.91m frontage to Lydia Street and a depth of 42.67m.

The subject land is located within an *Urban Corridor (Boulevard) Zone*.

The subject site currently accommodates a detached dwelling on each of the two respective allotments.

Vehicular access to the subject land is accommodated via two single width crossovers, located adjacent to the southern and northern boundaries of the overall site, respectively.

The subject site borders a supermarket shopping centre development to the south and east, and a residential flat building to the north.

Lydia Street is a two-way undivided local roadway under the care and control of the City of West Torrens. This roadway has kerb-to-kerb width of approximately 9m and a default speed limit of 50km/h.

In the five-year period from 2016 to 2020 (inclusive), there have been no recorded road crashes in the locality of the subject site.

A No Stopping Anytime restriction applies on the eastern side of Lydia Street adjacent to the supermarket development. On-street parking is otherwise typically unrestricted in the locality of the subject site.

Aerial imagery of the subject site and adjoining locality is provided in *Figure 1* below.



Figure 1: Subject site and adjoining locality

PROPOSED DEVELOPMENT

The proposed development is identified on a series of plans (SD000 – SD009, Revision A) prepared by *Nic Design Studio* (N-21093) dated 10 August 2022.

The proposed development will include construction of two three-storey residential flat buildings each accommodating eight dwellings. In total, the proposed development will comprise 16 three-bedroom dwellings, all of which will be provided with a single-car garage.

A 6.3m wide centrally located common driveway will be constructed, accessed via a new two-way crossover splaying to 7.5m in width at the kerb.

While this central crossover location is partially opposite the intersection of Birkalla Terrace, preliminary discussions with Council staff have identified that this access point location would be acceptable to service the proposed development.

There will be no permanent visual obstruction (e.g., fencing, walls, or landscaping taller than 1.0m) along the site frontage within 2.0m of the driveway to typically facilitate sight lines for pedestrian safety.

The two existing crossovers associated with the subject site will be closed and returned to upright kerb as part of the proposed development.

The proposed single-car garages have been designed in accordance with *Figure 5.4* of *AS/NZS 2890.1:2004* with minimum internal widths of 3.0m and roller door widths of at least 2.7m, with an adjacent 6.3m wide driveway aisle. These garages will also be at least 5.74m in length, exceeding the 5.4m requirement identified within the *Planning and Design Code*.

Four visitor car parking spaces will also be provided on site, each of which will be 5.4m in length with minimum 'wall-to-wall' widths of 3.0m, i.e., 2.4m spaces with 0.3m offsets / landscaping buffers where relevant. The two visitor spaces at the eastern end of the site will each be set back 1.8m from the 6.3m wide aisle to accommodate exit movements for the opposite space in lieu of an aisle extension.

As such, I consider that the design of the on-site car parking areas would generally conform to the relevant off-street car parking standards (*AS/NZS 2890.1:2004*).

TRAFFIC ASSESSMENT

Vehicular Trip Generation

The '*Guide to Traffic Generating Developments*' report produced by the (former) Roads and Traffic Authority of NSW identifies weekday peak hour trip generation rates for medium density residential flat buildings of 0.5 to 0.65 trips for larger units (three or more dwellings).

The proposed development is therefore forecast to generate of the order 8 to 10 weekday peak hour vehicle trips.

Such volumes are relatively low, considered appropriate for the zoning of the subject site, and are not anticipated to result in unacceptable adverse capacity or amenity impacts on the locality.

Waste Collection

Preliminary discussions were held with Council staff regarding waste collection arrangements associated with the proposed development. Council staff were supportive of waste collection vehicles reversing into the subject site in order to collect waste, to then drive forward out of the subject site. This support was subject to aspects such as:

- Waste storage arrangements must support a maximum of one waste collection vehicle site access movement per week per waste stream,
- The waste storage area should be relocated to the rear of the subject site to avoid the temptation of servicing from the street, and
- The driveway would need to be designed in a manner that a waste vehicle and passenger vehicle could pass within the driveway, with particular note given to the impact of overhanging balconies.

Waste storage and collection arrangements are detailed further in a separate letter prepared by *Future Urban*, with that document identifying that the waste storage area will be designed such that only one waste collection movement per week per waste stream will be required.

The latest plans prepared by *Nic Design Studio* identify that the waste storage area will be located at the rear of the site as requested.

These latest plans also identify that there will be no Level 1 or Level 2 balconies or other overhanging elements above the driveway.

Swept Paths

Figure 2, attached as an appendix to this report, identifies critical swept paths including:

- The ability for a B85 passenger design vehicle to pass a representative waste collection vehicle (MRV) within the proposed 6.3m wide driveway as required in relation to Councils preliminary waste collection arrangement comments. The B85 design vehicle includes standard 300mm wide outer clearance envelopes, and the MRV includes conservatively doubled 600mm wide clearance envelopes,
- Simultaneous B85 design vehicle site entry and exit movements, and
- A B85 design vehicle exit movement from one of the setback end visitor parking spaces without the need for an aisle extension.

PARKING ASSESSMENT

Car Parking

The subject site is located within a 'designated area' given the *Urban Corridor (Boulevard)* zoning of the subject land.

Table 2 - Off Street Car Parking Requirements in Designated Areas within the *Transport Access and Parking Overlay* of the *Planning and Design Code* identifies car parking requirements for residential flat buildings as reproduced in *Table 1* below in relation to the subject site.

Component	Code requirement	Provision
3-or-more-bedroom dwellings	1.25 spaces per dwelling	1.0 space per dwelling (16 single garages)
Visitor parking	0.25 spaces per dwelling	0.25 spaces per dwelling (4 spaces)

On the above basis, the proposed development would effectively satisfy the on-site car parking requirements, with only negligible and impractical shortfalls of 0.25 dedicated spaces associated with each of the dwellings.

Critically, one enclosed space will be provided for each dwelling, together with fully satisfied communal on-site visitor parking provisions.

Furthermore, the proposed development will maximise availability of on-street car parking by consolidating vehicular access to a single crossover and consequently would result in an opportunity to park up to 4 cars directly in front of the subject site.

It is therefore considered that an appropriate quantity and arrangement of car parking will be provided for the proposed development.

Bicycle Parking

Table 3 - Off Street Bicycle Parking Requirements within the *Transport Access and Parking Overlay* of the *Planning and Design Code* identifies bicycle parking requirements for residential flat buildings in designated areas of '1 space for every 4 dwellings for residents plus 1 for every 10 dwellings for visitors'.

On the above basis, the proposed 16-dwelling development would require six (5.6 rounded) on-site bicycle parking spaces. Such a requirement would be fully accommodated by the proposed six-space on-site bicycle parking area provided at the rear of the site.

These bicycle parking spaces shall each be 0.5m in width and 1.8m in length, with 0.3m offsets to obstructions, and a clear access aisle.

SUMMARY AND CONCLUSIONS

In summary, we consider that the proposed development will:

- Provide an appropriate on-site design standard,
- Generate relatively low volumes of traffic and facilitate on-site waste collection in accordance with council requirements, and
- Provide an appropriate quantity of on-site car and bicycle parking spaces.

I can be contacted at office@philweaver.com.au or (08) 8271 5999 to discuss the above matters further if there are any queries.

Yours sincerely,

Andy Hayes | Traffic Engineer
Phil Weaver and Associates Pty Ltd

Enc: Figure 2

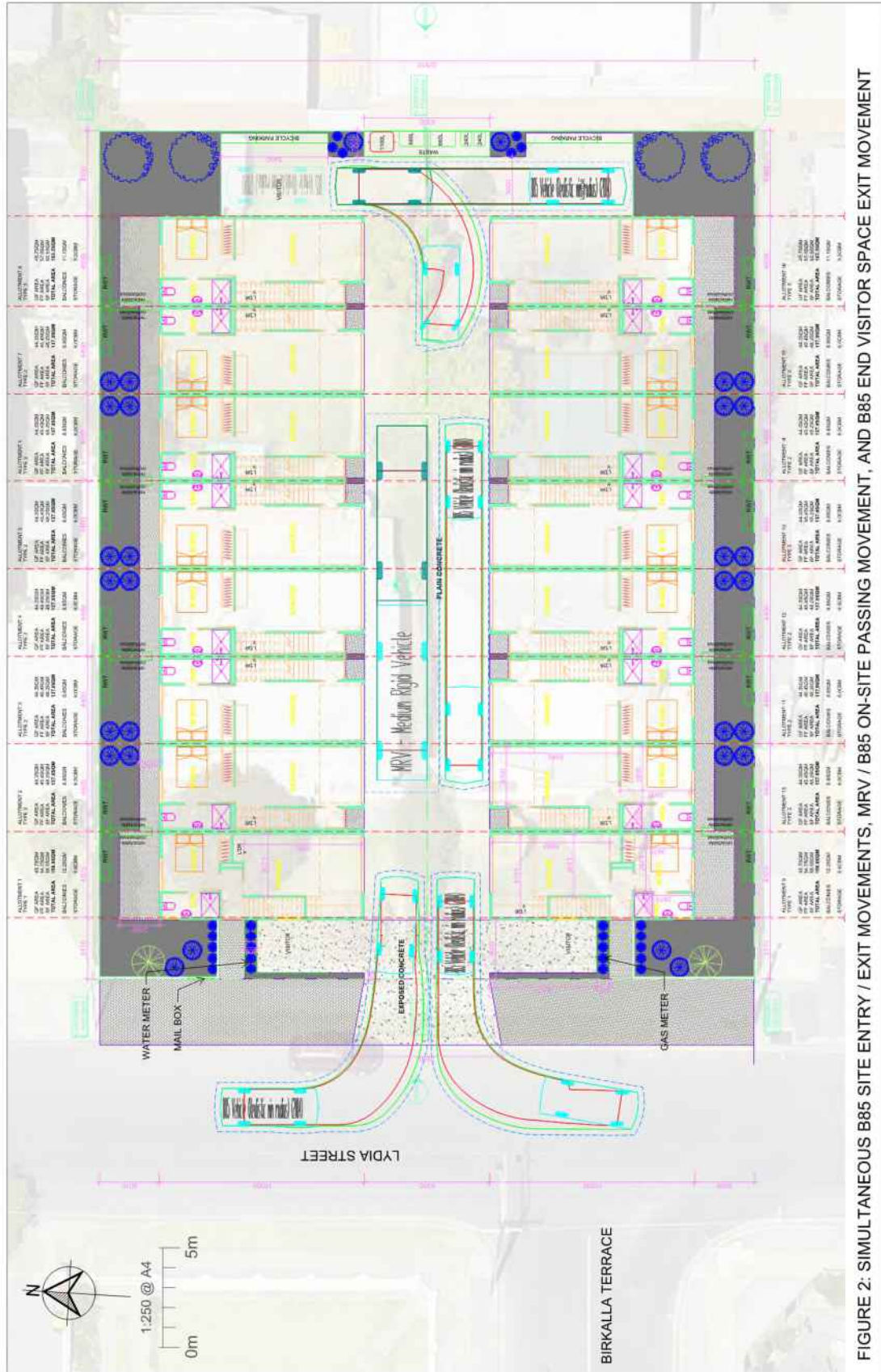


FIGURE 2: SIMULTANEOUS B85 SITE ENTRY / EXIT MOVEMENTS, MRV / B85 ON-SITE PASSING MOVEMENT, AND B85 END VISITOR SPACE EXIT MOVEMENT

For: Guiding Star Group:		REF: 22-069
204 Young Street UNLEY SA 5061		DATE: 30/08/22
P: 08 8271 5999		DWG BY: AH
E: mail@philweaver.com.au		CHK BY: PW
Site Address: 11-13 Lydia Street, Plympton		

PHIL WEAVER & ASSOCIATES
TRAFFIC ENGINEERING CONSULTANTS



Level 1, 74 Pirie Street
Adelaide SA 5000
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ABN: 76 651 171 630

November 1, 2022

Nicholas Timotheou
City of West Torrens
Via: The PlanSA Portal

Dear Nicholas,

11 – 13 LYDIA STREET, PLYMPTON

We act for Ausbird Group Pty Ltd ('Ausbird').

Ausbird seeks planning consent ('consent') from the City of West Torrens ('Council') to construct two residential flat buildings at 11 – 13 Lydia Street, Plympton ('site').

Each residential flat building will contain eight, three-storey dwellings (16, three-storey dwellings in total).

The purpose of this statement is to describe the site and the proposal, and to highlight why the proposal warrants consent.

In preparing this statement, we have:

- inspected the site and its immediate surroundings;
- reviewed the Planning and Design Code ('Code');
- discussed the proposed access, and waste storage and collection, arrangements with the Council's Administration, namely Phil Smith, Andrew King and Nick Teoh;
- examined the compendium of architectural drawings assembled by NIC Design Studio;
- examined the civil documentation produced by TEK Engineers; and
- had regard to the findings of the traffic and parking assessment undertaken by Phil Weaver and Associates.

The Site

The site is located on the eastern side of the north – south section of Lydia Street and consists of two contiguous allotments, namely Allotments 105 and 106 on Filed Plan 8108.

The site is rectangular in shape, and has a frontage of 32.91 metres to Lydia Street on its western side, a uniform depth of 42.67 metres and an area of 1,404 square metres or thereabouts.

The site presently accommodates two detached dwellings and several domestic improvements, none of which are heritage-listed.

The site is accessible via two crossovers to Lydia Street, with parallel parking permitted between these crossovers.

There are no regulated or significant trees on, or near, the site, and there are no registered easements or encumbrances that could impede or avert the proposal altogether.





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

- the site is flanked on its northern side by a two-storey residential flat building containing six dwellings;
- the site is flanked on its eastern and southern sides by a shopping centre;
- the shopping centre's loading dock is located adjacent to/parallel with the southern (side) boundary of the site;
- the site is located directly opposite the T – junction of Lydia Street and Birkalla Terrace;
- there are no Council-owned trees within the confines of the adjacent verge;
- there are no parking restrictions between the existing crossovers to the site; and
- there is a large, rectilinear public reserve less than 110 metres to the west of the site.

The Proposal

Ausbird intends to demolish the existing structures on the site and to subsequently construct two residential flat buildings, each of which will contain eight, three-storey dwellings.

The particulars of Ausbird's proposal are summarised below and depicted across those drawings listed in Table 1.

Table 1 – Compendium of Architectural Drawings

Title	Number	Revision	Date
Cover Page	N – 21093_SD000	C	November 1, 2022
Proposed Site Plan	N – 21093_SD001	C	November 1, 2022
Combined Site and Ground Floor Plan	N – 21093_SD002	C	November 1, 2022
Proposed Level 1 Plan	N – 21093_SD003	C	November 1, 2022
Proposed Level 2 Plan	N – 21093_SD004	C	November 1, 2022
Proposed Roof Plan	N – 21093_SD005	C	November 1, 2022
Proposed Elevation	N – 21093_SD006	C	November 1, 2022
Proposed Elevation	N – 21093_SD007	C	November 1, 2022
Proposed Elevation	N – 21093_SD008	C	November 1, 2022
Proposed Section	N – 21093_SD009	C	November 1, 2022
Artist Impression	N – 21093_SD010	C	November 1, 2022
Artist Impression	N – 21093_SD011	C	November 1, 2022
Landscaping Plan	N – 21093_SD012	C	November 1, 2022



Demolition

The demolition of the existing structures on the site does not form part of Ausbird’s application, as this activity does not require development approval (see Schedule 4, Clause 10, Subordinate Clause (1) of the *Planning, Development and Infrastructure (General) Regulations 2017* and Part 5, Table 1 of the Code).

Land Use

Each building is properly described, in land use terms, as a ‘residential flat building.’

Density

The net density of this development equates to 114 dwellings per hectare.

Dwelling Configuration

The configuration of each dwelling is summarised in Table 2.

Table 2: Dwelling Configuration

	Beds	Floor Area	Private Open Space	Storage	Car Parking Spaces
Dwelling 1	Three	158.9 square metres	41.8 square metres	12 cubic metres	One
Dwellings 2 – 7	Three	137.9 square metres	22 square metres	12 cubic metres	One
Dwelling 8	Three	163.3 square metres	49.3 square metres	12 cubic metres	One
Dwelling 9	Three	158.9 square metres	42.7 square metres	12 cubic metres	One
Dwellings 10 – 15	Three	137.9 square metres	22 square metres	12 cubic metres	One
Dwelling 16	Three	163.3 square metres	50.4 square metres	12 cubic metres	One

Siting

The ground floor level of the northern building will be set back 3.11 metres from the western (front) boundary of the site, 3.01 metres from the northern (side) boundary of the site and 4.3 metres from eastern (rear) boundary of the site.





The ground floor level of the southern building will be set back 3.0 metres from the western (front) boundary of the site, 3.0 metres from the southern (side) boundary of the site and 4.3 metres from the eastern (rear) boundary of the site.

The first-floor level of the northern building will be set back 1.32 to 3.11 metres from the western (front) boundary of the site, 3.01 metres (not including the north-facing balconies) from the northern (side) boundary of the site and 3.3 metres from the eastern (rear) boundary of the site.

The first-floor level of the southern building will be set back 1.32 to 3.11 metres from the western (front) boundary of the site, 3.0 metres (not including the south-facing balconies) from the southern (side) boundary of the site and 3.3 metres from the eastern (rear) boundary of the site.

The second-floor level of the northern building will be set back 1.32 to 3.11 metres from the western (front) boundary of the site, 2.36 metres from the northern (side) boundary of the site and 3.3 metres from the eastern (rear) boundary of the site.

The second-floor level of the southern building will be set back 1.32 to 3.11 metres from the western (front) boundary of the site, 2.35 metres from the southern (side) boundary of the site and 3.3 metres from the eastern (rear) boundary of the site.

Height

Both buildings will be 9.9 metres tall.

Materials

Both buildings will be assembled from a handful of contemporary yet robust materials, all of which are specified on Drawing N – 21093_SD006, Revision B.

Access

The common driveway will be accessible via a new crossover to Lydia Street. The new crossover to Lydia Street has been designed to accommodate simultaneous two-way movements.

The existing crossovers to Lydia Street will be closed.

Bicycle Parking

Six bicycles will be able to be securely stored at the eastern (rear) end of the site.

Car Parking

There will be 20 spaces within the confines of the site, including 16 'resident' spaces (one space per dwelling in the form of a single garage) and four 'visitor' spaces (two at the eastern (rear) end of the site and two at the western (front) end of the site).



Stormwater

It is clear from the Site and Drainage Plan produced by TEK Engineers that:

- each community lot will come equipped with a 3,000-litre tank;
- each tank has been designed to retain 1,000 litres of stormwater and to detain the rest (2,000 litres of stormwater);
- runoff from the roof atop each building will be directed to the tanks;
- overflow from the tanks will be diverted, and subsequently discharged, to Lydia Street;
- surface water from the common driveway will be captured by a series of grated sumps; and
- surface water captured by the grated sumps will also be diverted, and subsequently discharged, to Lydia Street.

Waste

According to our calculations, the prospective residents are likely to generate, on a weekly basis that is, up to 1,440 litres of putrescibles, 1,200 litres of recyclables and 480 litres of organics. With this in mind, the communal waste enclosure at the eastern (rear) end of the site has been designed to accommodate:

- a 1,100-litre bin and a 340-litre bin for putrescibles;
- two, 660-litre bins for recyclables; and
- two, 240-litre bins for organics.

All three forms of waste (putrescibles, recyclables and organics) will be collected by a private contractor once per week.

Figure 2 appended to the traffic and parking assessment undertaken by Phil Weaver and Associates demonstrates that the private contractor's vehicle (a medium rigid vehicle) will:

- be able to be reversed onto the site, then driven back onto Lydia Street (a manoeuvre considered acceptable by the Council's Administration); and
- not block the common driveway during the waste collection process, which, as previously mentioned, will only occur once per week.

Landscaping

It is clear from Drawings N – 21093_SD002, Revision B and N – 21093_SD012, Revision B that:

- 226 square metres or 16 percent of the area of the site will be landscaped; and
- 54 trees will be planted within the confines of the site, including 2 Ornamental Pears, four Green Bamboos and 48 Goldspire Ginkgos.



Fencing

A new fence of up to 2.1 metres in height (consisting of concrete sleepers and Colorbond posts and sheets) will be erected along the northern (side), eastern (rear) and southern (side) boundaries of the site.

A new, 1.7-metre-high fence (to be assembled from rendered panels of autoclaved aerated concrete) will also be erected along certain sections of the western (front) boundary of the site to enhance the aesthetic appeal of the overall development, as well as the amenity of those yards belonging to Dwellings 1 and 9.

Air Conditioning

It is clear from Drawing N – 21093_SD005, Revision B that the air conditioning units will be roof-mounted.

Procedural Matters

The Code

The relevant version of the Code for procedural and assessment purposes is Version 2022.20 (see Part 13 of the Code).

According to the South Australian Property and Planning Atlas, the site is located wholly within the confines of the Urban Corridor (Boulevard) Zone ('Zone') and captured by the following Overlays:

- Airport Building Heights (Regulated) – All structures over 15 metres;
- Affordable Housing;
- Building Near Airfields;
- Design;
- Hazards (Flooding – Evidence Required);
- Noise and Air Emissions;
- Prescribed Wells Area;
- Regulated and Significant Tree;
- Traffic Generating Development.

The following Technical and Numeric Variations also apply to the site:

- Maximum Building Height (Levels):
 - » *Maximum building height is 8 levels.*
- Maximum Building Height (Metres):
 - » *Maximum building height is 32.5 metres.*
- Minimum Primary Street Setback:
 - » *Minimum primary street setback is 2 metres.*
- Interface Height:
 - » *Development should be constructed within a building envelope provided by a 30-degree plane, measured 3 metres above natural ground at the boundary of an allotment.*



The Relevant Authority

The Council Assessment Panel is, at this point in time, the relevant authority, as:

- the northern building does not comply with Designated Performance Feature ('DPF') 4.1 of the Zone (the application to which the proposal relates will, therefore, need to be notified); and
- neither building will exceed four storeys in height (the application to which the proposal relates need not, therefore, be referred to the Government Architect).

If no representations are made during the prescribed period for such purposes, the Council's Assessment Manager may then act as the relevant authority.

The Pathway

The proposal consists of one element only (residential flat building).

The element to which we refer is not 'accepted,' 'deemed-to-satisfy' or 'restricted' (see Tables 1, 2 and 4 of the Zone respectively). It must, therefore, be 'performance assessed.'

Assessment

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

In support of our conclusion, we wish to highlight the following:

- The site is suitable for its intended use, as it is presently and exclusively used for residential purposes (see Desired Outcome 1 of the Site Contamination Section of the Code).
- The proposal will increase the mix of residential accommodation in the Zone through the replacement of two detached dwellings with two residential flat buildings (see Performance Outcome ('PO') 1.1 of the Zone).
- Wholly residential development is envisaged in the Zone (see PO 1.4 of the Zone).
- High density development is also envisaged in the Zone (again, see PO 1.4 of the Zone).
- Neither building will contain more than 10 dwellings (see PO 29.1 of the Design in Urban Areas Section of the Code). There is, therefore, no need for any one or two-bedroom dwellings.
- Each dwelling will have an internal floor area of not less than 80 square metres (see DPF 31.1 of the Design in Urban Areas Section of the Code).
- Dwellings 1, 8, 9 and 16 will each come equipped with more than the recommended amount of private open space (24 square metres) (see Table 1 – Private Open Space of the Design in Urban Areas Section of the Code).



- The private open spaces belonging to Dwellings 2 to 7 and 10 to 15 fall short of the recommended area (24 square metres) by 2.0 square metres, however we do not consider this shortfall to be insurmountable because:
 - » there is, as previously mentioned, a large, rectilinear public reserve less than 110 metres to the west of the site;
 - » Dwellings 2 to 7 and 10 to 15 will each have two areas of private open space in the form of a balcony and private courtyard;
 - » the private courtyards will have a minimum dimension of 3.0 metres, as sought by Table 1 of the Design in Urban Areas Section of the Code; and
 - » the private courtyards will also be accessible, and visible, from a habitable room, as sought by PO 21.2 of the Design in Urban Areas Section of the Code.
- Each dwelling will come equipped with the recommended amount of domestic storage space (12 cubic metres) (see DPF 28.4 of the Design in Urban Areas Section of the Code).
- Neither building has been designed to accommodate an active use on the ground floor level (consulting room, office, shop etc.), however we do not consider this to be an insurmountable issue because:
 - » wholly residential development is, as previously mentioned, envisaged in the Zone;
 - » the site does not front a primary road corridor and, consequently, receives little to no commercial exposure; and
 - » the site is located at the periphery of the Zone and adjoins, on its northern side, land in the adjacent Housing Diversity Neighbourhood Zone.
- The ground floor level of both buildings will be set back further than the recommended distance (2.0 metres) from the western (front) boundary of the site (see DPF 2.4 of the Zone).
- A portion of the first and second-floor levels of each building will be located 677 millimetres closer than the recommended distance (2.0 metres) to the western (front) boundary of the site, however we do not consider this to be an insurmountable issue because:
 - » the stepping of these façades will help to reduce their mass, particularly through the creation of shadowed areas, as sought by PO 12.3 of the Design in Urban Areas Section of the Code;
 - » the cantilevered sections of the first and second-floor levels will provide shelter from the elements;
 - » planting will still be able to occur between both buildings and Lydia Street;
 - » it will result in there being different floor plans for prospective purchasers to choose from; and
 - » the neighbouring shopping centre to the south of the site appears to be abut, or be located very close to, Lydia Street.



- The northern building will breach the 30-degree plane that applies to the northern (side) boundary of the site, however we do not consider this breach to be fatal because:
 - » this building will not, despite its siting, 'overshadow' the habitable room windows or private open spaces of the dwellings within the residential flat building to the north of the site;
 - » Ausbird has tempered the massing of this building by:
 - limiting it to three storeys and 9.9 metres in height in a part of the Zone where buildings of up to eight storeys and 32.5 metres in height are envisaged;
 - incorporating a row of Goldspire Gingkos along the northern (side) boundary of the site (these trees are, from what we can gather, capable of reaching 5.0 metres in height at maturity); and
 - stepping the northern façade, and incorporating horizontal and vertical elements.
- Both buildings will be set back further than the recommended distance (3.0 metres) from the eastern (rear) boundary of the site.
- Neither building will exceed the maximum building height that has been prescribed for the site (eight levels/32.5 metres) (see DPF 3.1 of the Zone).
- Dwellings 1 and 9, being the dwellings closest to the western (front) boundary of the site, will be oriented to, and accessible from, Lydia Street (see POs 1.3 and 17.2 of the Design in Urban Areas Section of the Code).
- The orientation of Dwellings 1 and 9, and the placement of their west-facing windows, will allow for Lydia Street to be casually surveilled (see POs 2.1, 2.4 and 17.1 of the Design in Urban Areas Section of the Code).
- The entry to Dwellings 2 to 8 and 10 to 16 will be visible, and accessible, from the common driveway and recessed to minimise the potential for conflict between pedestrians and vehicles (see PO 7.3 of the Design in Urban Areas Section of the Code).
- To mitigate overlooking, Ausbird has instructed NIC Design Studio to:
 - » install 1.5-metre-high, frosted glass balustrades along the perimeter of the north-facing balconies; and
 - » either install high-level windows on the northern and eastern sides of the first and second-floor levels or incorporate frosted glass to a height of 1.65 metres above the finished floor level (see PO 16.1 of the Design in Urban Areas Section of the Code).
- Neither building will, for obvious reasons, 'overshadow' the habitable room windows or private open spaces of the dwellings within the residential flat building to the north of the site (see POs 3.1 and 3.2 of the Interface between Land Uses Section of the Code).
- The proposal will halve the number of crossovers to Lydia Street from two to one (see PO 6.1 of the Zone).
- None of the garages will be oriented to, or accessible from, Lydia Street (see PO 6.2 of the Zone).
- The recommended number of bicycle parking spaces (six) will be provided within the confines of the site (see Table 3 of the Transport, Access and Parking Section of the Code).
- The recommended number of 'visitor' car parking spaces (four) will be provided within the confines of the site (see Table 2 of the Traffic, Access and Parking Section of the Code).



- There will be a theoretical shortfall of four 'resident' car parking spaces, however it is important to keep in mind that:
 - » each dwelling will come equipped with one 'resident' car parking space in the form of a single garage; and
 - » the closure of the existing crossovers to Lydia Street and the absence of parking controls means that the aforementioned shortfall can be accommodated directly in front of the site.
- The post-development discharge flows will not exceed the pre-development discharge flows and so the proposal is not expected to overload the carrying capacity of the Council's existing drainage network.
- The communal waste enclosure has been designed to accommodate the requisite type and number of bins (see PO 11.1 of the Design in Urban Areas Section of the Code). It has also been positioned at the rear of the site to reduce its visibility from Lydia Street and discourage the private contractor from emptying the bins on the carriageway (see PO 11.2 of the Design in Urban Areas Section of the Code).
- Ausbird has maximised the amount of soft landscaping by amalgamating two contiguous allotments and providing one common driveway as opposed to two (one per allotment) (see PO 22.1 of the Design in Urban Areas Section of the Code).

If you have any queries or concerns regarding the proposal, please do not hesitate to contact the undersigned.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Fabian Barone', written over a light grey rectangular background.

Fabian Barone
Director

PHIL WEAVER & ASSOCIATES

Consultant Traffic Engineers

ABN 67 093 665 680

204 Young Street
Unley SA 5061**P: 08 8271 5999****E: mail@philweaver.com.au**

File: 22-069

18 January 2023

Mr Daren Sun
Principal
Guiding Star GroupBy email: daren.sun@guidingstargroup.com

Dear Mr Sun,

PROPOSED RESIDENTIAL DEVELOPMENT – 11-13 LYDIA STREET, PLYMPTON – RESPONSE TO RFI

We refer to our previous traffic and parking report dated with respect to the proposed development on the above site, dated 30 August 2022.

We understand that a Request for Information was provided by Karen Mitrovic, City of West Torrens, dated 20 December 2022 which required information relating to vehicle manoeuvrability, stormwater quality, and street trees.

As requested, we have reviewed the vehicle manoeuvrability queries reproduced below in blue, and subsequently provided a response to these matters below. It is noted that the current design of the driveway and on-site car parking spaces remains unchanged since preparation of report dated 30 August 2022.

1. Vehicle Manoeuvrability

Council's City Assets team have advised that elements of the vehicle manoeuvrability within this development appear to be unsatisfactory in consideration of the requirements of the relevant parking standards.

While the manoeuvre to/from garage and the site is supportable, safe and convenient vehicle manoeuvre to the front and rear visitor spaces should be demonstrated.

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 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.

In relation to the matters raised above it is noted that:

- The relevant parking standard is considered to be the Australian off-street car parking standard *AS/NZS 2890.1:2004*.
- The second paragraph reproduced above suggests support for the proposed garage design, while the third paragraph requests demonstration of satisfactory garage access. Based on the context of the second paragraph it is assumed that “garages” in the third paragraph should have read “visitor spaces”.
- In relation to *AS/NZS2890.1:2004* it is reiterated that the design of the visitor car parking spaces are compliant in terms of providing:
 - space lengths of 5.4m,
 - wall-to-fence space widths of 3.0m (including a 0.3m landscaping strip along the boundary fences adjacent to the front spaces resulting in 2.7m wall-to-landscaping space widths for the front spaces), and
 - adjacent aisle widths of 6.3m.

While an aisle extension is not provided adjacent to the two end visitor spaces, these spaces are set back 1.8m from the edge of the aisle in order to enable exit movements from the opposite spaces as was identified in *Figure 2* of the report dated 30 August 2022.

Swept path diagrams were therefore not considered necessary to provide for the remaining parking space movements in the original traffic and parking report due to the compliant nature of the proposed design.

Typical swept paths associated with the front and rear visitor parking spaces, prepared using AutoTrack software, are now provided in *Figure A* attached as an appendix to this letter as requested.

- A swept path diagram of a typical garage space accessibility is also included in *Figure A*, in the event that there was no error made in the third paragraph of the RFI reproduced above as previously suggested.

In relation to the dimensions of the garages, it is again noted that the 3.0m wide spaces, with 2.8m wide roller doors and an adjoining 6.3m apron width would fully satisfy the dimensional requirements of *Figure 5.4* of *AS/NZS2890.1:2004*.

We therefore continue to support the proposed driveway and on-site car parking spaces associated with the subject development in relation to the requirements of *AS/NZS 2890.1:2004* and the relevant overlays of the *Planning and Design Code*.

I can be contacted at office@philweaver.com.au or (08) 8271 5999 to discuss the above matters further if there are any queries.

Yours sincerely,

Andy Hayes | Traffic Engineer
Phil Weaver and Associates Pty Ltd

Enc: Figure A

2

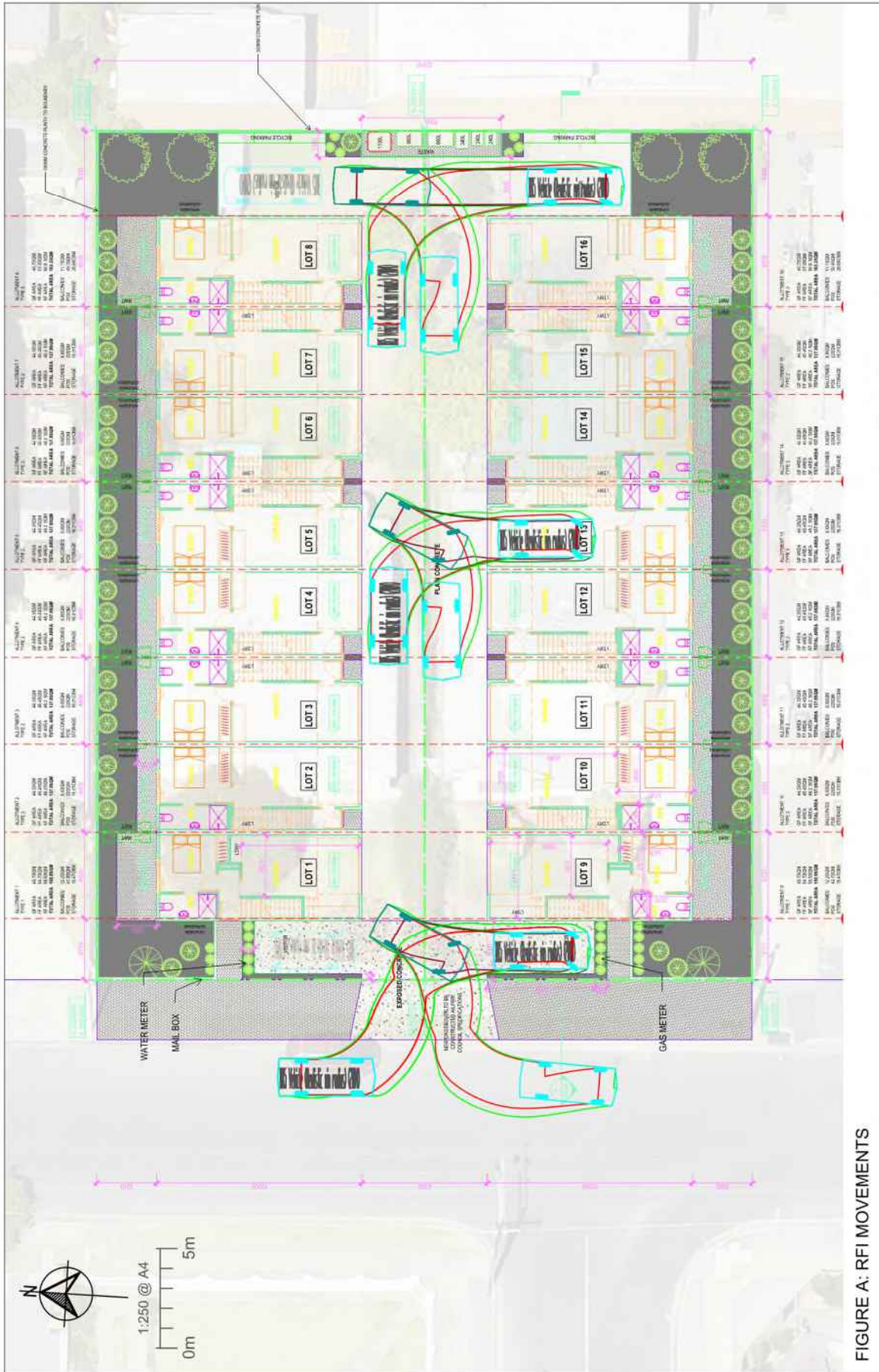


FIGURE A: RFI MOVEMENTS

PHIL WEAVER & ASSOCIATES
 TRAFFIC ENGINEERING CONSULTANTS

For: Guiding Star Group
 Site Address: 11-13 Lydia Street, Plympton

REF: 22-069
 DATE: 18/01/23
 DWG BY: AH
 CHK BY: PW

204 Young Street
 UNLEY SA 5061
 P: 08 8271 5999
 E: mail@philweaver.com.au

Details of Representations

Application Summary

Application ID	22037262
Proposal	Construction of two (2) three storey residential flat buildings comprising 16 dwellings
Location	11 LYDIA ST PLYMPTON SA 5038, 13 LYDIA ST PLYMPTON SA 5038

Representations

Representor 1 - Kathryn Ratcliffe

Name	Kathryn Ratcliffe
Address	UNIT 1 15 LYDIA STREET PLYMPTON SA, 5038 Australia
Submission Date	02/12/2022 01:34 PM
Submission Source	Post
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I support the development

Reasons

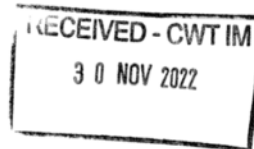
I support the development and would like to discuss with the panel in person, please. my concerns are traffic and parking as it is already a nightmare in this street and Birkalla Terrace because of parked cars. getting out of my driveway past the electric pole, parked cars, trucks and when kids going to and from Internation college is taking your life in your hands. more parking is needed in these high-density places as always at least one car of each residence on the street, if not more. Maybe parking only on one side of the street, 2h parking at all times. on garbage collection day, the drivers often won't collect the bins because of the cars and have to call them to come back regularly. with the type of street trees that have been planted that constantly loose leaves, flowers, seed pods, the gutters are clogged which causes flooding because the road sweeper can never get to them because of the cars. I'm not sure why an architect would put balconies looking out onto backyards like ours and into boles where they store their rubbish and the fumes from the constant delivery trucks and waste collection bins. in preference to looking across from fresh new town houses. Must only be me.

Attached Documents

22037262-13LydiaStreetPlympton-RepresentationFromKathrynRatcliffe-4431826.pdf

Application, I.D. 22037262

25/11/2022



Dear Assessment Panel

My name is Kathryn Ratcliffe
 UNIT 1, 15 Lydia St Plympton
 5038

I support the development and would like to discuss with the panel in person, please.

My concerns are traffic and parking as it is already a nightmare in this street and Birkalla Terrace because of parked cars. Getting out of my drive way past the electric pole, parked cars, trucks to buses and when kids going to and from International College, is taking your life in your hands. More parking is needed in these high density places as always at least one car of each residence in the street, if not more. Maybe parking only on one side of the street, 2 hr parking at all times. On garbage collection day the drivers often won't collect the bins because of the cars, and have had to call them to come back regularly. With the type of street trees that have been planted that constantly loose leaves, flowers, seed pods, the gutters are clogged which causes flooding because the road sweeper can never get to them because of the cars. I'm not sure why an architect would put balconies looking

out onto backyards like ours and into holes where they store all their rubbish and the fumes from the constant delivery trucks and waste collection bins, in preference to looking across from fresh new town houses. Must only be me.

Yours Sincerely
Kathryn Ratcliffe

ASSESSMENT PANEL
AT WEST TORRENS COUNCIL.
165 SIR DONALD BRADMAN DRIVE.
HILTON 5033

ASSESSMENT PANEL
CITY OF WEST TORRENS
165 SIR DONALD BRADMAN
DRIVE
HILTON 5033

Representations

Representor 2 - Margaux Hurley

Name	Margaux Hurley
Address	22 Lydia Street PLYMPTON SA, 5038 Australia
Submission Date	12/12/2022 04:23 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development
<p>Reasons</p> <p>I believe this development is going to make the street/area less pleasant to live in for the following reasons: inadequate parking provided, increased traffic, and increased noise. The proposal indicates that they are not providing enough parking spaces required for a dwelling of its size. I understand that there are no parking restrictions on the streets but there are already limited parking spaces due to other recent developments, on both Lydia and Birkalla, that don't provide adequate off-street parking and have also reduced the on-street parking capacity. The street is often full, making it challenging for residents and their visitors. It is unrealistic to assume that the occupants of each of the new 3-bedroom dwellings will only have one vehicle each. Based on observations of other 3-bedroom dwellings in the area it is reasonable to assume each new dwelling will have 2 cars each meaning up to an additional 16 vehicles will be pushed onto the surrounding streets. Lydia and Birkalla are used by many as a "short cut" between ANZAC Highway and Marion Road. Many cars utilise this route, making the street congested and unsafe for the current residents. People have to weave in and out between parked cars and it can be difficult when entering and exiting driveways. An additional 8-10 vehicles during peak time seems like a conservative number and will exacerbate the current problem. Noise in the area will increase due to a greater number of people and vehicles being present.</p>	

Attached Documents



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

January 27, 2023

Karen Mitrovic
City of West Torrens
Via: The PlanSA Portal

Dear Karen,

APPLICATION 22037262

I have been instructed by the Applicant, Ausbird Group Pty Ltd, to respond to the representors' assertions and concerns.

As you know, two representations were submitted during the notification period, one from Kathryn Ratcliffe of Unit 1/15 Lydia Street, Plympton ('Representor 1'), the other from Margaux Hurley of 22 Lydia Street, Plympton ('Representor 2').

Representor 1 supports the proposed development, whereas Representor 2, who resides on the western (opposite) side of Lydia Street and more than 60 metres to the north-west of the site of the proposed development ('site'), does not. Both representors wish to appear before the Council Assessment Panel ('CAP') in relation to Application 22037262.

My response is set out below.

Noise

It has been asserted by Representor 2 that "noise in the area will increase due to a greater number of people and vehicles being present."

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

- the proposed use of the site and the density of the proposed development are both envisaged in the Urban Corridor (Boulevard) Zone ('Zone') – it is not as if, therefore, the proposed development will lead to a sudden and unexpected influx of people;
- the proposed use of the site is relatively benign when compared to other uses that are envisaged in the Zone, such as pre-schools and licensed premises, the latter of which typically generate an appreciable amount of noise, most often at night, and attract many patrons from both far and wide; and
- domestic noise is a matter for the South Australian Police to contend with.

Overlooking

Representor 1 has questioned the need for north-facing balconies.

The balconies in question have been incorporated into the design of the northern building to afford the prospective occupants a sufficient amount of private open space that is set to receive access to an abundance of natural light. The balustrades belonging to these balconies will also be fitted with frosted glass to a height of 1.5 metres above the finished floor level to mitigate 'direct overlooking', as sought by Performance Outcome 10.2 of the Design in Urban Areas Section of the Planning and Design Code ('Code').



Parking

It has been asserted by Representor 2 that there will not be enough on-site car parking.

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

- the Applicant has since converted each dwelling into a two-bedroom dwelling by replacing the bedroom on the ground floor level with an additional living area; and
- as a consequence of this amendment/concession, the theoretical shortfall that existed at the time of notification no longer exists, as two-bedroom dwellings in this Zone need only come equipped with one 'resident' space (see Table 2 of the Transport, Access and Parking Section of the Code).

Traffic

Representor 2 is concerned that the proposed development is likely to generate an appreciable volume of traffic.

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

- the proposed development has been assessed by Andy Hayes of Phil Weaver and Associates Pty Ltd, a qualified and independent traffic engineer;
- Andy Hayes concluded from his assessment by letter dated August 30, 2022 that the proposed development is likely "to generate of the order of 8 to 10 weekday peak hour vehicle trips" and that "such volumes are relatively low, considered appropriate for the zoning of the subject site, and are not anticipated to result in unacceptable adverse capacity or amenity impacts on the locality";
- Application 22037262 has been referred to, and assessed by, the City Assets Department ('CAD') and CAD has not, to the best of my knowledge, raised any issues with respect to the volume of traffic that is likely to be generated by the proposed development; and
- Representor 2 has not furnished any evidence or expert advice which substantiates their concern.

In the event that Representors 1 and/or 2 still wish to appear before the CAP, would you kindly confirm the particulars of the forthcoming meeting so that I may respond to them in person.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Fabian Barone', written in a cursive style.

Fabian Barone
Director

Arboricultural Assessment of Street Trees

Development application:	22037262
Site Address:	11&13 LYDIA ST PLYMPTON SA
Description of Development	Construction of two (2) three storey residential flat buildings comprising 16 dwellings

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).

Any proposed development that does not consider "AS4970 Protection of Trees on Development Sites", is likely to require revision until all plans accurately correspond with the specific tree information detailed in this standard.

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). All services must be indicated /documented on appropriate plans for Council assessment and approval.

A site investigation together with the information provided has revealed that there is a newly planted Angophora hispida (Dwarf Apple) street tree (Id #173970) located 15.1m from the northern property boundary of 13 Lydia Street.

This existing street tree is in direct conflict with the proposed crossover location, in this instance City operations will support the removal of this street tree to accommodate a crossover in this location.

With reference to the City of West Torrens, Fees and Charges Document 2021-2022 "Tree removal for driveway construction", once Council has assessed all circumstances and considered it acceptable that a street tree can be removed, a fee is calculated based on Council's standard schedule of fees and charges.

The fee is used to offsets the loss of the asset (street tree) to the community, with funds received invested in Council's annual Greening Program.

As a result of the proposed crossover on Lydia Street, City Operations has considered the health, structure, form, useful life expectancy, and age of the street tree and will support the removal.

There is no fee to the applicant as this new planting will be relocated.

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 staff will perform all works associated with the community asset.

Final crossover locations will be confirmed via the appropriate development assessment process.

Rick Holmes
Technical Support Officer Arboriculture

DATE: 16/12/2022











Memo

From Richard Tan
Date 18/11/2022
Subject 2037262, 11-13 Lydia St Plympton SA 5038

Karen,

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

1.0 FFL Consideration – Finished Floor Level (FFL) Requirement

- 1.1 In accordance with the provided 'Site and Drainage Plan' (17104-SD1/B, dated 8/22) the FFLs of the proposed development (12.90 minimum) have been assessed as satisfying minimum requirements (12.58 minimum) in consideration of street and/or flood level information.

2.0 Verge Interaction

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

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

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

- 2.1.1 There are three existing street tree that have been planted on June 2022 within the frontage of the development site which has not been shown on the plans. One of the street tree is also in conflict with the proposed crossover.



It is recommended that the plans should be updated to include the trees and further assessment from Council's Arboriculture team is required.

- 2.2 The shape and material of stormwater connection through the road verge area has been assessed as satisfying minimum requirements. 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>
- 2.3 It should be noted that any portion of the existing crossover that will be made redundant should be reinstated to vertical kerb prior to the completion of any building works at the applicant's expense. It should also be indicated on revised plans that any redundant crossovers will be reinstated.

It is recommended that revised plans showing the reinstatement of redundant crossovers be provided to Council.

Traffic Requirements

- 3.1 For this development, a 6m wide crossover with 0.3m flaring on both sides will be supported.

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 crossover should be constructed as per requirements which can be downloaded at [14 March 2023](https://www.westtorrens.sa.gov.au/files/sharedassets/public/objective-</u></p>
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[digitalpublications/external-website/building-and-development/guidelines-for-driveway-crossing-places.pdf](#)

- 3.2 As the access driveway will service more than one property at the rear, the driveway corridor to the site will require widening to a minimum of 5.5m wide pavement width (+ 300mm offset from fences/walls/boundary) for the first 5.0m into the site to permit the passing of entering and exiting traffic. The proposed driveway has been assessed as satisfying minimum requirements.
- 3.3 It is also important to ensure that the functionality of this driveway entrance and passing area is not compromised by the ultimate installation of letterboxes, above ground service metres or similar.

The letterboxes and service meters are located outside the driveway common area

It is recommended that any approval associated with this development included a condition of similar wording to the following;

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

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

While the manoeuvre to/from garage and the site is supportable, safe and convenient vehicle manoeuvre to the front and rear visitor spaces should be demonstrated.

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 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.

- 3.5 The internal garage length is currently proposed as 5.7m. Although not specified in the relevant Australian Standards (AS/NZS 2890.1:2004), traffic engineering best practice guides that the minimum internal length of an enclosed garage or enclosed carport space should be a minimum of 5.8m.

It is recommended that revised plans be submitted, showing garage internal dimensions are stated above.

- 3.6 Parking Assessment

Based on the parking requirements, in-total there should be 20 parking spaces required for 16 number of 3 bedroom dwelling. As the site is within proximity of a bus GO Zone, hence a 10% discount can be applied. Based on this, 18 spaces are required and that is available on-site.

As for the visitor parking, there are 4 spaces required. The on-street parking available abutting the site frontage is 4 spaces, so, based on our approach of including on-street parking in the assessment, there should be adequate visitor parking availability in the area.

(For planner information) North of the proposed driveway on the site frontage, there is room for 2 on-street spaces. South of the driveway, if there is a NO PARKING 7am to 11am MONDAY TO FRIDAY zone present, there would still be 2 on-street spaces available after 11am, when the shopping centre gets busier. On weekends (no refuse collection for the development), the full kerb space would be available for shoppers or visitors of the development.

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 should be noted that the proposed MRV access to the site is supportable. Parking restriction along Lydia Street may be required during a bin collection day. The applicant should contact City Assets Traffic team once the DA has been approved.

It is recommended that further assessment from Council's Waste Management Team is required.

5.0 Stormwater

- 5.1 Provided information 'Site and Drainage Plan' (17104-SD1/B, dated 8/22) 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.**

5.2 Stormwater Quality

Given the scale of the development, and the adoption of the 'alternate' approach in dot point 5.1, basic stormwater quality devices (silt and pit filter) has been supported to be installed to reduce stormwater pollutants from the

stormwater flow exiting the site. The exact model of the proposed pit filter should be provided.

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

Regards
Richard Tan
Civil Engineer

Memo

From Richard Tan
Date 9/2/2023
Subject 2037262, 11-13 Lydia St Plympton SA 5038

Karen,

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

1.0 FFL Consideration – Finished Floor Level (FFL) Requirement

1.1 **Previously accepted on 18/11/22** - In accordance with the provided 'Site and Drainage Plan' (17104-SD1/B, dated 8/22) the FFLs of the proposed development (12.90 minimum) have been assessed as satisfying minimum requirements (12.58 minimum) in consideration of street and/or flood level information.

2.0 Verge Interaction

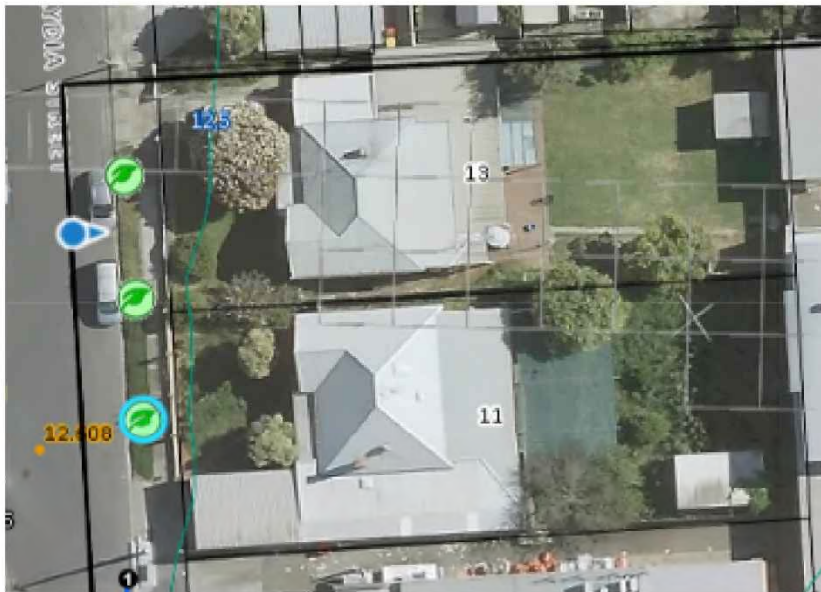
2.1 In association with new development, driveways and stormwater connections through the road verge need to be located and shaped such that they appropriately interact with and accommodate existing verge features in front of the subject and adjacent properties. Any new driveway access shall be constructed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

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

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

2.1.1 **Issue resolved, the existing street tree in conflict with the crossover has been supported to be removed. The provided civil plan should include the other two existing street tree and indicate that these trees will be remained.** There are three existing street tree that have been planted on June 2022 within the frontage of the

development site which has not been shown on the plans. One of the street tree is also in conflict with the proposed crossover.



- 2.2 Previously accepted on 18/11/22** - The shape and material of stormwater connection through the road verge area has been assessed as satisfying minimum requirements. 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>
- 2.3 No further assessment provided. Item still considered outstanding.** It should be noted that any portion of the existing crossover that will be made redundant should be reinstated to vertical kerb prior to the completion of any building works at the applicant's expense. It should also be indicated on revised plans that any redundant crossovers will be reinstated.

It is recommended that revised plans showing the reinstatement of redundant crossovers be provided to Council.

3.0 Traffic Requirements

- 3.1** The proposed crossover is wider than standard crossover. For this development, a 6m wide crossover with 0.3m flaring on both sides will be supported, unless demonstrated by vehicle turn path that a wider crossover is required.

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 crossover should be constructed as per requirements which can be downloaded at <https://www.westtorrens.sa.gov.au/files/sharedassets/public/objective-digitalpublications/external-website/building-and-development/guidelines-for-driveway-crossing-places.pdf>

3.2 Previously accepted on 18/11/22 - As the access driveway will service more than one property at the rear, the driveway corridor to the site will require widening to a minimum of 5.5m wide pavement width (+ 300mm offset from fences/walls/boundary) for the first 5.0m into the site to permit the passing of entering and exiting traffic. The proposed driveway has been assessed as satisfying minimum requirements.

3.3 Previously accepted on 18/11/22 - It is also important to ensure that the functionality of this driveway entrance and passing area is not compromised by the ultimate installation of letterboxes, above ground service metres or similar.

The letterboxes and service meters are located outside the driveway common area

It is recommended that any approval associated with this development included a condition of similar wording to the following;

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

3.4 Traffic manoeuvrability has been assessed as acceptable in accordance with the site layout shown in 'Traffic Report' (22-069, dated 18/1/23). It should be noted that the aisle width and garage door width also match the requirements as indicated in relevant parking standards.

3.5 No further assessment provided. Item still considered outstanding. The internal garage length is currently proposed as 5.7m. Although not specified in the relevant Australian Standards (AS/NZS 2890.1:2004), traffic engineering best practice guides that the minimum internal length of an enclosed garage or enclosed carport space should be a minimum of 5.8m.

It is recommended that revised plans be submitted, showing garage internal dimensions are stated above.

3.6 Parking Assessment

Previously accepted on 18/11/22 - Based on the parking requirements, in-total there should be 20 parking spaces required for 16 number of 3 bedroom dwelling. As the site is within proximity of a bus GO Zone, hence a 10% discount can be applied. Based on this, 18 spaces are required and that is available on-site.

As for the visitor parking, there are 4 spaces required. The on-street parking available abutting the site frontage is 4 spaces, so, based on our approach of

including on-street parking in the assessment, there should be adequate visitor parking availability in the area.

(For planner information) North of the proposed driveway on the site frontage, there is room for 2 on-street spaces. South of the driveway, if there is a NO PARKING 7am to 11am MONDAY TO FRIDAY zone present, there would still be 2 on-street spaces available after 11am, when the shopping centre gets busier. On weekends (no refuse collection for the development), the full kerb space would be available for shoppers or visitors of the development.

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 should be noted that the proposed MRV access to the site is supportable. Parking restriction along Lydia Street may be required during a bin collection day. The applicant should contact City Assets Traffic team once the DA has been approved.

It is recommended that further assessment from Council's Waste Management Team is required.

5.0 Stormwater

- 5.1 **Previously accepted on 18/11/22** - Provided information 'Site and Drainage Plan' (17104-SD1/B, dated 8/22) 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.**

- 5.2 Stormwater Quality

Issue resolved, pit filter has been proposed to be installed in all pits within the site. - Given the scale of the development, and the adoption of the 'alternate' approach in dot point 5.1, basic stormwater quality devices (silt and pit filter) has been supported to be installed to reduce stormwater pollutants from the stormwater flow exiting the site. The exact model of the proposed pit filter should be provided.

Regards
Richard Tan



Waste Management Assessment

Development Application No: 22037262

Assessing Officer: Karen Mitrovic

Site Address: 13 Lydia Street Plympton SA 5038

Certificate of Title: **Title Ref:** CT 5122/745 **Plan Parcel:** F8108 AL105

Description of Development: Construction of two (2) three storey residential flat buildings comprising 16 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 Karen Mitrovic
From Rhianna Havis
Date 2 December 2022
Subject 13 Lydia Street Plympton SA 5038

Dear Karen,

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

Waste Management

The proposed development is considered beyond Council's capacity to service through the kerbside collection model due to the density of the housing.

A commercial waste provider is required to service this development. Storage and collection of waste from 13 Lydia Street is required to be internalised and should be considered on the application.

Due to the location of the property being opposite the intersecting street of Birkalla Terrace, the waste collection vehicle should be able to enter and exit the property in a forward direction. The driveway should be able to withstand a 22 tonne MRV (Medium Rigid Vehicle).

A handwritten signature in black ink, appearing to read 'R Havis'.

Kind regards,
Rhianna Havis
Team Leader Waste Management (Acting)

6.2.3 36 Light Terrace, THEBARTON

Application No 22005398

Appearing before the Panel will be:

Representor: **Alison Deslandes** of 38a Light Terrace, Thebarton wishes to appear in support of the representation.

Applicant: **Steve & Hanna Benson** of 38b Light Terrace, Thebarton wishes to appear in response to the representation.

DEVELOPMENT APPLICATION DETAILS

DEVELOPMENT NUMBER	22005398
APPLICANT	Michael and Wendy Sabatino
ADDRESS	36 Light Terrace Thebarton
NATURE OF DEVELOPMENT	Domestic outbuilding comprising garage, cellar, amenities, and mezzanine storage
POLICY INFORMATION	<p>Zones</p> <ul style="list-style-type: none"> Established Neighbourhood <p>Overlays</p> <ul style="list-style-type: none"> Aircraft Noise Exposure (ANEF 25) Airport Building Heights (Regulated) (All structures over 15 metres) Affordable Housing Building Near Airfields Character Area (WeToC6) Hazards (Flooding - Evidence Required) Prescribed Wells Area Regulated and Significant Tree Stormwater Management Urban Tree Canopy
LODGEMENT DATE	6 April 2022
RELEVANT AUTHORITY	Council Assessment Panel
PLANNING & DESIGN CODE VERSION	2022.7 (28 April 2022)
CATEGORY OF DEVELOPMENT	Code Assessed - Performance Assessed
NOTIFICATION	Yes
REFERRALS STATUTORY	Nil
REFERRALS NON-STATUTORY	Nil
DELEGATION	Two representors have lodged valid representations and wish to be heard.
RECOMMENDING OFFICER	Adam Williams - planning consultant
RECOMMENDATION	Grant Planning Consent with Conditions

SUBJECT LAND AND LOCALITY

The subject land is formally described as Allotment 21 Deposited Plan 1038 in the area named Thebarton Hundred of Adelaide, as contained in Certificate of Title Volume 5807 Folio 52, more commonly known as 36 Light Terrace, Thebarton.

The subject site has an irregular shape with a 15.27 metre (m) wide frontage to Light Terrace, side boundary lengths of 44.88 metres (western boundary) and 46.18 metres (eastern boundary) and a rear boundary length of 15.21 metres. The subject site has a total area of 693.1 square metres.

The land is relatively flat and currently contains a single storey, villa style, detached dwelling with rear lean-to. A driveway runs between the dwelling and the western property boundary, and a timber carport is attached to the western wall and set behind the front building line of the dwelling.

The rear yard of the property has internal fencing that creates two distinct areas, a private open space area immediately accessible to the internal rooms of the dwelling and with associated attached verandah, and a larger, vacant area at the rear of the land. The large area of the rear yard is depicted in Figure 1. The front garden of the dwelling consists of small trees and shrubs and woodchip ground cover.



Figure 1 – Private Open Space and dwelling, looking south from rear of subject land

There are no easements, encumbrances, land management agreements or right of way listed on the Certificate of Title.

The subject land is bound by residential properties abutting its western and northern boundaries, while a commercial property is immediately to the east. These adjoining properties are partially visible in Figures 2, 3 and 4.



Figure 2 – Rear open space of adjacent residential property, looking west from the rear of the subject land



Figure 3 – Adjacent commercial property, looking east from the rear of the subject land



Figure 4 – Northern outlook towards the adjacent residential properties from the rear area of the subject land

Light Terrace is immediately to the south of the subject land and a mix of commercial and residential properties line the southern side of the street.

The locality has a mix of residential, commercial, and light industry land uses. This is typical throughout the eastern area of Thebarton as the locality has historically consisted of a mixed-use character comprising dwellings interspersed amongst commercial/light industrial properties or vice versa.

Residential development is at medium to very low density with predominantly detached dwellings on substantial allotments and semi-detached dwelling on narrow, deep allotments. Recent infill development is evident within the locality but residential dwellings are predominantly detached and semi-detached Victorian and Federation villas/cottages and Bungalow style dwellings.

The sites of commercial and light industry developments are generally compatible in area to many older residential properties, but their associated built form is larger in scale and considerably different in appearance to residential buildings. In some instances, the walls of former industrial building are covered with murals. Commercial and industrial sites can be seen in the background of Figures 2 to 4

The subject land, locality and properties of the representors are depicted in the aerial imagery of Figure 5.



Figure 5 – Subject land, locality and property of representors

PROPOSAL

The proposed development involves the construction of a domestic outbuilding comprising a garage (capacity to accommodate two (2) vehicles), cellar, amenities (games area, kitchen facilities and bathroom), and mezzanine storage.

The building will have a footprint of approximately 111 square metres and be constructed with tilt-up concrete wall panelling and colorbond custom orb roofing in a "Night Sky" colour. The building was originally proposed to comprise the following dimensions: 15.21m (L) x 7.3m (W) x 4m (H) parapet walls on the western, northern and eastern property boundaries and with a 2 degree fall in the roof towards the front (south) elevation.

Following the notification process the building’s design was amended to a skillion form with a 4.6-degree pitch fall towards the west elevation. The building footprint remained unchanged however the wall height on the western property boundary was lowered to 3m (H) and increased to 4.4m (H) on the eastern property boundary.

The proposed outbuilding will be constructed at the rear of the subject land with walls on the northern, western and eastern property boundaries. The southern elevation will comprise two (x2) panel lift doors in a woodgrain look, a black coloured personal access door with clear glazing, and two windows (a 1.8m x 3.61m window, and a 1.8m x 0.9m obscure glazed bathroom window). A canopy will be attached to the southern elevation above the personal access door and windows.

The existing driveway will be extended to provide vehicle access to the building and new lawn will be established within the private open space. Stormwater will be collected via a box gutter above the western wall and directed to a 2000 litre rainwater tank for harvesting and re-use.

For the purposes of an assessment the proposal is broken down into elements. Each element will have an assessment pathway as set out in the Planning and Design Code.

Elements	Application Category
Outbuilding	Performance assessed

The relevant plans and documents are contained in **Attachment 1**.

PUBLIC NOTIFICATION

The application required public notification because it was performance assessed and not exempt from notification by *Table 5 - Procedural Matters* of the Established Neighbourhood Zone in the Planning and Design Code (The Code).

Properties notified	57 properties were notified during the public notification process.
Representations	2 representations were received.
Persons wishing to be heard	2 representors wish to be heard. <ul style="list-style-type: none"> Alison Deslandes Steven and Hanna Benson
Summary of representations	Concerns were raised regarding the following matters: <ul style="list-style-type: none"> Suspected the building will be used as a commercial premises and expressed concerns about the associated impacts (traffic and noise) of commercial vehicle. Visual and amenity (overshadowing) impact of a 4-metre-high boundary wall Lack of consultation by the property owner Impact on the character of the area.
Applicant's response to representations	<ul style="list-style-type: none"> The proposed outbuilding will not be used as a commercial building and the family intend to make the subject land their home eventually. Although the Applicant has a family plumbing business it utilises only one (1) work van and run by only themselves (i.e., no employees) from a home office. Being of Italian heritage, the owners intend to use the kitchen, bathroom, and cellar features to facilitate the family's annual tomato sauce making day, personal winemaking/storage, the making of pork sausages, and an internal recreational play space for the children. The Applicants are happy for a condition to be placed on the approval that limits use of the outbuilding to domestic residential purposes to alleviate any concerns that it will be used for commercial use. The applicant commissioned shadow diagrams to show the impact of the shadow over the private open space of 38a Light Terrace. The diagrams show shadowing over a small portion of the private open space and the north-east corner of the dwelling. There is no overshadowing by 12pm.

	<ul style="list-style-type: none"> • The Applicant's planning consultant suggested the visual amenity of the proposed development would be comparable with an outbuilding approved under a "Deemed-to-Satisfy" pathway (wall heights of 3 metres, total heights of 5 metres and with walls extending 8 metres along a boundary). The reference to the "DTS" provisions highlighted the shadow created by the proposed outbuilding would be comparable to an outbuilding approved by a DTS pathway. • To further reduce the visual impact the Applicant is willing to work with the neighbours to choose a paint finish that would be to their satisfaction. • The Applicant advised they, and their planning consultant, endeavoured to speak with all the owners of abutting properties by door knocking properties. Business cards were left at properties that did not open their doors. • In relation to comments about the character of the area, the Applicant insists the scale of the proposed outbuilding is in keeping with the character of the area given the presence of the other large buildings.
--	--

The representors were provided with the Applicant's response however they maintained their concerns in respect to the visual and amenity impacts, and impact on character. Upon being told this, the Applicant made further changes to the proposal, including:

- Changing the form of the building to a skillion design; and
- Lowering the height of the wall on the western boundary to 3 metres.

With the Applicant's consent, the amended plans were forwarded to the representors.

Although the representors appreciated the changes, they maintained their concerns, and their requested to appear before for the Council Assessment Panel for the following reasons:

- The visual impact of the combined height and length of the wall proposed to be erected on the western property boundary.
- Concerns stormwater from the roof would cause flooding nuisance to their property if the gutters/pipes become obstructed.
- Maintained the development is not in keeping with the residential character of the area
- Suggested the rainwater tanks be positioned between the western wall of the building and the western property boundary

The representors suggested their concerns would be addressed if the proposed wall on the western property boundary was setback 1 metre from the boundary. This request was declined by the Applicant.

A copy of the representations and the applicant's response is contained in **Attachment 2**.

INTERNAL REFERRALS

Nil

EXTERNAL REFERRALS

Nil

RELEVANT PLANNING & DESIGN CODE PROVISIONS

The subject land is located within the Established Neighbourhood Zone as described in the Code. The subject land is also affected a series of Overlays and Technical Numeric Variations (TNVs).

ASSESSMENT

The proposal is assessed for consistency with the quantitative requirements of the Planning and Design Code as outlined in the table below:

CODE PROVISIONS	DESIGNATED PERFORMANCE FEATURE	ASSESSMENT
Established Neighbourhood Zone Site Coverage PO / DPF 3.1	Max Site Coverage: 60%	Site coverage 35% Satisfies
Established Neighbourhood Zone Ancillary Buildings and Structures DTS/DPF 11.1	Max floor area: 60 sqm Max wall height: 3m Max wall length on boundary (not being a boundary with a street): 8m Max roof height: 5m Min soft landscaping: 25%	Floor area: 111 sqm Does not satisfy Wall height: 3.0m (west wall) Satisfies Wall height: 4.6.m (east wall) Does not satisfy. Wall Length: 7.3m (east & west wall) Satisfies Wall Length: 15m (north wall) Does not satisfy Roof height: 4.6m Satisfies Soft landscaping: 25% Satisfies
Established Neighbourhood Zone Ancillary Buildings and Structures DTS/DPF 11.2	Min private open space: 60sqm	Private open space: Approximately 214sqm Satisfies

In assessing the merits or otherwise of the application, the relevant Desired Outcomes (DO) and Performance Outcomes (PO) of the Planning and Design Code, and the proposal's consistency with those provisions, are discussed under the following sub-headings:

Land Use

The subject land is in an Established Neighbourhood Zone where predominantly residential development is envisaged by Zone PO 1.1, including ancillary domestic outbuildings.

Although the proposed development includes features (i.e., bathroom, kitchen and games area) not ordinarily found all together in a single domestic outbuilding, they are nevertheless domicile in nature.

Further, and upon the provision of documentation provided by the Applicant detailing the use of the building, it is evident the development will provide a subordinate and ancillary function to the existing residential use of the land.

The proposed development does not propose to change the existing residential use of the land nor introduce an independent and additional use to the land. Accordingly, the building's purpose is considered consistent with land use related policies of the Planning and Design Code. If the Panel is of the mind to support the development, a condition limiting the commercial use of the building is included in the recommendation.

Built Form

The subject land is also in a Character Area Overlay and subject to the Thebarton Character Area Statement (WeTo-C6). The following discussions regarding built form have been organised into two sections under the following sub-headings; 'Character' and 'Impact'.

Character

The Desired Outcome and PO 1.1 of the Character Area Overlay anticipate new development maintaining "*valued streetscape characteristics*" while also reinforcing existing development patterns. To achieve these outcomes development should be "*contextually responsive*" to the attributes identified in the Character Area Statement.

It is noted the attributes identified in the Character Area Statement primarily relate to the older dwellings of the locality. However, a review of the locality also revealed recent infill residential developments and commercial properties being scattered throughout the locality. The Character Area Statement is silent in respect to the contribution these other properties make to the character of the locality.

Nevertheless, having assessed the proposed development against the *era*, *themes* and *context* attributes of the Character Area Statement, it is considered that the development:

- Will have no effect on density, subdivision patterns, or dwelling types.
- Has an architectural style that is contextually responsive to the nature, style, and built form character described in the Character Area Statement.
- Will present as a single storey building.
- Will utilise materials and finishes that complement the identified materials of existing, older residential buildings in the locality (i.e., the natural concrete colour will complement the neutral colours applied to painted brick walls and galvanised iron roofs, the roof will comprise pre-coloured iron sheeting, and the panel lift garage doors will have woodgrain finish).
- Although the proposal does not propose a large rear setback, the distance between the rear of the dwelling and the front of the outbuilding will be in the order of 21 metres. This separation between the buildings will ensure the subject land maintains a sense of space between buildings comparable to other larger residential properties.

- Will be constructed well behind the main face of the dwelling.

The development is considered contextually responsive to the existing development pattern of the locality.

Character Area Overlay PO 2.1

The form of new buildings and structures that are visible from the public realm are consistent with the valued streetscape characteristics of the character area.

The proposed building will not be particularly evident within the streetscape as views of the development will be largely obscured by existing buildings and vegetation.

Character Area Overlay PO 2.2

Development is consistent with the prevailing building and wall heights in the character area.

The proposed building will not employ a hip, gable or dutch gable roof design however, the low pitch, skillion design will be similar in appearance to many of the lean-to additions attached to the back of the older dwellings. In addition, the building will provide a transition between the wall height of the commercial building at 34 Light Terrace and the wall height of the dwelling building on 38a Light Terrace.

Furthermore, many dwellings in the area are original housing stock and although primarily single storey in form, most have high walls (in the order of 3.6 metres) and high roof ridgelines. Many commercial buildings also comprise wall heights more than 4 metres that are constructed on property boundaries shared with residential land uses.

The proposed development, although being larger than most domestic outbuildings, has wall heights that are sympathetic and consistent with the prevailing wall and building heights of existing buildings within the locality.

Character Area Overlay PO 2.4

Development is consistent with the prevailing front and side boundary setback pattern in the character area.

The development will have no effect on prevailing front setback patterns.

In respect to side boundary setbacks, it is noted the locality has many domestic outbuildings constructed on at least one side boundary and in some instances the rear boundary too. Most commercial buildings are constructed on the side boundaries and the rear boundary of their sites.

The siting of the building on both side boundaries and the rear boundaries and the rear boundary is not uncommon within the immediate locality and is considered consistent with the general siting pattern of existing buildings of the locality.

Character Area Overlay PO 2.5

Materials are either consistent with or complement those within the character area.

The proposed building will be constructed with exposed concrete tilt up walls however the southern elevation will have doors and fenestration including two (2) panel lift doors in a woodgrain look, black coloured door with clear glazing, a 1.8m x 3.61m window, and a 1.8m x 0.9m obscure glazed bathroom window.

Custom ORB cladding will be used on the roof and, along with the gutter, fascia and downpipes, will be finished in a "Night Sky" colour. Two (2) wall lights in a black colour will be provided on either side of the panel lift doors.

The natural colour of the walls will be comparable with the neutral colours applied to the painted walls of older dwellings and the prevalence of galvanised iron sheeting throughout the locality.

Although the use of a “Night Sky” finish to the roof sheet cladding, gutter and fascia is not evident on other properties, it’s dark, near-black finish is known to complement the neutral colours and dark grey finishes of buildings on surrounding properties.

The materials and finishes are considered compatible with those used on existing buildings within the Overlay.

Character Area Overlay PO 4.1

Ancillary development, including carports, outbuildings and garages, complements the character of the area and associated building(s).

The proposed building footprint exceeds the Established Neighbourhood Zone DPF 11.1 guideline and, at 110 sqm, will be larger than most domestic outbuildings. However, this component of the development is not considered incongruent with the scale of existing built form in the locality.

The subject land is flanked by residential properties to the north and west, a commercial property to the east, and a mix of residential and commercial properties to the south.

A review of the locality identified this mixing of residential and commercial land uses as being evident across the whole of the locality and the greater eastern area of Thebarton in general.

Subsequently, there are numerous large buildings and, with dwellings generally being sited close to their respective street frontages, most residential properties have large spaces to the rear of the dwelling with, in some instances, large outbuildings behind the principal dwelling.

The form, siting and scale of the proposed development is considered compatible with the character of the area considering the influence both residential and non-residential buildings have upon the built form character of the area. The proposed footprint size and wall length on the rear property boundary are not considered detrimental to the character of the area.

Character Area Overlay PO 4.2

Ancillary development, including carports, outbuildings and garages, is located behind the building line of the principal building(s).

Established Neighbourhood Zone PO 10.1

Garages and carports are designed and sited to be discrete and not dominate the appearance of the associated dwelling when viewed from the street.

The proposed development satisfies these performance outcomes. The outbuilding will be sited at the rear of the subject land and have a relatively low profile in comparison to existing built form. Existing buildings will obscure views of the outbuilding from surrounding streets and the siting and scale of the building is unlikely to result in it dominating the appearance of the associated dwelling or buildings on adjoining properties.

Character Area Overlay PO 6.1

The width of driveways and other vehicle access ways are consistent with the prevalent width of existing driveways in the character area.

The width of the existing driveway at the front of the dwelling will remain unchanged but it will be extended beyond the rear of the dwelling to provide vehicle access to the proposed building. The driveway will remain consistent with the prevalent width of existing driveways within the locality as visible from public spaces.

Character Area Overlay PO 6.2

Development maintains the valued landscape pattern and characteristics that contribute to the character area, except where they compromise safety, create nuisance, or impact adversely on existing buildings or infrastructure.

The proposed outbuilding is considered acceptable when assessed against the valued landscape pattern and characteristics that contribute to the character area.

As mentioned previously, the development will not alter the configuration of the subject land nor the appearance or siting of the dwelling in respect to its street frontage and presentation.

Like most residential properties in the area, there is a large area of open spaces to the rear of the dwelling and although the proposed outbuilding will result in a reduction in the size of this area, there will remain more than 210sqm of private open space that will be landscaped with grass covering and new plantings.

The proposal will not be used for activities that will compromise safety, create nuisance, or impact adversely on existing buildings or infrastructure.

Established Neighbourhood Zone DO 1

A neighbourhood that includes a range of housing types, with new buildings sympathetic to the predominant built form character and development patterns.

Residential development in the neighbourhood is greatly influenced by character focussed guidelines that stipulate the reinforcement of valued streetscape characteristics and development patterns. Accordingly, new detached, semi-detached or row dwellings should be provided on substantial allotments ranging from medium to very low-density site areas and with new allotments having configurations consistent with the existing allotment pattern in the immediate locality.

The representors contemplate the contemporary and future "character and pattern of the neighbourhood" evolving with more dense residential properties replacing existing commercial and light industrial sites. There are concerns the proposed outbuilding will be detrimental to achieving this suggested emerging residential character.

The views expressed in the representations regarding the development's impact on the 'emerging' residential character are not shared. The outbuilding will be utilised for domestic purposes and is expected to have minimal impact on many of the valued themes and attributes identified in the Character Area Statement (i.e., retention of allotment patterns, densities, dwelling types and styles, streetscape settings, sense of space etc.). Furthermore, the building will not be particularly evident beyond the abutting properties and is not of a scale that makes it incompatible with existing forms of development within the locality.

The development is considered sympathetic with the built form character and development pattern of locality and the perceived impact of the development upon the evolving residential character will be minimal.

Impacts

Concerns relating to the visual and amenity impacts of the proposed development were also expressed in the representations. Zone Performance Outcomes 3.1 and 11.1 are of relevance to this aspect of the assessment.

Established Neighbourhood Zone Performance Outcome 3.1

Building footprints allow sufficient space around buildings to limit visual impact, provide an attractive outlook and access to light and ventilation.

Established Neighbourhood Zone Performance Outcome 11.1

Residential ancillary buildings are sited and designed to not detract from the streetscape or appearance of primary residential buildings on the site or neighbouring properties.

The siting and scale of the building is expected to maintain space around buildings to retain attractive outlooks, access to sunlight and access to ventilation. The building is expected to have limited visual impact upon surrounding properties given the scale of existing buildings of the area. Nevertheless, the concerns of the representors regarding the siting of the building on the boundary warrant careful consideration.

In response to the concerns the Applicant provided shadow diagrams for a building with a 3-metre-high boundary wall (and gable roof) and a 4-metre-high boundary wall. The purpose of the diagrams were to exhibit the difference in shadow created by a flat roof outbuilding with a 4 metre high boundary wall (as had been previously proposed) and an indicative gable roof outbuilding with a 3 metre high boundary wall.

Further, the diagrams were provided prior to the proposed boundary wall height being lowered to 3 metres nevertheless, they exhibited the little difference there would be in respect to shadow impacts and confirmed the occupants of the adjoining property at 38a Light Terrace will retain reasonable access to direct sunlight.

The building being amended to a low profile skillion roof facilitates a reduction of the boundary wall from 4 metres high to 3 metres high and will alter the extent of the building's massing. The Applicant has also offered to paint the boundary wall in a colour agreeable to the neighbour. The amendments will ameliorate the visual presence of the building at the boundary.

The representors were provided with the plans of the amendments to the outbuilding during further informal communications. They subsequently requested the western wall of the development be setback 1 metre from the western property boundary. This request was declined by the Applicant.

In respect to the above Performance Outcomes, it is accepted a building constructed on a property boundary will have a visual impact, detract from an outlook, and alter some access to light and ventilation. However, the matter becomes a question of whether the impacts are unreasonable.

As noted in the response to representations, an outbuilding could be constructed by right on the boundary if, among other things, the boundary wall has a length not exceeding 8 metres and a wall height not exceeding 3 metres above natural ground level.

In respect to access to light and ventilation the proposed impact of the development is not considered unreasonable.

It is also noted the outlook from the rear of the neighbouring dwelling and rear yards, contains views of existing commercial buildings with high masonry walls. The outlook is considered typical of an inner suburban locality containing a mix of residential and commercial land uses. In this respect the proposed development is not expected to diminish access to an existing attractive outlook for adjoining properties.

The visually intrusion of the proposed development upon adjoining properties is considered reasonable in this instance.

Other Relevant Policies

The proposed development was assessed against, and found consistent with, the following applicable policies of the Planning and Design Code:

Airport Building Height (Regulated) Overlay PO 1.1

Building height does not pose a hazard to the operation of a certified or registered aerodrome.

Building Near Airfields Overlay PO 1.3

Buildings are adequately separated from runways and other take-off and landing facilities within certified or registered aerodromes to minimise the potential for building-generated turbulence and windshear that may pose a safety hazard to aircraft flight movement.

Design in Urban Areas PO 8.1

Development, including any associated driveways and access tracks, minimises the need for earthworks to limit disturbance to natural topography.

Design in Urban Areas PO 23.3

Driveways and access points are located and designed to facilitate safe access and egress while maximising land available for street tree planting, domestic waste collection, landscaped street frontages and on-street parking.

Design in Urban Areas PO 23.4

Vehicle access is safe, convenient, minimises interruption to the operation of public roads and does not interfere with street infrastructure or street trees.

Design in Urban Areas PO 23.5

Driveways are designed to enable safe and convenient vehicle movements from the public road to on-site parking spaces.

SUMMARY

Having considered all the relevant provisions of the Planning and Design Code, the proposal is considered to be not seriously at variance with the Planning and Design Code Version 2022.7 dated 28 April 2022.

Domestic outbuildings are common features upon residential land, and the preceding assessment has demonstrated the overall form, height and appearance of the building is compatible with the existing character of the locality which is strongly influenced by a mix of residential and commercial land uses.

Although the subject land is within the Thebarton Character Area it was noted the relevant Character Area Statement primarily relates to the older dwellings of the locality and their influence on the local streetscapes. The Statement is silent on the contribution recent infill residential developments and commercial properties provide to the character of the area.

Nevertheless, having assessed the proposed development against the *era, themes and context* attributes of the Character Area Statement and the outcomes of the Zone, the development is considered contextually responsive to the existing development pattern of the locality for the following reasons:

- It will have no effect on density, subdivision patterns, or dwelling types.
- It will not introduce an independent and additional use to the land.
- Its presence will not be evident within the streetscape.

- Has an architectural style that is contextually responsive to the nature, style, and built form character described in the Character Area Statement and comparable in appearance to existing developments.
- Will present as a single storey building.
- Will utilise materials and finishes that complement the identified materials of existing, older residential buildings.
- Although larger than most domestic outbuildings, a “sense of space” between buildings will be maintained and comparable to other larger residential properties.
- The building being sited on the side boundaries, and the rear boundary, is consistent with the siting pattern of other buildings within the locality.
- Will be constructed well behind the main face of the dwelling.

Having assessed the development against the relevant from the Planning and Design Code provisions, and in balance with the existing built character of the locality, the development is considered reasonable and will not result in unreasonable amenity impacts upon adjoining land.

The proposal is consistent with the relevant outcomes sought by the Planning and Design Code and it is recommended that Planning Consent is granted subject to conditions.

RECOMMENDATION

It is recommended that the Council Assessment Panel resolve that:

1. Pursuant to Section 107 (2)(c) of the *Planning Development and Infrastructure Act 2016*, and having undertaken an assessment of the application against the Planning and Design Code, the application is NOT seriously at variance with the provisions of the Planning and Design Code Version 2022.7.
2. Application No. 22005398 by Michael and Wendy Sabatino to construct a domestic outbuilding comprising garage, cellar, amenities, and mezzanine storage at 36 Light Terrace, Thebarton is GRANTED Planning Consent subject to the following conditions of consent:

Development Plan Consent Conditions:

1. The development must be undertaken, completed and maintained in accordance with the plans and information detailed in this Application except where varied by any conditions listed below:
 - Site Plan (Sheet 01 of 03, Issue 5, Job Number 15/IP-2122), prepared by Grandvision Design, dated 20th January, 2023
 - Mezzanine, Ground and Cellar Plan (Sheet 02 of 03, Issue 5, Job Number 15/IP-2122), prepared by Grandvision Design, dated 20th January, 2023
 - South, North, East & West Elevations (Sheet 03 of 03, Issue 5, Job Number 15/IP-2122), prepared by Grandvision Design, dated 20th January, 2023
2. The domestic outbuilding herein granted consent shall not be used for commercial uses, trade nor any use which is not reasonably incidental to the use of the land for residential purposes.
3. Prior to the use and/or occupation of the structure, all stormwater from buildings and paved areas shall be disposed of in accordance the approved plans and details

Attachments

1. **Application Plans**
2. **Representations**
3. **Response to Representations**

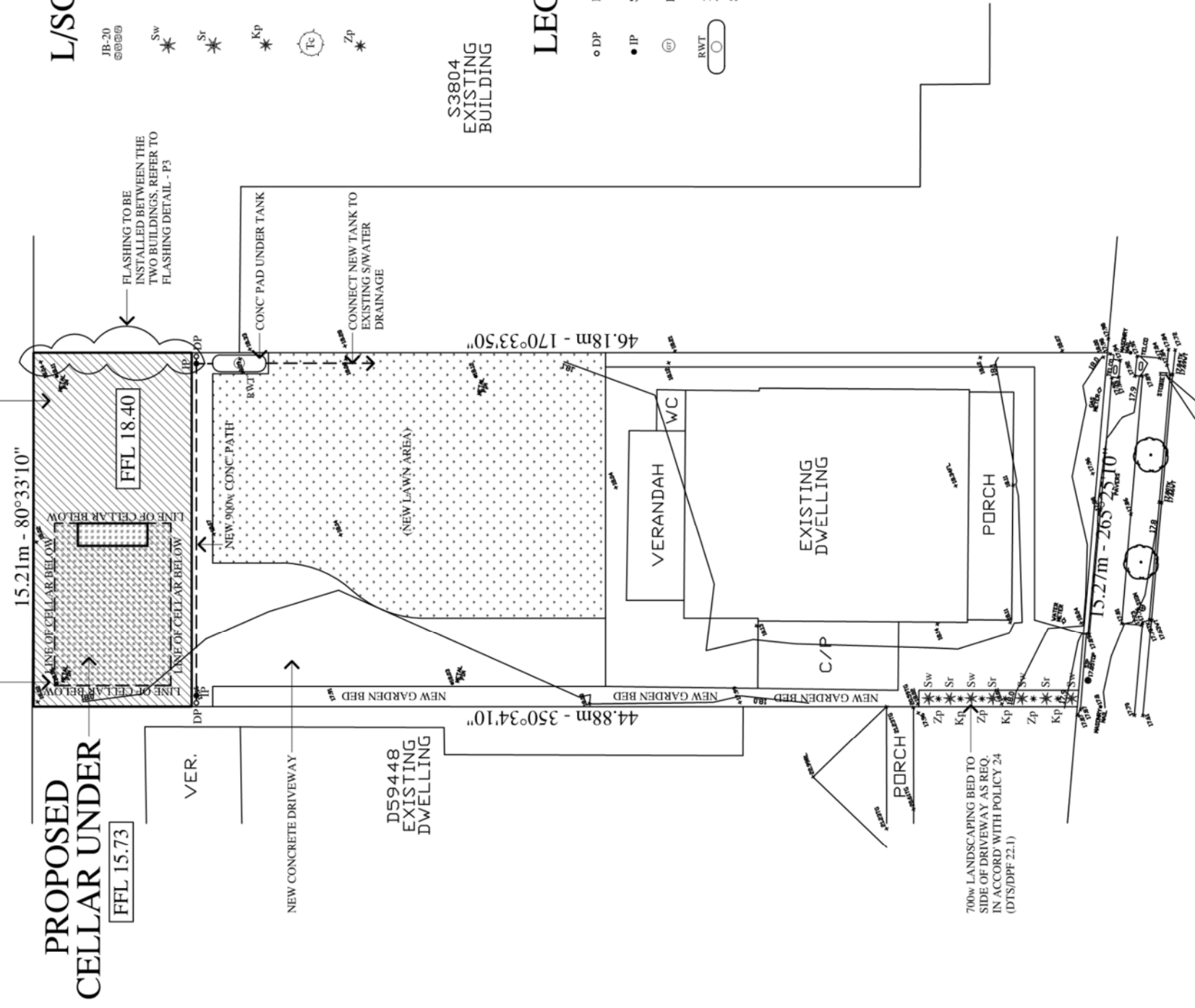
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LANDSCAPE % REQUIRED Natural Lawn & Garden Bed/s	
TOTAL SITE AREA - Sq/m	MIN % OF SITE
< 150 Sq/m	10 % MIN.
150 Sq/m - 200 Sq/m	15 % MIN.
> 200 Sq/m - 450 Sq/m	20 % MIN.
> 450 Sq/m	25 % MIN.



PROPOSED GARAGE
PROPOSED KIT. / BTH



L/SCAPE SCHEDULE :

- JB-20
BUXUS MICROPHYLLA JAPONICA,
(JAPANESE BOX HEDGE), 20cm POT -
(MATURE HEIGHT 1.7m H)
- Sr
90mm H STANDARD ROSE BUSH,
(MEMOIRE - PURE WHITE COLOUR)
- Sr
90mm H STANDARD ROSE BUSH,
(PAPA MEILLAND - DARK RED)
- Kp
500mm H VELVET KANGAROO PAWS,
(RUBY VELVET - HAIRY RED COLOUR)
- Zp
800mm H TOP CRIMSON VILLEA,
(PINKY / RED FLOWERS)
- Zp
400mm H ZEBRA PLANT,
(GREEN / GOLD LEAF)

LEGEND / NOTES :

- o DP NEW DOWNPIPE, AS PER BUILD'S SCHEDULE
- IP STORM WATER INSPECTION POINT
- ⊙ EXTERNAL GARDEN TAP ONLY
- RWT 2,000 lt BUSHMANS SLIMLINE RAINWATER TANK 2.29 L x 2.15 H x 0.71W, PLUMBED AS SPECIFIED IN SITE DRAINAGE DESIGN

**SITE COVERAGE
BREAK DOWN/S**
 EXIST. STRUCTURES - 103.4 Sq/m
 NEW REAR SHED - 138.4 Sq/m
TOTAL SITE COVERAGE - 241.8 Sq/m

SITE COVERAGE
 (Footprint - Inc's Eaves) ÷ (Block Size) × (%) → (Site Ratio %)
 241.8 sq/m ÷ 693.1 sq/m = 0.348 x 100 = 34.8%



SOFT LANDSCAPING
 (Total Site Area) (Front Soft L/Scape) + Rear Soft L/Scape
 693.1 sq/m 31.8 sq/m + 290.2 sq/m
Total Soft L/Scaping: 322.0 sq/m (25% = 173.2 Sq/m Min. Req)

grandvision design
 Phone : 04 3865 0432
 Email : mg@grandvision.com.au
 Web : grandvision.com.au
 PO BOX 260, STEPNEY S.A. 5069
Building Design Services

Client:	M. Sabatino
Project:	Proposed Home Garage
At:	No. 36 Light Terrace, Thebarton SA 5031
Designer:	M.S
Date:	20th of Jan. 2023
Job Status:	Planning
Sheet:	01 of 03
Issue:	05
Job Number:	15/IP-2122

Dimensions shall take preference over scaled drawings. All contractors shall verify all dimensions prior to commencement.
 Copyright : These drawings are copyright and remain the exclusive property of Grandvision Design. All rights reserved. No part of these drawings without permission is prohibited & may result in legal action.

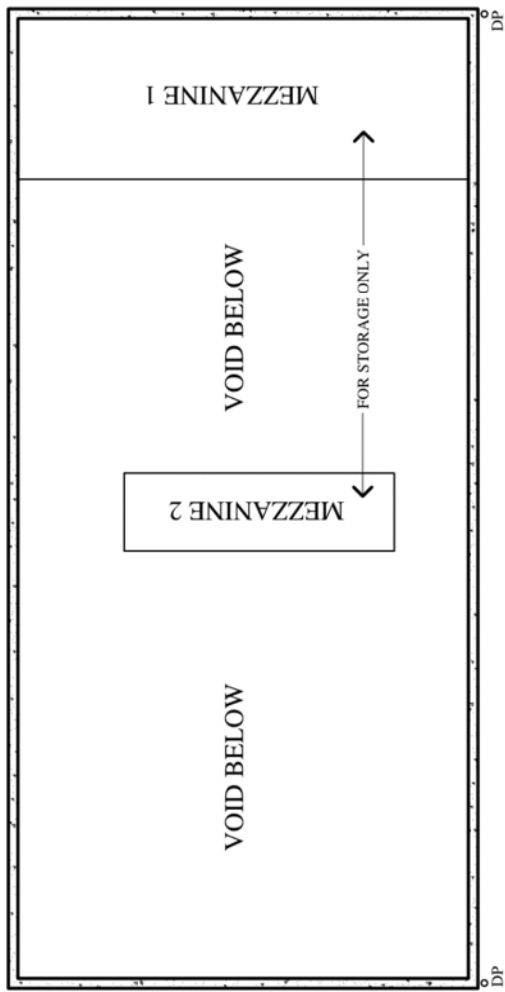
EXTERNAL WALL NOTE: EXTERNAL WALLS 150mm THICK TILT UP

LEGEND / NOTES :

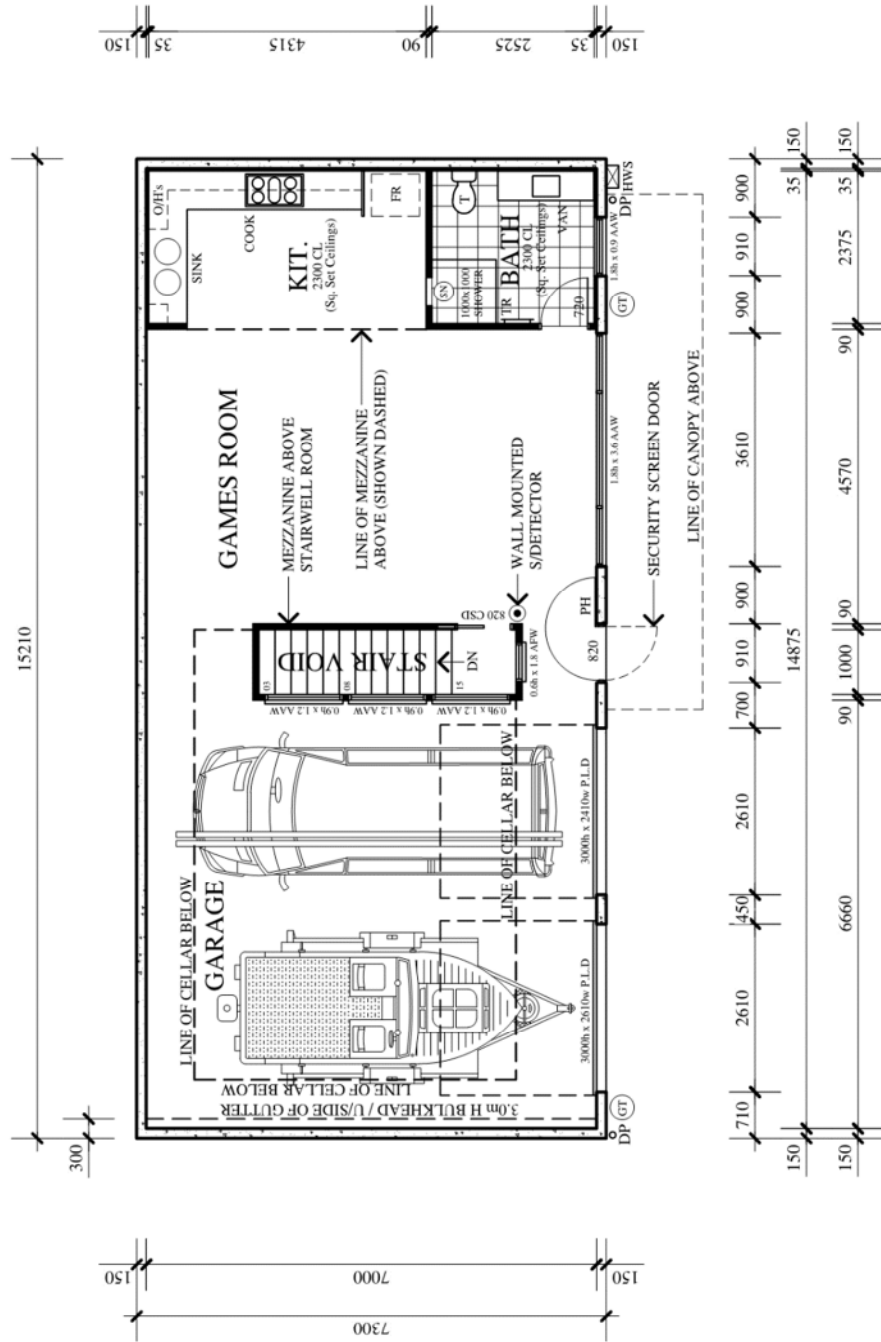
ALL KITCHEN & WET AREA LAYOUTS SHOWN ON THIS PLAN ARE INDICATIVE ONLY. REFER TO JOINERY PLANS FOR CORRECT LAYOUTS AND PLUMBING POSITIONS

2100 h OPENINGS / INT. DRS (2040 h DRS)

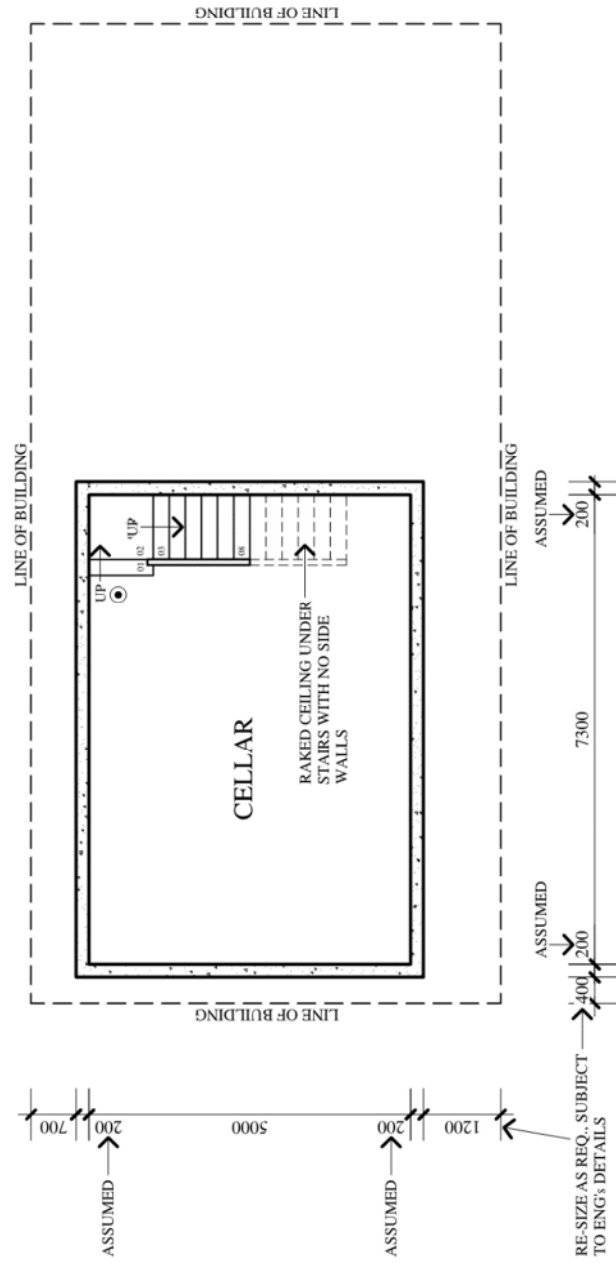
- NEW HARDWIRED SMOKE DETECTOR WITH BATTERY BACK-UP INSTALLED IN ACCORDANCE WITH AS 3786:2014. CONNECT ALL SMOKE DETECTORS TO BE CONNECTED TO THE ALARM SYSTEM IF ONE HAS BEEN INSTALLED. ALL SMOKE DETECTOR'S MUST BE ALL INERT-CONNECTABLE. IF THERE IS MORE THAN 1x DETECTOR INSTALLED
- DP NEW DOWNPIPE, AS PER BUILD'S SCHEDULE
- HWS GAS HWS (WALL MOUNTED)
- GT EXTERNAL GARDEN TAP ONLY



MEZZANINE PLAN



GROUND FLOOR PLAN



CELLAR PLAN

AREAS/:

NAME OF AREA	SQ/m
GARAGE	103.4
MEZZANINE	17.5
CELLAR	35.0
TOTAL :	155.9

AMENDMENTS:

ISSUE / AMENDMENT	DATE
W1 - Concept Issue 1.	17/09/21
W2 - Changes as discussed over phone.	23/09/21
08/10/21 - Convert Issue 2 Concept design to planning set.	08/10/21
14/1/22 - Lower western boundary wall height to 3.2m high, as req. by council.	14/1/22

grandvision design

Phone : 04 3865 0432
 Email : mg@grandvision.com.au
 Web : grandvision.com.au
 PO BOX 260, STEPNEY S.A. 5069

Building Design Services

Client: **M. Sabatino**

Project: **Proposed Home Garage**

At: **No. 36 Light Terrace, Thebarton SA 5031**

Disclaimers shall take precedence over scaled drawings. All contractors shall verify all dimensions prior to commencement.

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Date: 20th of Jan. 2023

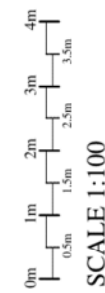
Designer: M.S

Job Status: Planning

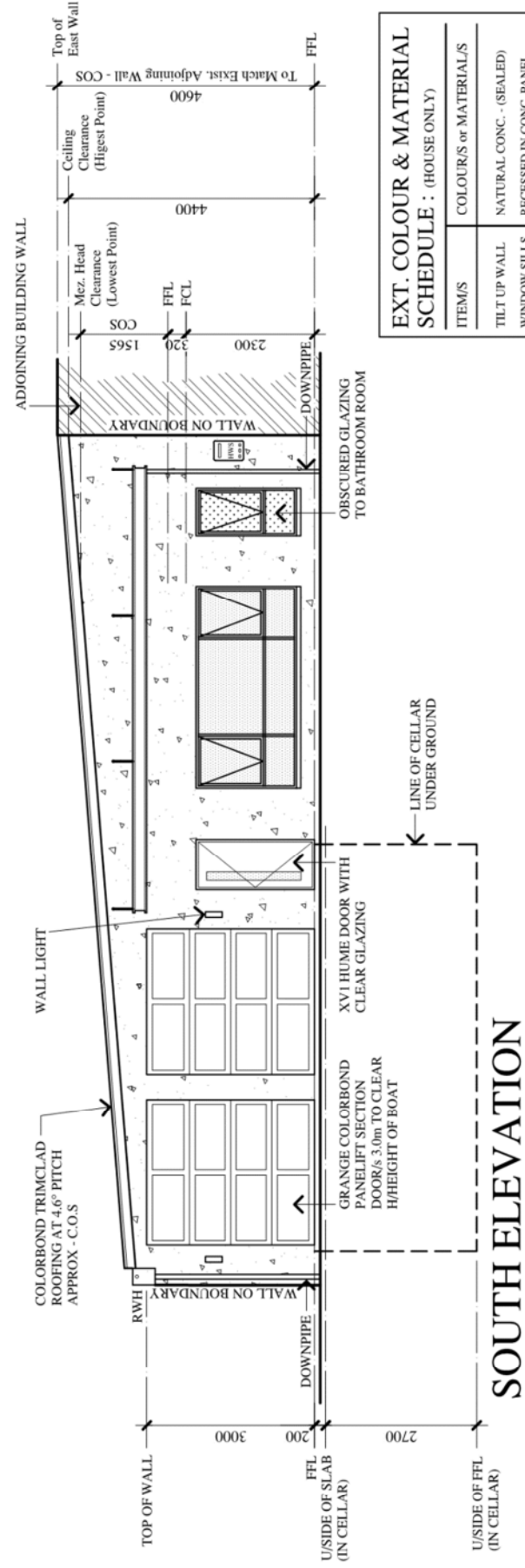
Sheet: 02 of 03

Issue: 05

Job Number: 15/IP-2122



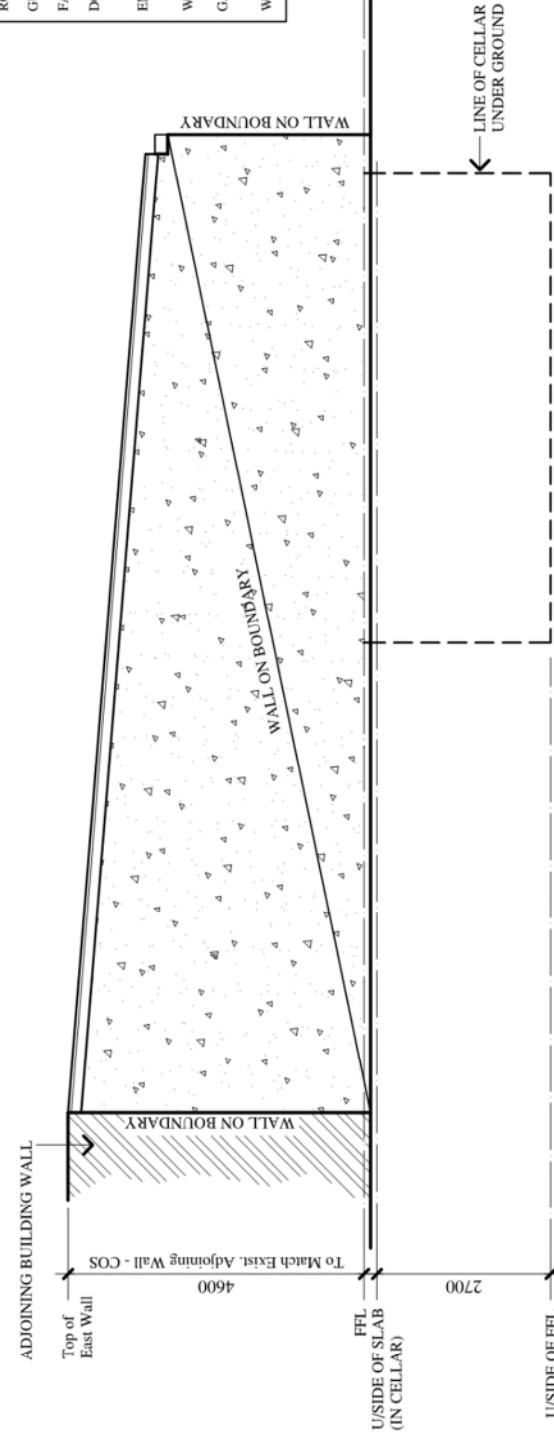
EXTERNAL WALL NOTE: EXTERNAL WALLS 150mm THICK TILT UP



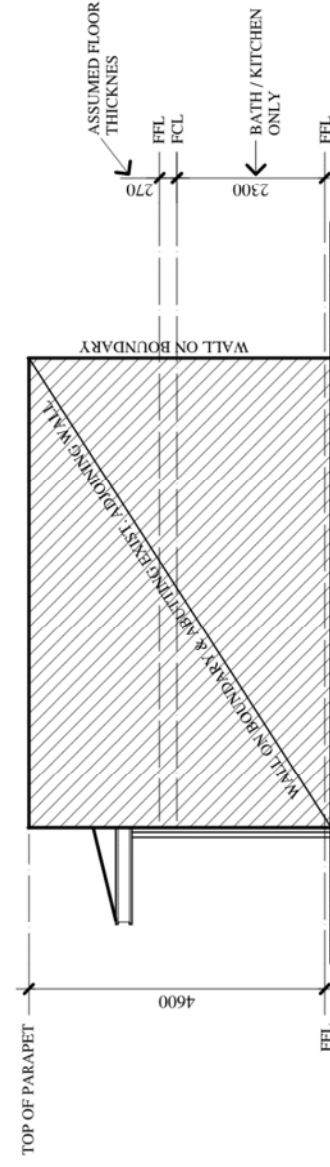
SOUTH ELEVATION

EXT. COLOUR & MATERIAL SCHEDULE : (HOUSE ONLY)

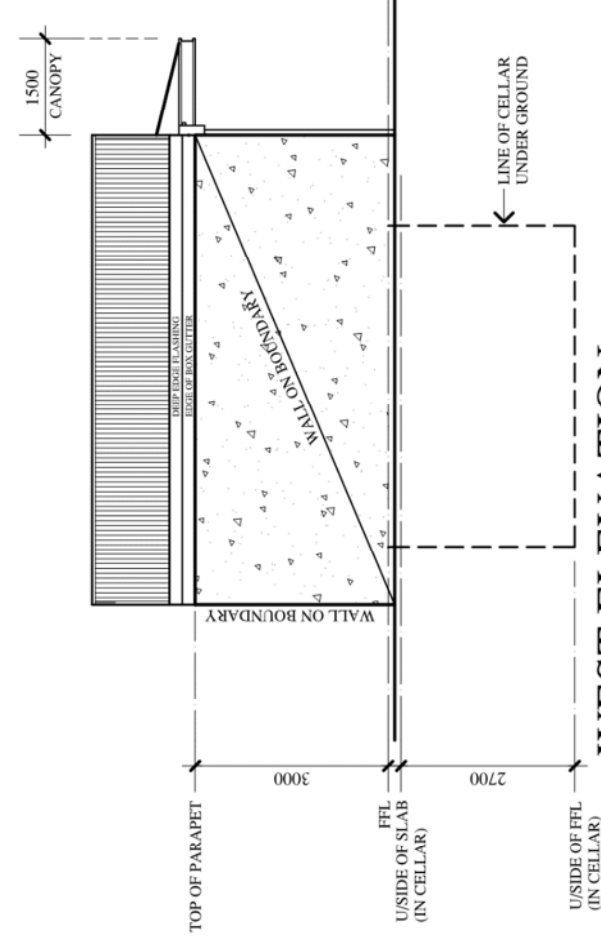
ITEM/S	COLOUR/S or MATERIAL/S
TILT UP WALL	NATURAL CONC. - (SEALED)
WINDOW SILLS	RECESSED IN CONC. PANEL
ROOF	C/B CUSTOM ORB - NIGHT SKY
GUTTER	COLORBOND - NIGHT SKY
FASCIA	COLORBOND - NIGHT SKY
DOWNPIPE	900 PVC WITH METAL BRACKETS
ENTRY DOOR	COLOUR - NIGHT SKY
WIND FRAMES	XVI HUME DOOR WITH CLEAR GLAZING - COLOUR: BLACK
GARAGE DOOR	PICOAT ALUM. - BLACK
WALL LIGHT/S	GRANGE C/B PANELIFT SECTION DR. - COLOUR: WOOD GRAIN LOOK
	PICOAT - BLACK



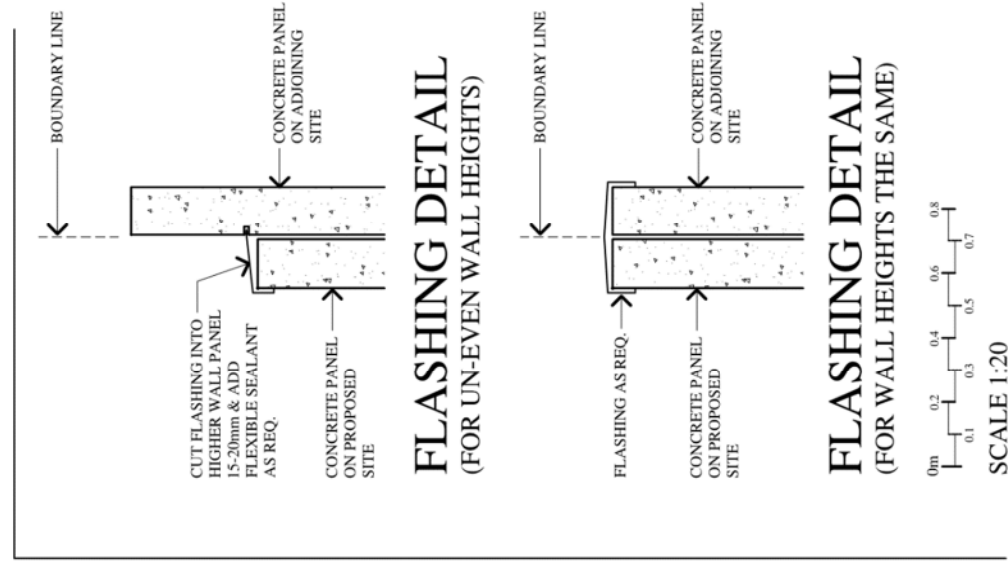
NORTH ELEVATION



EAST ELEVATION



WEST ELEVATION



grandvision design
 Phone : 04 3865 0432
 Email : info@grandvision.com.au
 Web : grandvision.com.au
 PO BOX 260, STEPHNEY S.A. 5069
 Building Design Services

Client: **M. Sabatino**
 Project: **Proposed Home Garage**
 AE: **No. 36 Light Terrace, Thebarton SA 5031**

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Designer: **M.S** Date: **20th of Jan, 2023**
 Job Status: **Planning** Sheet: **05 of 03**
 Issue: **05** Job Number: **15/IP-2122**

Details of Representations

Application Summary

Application ID	22005398
Proposal	Garage and habitable outbuilding comprising cellar, amenities and mezzanine storage
Location	36 LIGHT TCE THEBARTON SA 5031

Representations

Representor 1 - Alison Deslandes

Name	Alison Deslandes
Address	38a Light tce THEBARTON SA, 5031 Australia
Phone Number	
Email Address	
Submission Date	03/07/2022 12:33 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development
Reasons	
<p>We have two primary concerns with the application; 1. We have suspicions the development proposed will be used as a commercial premise, not a residential outbuilding 2. We have concerns regarding impact of the proposed 4 metre high boundary wall. We also have some concerns regarding the nature of the proposed development within the contemporary status of the Thebarton neighbourhood concerned. Full details are outlined in our letter attached.</p>	

Attached Documents

Deslandes_planning_response_letter-1069234.pdf
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Dear West Torren Council Planning Approval Panel,

RE: 36 Light Terrace Thebarton planning proposal (Application 22005398)

We are the owner/ occupiers of 38a Light Terrace Thebarton, the property located on the western boundary of the proposed development at 36 Light Terrace Thebarton. We purchased our home in December 2016 and have lived at the address above since January 2018. Our home is a subdivided block with a small yard (approx. 7 x 8.5m). We consider ourselves to be reasonable people who are community minded. We are supportive of developments within our community as required. We purchased our home assuming the property at 36 Light Terrace (being an older home, in poor repair situated on a large block) would likely be subject to a new home development or subdivision in the future. We are supportive of residential development of any of our neighbouring properties which meet the current requirements of the Established Neighbourhood Code.

We have reviewed the letter within the application written by Nick Simos on behalf of Michael and Wendy Sabitino (the letter), in which it is stated that this proposed development does not meet the *deemed to satisfy* criteria within the Planning and Design Code for the Established Neighbourhood Zone (the code) for residential outbuildings. We DO NOT support the proposed development within the application and would like to see to panel not allow this to go ahead in its current design for two main reasons;

1. Concerns about the intended use of the proposed building and;
2. Concerns about the proposed 4-metre-high concrete boundary wall proposed.

We will discuss each of these below followed by some general concerns we have about this application, from our perspective as residents of the Thebarton community.

Concerns about the intended use of the proposed building

After carefully reviewing the plans and having a good understanding of the current status of the property, we have suspicions that the intention of the application may be to build a structure to be used for commercial purposes. We have come to this conclusion as;

- The applicants do not currently live at the property and have not lived at the property in the time we have lived next-door making this development seem unusual in its intention if the existing dwelling is to remain a rental share-house.

- If the owners are planning on moving into the property, it seems odd to us that priority would not be first be directed to improving the current dwelling which is a very small home by today's standards in very poor repair (e.g. unrepaired broken windows, rusted guttering, rotting woodwork, etc). If they are not intending to move into the existing dwelling, it seems odd to expend money building an extensive new garage and games room for the use of rental tenants rather than improve the quality of the liveable space.
- We have never met the applicants, but simple Google searching informed us that Michael Sabatino owns a plumbing business, heightening suspicion that this building will be used for the purpose of a base for this business.
- The plans show a drawing of a trade van in the garage.
- If the applicants are planning on moving into the property in its current form, and Mr Sabatino requires space to store his work van and supplies (as could be reasonable at a tradespersons home), why does the outbuilding require a kitchen, bathroom and cellar? One would think a simple garage or shed would be sufficient for this and a much simpler construction.

Therefore, in order to consider supporting this application, we would ask the panel to seek further clarification as to the intended use of the proposed development. As neighbours who would be impacted by noise and traffic if this is indeed a commercial premise, we would ask the panel to consider having the applicants supply us with a written declaration that there is not an intention to use this for commercial purposes if this application for a residential outbuilding is to be approved.

Concerns about the proposed 4-metre-high concrete boundary wall

This application proposes the construction of a 7-metre-long, 4-metre-high concrete wall along our boundary, which will border nearly the entire depth of our backyard.

Within the letter, the applicants referred to PO 3.1 for outbuildings and stated that, in their opinion, this planning objective is met (*Page 4: PO 3.1 building footprints are consistent with the character and pattern of the neighbourhood and provide sufficient space around buildings to limit visual impact, provide an attractive outlook and access to light and ventilation*). We disagree that the application in its current form meets this objective as the proposed boundary wall will have a significantly impact our visual outlook. We completely

disagree with the implication within this letter that a 4-metre-high concrete wall (similar to those pictured within the letter) will “provide an attractive outlook”. Given the small size of our yard, a structure of this height will be extremely imposing. See image below of our current outlook.



Image of current view of the location of proposed development from the yard of 38a Light Terrace. For scale reference, the trampoline poles stand at 2.9 metres in height. The current outlook provides good amounts of natural light and an attractive outlook of greenery in neighbouring yards. These will be lost if the proposed boundary wall is constructed.

We also disagree that PO3.1 will allow sufficient access to light to our property and we have significant concerns about the shade this structure will cast over our property, the effect this will have on our ability to maintain the plants within our garden and the potential impact on natural light flow into our living areas. As we were not provided with professionally drawn shade diagrams within this application, we have had to rely on our own calculations of the potential shading of this structure. We have come to the conclusion that this proposed wall would likely cast approximately 6.5m of shading onto our home in winter, at the exact angle which allows natural light to flow into our living areas through our eastern and north facing windows currently. Given this impact, we find the proposed design unacceptable.

Furthermore, the applicants provided some detail within the letter as to why this application warrants consideration despite PO11.1 not being met.

The wall height will be 4 metres, which again is not within the DPF provision (h) of 3 metres. However, the proposed development will have a flat roof which will result in the total size being less than 5 metres and as such, meets provision (i). It is acknowledged that the development is likely to have an impact on the neighbouring property to the rear, however, the applicant has discussed this with the neighbour who has indicated that they do not have a problem with the proposed development. It is considered that the intent of the PO is still achieved as the development will not detract from the streetscape and the appearance of the building from the neighbouring property is in keeping with that of the immediate locality.

We do not consider an additional metre of flat wall comparable to a typical roof adding height, as a slanted roof allows light in more readily than a wall, a feature that is especially relevant as this wall will be along our eastern boundary (angled at 8 degrees North of East, it provides valuable winter sunlight). A typical slanted roof is also less imposing and would not cause the same level of visual disturbance as an extra metre of flat wall. As such, the fact that the total height of this building will still be below the total allowable height is irrelevant when considering the impact of this application on the shading of our property.

Additionally, this statement draws focus to the boundary properties on the eastern and northern sides but completely disregards our property on the western boundary. Our property is unique to those two other properties. The eastern property is a commercial premise and the rear property (northern border) has a large backyard which extends beyond the end of the proposed wall. Neither of these properties will be affected by shadowing from the proposal. I would also like to the panel to note that although the applicants had the courtesy to speak with the property owners at the rear about their proposal, they did not make any attempts to reach out to us to discuss this. If they had looked to our shared fence line, they could have ascertained the layout of our property and seen that the proposed dwelling will have a major impact on our property. Stating that one neighbour “did not have a problem with this” when attempt has not been made to contact all neighbours seems misleading. We would like to make it very clear to the panel that the first notification we had of the proposed development occurred when we saw the public sign placed in front of 36 Light Terrace of June 10 2022

and we first saw details of the proposed construction when the public notification of this development occurring through Plan SA on June 15 2022 and we do indeed “have a problem with it”.

Furthermore, when considering that PO 11.1 states, Residential ancillary buildings and structures are sited and designed to not detract from the streetscape **or appearance of buildings on the site or neighbouring properties**, we cannot see any way in which this application can meet this performance outcome when the impact the proposed 4m high boundary wall will have upon our property is considered. As the application did not include any images of our property and the boundary in question, we have provided some images below to allow the panel better to understand the impact this proposal will have on our property.



38a Light Terrace from the street front view



Boundary view (from the street) between 36 Light Terrace and 38a Light Terrace



Google Maps aerial view of the blocks at 38a Light Terrace and 36 Light Terrace. Note the limited outdoor rear open space at 38a due to the subdivided nature of the property. Also note the expansive open space at 36 Light terrace which could fit an outbuilding of the proposed floor space without the need to build to the boundaries.

Within the letter, no reasoning was made why the desired addition cannot be built within the regulations which meet the *deemed to satisfy* criteria of the Code. From the schematics provided, and the image supplied above, it is clear that the site upon which the new “habitable outbuilding” is proposed is large enough to accommodate a building of the proposed floor space which could be more compliant with the regulations, in particular, built a reasonable distance from our boundary. If boundary walls are unavoidable, we would ask the panel to seek clarification from the applicants as to why constructing a suitable building within the regulations of the code is not possible?

General comment as concerned members of the neighbourhood

We would also like to provide some feedback on several of the statements made within the letter for the consideration of the panel in addition to the points above. We will discuss each of these individually below.

Page 1: Directly opposite the subject land is an Urban Corridor (Business) Zone which has a Maximum Building Height Technical and Numeric Variation (TNV) of 24.5 metres or 6 levels. The area is therefore quite industrial, given the mix of land uses in the area.

As this application does not relate to a property on the other side of the road, we hope the panel will consider this statement with caution. Boundaries of the zones should be respected as they are drawn for a reason and we would ask the panel to carefully consider the implications to future application in the locality if “boundary creep” is allowed to occur. Furthermore, an “outbuilding” being constructed on a property on the opposite side of the road is supposed to be less than 40m² in total floor space and have boundary walls no more than 3m in height as per the Urban Corridor zoning regulations for outbuildings so the statement that structures could be up to 24.5m is redundant as that does not relate to residential outbuildings in that zone.

PO 2.2: development is consistent with prevailing building and wall heights in the character area.

PO 4.1: the material will be predominantly concrete, which is consistent with buildings in the immediate and surrounding locality.

PO 6.2: development is in the rear of the property and will not impact the character of the area.

Further to the point above, we disagree that this development would not have an impact on the character of the area. The few large concrete walls at the properties picture within the letter can be seen across fences and beyond driveways. They most certainly do affect character of the area. In relation to this application specifically, two of the three boundaries to this proposal are green space (garden) which is not at all consistent with concrete. Most of the other residential dwellings within the locality are of bricks and mortar construction and do not have 4m high walls to the boundary. The existing few buildings which have large concrete walls extending to boundaries were constructed many years ago and three of four of these are commercial premises not residential outbuildings. The single residential outbuilding (a warehouse located at 5 Holland Street) was constructed over 30 years ago- at time in which the nature of Thebarton was vastly different to today. In amongst free standing houses situated on large open blocks, large structure like these are less imposing and a mix of residential and commercial/ light industrial was historically able to co-exist in a positive way. Since 2000, several subdivisions have occurred within the local vicinity of 36 Light Terrace (32 Light Terrace (2010), 38 Light Terrace (2002) and 43 Light Terrace (approx. 2015)). Given the current need for more housing in inner city areas, and the current Established Neighbourhood Zoning of this location, it seems that the contemporary and future “character and pattern of the neighbourhood” will continue to evolve into more dense residential properties rather than more of the commercial and light industrial. We would like the panel to carefully consider the precedent that will be set for future non-compliant applications if this proposal is approved. We would especially ask the panel to consider specifically the impact new light industrial-style constructions will have on residents within subdivided and densely populated properties.

Page 2: Frontage, side and rear setbacks are inconsistent in the immediate locality and there are many examples of buildings built on the boundary (refer image 2).

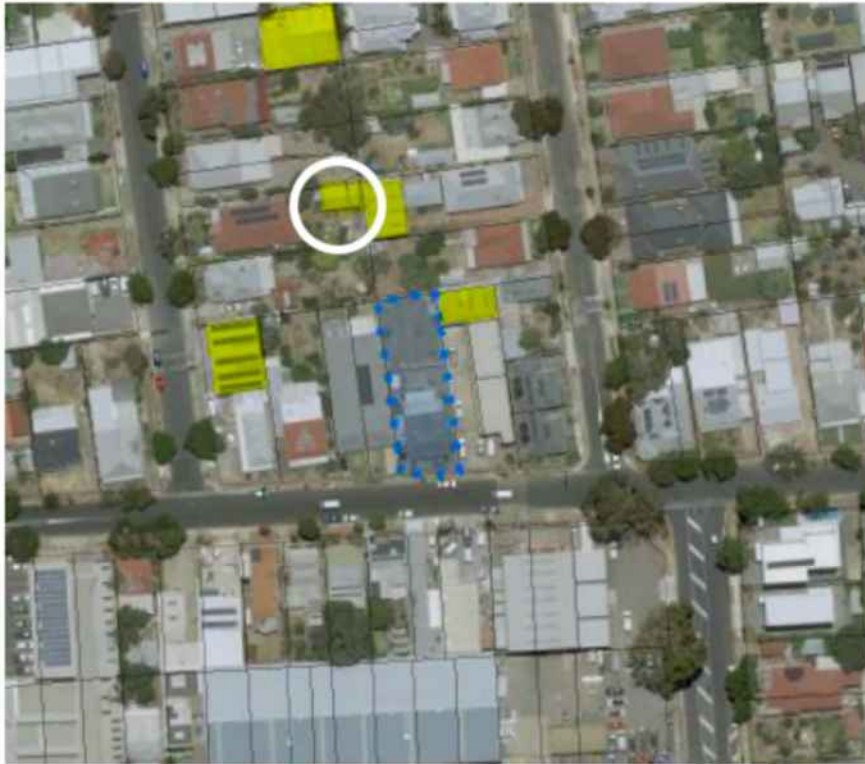


Image 2: Locality and subject site (shown in blue shading) with buildings built on the boundary showing in yellow

Image 2 from application

Image two provided within the letter needs further clarification. Firstly, one of the structures shaded yellow (circled in white above), which is the only one to be located next to a small, subdivided block, is not a concrete building but a typical garden shed with a wall height of less than 3m and gabled roof. Furthermore, this shed abuts the boundary of the rear property only (which is a large concrete wall) but has a small clearance between its wall and the fence line of the neighbouring subdivided property, as shown in the zoomed Google Maps image below. Additionally, as mentioned above, three of the four other buildings shaded in this are commercial premises not residential outbuildings and the one which is was constructed at a time (greater than 30 years ago) when the nature of the locality was quite different to today.



Google Maps Aerial view of the boundary property highlighted within the application which is in actual fact a typical garden shed of standard height with a gabled roof. Also note how it only abuts the boundary on the eastern side (which is a large concrete building) and not the fence line with the split block property to the north.

Page 4: PO 11.2: will not impede on-site functional requirements

DTS/DPF 11.2: over 50sqm of private open space will remain and garaging will provide more off-street parking

We suggest the panel seek further clarification as to the purpose of this dwelling to confirm whether this statement is correct. Will this garage be for the use of the current tenants residing at the established dwelling? If not, this will not result in additional off-street parking as the tenants currently have space for three cars in the driveway. If the proposed building is approved, but not used by tenants in the front residence, the current driveway will become the rear building access route meaning this is likely to limit onsite parking more than the current situation.

We thank you for considering our concerns as outlined above and we hope that the information we have provided will help you appreciate the impact the proposed building will have on our property specifically and the potential impact upon our community if this application is approved.

Regards

Alison and Alec Deslandes

38a Light Terrace Thebarton, SA, 5031

Representations

Representor 2 - Steve Benson

Name	Steve Benson
Address	38b Light Terrace THEBARTON SA, 5031 Australia
Phone Number	
Email Address	
Submission Date	04/07/2022 09:23 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development
Reasons Please refer to supporting document.	

Attached Documents

Benson_submission_36_Light_Tce-1069939.pdf

Dear West Torren Council Planning Approval Panel,

RE: 36 Light Terrace Thebarton planning proposal (Application 22005398)

We are the owner/occupiers of 38b Light Terrace Thebarton, the property located very close to the western boundary of the proposed development at 36 Light Terrace Thebarton.

We purchased our home in July 2011 and have lived at the address above since that time. Our home is a subdivided block with a small yard (approx. 7 x 8.5m).

We are very community focussed and engaged within the local Thebarton area, supporting local small businesses throughout the 5031 postcode in particular.

We are supportive of development within the area, including residential development that has seen a number of other young families move to the area in recent years.

We have reviewed the letter of application by owners Michael and Wendy Sabatino for the development of an outbuilding at 36 Light Terrace and do not support this request.

We are concerned over the impact of a number of elements of the proposed development on our home, our neighbours home and broader possible impact on the local area.

In particular the plan for the building to span the entire width of the property and have 4m-high concrete walls would have a significant impact on our outlook.

Where we can currently see greenery and space to the east, the building of a 4m-high concrete wall along the boundary would greatly reduce the feeling of space around our small backyard. We have developed our backyard area to provide much more greenery and make the yard much more inviting. The excessive construction of such a high wall along the boundary would make the area less inviting for sure. We believe that a lower wall built within the required codes would have far less of an impact.

We are also concerned over the intended use of the proposed building, knowing that the property (36 Light Terrace) has been used as a rental property for at least the last 11 years that we have lived at our present address. The construction of an outbuilding with a wet area as a priority, when the main house requires a high level of repair doesn't seem to align with the development of a property for someone that intended to live at the address and develop the area as a whole.

While an outbuilding of this planned size may increase the availability of off-street parking, there would appear to be ample availability for present tenants of the building already with space for at least 4 vehicles.

If the address were to become a base of operations for a business, such as the plumbing business owned by the property owners, there may actually be a significant increase in traffic through the area which would certainly put further demand on parking in the area. Knowing the area quite well, and with so many young children already in the area that ride bikes and walk around the area (not to mention the local childcare centre that conducts walking excursions along Light Terrace to the Bonython Park area on occasion), such an increase in traffic could have a negative impact on the area.

We would ask the panel seek further information on plans for the use of the building before granting any approval of this nature.

Having seen the amount of space that is available on the property, we wonder if there was any other consideration given to the location of the outbuilding so as not to run along the open space on the western boundary.

We thank you for considering our concerns as part of this development request and hope they provide some more information on the local area.

Kind Regards,

Steve and Hanna Benson

38b Light Terrace, Thebarton SA 5031

SA URBAN AND REGIONAL PLANNING

ACN43 600 857 154
PO Box 601
HENLEY BEACH SA 5022
Mobile 0411 096 597
nick@saurp.com.au



21 October 2022

Attention: Planning Department
City of West Torrens
165 Sir Donald Bradman Drive
Hilton South Australia 5033

Dear Sir/Madam,

**RE: DEVELOPMENT APPLICATION 22005398 – Response to representations
36 Light Terrace, Thebarton SA 5031**

I write in response to the two representations made by neighbours of the proposed outbuilding at 36 Light Terrace, Thebarton. The concerns relate to the intended use of the building and the perceived impacts of the proposed wall on the western boundary. I will address these concerns individually.

Intended use of the building

The applicants, Michael and Wendy Sabatino, purchased the property of 36 Light Tce Thebarton in 2007 from Wendy's Grandmother. The property has been in Wendy's family since 1898, some 124 years. The house has been rented for several years and has become rundown. One of the main reasons they bought the property was to secure a family heirloom from developers and commercial builders.

Michael and Wendy are married and have 4 young daughters. Together they run a small family plumbing business (13 years), Michael on the tools and Wendy as secretary. They are the only employees of the company with only one work van. They do not conduct business at home except in the home office.

The proposed garage is not intended to be used as a commercial building. The family do however intend to call Thebarton home in the near future. Whether they decide to rebuild or renovate the current house has yet to be decided. All children are enrolled in St Mary's College, with the eldest already there. The family are of Italian heritage and with long lasting traditions they engage in an annual tomato sauce making day, winemaking/storing and pork sausages for the family. Hence the reason for a kitchen, bathroom, and cellar. It will also be a valuable place for family and friends to use as a safe recreational play space.

The proposed height of the outbuilding is to cater for the storage of Michael's van which has roof racks, a ladder etc, and is proposed to be situated on the western boundary as it the most logical and convenient position given the location of the existing driveway.

The applicants are happy for a condition to be placed on the approval that limits use of the outbuilding to domestic residential purposes only, which will hopefully alleviate any concerns that it will be used for any commercial use.

Perceived impacts of the proposed wall on the western boundary

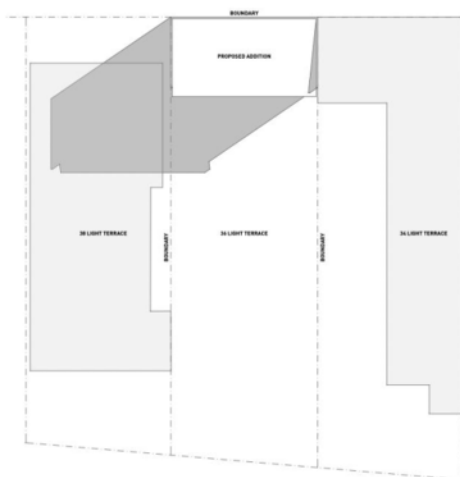
Concern has been raised in relation to potential overshadowing. In response, the applicants have commissioned shadow diagrams and these have been supplied with this letter. These diagrams show shadowing at 9am over a small portion of the private open space of 38a Light Terrace and by 12pm there is also no overshadowing.

SA URBAN AND REGIONAL PLANNING

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A wall height of 3 metres and total height of 5 metres, extending 8 metres along the boundary is acceptable as deemed-to-satisfy provisions. The proposed outbuilding will arguably not result in much of a difference in visual amenity compared with a 3 metre wall height and 5 metre total height, nor will the overshadowing as shown in the attached diagrams and below. The applicants are willing to work with the neighbours to choose an appropriate colour to paint the wall to reduce the visual impact.



9am
21 JUNE

Image 1: 9am shadow – Flat roof



9am
21 JUNE

Image 2: 9am shadow – Gable roof

The applicants and I did endeavour to speak to the owners on each side of the allotment by door knocking and discussing the proposed plans in person. Unfortunately the residents on the western boundary did not answer and a business card was left at the property but no contact was made.

In relation to comments about the character of the area, the large outbuildings mentioned in the submissions highlight that the proposed outbuilding is indeed in keeping with the character of the area. In fact, in the photos supplied by the neighbour at 38a Light Terrace, you can see multiple high grey brick walls in the background of those photos. Therefore, it is further emphasised that these types of buildings are common in this area. Regardless of when the other examples were built or their current use, the point is made that the proposed outbuilding is consistent with the character of the area.

Conclusion

Although the wall height is 1 metre higher than the DTS provision, the total height is 1 metre less than the DTS provision, so arguably the difference is negligible. This is further exhibited in the shadow diagrams, which show minimal overshadowing of the neighbouring property at 38a Light Terrace. While it is acknowledged that the proposed development will have some visual impact to the neighbouring properties, the applicants are within their rights to construct an outbuilding in the rear of their yard and any outbuilding is likely to have a visual impact to the neighbouring properties. As mentioned, the applicant and I are willing to work with the neighbours to determine a suitable colour for the wall on the western boundary.

SA URBAN AND REGIONAL PLANNING

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The proposed development is consistent with the character of the area and has only minor departures from the DTS provisions of the Planning and Design Code. The application is therefore not seriously at variance with the Code and warrants development approval.

Kind Regards

A handwritten signature in black ink, appearing to read 'Nick Simos'.

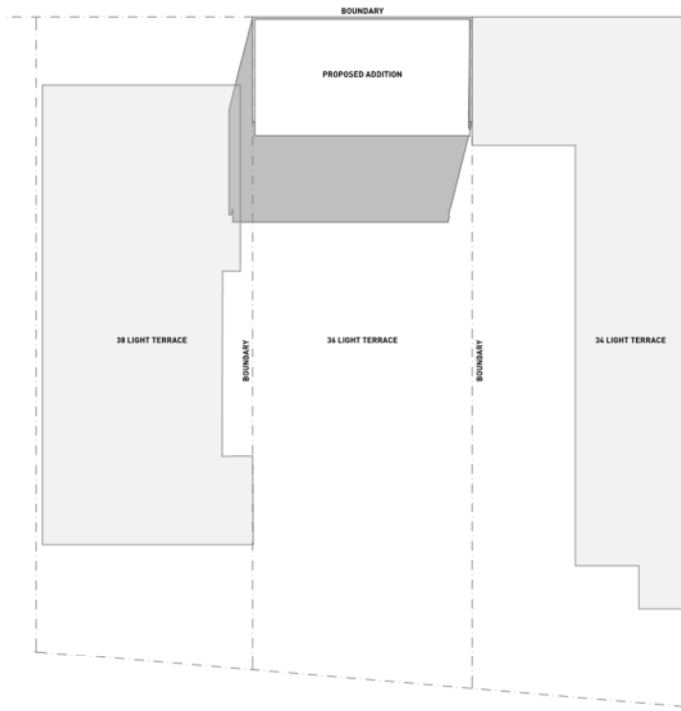
Nick Simos

Principal Planner
Accredited Professional Planning (APP 20190058)
Bachelor of Urban & Regional Planning
Honours, MPIA

Attached: Shadow diagrams



9am
21 JUNE



NOON
21 JUNE

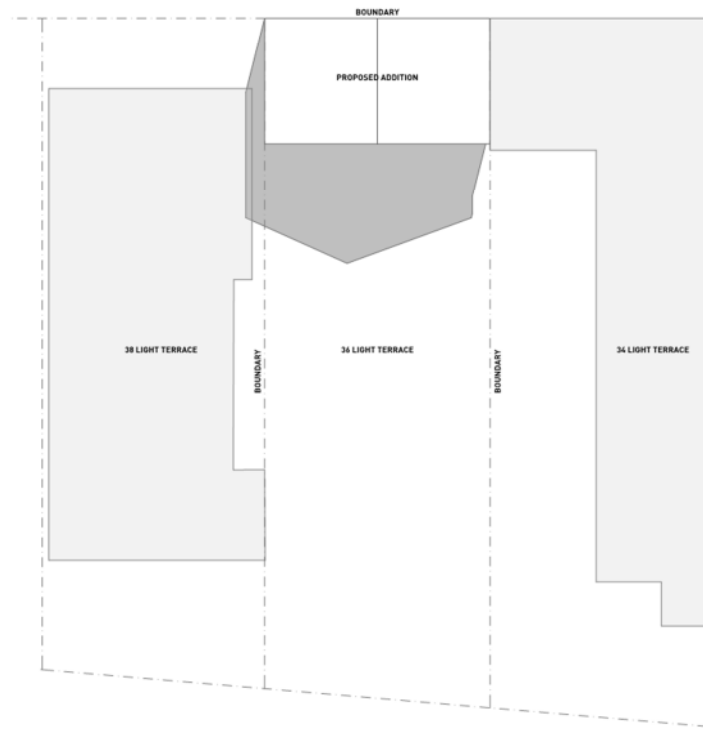


3PM
21 JUNE

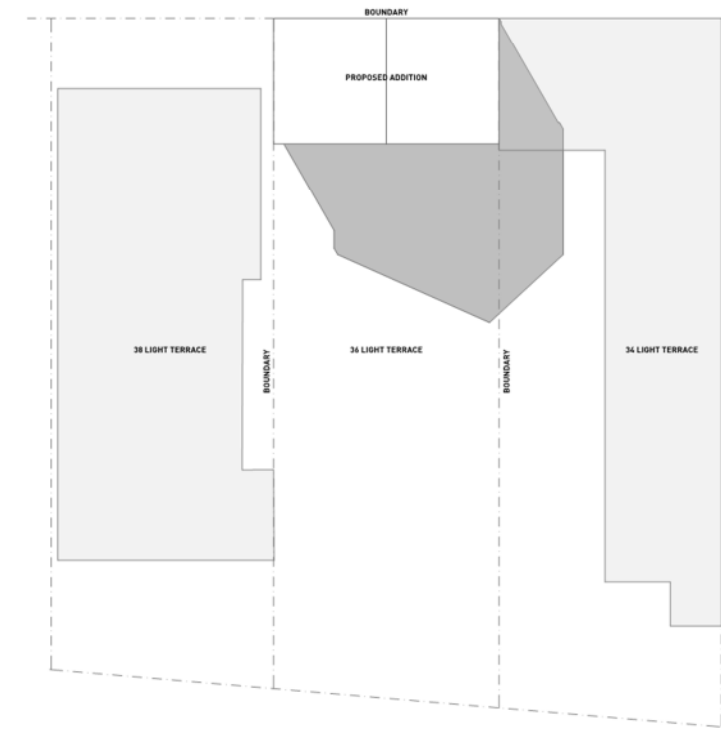
SHADOW DIAGRAMS
WINTER SOLSTICE
SCALE 1:500
ADDRESS -
36 LIGHT TERRACE, THEBARTON



9am
21 JUNE



NOON
21 JUNE



3PM
21 JUNE

SHADOW DIAGRAMS
WINTER SOLSTICE
SCALE 1:500
ADDRESS -
36 LIGHT TERRACE, THEBARTON

7 REVIEW OF ASSESSMENT MANAGER DECISION

Nil

8 CONFIDENTIAL REPORTS OF THE ASSESSMENT MANAGER

8.1 239, 241-243 Richmond Road, RICHMOND

Application No. 21028599

Reason for Confidentiality

It is recommended that this Report be considered in CONFIDENCE in accordance with regulation 13(2)(a) (vii) of the *Planning, Development and Infrastructure (General) Regulations 2017*, which permits the meeting to be closed to the public for business relating to the following:

- (vii) matters that must be considered in confidence in order to ensure that the assessment panel, or any other entity, does not breach any law, or any order or direction of a court or tribunal constituted by law, any duty of confidence, or other legal obligation or duty;

As this matter is before the Environment Resources and Development Court and it is a requirement of the Court that matters are kept confidential until such time as a compromise is reached or the matter proceeds to a hearing.

RECOMMENDATION

It is recommended to the Council Assessment Panel that:

1. On the basis that this matter is before the Environment Resources and Development Court so any disclosure would prejudice the position of Council, the Council Assessment Panel orders pursuant to regulation 13(2) of the *Planning, Development and Infrastructure (General) Regulations 2017*, that the public, with the exception of the Chief Executive Officer, members of the Executive and Management Teams, Assessment Manager, City Development staff in attendance at the meeting, and meeting secretariat staff, and other staff so determined, be excluded from attendance at so much of the meeting as is necessary to receive, discuss and consider in confidence, information contained within the confidential reports submitted by the Assessment Manager on the basis that this matter is before the Environment Resources and Development Court and it is a requirement of the Court that matters are kept confidential until such time as a compromise is reached or the matter proceeds to a hearing.
2. At the completion of the confidential session the meeting be re-opened to the public.

9 RELEVANT AUTHORITY ACTIVITIES REPORT

9.1 Activities Summary - March 2023

Brief

This report presents information in relation to:

1. Any development appeals before the Environment, Resources and Development (ERD) Court where the Council Assessment Panel (CAP) is the relevant authority;
2. Other appeal matters before the ERD Court of which SCAP and the City of West Torrens Assessment Manager are the relevant authority;
3. Any deferred items previously considered by the CAP;
4. Summary of applications that have been determined under delegated authority where CAP is the relevant authority; and
5. Any matters being determined by the State Commission Assessment Panel (SCAP) or the State Planning Commission (SPC).

RECOMMENDATION

The Council Assessment Panel receive and note the information.

Development Application appeals before the ERD Court in the City of West Torrens

Relevant authority: Council Assessment Panel			
DA number	Address	Description of development	Status
21028599	239 & 241-243 Richmond Road, RICHMOND	Demolition of existing dwellings and associated structures, and construction of three (3) warehouses with associated office and storage space, two retail tenancies with associated offices along with associated carparking landscaping and freestanding pylon signage	<p>This application was refused.</p> <p>Appeal lodged on 6 July 2022 to ERDC.</p> <p>A conciliation conference is scheduled for 30 March 2023.</p> <p>A proposed compromise proposal is presented for the CAP's consideration in this meeting agenda.</p>

Relevant authority: Assessment Manager			
DA number	Address	Description of development	Status
Nil			

Relevant authority: State Commission Assessment Panel			
DA number	Address	Description of development	Status
Nil			

Deferred CAP Items

DA number	Address	Description of development	Status
Nil			

Development Applications determined under delegation (CAP is the relevant authority)

Awaiting Plan SA Portal functionality to report on relevant applications accurately.

Development Applications pending determination by SCAP/SPC

DA Number	Referral Reason	Address	Description of development
211/M135/21 Lodged 16 March 2021	Schedule 10, Development Regulations	1 Selby Street, Kurralta Park	Construction of a 10-storey residential flat building with associated car parking and site works.
23000380	Restricted - Section 94(1)(b)	254-262 Richmond Rd, Marleston	Change of use of an existing building to a shop (bulky goods outlet) incorporating alterations and additions, installation of associated advertising signage and car parking and tree damaging activity
22040437	Designated by Regs - Section 94(1)(a)(ii)	Lot 2 Neill Rd, Cowandilla	Two single-storey detached dwellings undertaken by the SA Housing Trust
22036672	Designated by Regs - Section 94(1)(a)(ii);	86 George St, Thebarton	To retain an existing shop and demolish an existing detached dwelling to accommodate a new residential flat building comprising 10 dwellings of five levels with associated carparking and landscaping
23004225	TBA - Awaiting verification	Lot 13 Richmond Rd, Keswick Terminal	Storage shed for railway carts at the Adelaide Parklands Terminal. 60m long, 6m wide and 5.4m high.

Conclusion

This report is current as at 3 March 2023.

Attachments

Nil

10 OTHER BUSINESS

10.1 Planning Policy Considerations

11 MEETING CLOSE