

Australasian Property Developments P/L - C/- Masterplan

Construction of a five (5) level mixed use building comprising ground level retail and commercial use, 3 levels of apartments and lower level car park.

132 Prospect Road, Prospect

050/M001/19

TABLE OF CONTENTS

	PAGE NO
AGENDA REPORT	1-29
ATTACHMENTS	
1: PLANS	30-55
2: MAPS & PHOTOS	56-63
3: APPLICATION DOCUMENTS	
a. CTs	64-67
b. Development Application	68-85
c. Electricity Declaration	86-87
d. Planning Report – Masterplan	88-116
e. Design Statement – City Collective	117-145
f. Traffic Access and Parking – Cirqa P/L	146-172
g. Environmental Sustainability Report – Lucid Consulting	173-182
h. Noise Attenuation – Resonate P/L	183-200
i. Waste Management Plan – Colby Phillips Advisory	201-223
4: AGENCY COMMENTS	224-231
5: COUNCIL COMMENTS	232-238
6: REPRESENTATIONS	239-244
7: RESPONSE TO AGENCY COMMENTS	245-247
8: RESPONSE TO REPRESENTATIONS	248-252
9: DEVELOPMENT PLAN PROVISIONS	253-260





OVERVIEW

Application No	050/M001/19
Unique ID/KNET ID	4023, 2019/04286/01
Applicant	Australasian Property Developments P/L
Proposal	Construction of a five (5) level mixed use building comprising
	ground level retail and commercial use, 3 levels of apartments and lower level car park.
Subject Land	132 Prospect Road, Prospect
Zone/Policy Area	Urban Corridor Zone, High Street Policy Area
Relevant Authority	State Commission Assessment Panel
Lodgement Date	1 April 2019
Council	City of Prospect
Development Plan	Prospect (City) Development Plan – consolidated 13 February 2018
Type of Development	Merit
Public Notification	Category 2
Representations	4 representations – 2 representors wish to be heard
Referral Agencies	Government Architect, City of Prospect (non-mandatory)
Report Author	Karen Ferguson, Senior Planner
RECOMMENDATION	Development Plan Consent subject to conditions

EXECUTIVE SUMMARY

The applicant seeks approval for the construction of a 5 storey, mixed-use building comprising offices, shops and 20 residential apartments including under croft car parking and landscaping within the High Street Policy Area of the Urban Corridor Zone.

The proposed development is four storeys high on the Prospect Road frontage (similar to the adjoining City of Prospect CLIC building under construction) and 5 Storeys high on the boundary of the rear council car park area due to the slope of the land.

The proposal is a merit, category 2 form of development that triggers a statutory referral to the Government Architect. The proposal has been referred to the City of Prospect on a non-statutory basis pursuant to an agreement between the Department of Planning, Transport and Infrastructure and the inner metropolitan Councils in respect of assessment of development proposals exceeding four storeys in height in Urban Corridor Zones (and similar zones).

The Government Architect and the City of Prospect are generally supportive of the proposed development subject to the inclusion of conditions to address some technical concerns.

The primary planning issues presented by the proposal relate to building height, apartment configurations and amenity of the central courtyard. Secondary issues concern parking and access. It is noted that while the subject site is within the area covered by the affordable housing overlay in the Development Plan, no affordable housing is proposed.

Overall, it is considered that the proposal is sufficiently consistent with relevant Development Plan policy to warrant Development Plan Consent subject to conditions.

ASSESSMENT REPORT

1. BACKGROUND



1.1 Strategic Context

In 2013 the Ministerial Inner Metropolitan Growth (Stage 1) Development Plan Amendment was gazetted. This introduced the Urban Corridor Zone to the Prospect (City) Development Plan.

The Urban Corridor Zone was introduced to encourage and enable a new form of urban living that provides increased opportunity for people to enjoy the benefits of an inner city lifestyle. Policies within the zone encourage mixed-use forms of development complemented by well-designed and contemporary housing close to public transport, jobs and vibrant places.

1.2 Pre-Lodgement Process

The proponent engaged in the pre-lodgement service, participating in 1 Pre-Lodgement Panel meeting and 1 Design Review meeting.

2. DESCRIPTION OF PROPOSAL

Application details are contained in the ATTACHMENTS.

The application is for the construction of a multi-level, mixed use building comprising office, shop and residential apartments including car parking and landscaping.

A summary of the proposal is as follows:

Land Use	multi-level, mixed use building comprising office, shop and				
Description	residential apartments including car parking and landscaping				
Building Height	4 Storeys on Prospect Road (14.89m in height) and 5 storeys to				
	the rear and 17.89m at its greatest height.				
Description of levels	Basement: 50 car parks including 2 disability parks and 36 spaces arranged in a stacked configuration (i.e. 18 sets of two spaces) (1 per 2br apartment, 1.6 per 3br apartment, 8				
	commercial spaces, 10 retail spaces) and 20 Bicycle Parks. Ground: 500m ² commercial office tenancy; 390m ² retail				
	tenancy.				
	Level 1: 6 x 2br apartments, 2 x 3br apartments, open				
	courtyard to sky				
	Levels 2 and 3: 6 x 2br apartments, 6 x 3br apartments, open				
	courtyard				
	(20 apartments in total)				
Apartment floor	2 bed: 80m ² – 90m ²				
area (excluding	3 bed: 106m ² – 140m ²				
balconies)					
Car and Bicycle	28 car parks for apartments, 22 car parks for commercial and				
Parking	retail uses (including 2 disability access car parks).				
_	20 bicycle parking spaces for residents, 0 visitor parking				
	spaces.				
Encroachments	no				



3. SITE AND LOCALITY

3.1 Site Description

The site consistent of 2 allotments, described as follows:

Lot No	Street	Suburb	Hundred	Title Reference
Lot 6 and 20 in	Prospect Road	Prospect	Yatala	CT 5736/540
FP 108693				

The subject site is located on the western side of Prospect Road between the under construction City of Prospect CLIC building and McGlashan's antique shop (a local heritage item).

The site currently contains an informal car park/building storage site for the CLIC development.

The subject site has a primary frontage of 30.11m to Prospect Road, rear frontage to the council car park of 30.11m and 45.14m varying to 45.77m in depth and a total site area of 1368m².

The land is currently accessed via the council car park to the rear of the site and this will be maintained in the new development, there will be no crossover on Prospect Road.

3.2 Locality

The subject site abuts the Local Heritage listed building, a shop known as McGlashan's antique store to the north. To the east across Prospect Road is a funeral parlour, to the south is the new Prospect Council CLIC building and thence the heritage listed town hall. To the west over the council car park area is residential development of single and double storey in height. The Urban Corridor Zone spans down both sides of Prospect Road. The residential developments are contained within the Residential Zone and the Historic Conservation Zone.







D007 LONG ELEVATION - VINE ST PLAZA TO OLIVE ST





4. STATUTORY REFERRAL BODY COMMENTS

Referral responses are contained in the ATTACHMENTS.

4.1 Government Architect

The Government Architect is a mandatory referral in accordance with Schedule 8 of the *Development Regulations 2008*. The Commission must have regard to this advice.

The Government Architect (GA) is generally supportive of the proposal.

The GA has identified the following aspects of the project, which may benefit from protection as part of the planning consent:

- Review of the ramp gradients and lengths with the view to maximise usability, ensure safety in addition to the minimum accessibility compliance
- Review of the ground floor configuration to ensure safe and convenient access to accessible washrooms and any back of house requirements
- Review of the first floor level bedrooms facing the central courtyard to address concerns regarding compromised amenity for occupants
- Increase in width of the level two 1.1m deep northern walkway to ensure convenient access and a sense of address for the duplexes.
- Review of the building's northern setback and depths of the balconies on all levels
 to ensure usable private open space and safeguard from potential development on
 the adjacent site by reducing the building footprint and increasing the built form
 separation
- Review of the snorkel type bedrooms of the Type A duplex apartments on level three.
- A high quality of external materials supported by the provision of a materials samples board.

The applicant further amended its plans in response to the GA's comments. The GA acknowledged and supported the following amendments:



- Increase in width of the level two northern walkway from 1.1m deep to 1.5m deep
- Clarification of the four metre setback to the northern building line, and amendments to the balcony depths to the north, east and west to improve usability of the private open space, and partial increased setbacks to the northern building line to assist with safeguarding from future development.
- Reconfiguration of the Type A duplex apartments on level three to remove the snorkel type bedrooms, resulting in a two bedroom townhouse and reduction in car parking requirements.
- Increase in the balustrades from 1.4m to 1.5m in response to DPTI planning concerns.

The GA also acknowledge the gradients of the northern ramp comply with standards and note the applicant commitment to lighting and landscaping to ensure a safe environment.

The GA would also like the following concerns addressed (email of 28/6/19):

- 1. Amendments have been made to the ground floor configuration to separate the residential and commercial access and provide access to the accessible wcs for the retail tenancies. While we acknowledge the intent to provide separated entrances from the southern foyer, we are not yet convinced by the sense of address and access arrangements from the basement commercial car parking spaces to the ground floor commercial tenancies. In addition, clarification of the intended users of the ground floor locker/change area is requested, to ensure clear and convenient access from the basement car and bicycle parking areas. We also acknowledge the intent to provide a Prospect Road front address for the commercial tenancy, however as the front foyer space is long and narrow, and compromised by services protruding into the tenancy, we recommend further clarification of the internal layout to ensure a sense of address.
- 2. The applicant has confirmed the first floor level bedrooms facing the central courtyard have been designed to exceed minimum light and ventilation requirements, however we remain concerned by the compromised acoustic privacy for residents.

The following response to additional issues raised was received from the applicant:

- 1. Amendments have been made to the ground floor configuration to separate the residential and commercial access and provide access to the accessible wcs for the retail tenancies. While we acknowledge the intent to provide separated entrances from the southern foyer, we are not yet convinced by the sense of address and access arrangements from the basement commercial car parking spaces to the ground floor commercial tenancies.
 - As described in the traffic management report, we anticipate that the
 majority of car parking is to be utilised by residents and staff for the
 tenancies, with the majority of visitors/customers utilising off-site
 parking is typical with nearby premises on Prospect Road interface,
 anticipating minimal public access from the basement level.
 - As such, the commercial lift has been envisaged as dedicated access
 to commercial tenancies for back of house operations and waste
 management. It's location on the ground floor is kept separate from
 the main foyer, which is to act almost entirely as a residential foyer,
 and it's location on the basement level gives it proximity to waste
 collection and the loading bay



- 2. In addition, clarification of the intended users of the ground floor locker/change area is requested, to ensure clear and convenient access from the basement car and bicycle parking areas.
 - The locker/change area is an indicative feature to meet a potential tenants' requirements. The locker/change is not part of the base building and would be intended for use only by the proposed tenant.
- 3. We also acknowledge the intent to provide a Prospect Street front address for the commercial tenancy, however the front foyer space is long and narrow, and compromised by services protruding into the tenancy, we recommend further clarification of the internal layout to ensure a sense of address.
 - As previously stated, tenancy layouts are indicative only. The current indicative arrangement is balancing potential tenant preferences while providing a sense of address for all tenants front Prospect Road.
- 4. The project team has confirmed the first floor level bedrooms facing the central courtyard have been designed to exceed minimum light and ventilation requirements, however we remain concerned by the compromised acoustic privacy for residents.
 - The specified Cemintel product wall product has acoustic performance properties when used with a recommended CSR wall system. Utilising the CSR 5302 wall system or similar, which implements an acoustic insulation, would result in a minimum 44/33 R_w/R_w + C_{tr} Value.
 - Soft landscaping elements as shown on the landscape concept drawings could also offer some mitigation of sound transmission
 - The design team has also explored using a CFC eaves material, similar in composition to the Cemintel Soffitline, with appropriate acoustic insulation would result in a minimum 61/51 R_w/Rw + C_{tr} Value.
 - These approaches would mitigate acoustic privacy requirements.

More detailed comments from the GA are discussed in section 8 below.

4.2 Safety and Services Division, DPTI

The Commissioner of Highways was not a mandatory referral in accordance with Schedule 8 of the *Development Regulations 2008*. There were no triggers for a referral to the Commissioner.

Informal advice was sought in relation to any road widening proposals for this section of Prospect Road. DPTI transport confirmed that there are no road widening requirements for this section of Prospect Road and no other concerns in relation to the proposal.

5. COUNCIL COMMENTS or TECHNICAL ADVICE

5.1 City of Prospect

There is no mandatory referral to Council pursuant to Regulation 38 (4a) of the *Development Regulations 2008*. The application was informally referred to the City of Prospect. Council recommended that further clarification be sought regarding:

Overlooking



• The design response to the issue of overlooking from upper stories does not adequately address PDC8 and the need to prevent overlooking. This issue requires further design consideration to achieve one of the issues of paramount importance to the Prospect community.

Occupant Amenity

• A number of proposed dwellings have a heavy reliance on light from the internal void area or the western facing windows/balcony areas. There is also the potential for issues of occupant privacy where windows are aligned from different dwellings facing the proposed void.

Balcony Areas/Private Open Space

• The upper level balconies for the town houses are 5m² which means they will have limited usability or functionality.

Northern interface

• The setback of the proposed building on the northern elevation creates a 1.6m walkway between the proposed building and the adjacent building with limited functionality, no access to Prospect Road and the potential to create a dead zone that represents a safety issue. If this area is to be retained it should be designed using crime prevention (CPTED) principles.

Car parking and Traffic

- The proposed provision of car parking is heavily reliant on the double stacking of car parks, including as part of the retail parking areas. There is insufficient detail provided as to how this arrangement will work in practice and given demand for parking in the Prospect Road locality this is of concern and requires further clarification from the applicant.
- The traffic consultants engaged by the applicants have indicated that the proposed development has a shortfall of five (5) car parking spaces when considered against the provision of the Development Plan. While they have concluded this is not a significant issue, the CAP has consistently raised concerns with the cumulative effect of car parking shortfalls and a five (5) space shortfall on the subject land is expected to increase demand on public parking areas in proximity to the site.

The applicant did not formally respond to the issues raised in the Council submission indicating that a response to the same issues can be found in its response to the GA's submission.

Council have recommend a number of conditions and notes to be attached to any subsequent approval which have been included in the recommendation of this report.

6. PUBLIC NOTIFICATION (this should be located in the section above)

The application is a Category 2 development pursuant to PDC 25 of the Urban Corridor Zone within the Prospect (City) Development Plan.

As per below:

Category 2

All forms of development not listed as Category 1 Any development listed as Category 1 and located on adjacent land to a residential zone or Historic (Conservation) Zone that:



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

A copy of the representations together with the applicants' response are contained in the ATTACHMENTS.

A total of 4 representations were received, with 2 indicating they wish to be heard. These are numbered and shown on the corresponding map below.



Figure 2

Table 1 – Summary of Representations

	Issue	Applicants' Response
1	Concerns raised about traffic	Olive Street should be able to
	noise, parking and congestion	easily accommodate the extra
	along Olive Street	movements (Cirqa report is
		referenced)
		Cirqa also points out that the
		amount of off street parking is
		considered adequate.



	Concern that Olive Street is a high speed thoroughfare to Churchill Road	Olive street is sign-posted at 40km per hour speed limit. There are also 'stop' signs at the Olive Street/Braund Road intersection.
2	Concerns about the proposal's height, increased traffic during and after construction, parking issues and an increasing loss of the area's historic significance due to the influx of high-density housing	The height of the building does not exceed the height provisions in the High Street Policy Area/Urban Corridor Zone for the Prospect Road frontage and slightly exceeds them on the western side because the site falls by approximately 3m from east to west. The overall height does not exceed that of the CLIC building in the same zone and policy area.
		Traffic during operation is addressed above, in terms of construction traffic, this will be addressed during the Construction Environment management plan (CEMP). It is inevitable there will be traffic generated due to construction traffic and parking requirements for onsite workers.
		In terms of the area's historic significance – the site is vacant and did not require the demolition of heritage buildings. The site is adjacent a local heritage item (McGlashan's furniture store) and is one building removed from a local heritage item to the south (town hall). However the policy area talks of mixed use development including medium and high-density residential development.
		The desired character also encourages development to be 'large in scale and height'.
3	General support for the proposal but has concerns about the north facing balconies(affecting any potential redevelopment of the McGlashan's store site), traffic and parking	The north facing balconies are designed to have an unobstructed views in a northerly direction over the roof of the McGlashan store. This was because the use of the store is non-residential and a local heritage item. There is no current application for McGlashan's store to be redeveloped for residential development. The local heritage listing would need to be considered in any such re-development.



		Traffic and parking concerns have been addressed above.
4	Criticisms raised about the proposal's shadow diagrams, which only show the extent of shadow at the winter solstice instead of over the full year. The	The winter solstice is chosen by planning authorities because it is the shortest day of the year when shadow impact is greatest.
	representor claims that showing (of their solar panels) will occur ' at least a few hours per day'	The proposal (nor the adjacent CLIC building) will not overshadow 4 Vine street from 10am on the winter solstice day.
		It is agreed that complete shade coverage to the properties will occur up to 9am but most of the shadow is created from other buildings in the vicinity.
		The applicant is satisfied that the proposal's impact on the nearby solar panels at 4 Vine Street have been minimised.

7. POLICY OVERVIEW

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

Relevant planning policies are contained in Appendix One and summarised below.

Figure 3 – Zoning Map





7.1 Policy Area

The Policy Area will contain a variety of land uses to create a destination that attracts people for a variety of reasons. Uses that generate a high frequency of pedestrian activity and activate the street, such as shops will be located on the ground floor, with offices at the rear (overlooking the council car park), apartment-style residential development, located on upper floors overlooking each side of the building to the north, west and east.

Development on Prospect Road will be large in scale and height whilst incorporating the dominant street podium built form of one or two storeys that abuts the footpath and continuing the established width, rhythm and pattern of facades to support a variety of tenancies with narrow frontages.

Active street frontages will be promoted through the frequency of different tenancies, diversity of activities, a high proportion of windows and pedestrian entrances. A new pedestrian path is proposed along the northern façade of the building abutting McGlashan's store to provide increased access to the rear car park.

Landscaping will be provided to areas within the public realm, street trees and raised garden beds (along the northern access to the car park) and in the central courtyard, including screening of bedroom windows in looking to the internal courtyard.

7.2 Zone

The zone will enable the development of a high quality mixed use urban environment that contributes to the economic vitality of the City by increasing the density of housing as well as the number and diversity of businesses and other services. Buildings of two or more storeys will be the predominant built form. Development will



create a linear corridor that frames the street and creates an interesting pedestrian environment and human-scale at ground level.

The zone will be developed with a diversity of housing, including row dwellings, residential flat buildings and multistorey buildings that incorporate affordable housing opportunities for families, students and other household types.

There will be a transformation in built form, new buildings will be recognised for their design excellence. Development will achieve a high standard of architectural design through careful building articulation and fenestration to all visible sides. The design of building facades should contribute positively to the street and public open spaces by articulating the built form and accentuating the building's functions.

Overlooking, overshadowing and noise impacts will be moderated through good design and noise attenuation techniques. Impacts on adjoining zones will be minimised through appropriate building envelopes, transition of building heights, design and location of windows and balconies.

7.3 Council Wide

Council wide provisions of relevance to the proposal seek medium and high rise development that accommodates a mix of uses with a human scale at ground level and internal designs that facilitate adaptive reuse and quality residential amenity.

Buildings should be designed so that their main façade faces the primary street frontage and should emphasise pedestrian entry points to provide perceptible and direct access from public street frontages to vehicle parking areas.

Development should be designed to activate street frontages should be designed to activate street frontages including features that attract people; minimising the frontage for fire escapes, service doors, plant and equipment hatches; avoiding under-croft parking that is visible from the street and; using colour, vertical and horizontal elements, roof overhangs and other design techniques that create visual interest and reduce massing.

7.4 Overlays

7.4.1 Affordable Housing

The proposal is subject to the affordable housing overlay.

7.4.2 Noise and Air Emissions

This site is located within the designated area for the Noise and Air Emissions Overlay, and as such requires assessment against *Minister's Specification SA 78B for Construction Requirements for the Control of External Sound.*

8. PLANNING ASSESSMENT

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

8.1 Quantitative Provisions

	Development Plan Guideline	Proposed	Guideline Achieved	Comment
Building Height	4 Storeys and 15m	4 storeys to 5 storeys, 14.89m –	YES □ NO ☒	The proposal exceeds the



		17.89m	PARTIAL	maximum height sought by the Development Plan by 2.89m
Car Parking	- 1.25 per studio, 1 or 2 bed - 1.50 per 3+ bed - 3-5 per 100m ² GLA Total (minimum):53	50 spaces	YES	The proposal does not meet the minimum car parking spaces sought by the Development Plan.
Bicycle Parking	- 1 per 4 dwellings, plus 1 visitor per 10 dwellings - 1 per 200m ² GLA (office), plus2 plus1 per 600m ² GLA (office) - 1 per 300m ² GLA (shop), plus 1 per 1000m ² GLA (shop)	20 spaces	YES 💆 NO 🗍 PARTIAL 🗍	The proposal exceeds the minimum number of bicycle parking spaces sought by the Development Plan.
Front Setback	No minimum	Om at ground floor, Om for balconies	YES NO PARTIAL	There is no minimum requirement and therefore the proposal meets this policy
Secondary Road	No minimum	No Secondary Road boundary	YES NO PARTIAL	There is no minimum requirement and therefore the proposal meets this policy
Rear Setback	3m if closest portion of building is 2 storeys or less. 6 metres where: (a) the closest portion of building is more than 2 storeys (b) the closest portion of the building is 2 storeys or less and increases in height to 3 storeys or more storeys within 6 metres of the boundary	No setback to rear. Rear property is council car park and 18m to closest residential boundary	YES	The proposal does not meet the minimum rear setback sought by the Development Plan.
Side Setback	Irrespective of height, no minimum on boundary, within 18 metres from the front property boundary. No minimum for remaining length for the ground level only. More than 18 metres from the front property boundary, 1st level and above	O setback on southern side, 1.6m set back on northern side	YES	The proposal does not meet the 2m setback at podium level sought by the Development Plan, if the balconies are taken into account.



	(ie above ground level) should be setback 2 metres).			
POS	Studio: No min. 1 bed: 8m ² 2 bed: 11m ² 3+ bed: 15m ²	1 bed: No 1 bed apartments in proposed development 2 bed: 12m² - 28m² 2 bed townhouses 15m² on second level and 5m² on third level 3 bed townhouses (2 total): 18m² (additional 4 apartments have additional 5m² on level three))	YES NO PARTIAL	The proposal meets all minimum sizes sought by the Development Plan.
POS – Minimum Dimension	2m	Balconies have a minimum 2m depth	YES NO PARTIAL	The proposal meets all minimum sizes sought be the Development Plan
Storage	8m ³	8m³ to be provided 4m³ in storage lockers above car parks and remainder in the basement	YES NO PARTIAL	All dwellings include 8m³ of storage space.

8.2 Land Use and Character

The Desired Character Statement for the High Street Policy Area seeks land uses such as shops, offices, community centres, consulting rooms and medium-to-high density residential development. PDC 1 of the Policy Area specifically seeks that development provide continuity of ground floor shops, offices and other non-residential land uses along the road corridor by ensuring the ground floor of buildings is non-residential.

The proposed building will contain an office and two shops on the ground floor level; three levels containing 20 two and three bedroom apartments; and a basement car park.

The proposed site is subject to the affordable housing overlay, however, as the applicant is not offering any apartments for affordable housing, the Affordable Housing Unit at Renewal SA did not enter an agreement with the applicant.

While the proposal does not meet the 15% affordable housing sought by the Development Plan, the overall land use is considered to meet the intent of the zone and policy area.

8.3 Building Height

The Zone provisions call for maximum height of 4 storeys or 15m. The Desired Character of the Urban Corridor Zone allows for consideration of additional floors where the proposed development is in accord with the Desired Character, zone and policy area provisions, and adopts principles of good urban design.

The application is for the construction of a 4 storey building on Prospect Road and a - 5 storey building on the rear aspect (basement and ground plus three levels), the site



slopes to the west. The building is 17.890m at its greatest height, which matches the adjoining CLIC building of the City of Prospect.

The GA is supportive of the proposed height as the built form and restrained architectural expression, the height matches the neighbouring CLIC building and allows the CLIC building as a prominent built form expression in the street.

It is considered that the departure from the maximum envisaged building height is negligible.

8.4 Setbacks

Principles of Development Control 14, 15 and 16 of the Urban Corridor Zone provide guidance relating to setback distances. The policies seek the following:

- front setback: no minimum
- secondary road setback: no minimum
- rear setback: 3 metres if closest portion of building is 2 storeys or less.
 6 metres where:
 - (a) the closest portion of building is more than 2 storeys
 - (b) the closest portion of the building is 2 storeys or less and increases in height to 3 storeys or more storeys within 6 metres of the boundary
- side setback: no minimum on boundary, within 18 metres from the front property boundary.
 - No minimum for remaining length for the ground level only.
 - More than 18 metres from the front property boundary, 1st level and above (ie above ground level) should be setback 2 metres).

High Street Policy Area Principle of Development Control 6 seeks the inclusion of a clearly defined podium with a maximum height of two storeys and minimum setback above of 2 metres.

The proposal meets the front and side setbacks, it does not meet the rear setback, however the site adjoins the Council owned car park at the rear not a residential boundary. Residential development is separated from the new building by 18m (and slightly less than this for the CLIC building). There is no secondary road setback to be concerned about.

The GA initially raised concerns about the width of the new pedestrian/cycle access path on the northern boundary of the development, the proponent has responded that the width and specifications meet Australian Standards and handrails will also be included. It is noted that the proposal meets Development Plan provisions for this setback.

While the proposal does not meet all of the setback policies in the Development Plan, it is considered that these do not necessarily result in a poor outcome, due to the characteristics of this site. This aspect of the application is considered to be acceptable and justified given the siting and context of the development.

8.5 Design and Appearance

As one of the key zones in the City where there will be transformation in built form, the desired character for the zone seeks that new buildings be recognised for their design excellence. The Development Plan seeks to create a linear corridor that frames the main roads and establishes an interesting pedestrian environment and human scale at ground level. The greatest height, mass and intensity is to be focussed on



these main road frontages and will reduce in scale to transition down at the interface with low scale residential development.

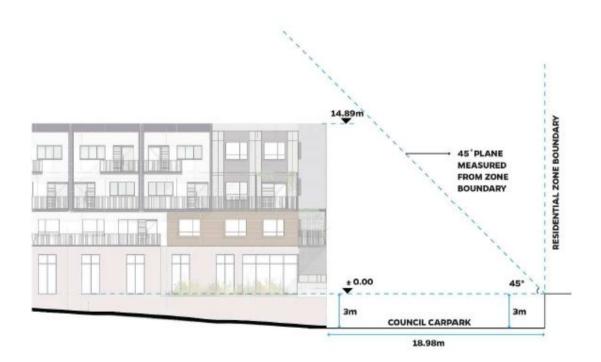
8.5.1 Bulk and Scale

Council Wide provisions generally seek the minimisation of bulk and scale in particular where a building is sited on or close to a side boundary. Council Wide Principle of Development Control 144 seeks avoidance of large areas of uninterrupted wall.

Bulk and scale is also guided by building envelope policy in the Development Plan. Namely, height, setbacks and interface height provisions.

The GA generally supports the proposed architectural impression to address the scale of the building by providing a breakdown of built form. Council did not raise any particular concerns about bulk and scale.

The proposal meets the building envelope policy sought by Urban Corridor Zone Principle of Development Control 12 to minimise building massing at the interface with residential development outside of the zone. The building envelope policy seeks a 45 degree plane, measured from a height of 3m above natural ground level at the zone boundary as depicted below:



It is considered that the proposed building meets the intent of the policies regarding bulk and scale. This aspect of the application is considered to be acceptable.

8.5.2 Ground Level Activation

Principle of Development Control 6 of the High Street Policy Area provides guidance on street level activation and seeks that buildings maintain a pedestrian scale at street level through provision of a clearly defined podium with a maximum building height of 2 storeys with levels above setback at least 2 metres from that podium.



Further, Principles of Development Control 5, 8 and 9 within the High Street Policy Area provide guidance on ground level activation with the Desired Character Statement seeking that active street frontages be promoted through the frequency of different tenancies, diversity of activities, a high proportion of windows and numerous pedestrian entrances.

The proposal does include a podium at the first level, and incorporates a recessed entry at ground level which enables provision of a disability access, planter box and an entrance lobby which is sheltered from the elements.

The proposal incorporates two retail tenancies to the front of the building, both of which are expected to provide visual interest and differing hours of usage. The rear of the ground floor will be occupied by a commercial tenancy with a direct access to Prospect Road. The ground floor level will have a floor to ceiling height of 3.5m.

The GA was of the view that the ground floor is built to the front/Prospect Road boundary and abuts the leading edge of the new CLIC building with a party wall, low external planter and recessed lobby space. Full height glazing to the ground floor fronting Prospect Road and a part of the north connection intends to create a visually permeable street edge, continuing the strong retail focus of the precinct and provide passive surveillance to the new connection (the access lane to the car park). The GA did recommend that the ramp gradients and lengths (for the new access lane) be reviewed to ensure safety and accessibility requirements are complied with. The GA also suggested that the new connection (to the car park) be widened to provide additional landscaping and improve amenity/safety. Also consideration be given to providing a northern access to the ground floor tenancies.

The applicant, in response to the comments from the GA, indicated that the ramps and lengths of ramps comply with Australian standards (AS 1428.1). Handrails are also to be provided. North facing windows on the ground floor provide passive surveillance to the area and along with the use of durable materials, the ramp design adheres to CPTED design principles.

The GA also suggested a review of the ground floor configuration to ensure safe and convenient access to accessible washrooms and any back of house requirements. In response the applicant has proposed an alternative ground floor plan it incorporates the GA's comments and separates residential and commercial access and paths. The reconfigured plan simplifies the flow of back of house access (waste/facilities) for tenants and centralises shared toilet facilities giving greater access to all tenants. The GA has raised some additional queries relating to the ground level (refer to the GA comments). The applicant has advised that the layout of the tenancies on the ground floor is indicative only.

On balance it is considered that this position (indicative layouts to the ground floor tenancies) is not considered to be counter indicative to the issuing of a Development Consent for this proposal.

8.5.3 Materiality

The Desired Character statement of the Urban Corridor Zone seeks the use and combination of natural and durable materials and finishes (self-finished or prefinished) that respond to the predominant attributes of the area, such as brick, stone and rendered finishes and architectural elements addressing entrances, windows and eaves. Contemporary buildings and expressions are envisaged



that complement the solid and lasting styles of the traditional built form of the area.

The proposal external materials palette includes:

- Breezeblocks for accent walls
- · Cemintel (fibre cement) panels
- · Gloss tiles in burgundy and white
- Aluminium trims
- · Timber as decking
- Concrete pavers
- · Pressed metal to underside of canopy
- glass

Residential Materials

- Powder coated perforated steel
- Corrugated steel
- Cemintel (fibre cement) panels
- Decorative metal screening
- · Precast concrete
- · Gloss tiles in white
- clear and obscure glass
- timber decking

The GA generally supports the proposed architectural impression and has put the position that she holds the opinion that the development responds sensitively to the adjacent civic building and the existing streetscape and unique character of the area. The GA has recommended that the proposal will benefit from a high quality of external materials for building and landscaped areas supported by the provision of a materials sample board. A condition to this effect will be placed on any consent granted the proposal.

The proposed materiality is considered to be acceptable subject to the supply of the materials board to the satisfaction of the State Commission Assessment Panel and consultation with the GA.

8.6 Apartment Amenity

8.6.1 Apartment Size

The Development Plan does not contain policy regarding minimum apartment sizes, but residential is still considered relevant. This being the case, it is considered useful to consider the sizes of the apartment against the relevant provisions of the Adelaide (City) Development Plan – these being:

1 bedroom apartment: 50m²
2 bedroom apartment: 65m²
3 bedroom apartment: 80m²

In this development there are no one bedroom apartments, 2 bed apartments are $80m^2-90m^2$ and 3 bed apartments are $106m^2-140m^2$. Therefore all apartments meet the minimum requirements expressed above.

The GA did not support the internal planning of the apartments in the first iteration of the layouts provided. The GA was not supportive of the 'snorkel' type bedrooms of the Type A duplex apartments on level 3. In the amended plans provided subsequently these apartment types were re-designed and the third bedroom removed from these Type A duplex apartments. This reduced



the overall number of bedrooms by six, which also reduces the car parking requirement. There are now 14 two bed and six three bed apartments in the proposed development.

8.6.2 Private Open Space

Council Wide Principles of Development Control 153 and 154 seek that apartments be provided with private open space with a minimum dimension of 2 metres. The minimum areas sought are:

Studio: no minimum

1 bed: 8m²
2 bed: 11m²
3 + bed: 15m²

The proposal meets all minimum private open space areas sought by the Development Plan. The applicant has increased the depth of the balconies on the northern aspect to a uniform 2m depth which the GA had suggested as a more usable space. This aspect of the application is considered to be supportable.

8.6.3 Storage

Council wide Principle of Development Control 182 seeks that dwellings be provided with a covered storage area of a minimum of 8m³ either in the dwelling, in garage/outbuilding or within an on-site communal facility.

18 of the car parks in the basement are provided with Over Bonnet Storage of $4m^3$. The balance of the storage requirement is provided in two other storage spaces in the basement.

While not all of the storage is clearly identified in the plans, the generous sizes of the apartments suggests that there would be no problem providing for the minimum 8m³ of storage per apartment. This is considered to be acceptable.

8.6.4 Access to Light and Ventilation

Council wide provisions broadly seek that dwellings/apartments have direct access to ventilation and natural light.

The GA raised the issue that there was concern that the bedroom windows rely on the communal courtyard for natural light and ventilation and that the arrangement compromises acoustic privacy and residential amenity. As a result, the apartment layouts were amended to remove these six 'snorkel' bedrooms from the development. Resulting in larger 2 bed apartments with improved access to light and ventilation.

8.7 Landscaping

Council Wide Principles of Development Control 180 and 181 encourage deep soil zones on site to retain existing vegetation or provide areas that can accommodate new deep root vegetation, including tall trees with large canopies.

The landscaping provided illustrates minimal landscaping to the perimeter, four new street trees are proposed for the footpath which will comply with Council street tree planting schedules. This aspect of the proposal will require consultation and consideration with the Council.



Minimal opportunities for landscaping are available given the site configuration, planter boxes are provided on the ground floor on the north western portion of the northern access lane and a small planter box for climbing plants at the main entrance. On the first floor there is a planter box on the north eastern side of the northern access lane aspect and a circular planter in the courtyard containing one medium height tree. The courtyard also contains smaller box containers with predominantly climbing plants

The proposed landscaping does not achieve the desired landscaping outcomes sought by the Development Plan with regard to the deep soil zones sought by PDC 180 and 181 of the Council Wide provisions. However, the inclusion of planting boxes on the boundary of the development and in the internal courtyard is supported. The Council in its comments did not raise any objections to the proposed landscaping, only that the landscaping needs to be properly maintained if the development is approved. On balance, this aspect of the application is considered to be acceptable.

8.8 Interface Management

Council Wide and zone policy broadly seeks that overlooking be moderated within the Urban Corridor Zone.

The Desired Character for the Urban Corridor Zone seeks that overshadowing of sensitive uses outside the zone be moderated through good design. Building envelope policy seeks to create a transition to adjacent zones in order to aid this. This is further specified in Principle of Development Control 13 of the Zone.

All west facing balconies and habitable rooms have been designed to minimise, if not prevent, overlooking to the west. 1.7m sills to all habitable room of the townhouses at the second and third floor windows are proposed.

The proposal includes 1.5m high angled steel balustrades to the balconies and terraces on the western side of the building on levels one to three. The ground floor balustrade is 1.7m high of perforated metal screen.

Screening is also not provided to the eastern corridor windows. These windows have recessed frames that will have restricted views. This was considered during the prelodgement meeting with no concerns raised.

The overlooking diagrams provided with the application indicate that the rear yards of the closest dwellings to the west are well screened by mature vegetation, outbuildings and fences. The installation of angled steel bars to the balcony balustrades will ensure that views towards these affected dwellings are minimised, if not ameliorated completely.

Shadow diagrams lodged with the application show that the proposed building would cast shadow over the adjoining residential property for a very short period of time (Up to 10am) on the winter solstice. The resident of this dwelling was concerned about the solar access for the solar panels on this property. The adjoining CLIC building will cause a larger solar shadow that the proposed development. The impact of overshadowing on adjoining residences from the proposed development is considered to be minor.

When balancing the amenity of the future residents of the proposed building against the privacy and amenity of existing neighbouring residents, this aspect of the proposal is considered to be acceptable.



8.9 Traffic Impact, Access and Parking

8.9.1 Vehicle Access

Council Wide Principles of Development Control seek access points that are designed to ensure safe and convenient access to and from sites and access that is gained from side streets where ever possible.

The proposal provides one crossover to the adjacent Council car park at the rear of the property. The cross-over leads to the basement car parking which is for the use of the residents, retail and commercial uses.

Access to and from the car park is via Vine Street to the south, Olive Street to the north or Hatchard Lane to the west.

The GA raised some concern regarding the stacked car parking to be provided in the under croft car park. The applicant responded by indicating that the car parks provided meet the Australian Standards for car parking and it does not intend to alter this aspect of the application. Although stacked car parking is not ideal, the site is very narrow and stacked parking would appear to be the only workable outcome to provide the necessary spaces for the land uses proposed. The spaces do meet Australian Standards.

The proposed cross over to the rear car park is considered to be the best outcome for this proposal as additional cross overs on Prospect Road are not supported.

8.9.2 Vehicle Parking

Table Pr/5 provides guidance for car parking within the Urban Corridor Zone. Specifically, it seeks the provision of 1.25 car parking spaces per studio, 1 or 2 bedroom apartment (including visitor parking spaces); 1.5 car parking spaces per 3+ bedroom apartment (including visitor parking spaces); and 3 spaces per 100 square metres of Gross Leasable Area (GLA).

Overall, the Development Plan seeks 27 car parks for the residential component of the proposal and 26 car parks for the non-residential component of the proposal – a total of 53 car parking spaces.

The proposal includes 28 car parking spaces in the under croft car park for residential purposes and 0 parking spaces for visitors with 22 car parks for retail/commercial uses – an overall provision of 50 vehicle parking spaces.

Table Pr/5 contemplates a lesser number of parking spaces based on the nature of development and parking conditions in the wider locality including (but not limited to) the following:

- The development is a mixed use development with integrated (shared) parking where the respective peak parking demands across the range of uses occurs at different times;
- The development is sited in a locality where the respective peak demands for parking for the range of uses (existing and proposed) occurs at different times and suitable arrangements are in place for the sharing of adjoining or nearby parking areas;
- Generous on-street parking and-or public parking areas are available and in convenient proximity, other than where such parking may become limited or removed by future loss of access, restrictions road modifications or widening;



 The site of the development is located within distances specified in the conditions applicable to Designated Areas for at least two different public transit modes.

While there is a shortfall of 3 vehicle parking spaces against those sought by the Development Plan, it is considered that the shared use of the under croft level parking provides ample justification for this shortfall in accordance with Table Pr/5 and is considered to be negligible. This aspect of the proposal is considered to be acceptable.

8.9.3 Bicycle Parking

Table Pr/6 provides guidance for bicycle parking within the Urban Corridor Zone. Specifically it seeks the provision of:

- 1 bicycle parking space for every 4 dwellings
- 1 visitor bicycle parking space for every 10 dwellings
- 1 bicycle parking space per 200m2 of GLA (office)
- 2 visitor bicycle parking spaces plus 1 per 1000m2 of GLA (office)
- 1 bicycle parking space per 300m2 of GLA (shop)
- 1 visitor bicycle parking space per 600m2 GLA (Shop)

Therefore the Development Plan seeks 18 bicycle parking spaces for the proposed development. The proposal includes 20 bicycle parks and therefore achieves over and above the numbers sought by the Development Plan, this aspect of the proposal is supported. The bicycle parking stations are located in the basement car park in the north east corner of the building.

8.10 Environmental Factors

8.10.1Crime Prevention

Council Wide provisions generally seek that development incorporate crime prevention measures such as creating opportunities for passive surveillance, including appropriate lighting and reducing concealment opportunities.

The proposal includes balconies and terraces on the western, northern and eastern sides of the building, providing opportunities for passive surveillance over Prospect Road. The proposed access laneway to the north has overlooking windows from the commercial and retail tenancies on the ground. Appropriate external lighting will be provided to the building.

It is considered that the proposal generally meets provisions regarding crime prevention and safety.

8.10.2Noise Emissions

The Noise and Air Emissions Overlay generally seeks that sensitive land uses be appropriately shielded from the effects of noise and air impacts.

Resonate were engaged to undertake an acoustic assessment of the proposed development.

Resonate concluded that the Façade noise mitigation treatments detailed in its report are suitable to attenuate noise intrusions from traffic on Prospect Road in accordance with *Minister's specification SA 78B Construction Requirements for the Control of External Sound.* On that basis Resonate considers that the proposed development will be able to operate within the noise requirements of



the Prospect (City) Council Development Plan and Minister's Specification SA 78B.

This aspect of the application is considered to be acceptable.

8.10.3 Waste Management

Council Wide Principles of Development Control regarding waste management seek that development provide a dedicated area for on-site collection and sorting of recyclable materials and refuse, that it be designed to minimise waste and that an appropriately sized area for storage of waste be provided.

The proposal will include:

- 1 x 1,100L general waste for residential dwellings (collected twice weekly)
- 1 x 1,100L recyclables/paper for residential dwellings (collected twice weekly)
- 1 x 660L food waste for residential dwellings (collected twice weekly)
- 1 x 1,100L general waste for the office tenancies (collected thrice weekly)
- 1 x 1,100L recyclables/paper for office tenancies (collected weekly)
- 1 x 1,100L general waste for the retail tenancies (collected 3 times/week)
- 1 x 1,100L recyclables/paper for the retail tenancies (collected 3 times/week)
- 1 x 660L food waste for the retail tenancies (collected 3 times/week)

The waste storage is to be provided in a group of rooms at Basement level.

The GA requested that the applicant consider reviewing the servicing, delivery and waste collection for safe and convenient access for all users. The applicant in its response directed attention to the existing waste management plan and basement plan.

Council raised no concerns with the proposed waste management.

This aspect of the application is considered to be acceptable.

8.10.3.1 Ecologically Sustainable Development

The Development Plan provides that dwellings (including apartments) should have regard to best practice energy and water conservation principles. Council Wide Principle of Development Control 79 is particularly instructive in this context providing that development use a number of design techniques to provide thermal comfort for occupants while minimised the need for mechanical heating and cooling.

The following ESD initiatives form part of this proposal:

- A high performance building envelope with wall, floor and roof insulation R-values (thermal resistance) to meet/exceed best practice;
- High performance glazing with solar control (low solar heat gain) provided to the retail and commercial tenancies to mitigate solar heat gain in summer;
- Use of architectural façade treatment elements, canopies, roof and balcony overhangs to shade glazed surfaces;



- Energy efficient massing with minimum exposed ceilings and floors (Ground Floor to Level 3/Roof have similar boundaries);
- Natural ventilation into the central courtyard;
- LED lighting throughout;
- Motion sensors for efficient lighting in common areas;
- Water efficient fittings;
- A high level of daylighting;
- Secure bicycle storage;
- Sustainable transport options;
- Use of low volatile organic compound (VOC) paints; and
- Whilst not shown on the drawings, a roof mounted PV system will be installed to take advantage of the skillion roof design and optimal collection of solar energy.

This aspect of the application is considered to be acceptable.

8.11 Service and Infrastructure

The majority of the proposals services will be located in the basement car park. This includes waste collection, the main switch room, gas and water meters and grease arrestors for any café development in the tenancies.

Power will be gained from the transformer to the south, located within the CLIC building development.

8.12 Site Contamination

The subject site has historically been used for council offices, now demolished. There is therefore no reason to suspect that site contamination has occurred or in need of remediation.

9. CONCLUSION

Apart from some minor variances to building height and landscaping provisions the proposal satisfies relevant policies within the Development Plan. The proposal provides a residential flat building with overall good apartment amenity, appropriate provisions of car parking, private open space and storage and a land use that is envisaged within the zone.

Building height encroachments are considered to have a negligible overall impact on the context of in terms of bulk, scale and overshadowing.

The GA was generally supportive of the proposed architectural expression particularly in relation to the adjoining CLIC building.

Overall, the proposal is considered to satisfy the intent of the zone and warrants Development Plan Consent subject to conditions.

10. RECOMMENDATION

It is recommended that the Development Assessment Commission:

- 1) RESOLVE that the proposed development is NOT seriously at variance with the policies in the Development Plan.
- 2) RESOLVE that the State Commission Assessment Panel is satisfied that the proposal generally accords with the related Objectives and Principles of Development Control of the Prospect (City) Development Plan.



3) RESOLVE to grant Development Plan Consent to the proposal by Australasian Property Developments Pty Ltd for a multi-level, mixed use building comprising office, shop and residential apartments including car parking and landscaping at 132 Prospect Road, Prospect subject to the following conditions of consent.

PLANNING CONDITIONS

- 1. The development granted Development Plan consent shall be undertaken and completed in accordance with the stamped plans and documentation, except where varied by conditions below.
- 2. Prior to Development Approval for superstructure works, the applicant shall submit a final material samples board in consultation with the Government Architect to the reasonable satisfaction of the SCAP.
- 3. A final detailed Stormwater Management Plan shall be submitted, in consultation with the City of Prospect Council to the satisfaction of the SCAP. The details of the plan shall be incorporated within the Building Rules Consent documentation, submitted for Development Approval, and be implemented prior to occupation or use of the development.
- 4. All vehicle car parks, driveways and vehicle entry and manoeuvring areas shall be designed and constructed in accordance with Australian Standards (AS/NZS 2890.1:2004 and AS/NZS 2890.6.2009) and be constructed, drained and paved with bitumen, concrete or paving bricks in accordance with sound engineering practice and appropriately line marked prior to the occupation or use of the development.
- 5. All bicycle parks shall be designed and constructed in accordance with Australian Standard 2890.3-2015.
- Landscaping shown on the approved plans shall be established prior to the operation of the development and shall be maintained and nurtured at all times with any diseased or dying plants being replaced.
- 7. Air conditioning or air extraction plant or ducting shall be screened such that no unreasonable nuisance or loss of amenity is caused to residents and users of properties in the locality to the reasonable satisfaction of the State Commission Assessment Panel.
- 8. All Council, utility or state-agency maintained infrastructure (i.e. roads, kerbs, drains, crossovers, footpaths etc.) that is demolished, altered, removed or damaged during the construction of the development shall be reinstated to Council, utility or state agency specifications. All costs associated with these works shall be met by the proponent.
- 9. The Community Corporation shall ensure that the waste storage area is cleaned and maintained to the satisfaction of the City of Prospect Council. General, recyclable and green organic wastes shall be co-mingled, with the Community Corporation maintaining responsibility for ensuring that bins are transported between the collection point and the storage area in a timely fashion to the satisfaction of Council.
- 10. To maximise the efficiency of waste recycling:
 - a) Provision shall be made for the separation of recyclable materials for collection and recycling, including paper, cardboard, glass and plastic containers, tins, and any other plastic that 'holds its shape';



- b) Separate provision shall be made for the collection of food waste (food organics) and food-contaminated cardboard, paper or paper products, which are to be collected for composting; and
 - c) Paper attached to plastic, wax paper or chemically-treated/gloss cardboard will not be included with the materials collected for composting.
- 11. Service and delivery vehicle movements shall occur outside of the peak periods associated with the use approved herein and in any event shall not occur before 6am or after 9pm on any day.
- 12. All structures (including awnings, canopies, balconies etc.) shall be located a minimum of 0.6m off the back of the Prospect Road kerb.
- 13. Loading and unloading of goods and/or refuse shall not be undertaken on Prospect Road.
- 14. All materials and finishes shall not be permitted to result in glare or other effects that will result in the discomfort or impairment of road users.
- 15. No stormwater from this development shall be permitted to discharge on-surface to the adjacent roads. In addition, any existing drainage of the roads is to be accommodated in the development and any alterations to road drainage infrastructure as a result of this development are to be at the expense of the applicant.

ADVISORY NOTES

- a. The development must be substantially commenced within 12 months of the date of this Notification, unless this period has been extended by the SCAP.
- b. The applicant is also advised that any act or work authorised or required by this Notification must be completed within 3 years of the date of the Notification unless this period is extended by the SCAP.
- c. The applicant will require a fresh consent before commencing or continuing the development if unable to satisfy these requirements.
- d. The applicant has a right of appeal against the conditions which have been imposed on this Development Plan Consent or Development Approval.
- e. A Construction Environment Management Plan (CEMP) shall be prepared and implemented in accordance with current industry standards including the EPA publications "Handbook for Pollution Avoidance on Commercial and Residential Building Sites Second Edition" and, where applicable, "Environmental Management of On-site Remediation" to minimise environmental harm and disturbance during construction. This is no longer a condition but an advisory note. Refer to standard conditions.
- f. The applicant is reminded of their obligations under the Local Nuisance and Litter Control Act 2016 and the Environment Protection Act 1993, in regard to the appropriate management of environmental impacts and matters of local nuisance. For further information about appropriate management of construction site, please contact the Prospect Council.
- g. Footpaths adjacent to the site are to be kept in a safe condition for pedestrians at all times during construction works. All driveways and footpaths traversed by vehicles using the site are to be maintained in a reasonable condition for the duration of the



works, and are to be reinstated to the satisfaction of Council on completion of the works.

All works on Council land shall be conducted to Council's specification, with all works to be bunted off safely and pedestrian safety to be maintained throughout the construction period. Plantings will also need to be undertaken in line with council specifications in terms of sight distance interference and safety to the community (thorns/poisonous plantings). Plans displaying all relevant details of the road/kerbing/footpath works shall be submitted to the Assets and Infrastructure Officer for approval prior to the commencement of any such works.

Road/kerbing/footpath works will need to be inspected by an Assets and Infrastructure Officer to determine they have met all relevant requirements. All work including line marking will be the responsibility of the applicant as will the reinstatement of any damaged infrastructure/services related to these works. All works will be carried out at the cost of the applicant.

- h. National Broadband Network (NBN): The National Broadband Network is being rolled out across the City of Prospect. It is recommended that you consider your future connection to the optical fibre network prior to commencing works. Please visit www.nbnco.com.au for further details on how to get connected.
- i. Further application pursuant to the Local Government Act shall be made prior to the Infrastructure Assets and Environment Department for the proposed crossover prior to construction activities occurring. The removal or relocation of street trees, and/or the temporary obstruction of the road or footpath, shall not be undertaken without the prior permission of Council.
- j. The Department for Planning, Transport and Infrastructures' Integrated Transport and Land Use Plan identifies ProspectLINK (a tram line running from Grand Junction Road, along Prospect Road and O'Connell Street) as a medium to long term project. The exact timing of this project has yet to be determined and details of the road and tram track layout along Prospect Road will be subject to further investigation and consultation.
- k. The acoustic attenuation measures recommended to achieve compliance, stated in the Acoustic Assessment prepared by Resonate (ref. A180513) dated 12 March 2019 shall be fully incorporated into the detail design of the development and corresponding building rules documentation.

Karen Ferguson Senior Planner

DEVELOPMENT ASSESSMENT AND LAND SERVICES
DEPARTMENT OF PLANNING, TRANSPORT and INFRASTRUCTURE





This drawing is a concept plan only and subject to the provision of detailed survey information by others) and the preparation of detailed survey information by others) and the preparation of detailed control of the control of the property of the control of

REV	DATE	DESCRIPTION	DWN	CHK
A	12/10/2018	FOR SUBMISSION	TAW	BNW
В	16/02/2019	FOR SUBMISSION	TAW	BNW
C	18/06/2019	FOR SUBMISSION	TAW	BNW
D	1/07/2019	MINOR AMENDMENTS	TAW	BNW



@ A3

PROPOSED MIXED-USE DEVELOPMENT

132 PROSPECT ROAD, PROSPECT ON-SITE PARKING SPACE ALLOCATION

PROJECT # 18178 SHEET # 02_SH01

132 Prospect Road, Prospect

Planning Application Report JUNE 2019

Revision B

City Collective



RESPONDING TO ODASA DESIGN REVIEW

DESIGN STATEMENT



Formal Feedback from the Design Review session held 28th November 2018 was provided by ODASA in a letter dated 12th December 2018. This planning application responds to the items raised and demonstrates how design improvements have satisfied these items.

Ground Floor Tenancies

Compromised circulation and layout of the tenancies, reduced sense of address for commercial tenancies, limited foyer space, improve visual and physical connections between commercial tenancies and rear carpark

Response: This has been addressed by widening the entrance foyer and creating a stronger delineation between commercial and residential access, with the incorporation of separate lifts, a defined commercial foyer and a back of house area for retail commercial tenants. Taking reference from many buildings along Prospect Road, the main entrance has been recessed to differentiate it from the retail frontage that extends the footpath.

Refer: D003 GROUND FLOOR PLAN / P8

Waste Collection

Review servicing, delivery and waste collection for safe and convenient access for all users.

Response:

REFER TO WASTE MANAGEMENT PLAN

Refer: D002 BASEMENT PLAN / P7

Parapet Height

"...will the Prospect Road Elevation address the suggestion of lowering the parapet next to the CLIC building to create a clearer distinction between the two buildings;

Response:

- The height of the building has been lowered to be under the parapet height to the adjoining CLIC development
- The design response has stepped the building back from the northern boundary which softens the presence of this building with the streetscape.

Refer: D008 EAST ELEVATION / P13



/Urban Design

/Architecture

/Planning



Project: 132 Prospect Road
Client: APD

Client: APD
Status: Planning

Planning Application

 Project No:
 1709
 Drawn:
 SW

 Sheet No:
 P1
 Checked:
 DC

 Revision:
 B
 Date:
 07/06/19

RESPONDING TO ODASA DESIGN REVIEW

DESIGN STATEMENT [CONT.]

CPTED

"Interface with the CLIC building and potential CPTED issues with recessed facades, investigate adjoining conditions with the CLIC and built form response for a safe environment"

Response:

The adjoin CLIC development has located building services towards the applicants site. Due to this there is little opportunity for program connections.

The design response reinforces collocating entrances as close as practically possible, maintaining a continues canopy line, similar finish floor levels.

Exterior lighting to a similar standard to CLIC has also be incorporated within this application.

Refer: D003 GROUND FLOOR PLAN / P8

& PROSPECT RD ENTRANCE DETAIL / P16

Street Trees and Canopy

"Including a canopy over the footpath is positive, and the plans show 4 street trees between the canopy and the kerb which is also good. However we should indicate the tree species selection and soil depths, as suggested by ODASA:"

Response:

Despite being external to the site boundaries, the application has considered footpath tree planting which reflects Council wide street tree planting.

Refer to Landscape Architects drawings

Landscaping

Review landscape species selection, soil depths, extend soft landscaping to ground floor level and northern corridor

Response:

- Minimal opportunities for planting given the site configuration
- Remaining opportunities include Courtyard and garden bed planting
- Refer to Landscape Architects drawings

Refer: D004 FIRST FI 00R PI AN / P9

Fire Egress

Fire egress configuration ground floor, recommend engagement with SAMFS

Response:

As part of engagement with the SAMFS fire hydrants have been relocated to the north-east corner of the building, which now does not impact egress.

Refer: D003 GROUND FLOOR PLAN / P8

Access to Natural Light

"Impact on residential amenity including access to natural light, cross ventilation and privacy. Windows facing the communal circulation space not supported, or the narrow corridor with reduced circulation space."

Response:

- The optimum position of the buildings core is towards the centre of the site, adjacent the blank northern wall of the adjoining CLIC development
- This resulting planning efficiency and courtyard amenity provided to upper levels does have a drawback for ground level as the length of the foyer from Prospect Rd to the lift / stair becomes 17 meters.
- To reduce this 'corridor feel' the fover width has been widened to 5 meters.
- In order to introduce natural light into the space adjacent lift, a 2m diameter a trafficable skylight is now introduced. This skylight will become a feature within the space.
- The central courtyard is 10.7m by 13.3m uncovered external space that provides internal amenity within a semi-private space for residents.
- The configuration and planning has been arranged to allow units with North facing windows to be maximised, and all residential bedroom receive the required amount of natural light as per NCCC.
- Privacy within the courtyard has been considered by increasing window sill heights and utilising landscaping elements for additional screening and visual. Windows will be apparently treated to meet acoustic requirements.
- Due to its proximity to neighouring residential properties, the Western facade
 of the building needs to address the issue of overlooking views within 45m.
 To address this, balustrades have been designed to angle views away from
 neighbouring properties, while still allowing good light access into the
 balonies

Refer: D003 GROUND FLOOR PLAN / P8

& D004 FIRST FLOOR PLAN / P9

& OVERLOOKING VIEWS / p22

Built Form, Massing and Architectural Expression

"Review roof built form, architectural expression and articulation, better integrate scale and fine grain character"

Response:

- This has been mitigated in the current design, by eliminating the butterfly roof, simplifying the volumes of the upper levels, and peeling back the NE corner to reduce visual impact.
- These changes to the massing and architectural expression of the building, paired with selective use of darker colours to contrast with and highlight the lighter materials of the CLIC building.
- This helps to give prominence back to the CLIC building.
- The revised massing of the building has also assisted in addressing the



Project: 132 Prospect Road

Client: APD Status: Pla

Planning Application

neighbouring single story heritage retail building. By peeling back the NE corner of the upper levels of the building, prominence is given the Ground Floor retail mass, matching the volume of the heritage retail building. Material consideration and contextual referencing such as signage, threshold treatment and canopies assist in integrating the ground floor interface of this project in with the rich local retail context.

Refer: D007 L0NG ELEVATION / P12

Northern Ramp Connection

"Review ramp gradient and lengths to maximise usage, ensure safety and DDA compliance, consider widening to provide additional landscaping and access points to ground floor tenancies"

Response:

- The ramp complies with Aust Standard 1428.1-2009 and DDA provisions.
- The ramp has a width of 1.6m which exceeds the above mentioned standards.

Refer: D003 GROUND FLOOR PLAN / P8

Wall Art

"Inclusion of wall art on northern elevation will reduce prominence of CLIC"

Response:

- . The extent of the wall has been reduced.
- Wall is proposed on the northern wall fronting the laneway at ground level.
- There are multiple precedents within Prospect Rd where such art features are painted to side walls of buildings.
- Such a design response reinforces the applications urban integration.

Refer: D010 NORTH FLEVATION / P14

Solar Shading

"Highlight windows have northern aspect with no solar shading"

esnonse.

- Highlight windows have been removed from the design entirely
- Most windows are provided with shade from balconies/roofs above, or side walls enclosing balconies.
- Other Windows feature a protruding window box design, or steel hoods that provide a degree of solar protection.

Refer: D008 EAST ELEVATION / P13

& D009 WEST ELEVATION / P13

& D010 NORTH ELEVATION / P14

Project No:	1709	Drawn:	SW
Sheet No:	P2	Checked:	DC
Revision:	В	Date:	07/06/19



/Urban Design
/Architecture
/Planning

KEY CONTEXTUAL REFERENCES



RETAIL SIGNAGE



STREET LEVEL
ENTRY TREATMENTS



CANOPIES /
VERTICAL RHYTHM



LANEWAYS



STREET ART



FORM AND MASS [STEPPED]

THE URBAN LANGUAGE OF PROSPECT ROAD

KEY CONTEXTUAL REFERENCES

CONTRIBUTING TO STREETSCAPE







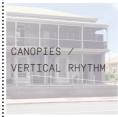
















CORNER





















STREET CANOPY





/Urban Design /Architecture /Planning

Project: 132 Prospect Road

Client:

Status: Planning Application Project No:

Revision:

Drawn: Checked:

DC Date: 07/06/19

INTEGRATING THE STREETSCAPE

EXISTING STREET LANGUAGE



TILED FRONTAGES



TILED FRONTAGES



PATTERN METAL CLADDING



DECORATIVE SCREENING



CORRUGATED SHEET



GLAZING TO STREET













DESIGN RESPONSE

City Collective

/Urban Design /Architecture /Planning Project: 132 Prospect Road

Client: AF

Status:

Planning Application

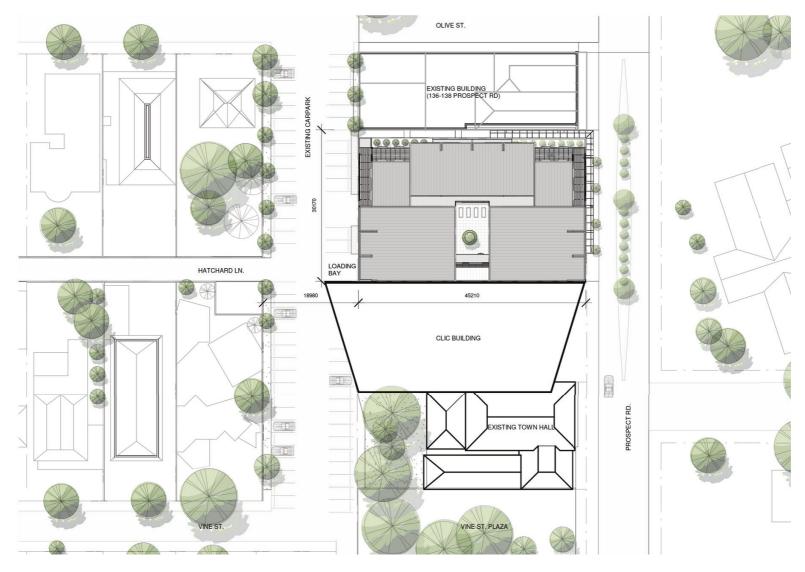
Project No: 1 Sheet No: P

Revision:

1709 P5
 Drawn:
 SW

 Checked:
 DC

 Date:
 07/06/19



D001 SITE PLAN 1:500 @ A3



/Urban Design
/Architecture
/Planning



132 Prospect Road APD

Client:

Project:

Status: Planning Application

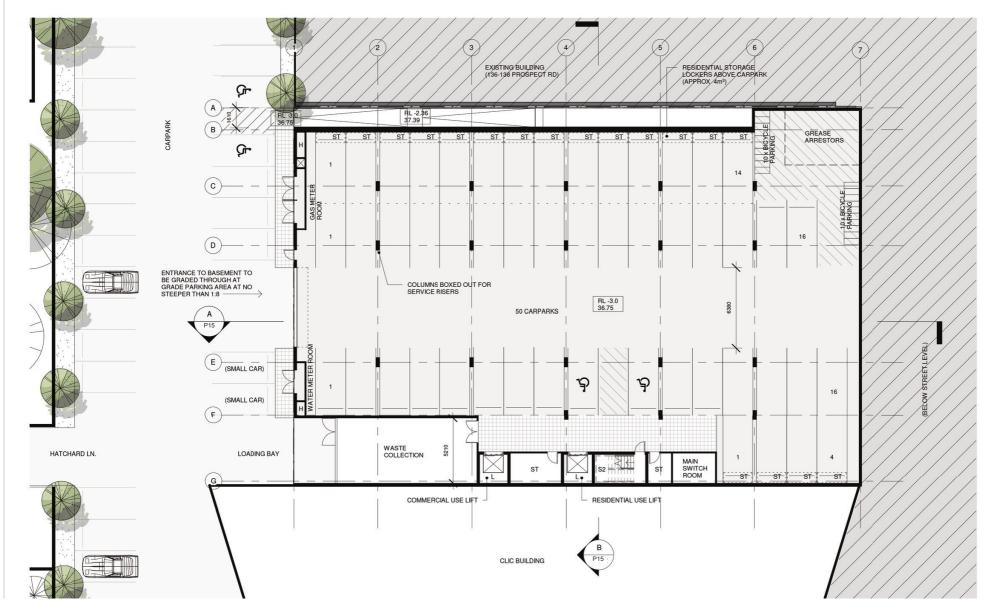
Project No: 1709 Sheet No: P6

Revision:

Drawn: SW

Checked: DC

Date: 07/06/19



D002 BASEMENT PLAN - CAR PARKING 1:200 @ A3

/Urban Design
/Architecture
/Planning



Project: 132 Prospect Road

Client: APD Status: Plan

Planning Application

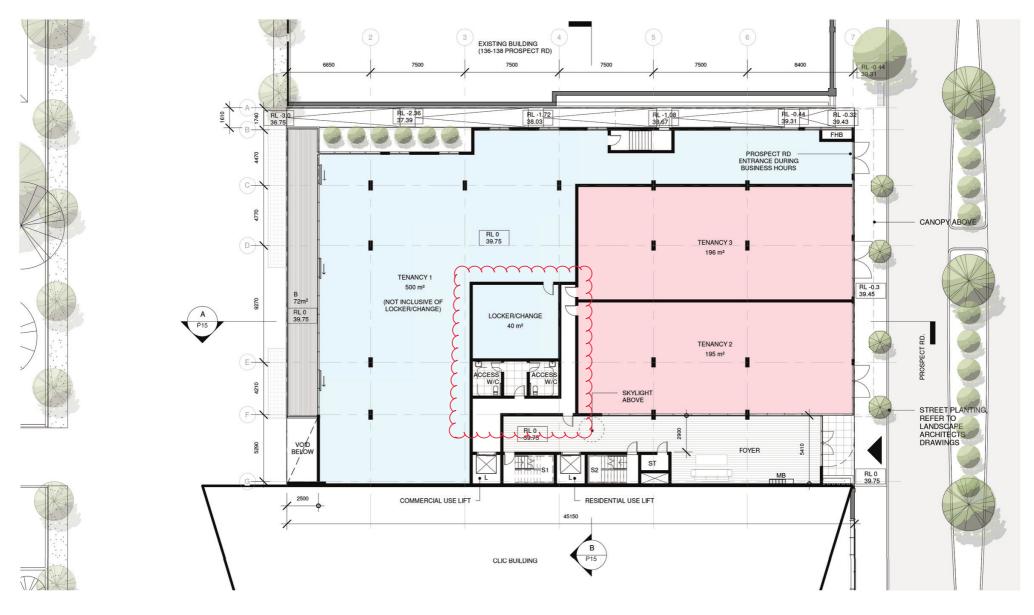
Project No: 1709 Sheet No: P7

Revision:

 Drawn:
 SW

 Checked:
 DC

 Date:
 07/06/19



D003 GROUND FLOOR PLAN - RETAIL/COMMERCIAL 1:200 @ A3

City Collective /Urban Design
/Architecture
/Planning

Status:

Project: 132 Prospect Road
Client: APD

Planning Application

Sheet No: P8
Revision: B

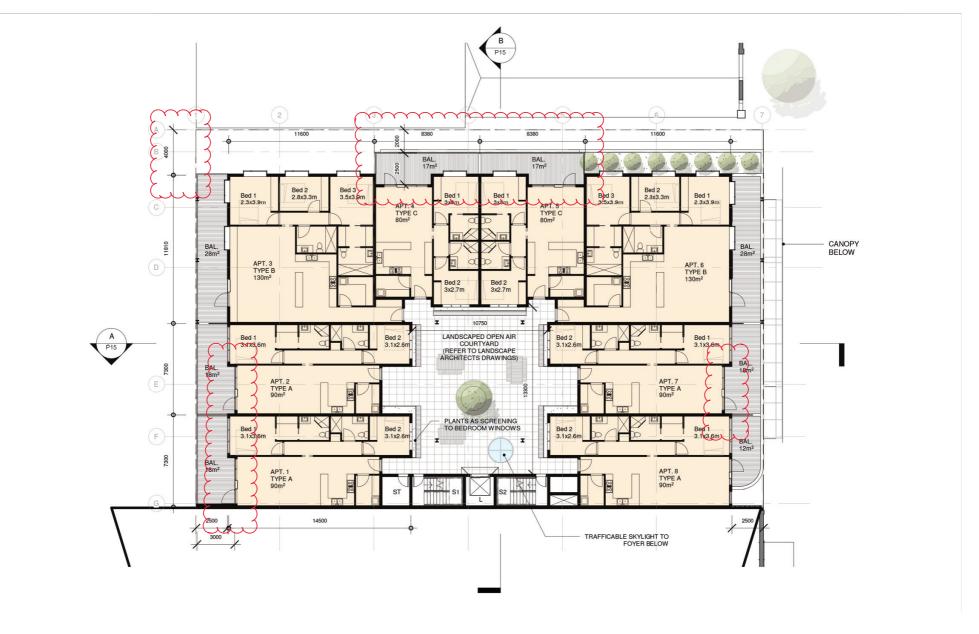
Project No:

1709

 Drawn:
 SW

 Checked:
 DC

 Date:
 07/06/19



D004 FIRST FLOOR PLAN - APARTMENTS AND COURTYARD 1:200 @ A3



/Urban Design /Architecture /Planning



Project: 132 Prospect Road

Client: APD

Status:

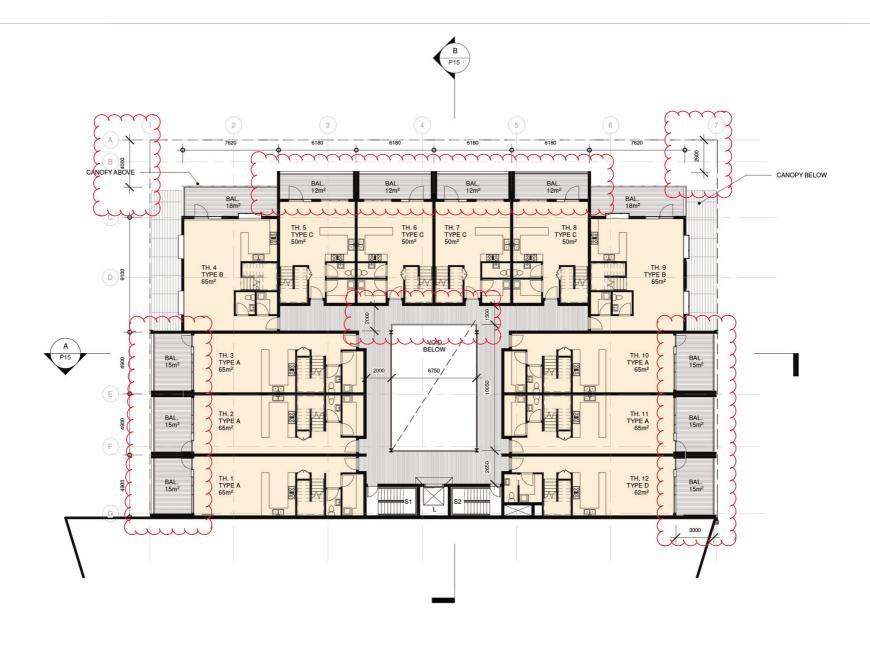
Planning Application

1709 Project No: Sheet No:

SW Drawn: DC Checked:

Revision:

Date: 07/06/19



D005 SECOND FLOOR PLAN - TOWNHOUSES [LOWER] 1:200 @ A3



/Urban Design
/Architecture
/Planning



Project: 132 Prospect Road
Client: APD

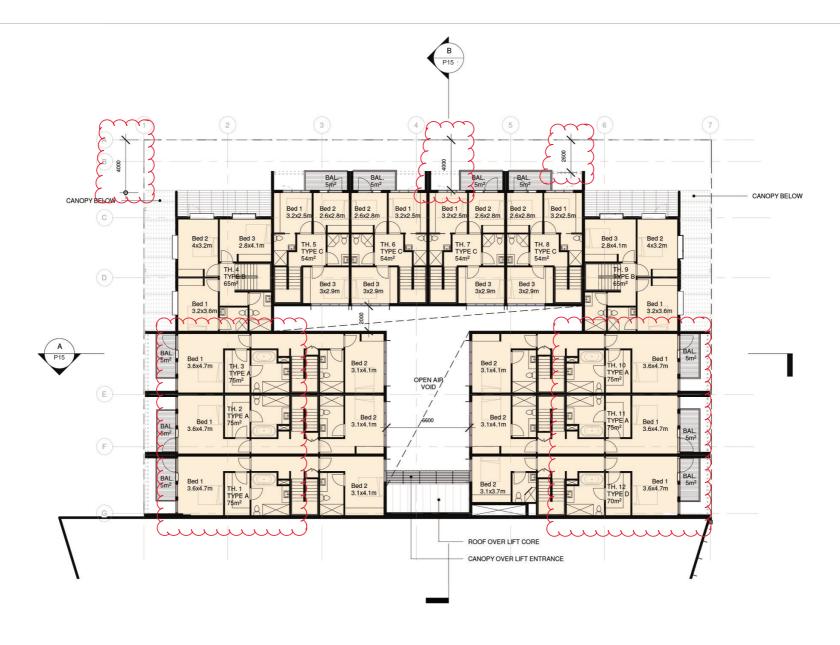
Status: Planning Application

Project No: 1709
Sheet No: P10
Revision: B

 Drawn:
 SW

 Checked:
 DC

 Date:
 07/06/19



D006 THIRD FLOOR PLAN - TOWNHOUSES [UPPER] 1:200 @ A3

City Collective

/Urban Design /Architecture /Planning



Project: 132 Prospect Road
Client: APD

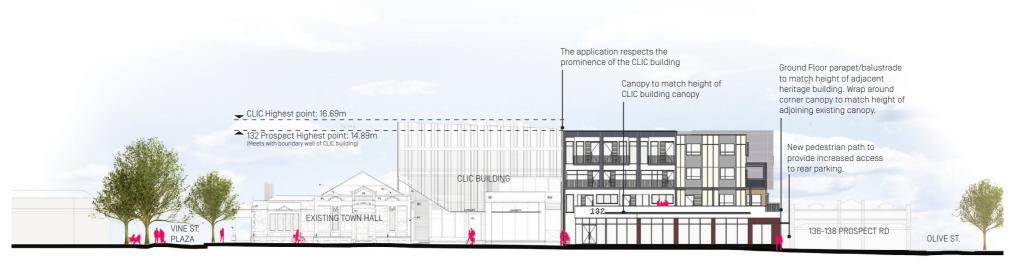
Client: APD
Status: Planning Application

Project No: 1709
Sheet No: P11
Revision: B

 Drawn:
 SW

 Checked:
 DC

 Date:
 07/06/19



D007 LONG ELEVATION - VINE ST PLAZA TO OLIVE ST NTS

City Collective

/Urban Design /Architecture /Planning

Project: 132 Prospect Road APD

Client: Status: Planning Application Project No: 1709 P12 Sheet No:

Revision:

Drawn: SW DC Checked:

Date: 07/06/19





/Architecture /Planning Project: Client:

APD

Status: Planning Application

Project No:

Revision:

P14 B Checked:

DC 07/06/19

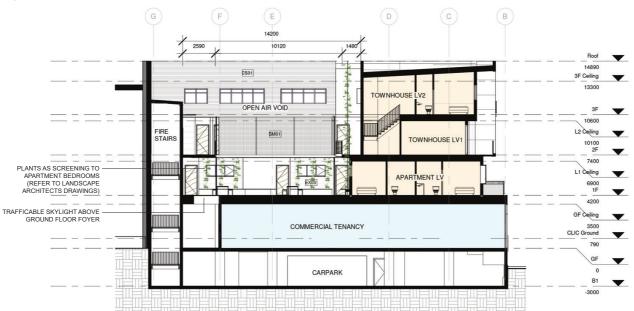


D012 SECTION A

1:200 @ A3

Material Schedule

Code	Material
EX01	Cemintel Surround 'Blackish' Metal
EX02	Cemintel Surround 'Whiteish' Base
EX03	Cemintel Territory 'Teak' Woodlands
GT01	Gloss Tile in White
GT02	Gloss Tile in Burgundy
PS01	Powdercoated Dulux Canola Cream perforated steel sheet
C01	Precast Concerete
C02	Ribbed Concrete
CS01	Corrugated Steel
SM01	Steel Mesh



D013 SECTION B

1:200 @ A3

City Collective

/Urban Design
/Architecture
/Planning

Project:

132 Prospect Road

Planning Application

APD

Client: Status:

Project No: Sheet No: Revision:

1709 **P15** Drawn: SW
Checked: DC
Date: 07/

07/06/19

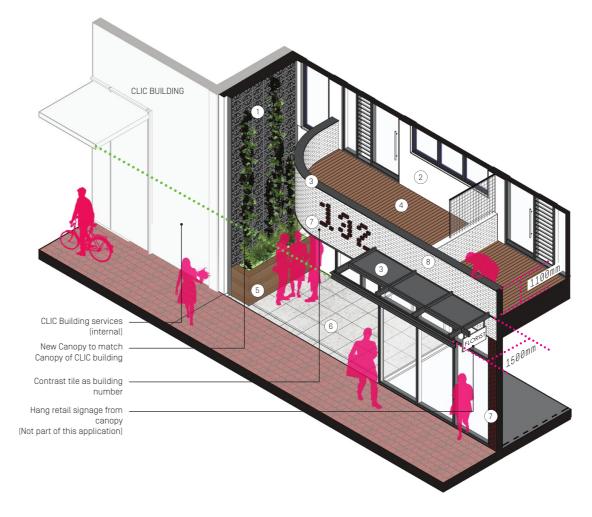
132 PROSPECT RD

DETAIL & MATERIALITY



STREETSCAPE MATERIALS

- 1 / Breezeblocks for accent wall
- 2 / Cemintel Surround 'Whiteish' Base
- 3 / Black Aluminium as trim and canopy sheet
- 4 / Timber as Decking (Teak)
- 5 / Cemintel Territory 'Teak' Woodlands
- 6 / Concrete Pavers
- 7 / Gloss tiles in Burgundy
- 8 / Gloss tiles in White
- 9/ Pressed metal to underside of canopy



PROSPECT ROAD ENTRANCE DETAIL NTS

City Collective

/Urban Design /Architecture /Planning

Project:

Client:

132 Prospect Road

APD

Status: Planning Application

1709 Project No: Sheet No:

Revision:

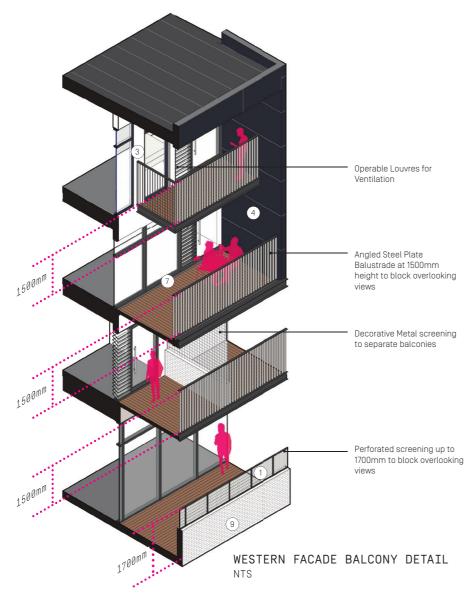
P16

SW Drawn: DC Checked:

Date: 07/06/19

132 PROSPECT RD

DETAIL & MATERIALITY





RESIDENTIAL MATERIALS

- 1 / Powdercoated Dulux 'Canola Cream' Perforated Steel
- 2 / Corrugated Steel
- 3 / Cemintel Surround 'Whiteish' Base
- 4 / Cemintel Surround 'Blackish' Metal
- 5 / Decorative Metal Screening
- 6 / Cemintel Territory 'Teak' Woodlands
- 7 / Timber as Decking, Soffit lining, and underside of balcony
- 8 / Precast concrete

9/ Gloss tiles in white

City Collective

/Urban Design /Architecture /Planning

Project: 132 Prospect Road

APD Client:

Status: Planning Application Project No: 1709 Sheet No:

P17 Revision:

Drawn: SW DC Checked: Date: 07/06/19

132 PROSPECT RD

DETAIL & MATERIALITY



COURTYARD MATERIALS

- 1 / Corrugated Steel 2 / Black Steel
- 3 / Ribbed Concrete
- 4 / Cemintel Territory 'Teak' Woodlands
- 5 / Decorative Metal Screening
- 6 / Best Bricks and Pavers 'Gris Perle' Terazzo Tile
- 7 / Best Bricks and Pavers 'Notte Stella' Terazzo Tile





/Urban Design /Architecture /Planning

Project: 132 Prospect Road

APD Client:

Status: Planning Application

1709 Project No: Sheet No:

Revision:

P18

SW Drawn: DC Checked: Date: 07/06/19



STREETSCAPE VIEW - PROSPECT ROAD

/Urban Design /Architecture /Planning

Project: 132 Prospect Road

Client:

Status: Planning Application

Revision:

Checked:

DC Date: 07/06/19



STREETSCAPE VIEW - PROSPECT ROAD [LOOKING SOUTH-WEST]

/Urban Design
/Architecture
/Planning

Project: 132 Prospect Road

Client: API

Status: Planning Application

Project No: 170

Revision:

9

Drawn: SW

Checked: DC

Date: 07/06/19



PERSPECTIVE VIEW - OPEN AIR INTERNAL COURTYARD

/Urban Design /Architecture /Planning

Project: 132 Prospect Road

Client: APD

Status: Planning Application Project No: Sheet No:

Revision:

Drawn: Checked: DC Date:

07/06/19

BUILDING IMPACT

OVERLOOKING VIEWS

The prospect development plan calls for 1700mm high balustrades to all balconies and windows to minimise overlooking views within 45m of the building.

Neighbouring properties within this 45m zone have minimal visible windows from the site, and a variety of screening elements such as trees and fences.

By lowering the balustrades to a 1500mm height and angling the steel bars of the balustrades, each residential unit is afforded more light/ amenity, without compromising the privacy of neighbouring properties. This is the preferred design outcome, and has been reflected in the elevations.

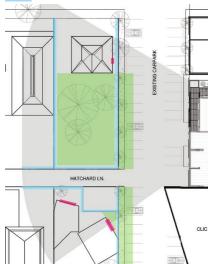
LEGEND:



NATURAL SCREENING FROM VEGETATION

WINDOWS VISIBLE WITHIN 45M RANGE





OVERLOOKING VIEWS PLAN NTS



/Urban Design /Architecture /Planning



1ST FLOOR [1700mm BALUSTRADE]



1ST FLOOR [1500mm BALUSTRADE]



2ND FLOOR [1700mm BALUSTRADE]



2ND FLOOR [1500mm BALUSTRADE]



3RD FLOOR [1700mm BALUSTRADE]



3RD FLOOR [1500mm BALUSTRADE]



OVERLOOKING VIEWS SECTION 1:200 @ A3

Project:

132 Prospect Road

APD Client: Status:

Planning Application

VIEW RANGE FROM 3RD FLOOR [1500MM HIGH BALUSTRADE]

VIEW RANGE FROM 3RD FLOOR [1500MM HIGH BALUSTRADE]

Project No: 1709 Sheet No:

P22

SW Drawn: DC

Revision:

Checked: Date: 07/06/19

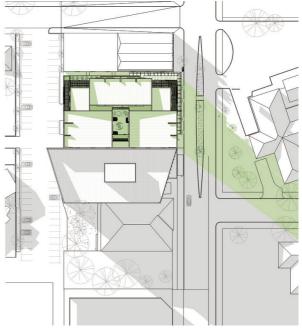
SUN STUDY



SUN STUDY - WINTER SOLSTICE [9AM] 1:1000 @ A3



SUN STUDY - WINTER SOLSTICE [12PM] 1:1000 @ A3



SUN STUDY - WINTER SOLSTICE [4PM] 1:1000 @ A3

LEGEND:

SHADOWS

SHADOWS CAST BY 132 PROSPECT





City Collective

hello@citycollective.com.au

Suite 115 Epworth Building, 33 Pirie Street, Adelaide, SA, 5000 +61 8 8182 1270

Level 3 Georges Building, 162 Collins Street, Melbourne, VIC, 3000 +61 3 8568 3652

citycollective.com.au



City Of Prospect Development Plan

POLICY OVERVIEW

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

URBAN CORRIDOR ZONE

Introduction

The objectives and principles of development control that follow apply in the Urban Corridor Zone shown on Maps Pr/3, 4, 6 and 7. They are additional to those expressed for the whole of the council area.

The Urban Corridor Zone is divided into a number of Policy Areas. Each policy area has been defined according to the existing and desired character of the area, the type and nature of development considered appropriate and other features that differentiate one area from another. The policy areas are shown on Maps Pr/8, 9, 11 and 12.

The policies for development in the Urban Corridor Zone are expressed both as general policies applying throughout the zone, and more specific provisions for each of the policy areas.

OBJECTIVES

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

Objective 2: Integrated, mixed use, medium and high rise buildings with ground floor uses that create active vibrant, and visually appealing streetscapes incorporating high levels of amenity.

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

Objective 4: Adaptable and sustainable building designs that can accommodate changes in land use and respond to changing economic, social and environmental conditions.

Objective 5: Amalgamation of sites including adjacent sites that may or may not have main road frontage, are encouraged to provide better design outcomes accommodate envisaged development, design flexibility, diverse building types, landscaping private open space and dwelling sizes.

Objective 6 A built form that provides a transition down in scale and intensity at the zone boundary to maintain the amenity of residential properties located within adjoining zones.

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

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

DESIRED CHARACTER

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

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

Issues of paramount importance to the Prospect community are:

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

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

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

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

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

- (a) The use of a predominant 2 to 4 storey building scale that will create a linear corridor that frames the main roads.
- (b) The establishment of greatest height, mass and intensity of development at the main road frontages (behind setbacks / landscaping if envisaged in the Policy Area), and will reduce in scale to transition down where there is interface with low rise residential development in the adjacent zone.
- (c) The use of designs that consider the local topography that slopes from east to west, such as raised ground floor levels on the east side of roads, lowered ground floor levels and/or car parking underneath buildings on the west side of roads, and stepping the building form across the site on properties facing north and south.
- (d) The use of building articulation and fenestration to all visible sides of buildings and supported by integrated landscaping to enhance the built form, contribute to a pleasant pedestrian environment and provide an attractive transition between the public and private realms.
- (e) The use of active frontages at ground level to contribute to the liveliness, vitality and security of the public realm.
- (f) The use and combination of natural and durable materials and finishes (self-finished or prefinished) that respond to the predominant attributes of the area, such as brick, stone and rendered finishes and architectural elements addressing entrances, windows and eaves. Contemporary buildings and expressions are envisaged that complement the solid and lasting styles of the traditional built form of the area.
- (g) Appropriate site design, building separation, orientation and transition of building heights to address the potential for overlooking, overshadowing and noise impacts.
- (h) The use of consolidated parking areas (where possible), screened and located away from public spaces or underneath buildings and minimise access ways (number and frontage widths) and sited to retain public realm benefits.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

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

Affordable housing

Aged persons accommodation

Community centre

Consulting room

Dwelling

Educational establishment

Entertainment venue

Licensed premises

Office

Pre-school

Primary school

Residential flat building

Retirement village

Shop or group of shops

Supported accommodation

Tourist accommodation.

2 Development listed as non-complying is generally inappropriate.

Form and Character

3 Development should be consistent with the desired character for the zone.

4 Development should be in accordance with Concept Plan Figures UrC/1 to 6. **5** Residential development in a building

largely for residential living should aim to achieve a target minimum net residential

site density in accordance with the

following: Policy Area

Boulevard

Minimum net residential site density

75 dwellings per hectare net; except where varied by Concept Plan Figure UrC/1.

High Street Transit Living Business 60 dwellings per hectare net 45 dwellings per hectare net. No minimum

6 Vehicle parking should be located to the rear of development or not be visible from public land along the primary road frontage.

7 Amalgamation of sites, including adjacent sites that may or may not have main road frontage, should provide opportunity for comprehensively planned development and better design outcomes in accordance with the desired character of the zone/ policy area and interface zone/policy area.

Design and Appearance

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

High Street Policy Area

The Objectives and Principles of Development Control that follow apply in the High Street Policy Area shown in Maps Pr/8 and 11. They are additional to those expressed for the whole of the council area.

Objective 1: A mix of land uses including retail, office, commercial, community, civic and medium and high density residential development that support the economic vitality of the area.

Objective 2: Buildings sited to provide a continuous and consistent built edge with verandas/ awnings over the public footpath and an intimate built scale, with fine-grained detailing of buildings in and adjacent to the public realm.

Objective 3: An interesting and varied skyline as viewed from the street and afar, provided by modulation in roof forms and the use of parapets.

Objective 4: An intimate public realm with active streets created by buildings designed with frequently repeated frontage form and narrow tenancy footprints.

Objective 5: A high degree of pedestrian activity and a vibrant street-life with well lit and engaging shop fronts and business displays including alfresco seating and dining facilities and licensed areas. **Objective 6:** A safe, comfortable and appealing street environment for pedestrians that is sheltered from the weather, is of a pedestrian scale and optimises views or any outlook onto spaces of interest. **Objective 7:** Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

This Policy Area will contain a variety of land uses including shops, offices, community centers, consulting rooms and medium-to-high density residential development, to create a destination that attracts people for a variety of reasons. Uses that generate a high frequency of pedestrian activity and activate the street, such as shops and restaurants, will be located on the ground floor, with offices, apartment-style residential development, or both, located on upper floors overlooking the street. The mix of complementary land uses will extend activities beyond normal working hours to enhance the area's vibrancy.

Development on Prospect Road will be large in scale and height whilst incorporating the dominant street podium building form of one or two storeys that abuts the footpath and continuing the established width, rhythm and pattern of façades to support a variety of tenancies with narrow frontages. Portions of the ground floor will be set back in some locations to emphasise the building entrance or to create spaces for outdoor dining. Upper levels will be offset and setback behind the street podium with variation in façade treatments, materials and colours as well as the use of modulated roof forms and parapets that contribute to a varied and interesting skyline. Heritage buildings will be adapted and reused while maintaining their heritage qualities with development encouraged towards the rear and behind the front façades. Buildings adjacent to heritage buildings and historic conservation areas will be sympathetic to the heritage nature and

Active street frontages will be promoted through the frequency of different tenancies, diversity of activities, a high proportion of windows and numerous pedestrian entrances. Development will continue to provide visual interest after hours, by having no external shutters.

character in their design while having a modern appearance.

Verandas will be provided to create a comfortable and intimate place for pedestrians, and while avoiding the need to replicate those on adjoining buildings, will complement the size, alignment and height of nearby traditional canopies.

connection to the street and passive surveillance, with sufficient and varied screening to provide privacy for occupiers and to obscure furniture from view. To respect the integrity of the traditional high street character at ground level, balconies will not extend over the footpath.

Landscaping and other green infrastructure will be primarily confined to areas within the public realm and in accordance with the Prospect Road Master Plan, on buildings (roof top, walls and verandas), within rear yards, on zone boundaries or on buildings/structures to contribute to a pleasant pedestrian environment, and enhance the built form especially as viewed from adjacent zones.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 Development should provide continuity of ground floor shops, offices and other non- residential land uses along the road corridor by ensuring the ground floor of buildings is non-residential.
- **2** Shops or groups of shops contained in a single building, other than a restaurant, should have a maximum gross leasable area in the order of 2000 square metres.

Form and Character

- 3 Development should be consistent with the desired character for the policy area.
- **4** Pedestrian shelter and shade should be provided over footpaths through the use of structures such as awnings, canopies and verandas.
- **5** The ground level street frontages of buildings should contribute to the appearance and retail function of the area by providing at least 5 metres or 60 percent of the street frontage (whichever is greater) as an entry/ foyer or display window to a shop (including a café or restaurant) or other community or commercial use which provides pedestrian interest and activation.
- 6 Buildings should maintain a pedestrian scale at street level, and should:
- (a) include a clearly defined podium with a maximum building height of 2 storeys or 8 metres in height; and
- (b) have levels above the defined podium or street wall setback a minimum of 2 metres from that wall. **7** Development should respect the predominant traditional rhythm of narrow-fronted tenancies built side by side to create a largely continuous built edge to the street with varied and distinctive building facades
- **8** The ground floor of buildings should be built to have a minimum floor to ceiling height of at least 3.5 metres to allow for adaptation to a range of land uses including retail, office and residential without the need for significant change to the building.
- **9** The finished ground floor level should be approximately at grade and level with the footpath for non-residential ground level developments.
- **10** A minimum of 50 percent of the ground floor primary frontage of buildings should be visually permeable, transparent or clear glazed to promote active street frontages and maximise passive surveillance.



RA560 Residential Policy Area A650
RA450 Residential Policy Area A450
RA350 Residential Policy Area A350
RB200 Residential Policy Area B200
TL Transit Living Policy Area
B Boulevard Policy Area
H High Street Policy Area
Historic Conservation Area 9 Policy Area
Policy Area Boundary
Development Plan Boundary

Area not covered by Policy

PROSPECT COUNCIL
POLICY AREAS
MAP Pr/8

500m

Scale 1:8000

Consolidated - 13 February 2018



RA560 Residential Policy Area A650
RA450 Residential Policy Area A450
RA350 Residential Policy Area A350
RB200 Residential Policy Area B200
TL Transit Living Policy Area
B Boulevard Policy Area
High Street Policy Area
Historic Conservation Area 9 Policy Area
Policy Area Boundary

Policy Area Boundary
Development Plan Boundary
Area not covered by Policy

rea Boundary
ment Plan Boundary

PROSPECT COUNCIL

PROSPECT COUNCIL

PROSPECT COUNCIL

PROSPECT COUNCIL

PROSPECT COUNCIL

MAP Pr/8

Consolidated - 13 February 2018

500m

Scale 1:8000



RA560 Residential Policy Area A650
RA450 Residential Policy Area A450
RA350 Residential Policy Area A350
RB200 Residential Policy Area B200
TL Transit Living Policy Area
B Boulevard Policy Area
High Street Policy Area
Historic Conservation Area 9 Policy Area
Policy Area Boundary

Policy Area Boundary
Development Plan Boundary
Area not covered by Policy

rea Boundary
ment Plan Boundary

PROSPECT COUNCIL

PROSPECT COUNCIL

PROSPECT COUNCIL

PROSPECT COUNCIL

PROSPECT COUNCIL

MAP Pr/8

Consolidated - 13 February 2018

500m

Scale 1:8000



RA560 Residential Policy Area A650
RA450 Residential Policy Area A450
RA350 Residential Policy Area A350
RB200 Residential Policy Area B200
TL Transit Living Policy Area
B Boulevard Policy Area
High Street Policy Area
Historic Conservation Area 9 Policy Area
Policy Area Boundary

Policy Area Boundary
Development Plan Boundary
Area not covered by Policy

rea Boundary
ment Plan Boundary

PROSPECT COUNCIL

PROSPECT COUNCIL

PROSPECT COUNCIL

PROSPECT COUNCIL

PROSPECT COUNCIL

MAP Pr/8

Consolidated - 13 February 2018

500m

Scale 1:8000



Product Register Search (CT 5590/136)

Date/Time 04/10/2018 04:45PM

Customer Reference 51035

Order ID 20181004010377

Cost \$28.75

REAL PROPERTY ACT, 1886



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



Certificate of Title - Volume 5590 Folio 136

Parent Title(s) CT 3410/6

Creating Dealing(s) CONVERTED TITLE

Title Issued 27/10/1998 **Edition** 1 **Edition Issued** 27/10/1998

Estate Type

FEE SIMPLE

Registered Proprietor

CITY OF PROSPECT OF PO BOX 171 PROSPECT SA 5082

Description of Land

ALLOTMENT 20 DEPOSITED PLAN 864 IN THE AREA NAMED PROSPECT HUNDRED OF YATALA

Easements

NIL

Schedule of Dealings

NIL

Notations

Dealings Affecting Title

Priority Notices

NIL

Notations on Plan

Registrar-General's Notes

NIL

Administrative Interests NIL

Land Services Page 1 of 2



Product Date/Time

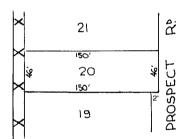
Customer Reference

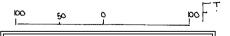
04/10/2018 04:45PM

Register Search (CT 5590/136)

51035

Order ID 20181004010377 Cost \$28.75





DISTANCES ARE IN FEET AND INCHES FOR METRIC CONVERSION

> 1 FOOT = 0.3048 METRES

> 1 INCH = 0.0254 METRES



Product Register Search (CT 5736/540)

Date/Time 04/10/2018 04:42PM

Customer Reference 51035

Order ID 20181004010341

Cost \$28.75

REAL PROPERTY ACT, 1886



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



Certificate of Title - Volume 5736 Folio 540

Parent Title(s) CT 1607/184

Creating Dealing(s) CONVERTED TITLE

Title Issued 22/02/2000 Edition 1 Edition Issued 22/02/2000

Estate Type

FEE SIMPLE

Registered Proprietor

CITY OF PROSPECT OF PO BOX 171 PROSPECT SA 5082

Description of Land

ALLOTMENT 6 FILED PLAN 108693 IN THE AREA NAMED PROSPECT HUNDRED OF YATALA

Easements

NIL

Schedule of Dealings

NIL

Notations

Notations on Plan

Dealings Affecting Title NIL
Priority Notices NIL

Registrar-General's Notes NIL

NIL

Administrative Interests NIL

Land Services Page 1 of 2



Product Date/Time

Register Search (CT 5736/540)

04/10/2018 04:42PM

51035

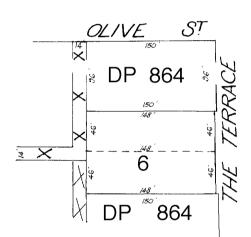
Customer Reference

Order ID 20181004010341

Cost \$28.75

THIS PLAN IS SCANNED FOR CERTIFICATE OF TITLE 1607/184

LAST PLAN REF: DP 864





DISTANCES ARE IN FEET AND INCHES FOR METRIC CONVERSION

1 FOOT = 0.3048 METRES

1 INCH = 0.0254 METRES

NOTE: SUBJECT TO ALL LAWFULLY EXISTING PLANS OF DIVISION

Land Services Page 2 of 2



PLANNING REPORT

PROPOSED MIXED USE, MEDIUM RISE BUILDING

AT: 132 PROSPECT ROAD, PROSPECT

FOR: AUSTRALASIAN PROPERTY DEVELOPMENTS PTY LTD

1.0 INTRODUCTION

This Planning Report has been prepared for an application made by Australasian Property Developments Pty Ltd to develop vacant land at 132 Prospect Road, Prospect for a four to five level, mixed use building. The proposal is shown on the accompanying set of drawings prepared by City Collective and Outerspace (**Attachment A**).

The report describes the consultation preceding lodgement of application, the development site and its surrounding context, and the various components of the proposed development. It also includes an assessment of the proposal against the relevant provisions of the City of Prospect Development Plan.

Attached to the report are supporting submissions which address:

- Traffic, access and parking: Cirqa Pty Ltd (Attachment B);
- Environmental sustainability: Lucid Consulting Australia Pty Ltd (Attachment C);
- Noise attenuation: Resonate Acoustics Pty Ltd (Attachment D); and
- Waste management: Colby Phillips Advisory (**Attachment E**).

2.0 PRE-LODGEMENT CONSULATION

The proponent participated in the South Australian Government's pre-lodgement case management service. This consisted of:

- a Pre-Lodgement Panel session on 16 October 2018; and then
- a Design Review Panel presentation to the Office for Design and Architecture SA on 28 November 2018.



Feedback received from the PLP and DRP sessions are at **Attachment F**. That feedback has informed the proposal's internal and external design and its contextual setting. In particular, the building has been redesigned to ensure that the adjacent Community Hub, Library and Innovation Centre (CLIC), dominates this section and side of Prospect Road. CLIC is due for completion in late 2019.

All ramp lengths and gradients have been reviewed so that they can be safely and conveniently accessed and will be DDA compliant. Additional landscaping has also been introduced in accordance with a concept prepared by Outerspace.

The Ground Floor plan includes an indicative layout for the retail and commercial tenancies. It is indicative because the final configuration will be guided by specific tenant needs and requirements.

Our client and its architects are confident that the redesigned layout satisfies the relevant access and egress requirements of the South Australian Metropolitan Fire Service. We respectfully request that this issue be addressed at the Building Rules Consent stage.

The upper level residential component of the building has been completely redesigned to optimise light and ventilation penetration for each dwelling, and to create an improved sense of arrival from Prospect Road. Privacy and amenity for all apartment occupants has also been addressed.

The amended proposal eliminates all "inboard" bedrooms.

A Landscape Plan prepared by Outerspace Landscape Architects (part of the drawing set at Attachment A) addresses concerns about landscape species and soil depts to all green spaces.

Amenity impacts have been addressed to mitigate overlooking to the rear. This will include 1,400mm and 1,700 mm high screens to all west facing rear balconies as a direct consequence of Urban Corridor Zone PDC 8 which requires that "overlooking should be <u>prevented</u> within an area of 45 metres and <u>minimised</u> beyond 45 metres, as measured from the site property boundary" (our underlining). This particular provision of the Urban Corridor Zone is arguably at odds with other provisions of the Urban Corridor Zone, including Objective 5 which calls for "design flexibility", and the Desired Character statement which promotes the enhancement of "quality views and passive surveillance into and out of sites".

The amended proposal now displays a contemporary building style. The street art panel to the northern wall has been removed.

The ground level car park provides 50 car parking spaces, many of which are double-loaded. Cirqa in its report at Attachment B is satisfied that these spaces, and indeed the entire car park, has been well designed for safe and convenient access for all users.



3.0 THE DEVELOPMENT SITE

The development site will be created from the amalgamation of portion of Allotments 6 and 20 Prospect Road to form Allotment 1 of 1,368 square metres.

A plan of division showing the proposed allotment and its relevant dimensions is at **Attachment G**. Fyfe Surveyors have lodged this plan with EDALA on behalf of the City of Prospect.

The development site is vacant, as can be seen from the NearMap image below. What appear to be structures on the site are shipping containers associated with construction of the adjacent CLIC building.



Development site and context

The development site has a 30.11 metre frontage to Prospect Road, and a depth of slightly more than 45 metres. It backs onto a rear car park between Olive Street through to Vine Street. The car park is owned and managed by the City of Prospect.

The site is vacant but was previously occupied by a Council owned building and associated car park. The building and car park were demolished to make way for the CLIC project which is under construction directly to the south of the development site.

The site falls by approximately 3.0 metres from east to west. This fall represents approximately one building floor level.

The development site is free of easements and other registered encumbrances.



4.0 SITE CONTEXT

The development site has frontage to the western side of Prospect Road. It adjoins the City of Prospect's CLIC building to the south. Council's CLIC building is due to be completed in the latter half of 2019.

McGlashan Bros second hand furniture store is immediately to the north of the site. The business has been operating since 1957. The single storey building is identified as a Local Heritage item. A posted verandah extends over the footpath in front of the store.

Immediately west of the Council car park is low density residential development facing Olive Street to the north and Vine Street to the south. These mainly single storey dwellings back onto and have access to garages fronting Hatchard Lane.

Vine Street terminates as a plaza at Prospect Road. Olive Street connects onto Prospect Road, with a break in Prospect Road to allow vehicles to turn right and left between these roads. Both streets are tree-lined and exhibit high levels of residential amenity, featuring well maintained villas and older style homes in landscaped garden settings.

The eastern side of Prospect Road is occupied by Alfred James Funeral Parlour and Chapel with an associated off-street car park.

A landscaped, raised median runs along Prospect Road in front of the civic centre and development site. Other landscaped medians have been created further to the south on Prospect Road.

Paved footpaths feature on both sides of Prospect Road. No landscaping or street trees occupy these footpaths, in contrast to other locations along Prospect Road where groundcover, low shrubs and deciduous trees occupy dedicated planting bays.

The development site and properties to the north, south and east with frontage to Prospect Road are situated in the Urban Corridor Zone, and more specifically in High Street Policy Area of that Zone. The Desired Character for High Street Policy Area states:

DESIRED CHARACTER

This Policy Area will contain <u>a variety of land uses including shops</u>, offices, community centres, consulting rooms and medium-to-high density residential development, to create a destination that <u>attracts people for a variety of reasons</u>. Uses that generate a high frequency of pedestrian activity and activate the street, such as shops and restaurants, will be located on the ground floor, with offices, apartment-style residential development, or both, located on upper floors overlooking the street. The mix of complementary land uses will extend activities beyond normal working hours to enhance the area's vibrancy.



Development on Prospect Road will be large in scale and height whilst incorporating the dominant street podium building form of one or two storeys that abuts the footpath and continuing the established width, rhythm and pattern of façades to support a variety of tenancies with narrow frontages. Portions of the ground floor will be set back in some locations to emphasise the building entrance or to create spaces for outdoor dining. Upper levels will be offset and setback behind the street podium with variation in façade treatments, materials and colours as well as the use of modulated roof forms and parapets that contribute to a varied and interesting skyline.

Heritage buildings will be adapted and reused while maintaining their heritage qualities with development encouraged towards the rear and behind the front façades. <u>Buildings adjacent to heritage buildings and historic conservation areas will be sympathetic to the heritage nature and character in their design while having a modern appearance.</u>

Active street frontages will be promoted through the frequency of different tenancies, diversity of activities, a high proportion of windows and numerous pedestrian entrances. Development will continue to provide visual interest after hours, by having no external shutters.

Verandas will be provided to create a comfortable and intimate place for pedestrians, and while avoiding the need to replicate those on adjoining buildings, will complement the size, alignment and height of nearby traditional canopies

A variety of recessed and cantilevered balconies overlooking the street are encouraged to provide a connection to the street and passive surveillance, with sufficient and varied screening to provide privacy for occupiers and to obscure furniture from view. To respect the integrity of the traditional high street character at ground level, balconies will not extend over the footpath.

Landscaping and other green infrastructure will be primarily confined to areas within the public realm and in accordance with the Prospect Road Master Plan, on buildings (roof top, walls and verandas), within rear yards, on zone boundaries or on buildings/structures to contribute to a pleasant pedestrian environment, and enhance the built form especially as viewed from adjacent zones. [our underlining for emphasis]

5.0 PROPOSED DEVELOPMENT

5.1 Overview

It is proposed to construct a four to five level, mixed use building on vacant land with frontage to Prospect Road to the east and Council's car park to the west.

The development will consist of a 'basement' car park which can be accessed via rights-of-way through the Council car park. The site's gradient is such that the basement car park will be below ground level and not visible to Prospect Road, but at or close to ground level when viewed from the west.



The Ground Floor level above the car park will consist of retail and commercial floor space. An indicative layout of this floor space is shown on the drawings, but may change after tenants have been secured. Regardless of how this space is allocated, 425 square metres of retail floor space will face and be accessible from Prospect Road and 451 square metres of office floor space will face west over the Council car park.

The First Floor level above the retail/commercial floor space will contain eight (8) two and three bedroom apartments. These apartments will be accessed via lift and stairs to a landscaped, open air central courtyard. Each apartment will be fitted with balconies facing east into Prospect Road, north across McGlashan's Furniture Store, and west across the Council car park.

The Second and Third floors will be occupied by twelve (12) two storey townhouses. Each townhouse contains three bedrooms.

The townhouses will be accessed by lift or stairs to a central, landscaped courtyard which is open to the sky. The townhouses at both levels will face east (Prospect Road), north (McGlashan's Furniture) and west (Council car park).

5.2 Building Height

As earlier noted, the site slopes from east to west by approximately 3.0 metres. The proposal has been designed to take advantage of the slope and to minimise the need for expensive cut and fill to accommodate what will effectively be a basement car park entirely below ground level at the Prospect Road frontage.

Building height will be:

- at the Prospect Road frontage: 14.890 metres and
- at the Council car park frontage: 17.890 metres.

These heights are noted in the drawings but especially on North Elevation Drawing D10.

5.3 Private Open Space/Balconies

Each apartment and townhouse will be provided with balconies that are directly accessible from the associated living room. Smaller balconies will be attached to one upper level bedroom of most of the two storey apartments.

At Ground Floor level, the west-facing balconies onto the Council car park, and thence residential properties in the Residential Zone, will be fitted with perforated screening to 1,700 millimetre in height, to prevent overlooking from the Level 1 commercial tenancies.



At the residential levels above the commercial floor space, the balconies will be 1,400 millimetres in height to prevent downward views but permitting horizontal views in a westerly direction. This detail is illustrated on Sheet P22: Building Impact - Overlooking Views.

5.4 Overshadowing

The building will cast shadow at the winter solstice to the extent shown on Sheet P23: Building Impact – Sun Study. The greatest (and only) impact will be at 9.00 am when the north eastern corner of one adjacent residential property will be shadowed. However, this part of the property is presently shaded by vegetation and fences. In any event, this property would not be shaded after 10.00 am on 21 June by the proposed building.

5.5 Traffic and Parking

Cirqa have assessed the proposal and its findings are documented in the Traffic and Parking Report at Attachment B. Cirqa notes that the development will be serviced with 50 parking spaces and 50 bicycle spaces which will generally conform to AS/NZS 2890.1:2004. Cirqa also notes that the proposal generates a theoretical shortfall of five parking spaces, which is considered to be "negligible" given that the site is located in close proximity to pubic and active transport options. Cirqa is also of the opinion that traffic volumes generated by the proposal "are considered to be low and would be readily accommodated on the adjacent street network".

We concur with Cirqa's findings and conclusion.

5.6 Waste Management

Colby Phillips Advisory have prepared a Waste Management Plan (WMP) for the proposed development at Attachment E.

The WMP estimates waste and recycling volumes likely to be generated by the residential, retail and commercial components of the proposal (see Table 3.2 of the WMP). Colby Phillips advises that "adequate space is or can be provided in [the proposal's] Waste Storage Areas to meet the site's waste management requirements". A diagrammatic arrangement of the proposal's waste rooms is shown in Figure 4.1 of the WMP. Waste and recyclables will be collected from the rear loading bay, accessible from Olive Street. A swept path analysis has been carried out by Cirqa to ensure safe reversing access into this loading bay, and to minimise intrusion by the parked waste vehicle into the car park.

We concur with Colby Phillips' findings.



5.7 Noise Attenuation

Resonate Acoustics have assessed the acoustic performance of the proposed development (refer to Attachment D).

Resonate's report lists the treatments required to the residential component's north and east facing external walls, external windows and doors, the roof and ceilings, and ventilation.

Resonate concludes that:

Façade noise mitigation treatments detailed in this report are suitable to attenuate noise intrusion from traffic on Prospect Road into the residences in accordance with Minister's Specification SA 78B Construction Requirements for the Control of External Sound.

On this basis, the proposed development at 132 Prospect Road will be able to operate within the noise requirements of the Prospect (City) Council Development Plan and Minister's Specification SA 78B.

We concur with Resonate's findings and recommendations.

5.8 Environmental Sustainability

The proposal has been independently assessed by Lucid Consulting Australia with respect to its environmental performance (refer to Attachment C).

The following sustainability initiatives have been incorporated into the building's design in accordance with Lucid Consulting's recommendations:

- a high performance building envelope with wall, floor and roof insulation R-values (thermal resistance) to meet/exceed best practice guidelines;
- high performance glazing with solar control (low solar heat gain) provided to the retail and commercial tenancies to mitigate solar heat gain in summer;
- use of architectural façade treatment elements, canopies, roof and balcony overhangs to shade glazed surfaces;
- energy efficient massing with minimum exposed ceilings and floors (Ground Floor to Level 3/Roof have similar boundaries);
- natural ventilation into the central courtyard;
- LED lighting throughout;



- motion sensors for efficient lighting within common areas;
- water efficient fittings;
- a high level of daylighting;
- secure bicycle storage;
- sustainable transport options;
- use of low volatile organic compound (VOC) paints; and
- while not shown on the drawing set, a roof mounted PV system will be installed to take advantage of the skillion roof design and optimal collection of solar energy.

We concur with Lucid Consulting's findings.

6.0 ASSESSMENT

The relevant Development Plan for assessment purposes is the City of Prospect Development Plan, consolidated version dated 13 February 2018. Having regard to the design and intended use of the proposal and the provisions of the Development Plan which are most relevant to an assessment of its planning merits, the matters which warrant more detailed assessment are:

- (i) is the proposal an appropriate kind of development for the Urban Corridor Zone and High Street Policy Area;
- (ii) is the building an appropriate height for the Zone and Policy Area having regard to its context;
- (iii) does the proposal satisfy the Desired Character sought for the Zone and Policy Area;
- (iv) will occupants of the proposed apartments be provided with appropriate levels of amenity;
- (v) has the proposal been designed to minimise or prevent overlooking into the private open spaces and habitable rooms of surrounding dwellings;
- (vi) has adequate provision been made for the parking of vehicles and bicycles, and the associated movement of vehicles to and from the site;
- (vii) is adequate provision made for the storage and removal of solid waste and recyclables; and
- (viii) is the proposal an environmentally sustainable form of development.



6.1 An appropriate kind of development for the Zone and Policy Area

The proposal is a mixed use development, consisting of retail uses at ground floor level facing Prospect Road, office type uses at the elevated ground floor level facing the Council car park, and medium density dwellings above the retail/commercial floor space. These land uses are consistent with Zone Objective 1 which encourages "a range of compatible non-residential and medium density residential land uses oriented towards a high frequency public transport corridor" (Prospect Road). The proposal is also consistent with High Street Policy Area Objective 1 which encourages a "mix of land uses including retail, office, commercial, civic and medium..... density residential development that support the economic vitality of the area". The proposal has also been carefully designed at Ground Floor level to achieve a "continuity of ground floor shops, offices and other non-residential level uses along the corridor by ensuring the ground floor of buildings is non-residential" (Policy Area PDC 1).

While specific ground floor retail uses are not yet known, the ground floor frontage is expected to appeal to speciality shop operators to take advantage of pedestrian traffic along Prospect Road and high employment and visitor number in the immediate area, especially in the adjacent civic complex.

The commercial floor space behind the retail tenancies, also at ground level, is expected to attract interest from accountants, lawyers, consulting practices and other professionals who do not require street frontage/exposure. The commercial tenancies would also be suitable for services allied to or operating in association with the civic centre.

In all respects, the mixed use building is expected to contain a range of compatible non-residential and medium density land uses that are envisaged for the Zone and Policy Area, and the retail uses will be oriented towards and easily accessible from Prospect Road.

6.2 Building Height

The building will be 14.89 metres high at the Prospect Road frontage, increasing to 17.89 metres adjacent to the Council car park at the rear. As can be seen from the East Elevation (D008), the building will be lower than the adjacent CLIC building to ensure that the CLIC building retains its prominence when viewed from Prospect Road.

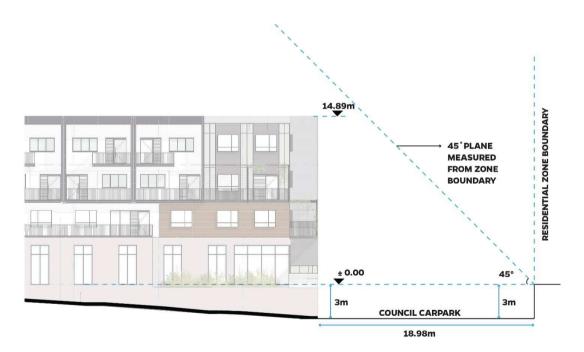
Urban Corridor Zone PDC 14 specifies that buildings within High Street Policy Area should have a maximum building height of "four storeys and up to 15 metres". The building will not exceed four storeys and 15.0 metres in height adjacent to Prospect Road but will exceed this height at the rear (by 2.89 metres) only because of the slope of the land.



The West Elevation (D009) shows the building's height from the rear in context with the adjacent CLIC building. Both buildings will be very similar in height when viewed from the west, with the CLIC building being slightly higher than the proposed building at the southern end. The building's height when viewed from the west will front onto the Council car park, and will therefore be effectively separated from low density housing in the adjacent Residential Zone by at least 18.98 metres (see Site Plan Drawing D001). We are satisfied the proposal is an appropriate height when viewed from both the east and west, having regard to the provisions of the Development Plan and the building's contextual setting.

The proposal's 18.980 metre separation from the adjacent Residential Zone to the west will furthermore ensure that the building comfortably achieves the 45 degree setback plane in Figure 1 of Zone PDC 15.

The Development Plan's 45 degree plane has been superimposed onto the North Elevation, as shown below.



We are satisfied that the building's height is appropriate even though it slightly exceeds the maximum height specified in the Development Plan on its western side. The diagram above shows the building from its western and hence tallest side.



6.3 Desired Character

The Desired Character for the Zone and Policy Area seeks "development of a mixed use urban environment that contributes to the economic and community vitality of the City" with a requirement for shops and restaurants at ground floor level, and offices and apartment style housing above. The proposal is entirely consistent with these provisions.

The proposal is obviously a mixed use development which will contribute to the City's economic and community vitality by delivering a range of commercial and retail tenancies at ground floor level, and a mix of apartment styles above ground floor level. The site's frontage onto Prospect Road and its location in Prospect's community heart adjacent to the new CLIC building will further assist in contributing to the City's economic and community vitality.

The Zone's Desired Character lists five "issues of paramount importance to the Prospect community", namely:

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

Taking each of these "issues of paramount importance to the Prospect community" in turn, the proposal:

- (i) exhibits a contemporary design which will complement without dominating the adjacent CLIC building and other nearby buildings, including listed heritage items;
- (ii) will be slightly lower than the height of the CLIC building and will be sited flush to the Prospect Road footpath to create an active edge to the road. The amended design also 'peels back' the north-eastern corner to reduce building bulk and scale adjacent to McGlashan's Furniture Store;
- (iii) a complementary selection of external materials, colours and finishes are proposed to match the building's prominent location in the heart of the city. The Prospect Road façade for example features glass tiles in burgundy and white, corrugated steel laid horizontally, and powder coated perforated steel sheeting ('Dulux Canola Cream'). Precast concrete walls do not feature on the Prospect Road or west facing facades; and



- (iv) overlooking in a westerly direction towards residential properties in the adjacent Residential Zone is addressed by the use of 1,700 millimetre and 1,400 millimetre high steel bar balustrades, with the bars angled to block downward views into the habitable rooms and private open spaces of residential properties to the west. This detail is shown on drawings D009 (West Elevation) and the Western Façade Balcony Detail Sheet P17.
- (v) A carefully considered landscape concept has been devised by Outerspace at Attachment A. The concept includes landscaping in the Prospect Road public realm. The Prospect Road public realm landscaping is subject to confirmation by the City of Prospect.

The High Street Policy Area calls for development on Prospect Road to be "large in scale and height whilst incorporating the dominant street podium building form of one or two storeys that abuts the footpath and continuing the established width, rhythm and pattern of facades to support a variety of tenancies with narrow frontages". The proposal has been designed entirely in accordance with these provisions, but will not be large in scale or height when viewed from Prospect Road. The building entrance has also been "set back in some locations to emphasise the building entrance". In this regard the Prospect Road building entrance foyer has also been widened to 5.410 metres and recessed to differentiate it from the retail frontages directly to the north, and the CLIC building to the south. This detail is shown on the Ground Floor Plan (D003).

The Prospect Road retail frontages will incorporate individual entries according to tenant requirements. These frontages will furthermore be composed of shop front glazing separated by glazed tile columns.

There is no intention to install external shutters to the shop front glazing. The percentage of glazing to these frontages comfortably exceeds the 50 percent minimum requirement specified in Policy Area PDC 20. In accordance with the Policy Area's Desired Character, a cantilevered canopy will be installed over the footpath in front of the retail tenancies. The canopy will be setback from the kerb to facilitate street tree planting as detailed on the Outerspace Landscape Concept. The street trees shown on the landscape concept have been selected "in accordance with the Prospect Road MasterPlan" but the final selection of street trees is to be confirmed by the City of Prospect, as noted on the Landscape Concept Plan.

In all relevant respects, and to the greatest extent possible, the proposal conforms to the Desired Character statements for the Zone and Policy Area.



6.4 Resident Amenity

Residents living in the proposed apartments will be provided with high levels of amenity by being:

- within safe and convenient walking distance of a wide range of shopping, civic, medical services, cinema and entertainment facilities along Prospect Road;
- in close proximity to high frequency bus services along Prospect Road; and
- presented with a range of apartment styles and sizes. In this regard the apartments at First Floor level range from 80 square metres (one-bedroom) to 130 square metres (three-bedroom), while the townhouses at Second Floor level range from 132 square metres (three-bedroom) to 195 square metres (three-bedroom).

Every apartment will have one or two balconies, the dimensions and areas of which will comply with the relevant standards set out in the Development Plan at Council-wide PDC 153 (Private Open Space). These standards require private open space on balconies to be:

BEDROOMS	REQUIRED BALCONY SIZE
One Bedroom Dwelling	8.0 square metres
Two Bedroom Dwelling	11.0 square metres
Three Bedroom Dwelling	15.0 square metres

and where each balcony has a minimum dimension of 2.0 metres (Council-wide PDC 154). Every apartment and townhouse will be provided with private open space balconies that conform to these minimum standards.

In addition to the private open space provided for each apartment, a communal courtyard will be provided at First Floor level for shared use by all residents. The communal courtyard is generously proportioned (10.75 metres by 13.3 metres) to deliver almost 143 square metres of shared open space. This communal facility conforms with Council-wide PDC's 156 and 157 (to the extent that these provisions are relevant.)

A high level of residential amenity will be further achieved by ensuring that each apartment is environmentally sustainable and energy efficient, to the extent described by Lucid Consulting Australia. Each apartment will furthermore be acoustically treated in accordance with recommendations made by Resonate Acoustics.

For all of these reasons we are satisfied that each apartment in the proposal will provide a high degree of comfort, convenience and amenity for its occupants.



6.5 Overlooking

The only direction towards which overlooking would potentially occur is from the apartments facing west towards residential properties in the adjacent Residential Zone. The separation distance between these apartments and the Residential Zone boundary is 18.890 metres, as detailed on the Site Plan (D001).

Urban Corridor Zone PDC 8 specifies:

8. Overlooking <u>should be prevented</u> within an area of 45 metres and minimised beyond 45 metres, as measured from the side property boundary [our underlining].

Council-wide PDC 140 is also relevant and specifies:

- 140. Development <u>should minimise</u> direct overlooking of habitable rooms and private open spaces of dwellings such as:
 - a) appropriate site layout and building orientation; and
 - offsetting the location of balconies and windows of habitable rooms with those of other buildings so that views are oblique rather than direct, to avoid direct line of sight. [our underlining]

There is arguably a degree of inconsistency between these two provisions.

Importantly, all west facing balconies and habitable rooms of the proposed development have been designed to minimise, if not prevent, direct overlooking to the west. This will be achieved by adopting the design techniques shown on Sheet P17 (Western Façade Balcony Detail) and on West Elevation (D009) which details 1,700 millimetre sills to the habitable room windows of the townhouses at Second and Third Floor levels.

We are satisfied that the proposal has been appropriately designed to prevent and/or minimise overlooking into the private open space and habitable rooms of adjacent dwellings.

The 'Overlooking View Plan' and 'Overlooking Views Section' on City Collective's Sheet P22 are particularly relevant. They indicate that the rear yards of the two closest dwellings to the west are well screened by a combination of mature vegetation, outbuildings and fences. The installation of angled steel bars to the balcony balustrades will ensure that views towards these affected dwellings are minimised, if not prevented.

6.6 Parking, Traffic and Access

The proposal has been independently assessed by Cirqa Pty Ltd, whose report is at Attachment B.

Cirqa has also assessed the proposal against various relevant provisions of the Development Plan, as well as AS/NZS 2890.1:2004, AS/NZS 2890.6:2009 and AS/NZS 2890.3:2015.



While the proposal has a small on-site parking shortfall, Cirqa is of the opinion that the provision of on-site parking is "considered appropriate due to the shared parking opportunities (with existing and proposed land uses), alternate transport modes (public and active transport) and surrounding (off-street and on-street) parking opportunities".

Cirqa also finds that the proposal provides 20 bicycle parking spaces, which is more spaces than required by the Development Plan.

The proposal's generation of an estimated 37 peak hour trips in the morning and 50 peak hour trips in the afternoon, "are not considered to be high and would be readily accommodated on the adjacent road network" according to Cirqa. Cirqa also makes the valid point that traffic will be dispersed onto the adjacent road network via three accesses (Olive Street, Hatchard Lane and Vine Street) and this will generate "a lesser traffic impact than that of a single access point".

Based on Cirqa's investigations and findings, we are satisfied that the proposal makes adequate and appropriate provision for the on-site parking of bicycles and vehicles, and we also believe that the surrounding road network has the capacity to accommodate vehicles generated by the proposal.

6.7 Solid Waste and Recyclables

Council-wide PDC 183 requires medium to high-rise development to be provided with:

"....a dedicated area for the on-site collection and sorting of recyclable materials and refuse, green organic waste and wash-bay facilities for the ongoing maintenance of bins. This area should be screened from view from public areas so as not to detract from the visual appearance of the ground floor."

Colby Phillips Advisory have prepared a Waste Management Plan (WMP) for the proposal at Attachment E. The WMP has been prepared in accordance with State Guidelines published by Zero Waste SA.¹

Waste and recyclables generated by the residential, retail and commercial components of the development will be securely stored at Basement Level in a dedicated store room. This room has been designed to safely and conveniently store all waste, recyclables and greens, with provision for this material to be collected by a rear-lift truck up to 9.5 metres in length. The bin room will be mechanically ventilated and will include a bin wash facility which is connected to a sewer drain and basket screen.

Cirqa has carried out a swept path analysis to ensure safe reversing access to the loading bay by the waste/recyclable contractor. Council's waste collection/recycling service will not be deployed.

We are satisfied that the proposal has been appropriately designed and managed and will conform to Council-wide PDC 183.

¹ South Australian Better Practice Guide – Waste Management in Residential or Mixed Use Developments, Zero Waste SA (2014)



6.8 Environmental Sustainability

Council-wide PDC's 79 and 80 encourage dwellings to "provide adequate thermal comfort for occupants while minimising the need for mechanical heating and cooling" and roofing to be oriented and pitched to "facilitate the efficient use of solar collectors and photovoltaic cells".

Council-wide PDC 177 furthermore requires multi-storey buildings to "minimise detrimental micro-climatic impacts on adjacent land or buildings including shadow".

The proposal's environmental sustainability has been assessed by Lucid Consulting Australia (Attachment C) and a summary of the sustainability initiatives that will be incorporated into the building are summarised in Section 1.3 of Lucid's report. The sustainability initiatives include various measures and design techniques to minimise the need for mechanical heating and cooling. The roof furthermore is well designed and orientated for a roof mounted solar PV system, which will be installed even though it is not shown on the drawings.

A set of shadow diagrams have been prepared by City Collective showing the extent of shadow cast by the proposal at 9.00 am, 12.00 pm and 4.00 pm at the winter solstice. These drawings also plot shadows from existing buildings and fences (but not trees and other vegetation) at these times.

The shadow diagrams indicate that the proposal will cast shadow onto a residential property to the south west in the morning, and one commercial property to the south-east in the late afternoon.

The adjacent CLIC building immediately south of the site will abut the proposed building and be of similar height and bulk. It will therefore not be shadowed at any time of the day by the proposal.

It can be concluded that the proposal will be energy efficient and has been designed so as to minimise its "solar access impacts on adjacent land or buildings" (PDC 177(a)).

Urban Corridor Zone PDC 16 is also relevant to the issue of overshadowing, and requires that:

"north facing windows of habitable rooms of dwellings in adjacent zones receive "at least 3 hours of direct sunlight over a portion of their surface between 9.00 am and 3.00 pm on 21 June; and

the ground level open space of existing residential buildings in adjacent zones "receive direct sunlight for a minimum of 2 hours between 9.00 am and 3.00 pm on 21 June".

The Shadow Diagrams at Sheet P23 impact only the residential property at the eastern end of Vine Street, adjacent to the Council car park. This property (which we note has roof-top solar panels installed) would be affected only in the early morning (9.00 am and shortly thereafter). Solar panels do not function at maximum efficiency at this time of the day on 21 June.



We are satisfied that the proposal will be environmentally sustainable, and will cast a minimal amount of shadow onto nearby buildings, in particular the adjacent residential property at the eastern end of Vine Street.

7.0 CONCLUSIONS

We have concluded that the proposed mixed use development at 132 Prospect Road, Prospect by Australasian Property Developments Pty Ltd is not seriously at variance with the Development Plan and is deserving of Development Plan Consent.

Graham Burns MPIA (Fellow)

B/A in Planning

14 March 2019

DEVELOPMENT REGULATIONS 2008

Form of Declaration (Schedule 5, Clause 2A)

To:	STATE PLANNING COMMISSION					
From:	AUSTRALASIAN PROPERTY DEVELOPMENTS PTY LTD					
Date of Application:	14 MARCH 2019					
Location of Proposed Deve	lopment:					
House Number:	132	Lot Number:	6, 20			
Street:	Prospect Road	Town/Suburb:	Prospect			
Section No (full/part):	-	Hundred:	Yatala			
Volume/Folio:	5736/540 (Lot 6)	Volume/Folio:	5590/136 (Lot 20)			
Nature of Proposed Develo	nment:					
I, Graham Burns of MasterPlan SA Pty Ltd, being the person acting on behalf of the applicant for the development described above, declare that the proposed development will involve the construction of a building which would, if constructed in accordance with the plans submitted, not be contrary to the regulations prescribed for the purposes of Section 86 of the <i>Electricity Act 1996</i> . I make this declaration under Clause 2A(1) of Schedule 5 of the <i>Development Regulations 2008</i> .						
14 March 2019						
Date		Signed				

Note 1

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

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

Note 2

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

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

Note 3

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

Note 4

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

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

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

Note 5

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

Note 6

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

ATTACHMENT A Drawing Set - City Collective and OuterSpace

132 Prospect Road, Prospect

Planning Application Report FEBRUARY 2019

City Collective



RESPONDING TO ODASA DESIGN REVIEW

DESIGN STATEMENT



Formal Feedback from the Design Review session held 28th November 2018 was provided by 0DASA in a letter dated 12th December 2018. This planning application responds to the items raised and demonstrates how design improvements have satisfied these items.

Ground Floor Tenancies

Compromised circulation and layout of the tenancies, reduced sense of address for commercial tenancies, limited foyer space, improve visual and physical connections between commercial tenancies and rear carpark

Response: This has been addressed by widening the entrance foyer and creating a stronger delineation between commercial and residential access, with the incorporation of separate lifts, a defined commercial foyer and a back of house area for retail commercial tenants. Taking reference from many buildings along Prospect Road, the main entrance has been recessed to differentiate it from the retail frontage that extends the footpath.

Refer: D003 GROUND FLOOR PLAN / P8

Waste Collection

Review servicing, delivery and waste collection for safe and convenient access for all users.

Response:

REFER TO WASTE MANAGEMENT PLAN

Refer: D002 BASEMENT PLAN / P7

Parapet Height

"...will the Prospect Road Elevation address the suggestion of lowering the parapet next to the CLIC building to create a clearer distinction between the two buildings;

Response:

- The height of the building has been lowered to be under the parapet height to the adjoining CLIC development
- The design response has stepped the building back from the northern boundary which softens the presence of this building with the streetscape.

Refer: D008 EAST ELEVATION / P13







Project:

Client: Status:

: Planning Application

132 Prospect Road

Project No: 1709 Sheet No: P1

Revision:

 Drawn:
 SW

 Checked:
 DC

 Date:
 14/02/19

RESPONDING TO ODASA DESIGN REVIEW

DESIGN STATEMENT [CONT.]

CPTED

"Interface with the CLIC building and potential CPTED issues with recessed facades, investigate adjoining conditions with the CLIC and built form response for a safe environment"

Response

The adjoin CLIC development has located building services towards the applicants site. Due to this there is little opportunity for program connections.

The design response reinforces collocating entrances as close as practically possible, maintaining a continues canopy line, similar finish floor levels.

Exterior lighting to a similar standard to CLIC has also be incorporated within this application.

Refer: D003 GROUND FLOOR PLAN / P8

& PROSPECT RD ENTRANCE DETAIL / P16

Street Trees and Canopy

"Including a canopy over the footpath is positive, and the plans show 4 street trees between the canopy and the kerb which is also good. However we should indicate the tree species selection and soil depths. as suagested by ODASA:"

Response

Despite being external to the site boundaries, the application has considered footpath tree planting which reflects Council wide street tree planting.

Refer to Landscape Architects drawings

Landscaping

Review landscape species selection, soil depths, extend soft landscaping to ground floor level and northern corridor

Response

- · Minimal opportunities for planting given the site configuration
- · Remaining opportunities include Courtyard and garden bed planting
- · Refer to Landscape Architects drawings

Refer: D004 FIRST FLOOR PLAN / P9

Fire Egress

Fire egress configuration ground floor, recommend engagement with SAMFS

Response:

As part of engagement with the SAMFS fire hydrants have been relocated to the north-east corner of the building, which now does not impact egress.

Refer: D003 GROUND FLOOR PLAN / P8

Access to Natural Light

"Impact on residential amenity including access to natural light, cross ventilation and privacy, Windows facing the communal circulation space not supported, or the narrow corridor with reduced circulation space."

Resnonse:

- The optimum position of the buildings core is towards the centre of the site, adjacent the blank northern wall of the adjoining CLIC development
- This resulting planning efficiency and courtyard amenity provided to upper levels does have a drawback for ground level as the length of the foyer from Prospect Rd to the lift / stair becomes 17 meters.
- To reduce this 'corridor feel' the foyer width has been widened to 5 meters.
- In order to introduce natural light into the space adjacent lift, a 2m diameter a trafficable skylight is now introduced. This skylight will become a feature within the space.
- The central courtyard is 10.7m by 13.3m uncovered external space that provides internal amenity within a semi-private space for residents.
- The configuration and planning has been arranged to allow units with North facing windows to be maximised, and all residential bedroom receive the required amount of natural light as per NCCC.
- Privacy within the courtyard has been considered by increasing window sill heights and utilising landscaping elements for additional screening and visual. Windows will be apparently treated to meet acoustic requirements.
- Due to its proximity to neighouring residential properties, the Western facade
 of the building needs to address the issue of overlooking views within 45m.
 To address this, balustrades have been designed to angle views away from
 neighbouring properties, while still allowing good light access into the
 balconies.

Refer: D003 GROUND FLOOR PLAN / P8

& D004 FIRST FLOOR PLAN / P9

& OVERLOOKING VIEWS / p22

Built Form, Massing and Architectural Expression

"Review roof built form, architectural expression and articulation, better integrate scale and fine grain character"

Response:

- This has been mitigated in the current design, by eliminating the butterfly roof, simplifying the volumes of the upper levels, and peeling back the NE corner to reduce visual impact.
- These changes to the massing and architectural expression of the building, paired with selective use of darker colours to contrast with and highlight the lighter materials of the CLIC building.
- This helps to give prominence back to the CLIC building.
- The revised massing of the building has also assisted in addressing the



Project: 132 Prospect Road

Client: APD
Status: Planning Application

neighbouring single story heritage retail building. By peeling back the NE corner of the upper levels of the building, prominence is given the Ground Floor retail mass, matching the volume of the heritage retail building. Material consideration and contextual referencing such as signage, threshold treatment and canopies assist in integrating the ground floor interface of this project in with the rich local retail context.

Refer: D007 LONG ELEVATION / P12

Northern Ramp Connection

"Review ramp gradient and lengths to maximise usage, ensure safety and DDA compiliance, consider widening to provide additional landscaping and access points to ground floor tenancies"

Response

- The ramp complies with Aust Standard 1428.1-2009 and DDA provisions
- . The ramp has a width of 1.6m which exceeds the above mentioned standards.

Refer: D003 GROUND FLOOR PLAN / P8

Wall Art

"Inclusion of wall art on northern elevation will reduce prominence of CLIC"

Response

- . The extent of the wall has been reduced.
- Wall is proposed on the northern wall fronting the laneway at ground level.
- There are multiple precedents within Prospect Rd where such art features are painted to side walls of buildings.
- Such a design response reinforces the applications urban integration.

Refer: D010 NORTH ELEVATION / P14

Solar Shading

"Highlight windows have northern aspect with no solar shading"

Response:

- · Highlight windows have been removed from the design entirely
- Most windows are provided with shade from balconies/roofs above, or side walls enclosing balconies.
- Other Windows feature a protruding window box design, or steel hoods that provide a degree of solar protection.

Refer: D008 EAST ELEVATION / P13

& D009 WEST ELEVATION / P13

& D010 NORTH ELEVATION / P14

Project No:	1709	Drawn:	SW
Sheet No:	P2	Checked:	DC
Revision:	A	Date:	14/02/19



/Urban Design
/Architecture
/Planning

THE URBAN LANGUAGE OF PROSPECT ROAD

KEY CONTEXTUAL REFERENCES



RETAIL SIGNAGE



STREET LEVEL ENTRY TREATMENTS



CANOPIES / VERTICAL RHYTHM



LANEWAYS



STREET ART



FORM AND MASS [STEPPED]

Planning Application

Date: 14/02/19

THE URBAN LANGUAGE OF PROSPECT ROAD

KEY CONTEXTUAL REFERENCES

CONTRIBUTING TO STREETSCAPE















CORNER TREATMENTS

+ COLOUR AND

GROUND LEVEL































PARAPETS MASSING



/Urban Design /Architecture Project: Client:

132 Prospect Road

Status:

Planning Application

Sheet No: Revision:

Drawn: Checked: Date:

DC 14/02/19

THE URBAN LANGUAGE OF PROSPECT ROAD

INTEGRATING THE STREETSCAPE

EXISTING STREET













LANGUAGE

TILED FRONTAGES

TILED FRONTAGES

PATTERN METAL CLADDING

DECORATIVE SCREENING

CORRUGATED SHEET

GLAZING TO STREET













DESIGN RESPONSE

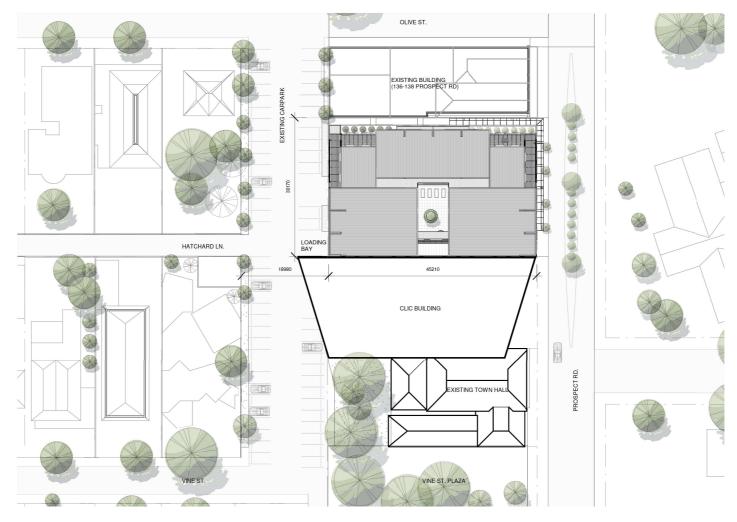


Project: 132 Prospect Road Client:

Status: Planning Application Sheet No: Revision:

SW Drawn: Checked: Date:

DC 14/02/19



D001 SITE PLAN 1:500 @ A3

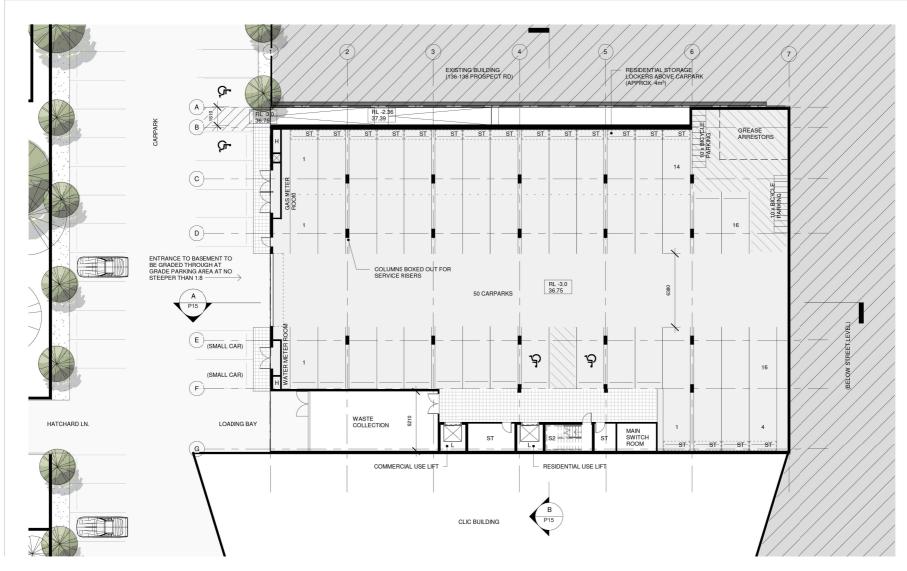
City Collective

/Urban Design /Architecture /Planning



Project: 132 Prospect Road Client:

Status: Planning Application Sheet No: Revision: Drawn: SW Checked: DC Date:



D002 BASEMENT PLAN - CAR PARKING 1:200 @ A3

City Collective

/Urban Design /Architecture /Planning

Project: 132 Prospect Road APD

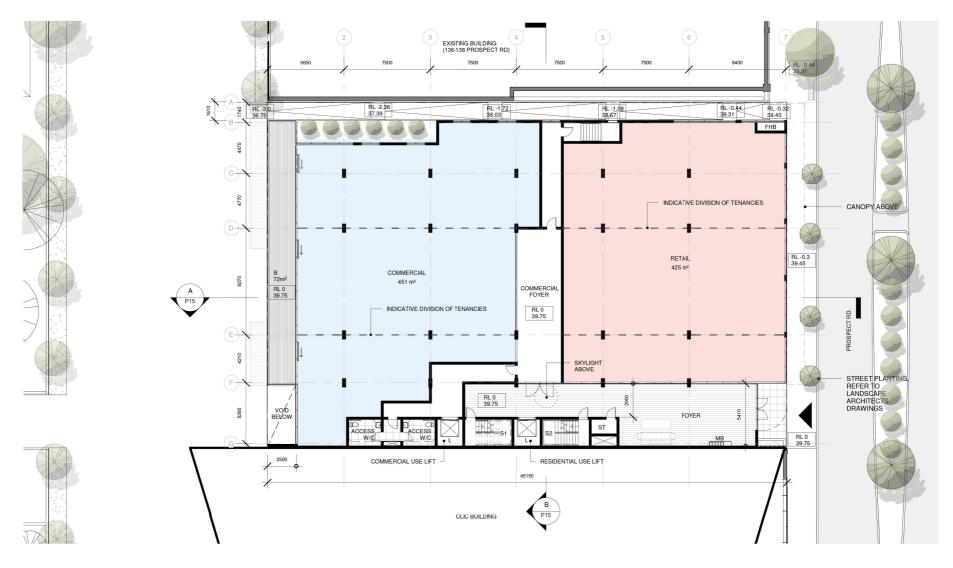
Client:

Status: Planning Application Project No: Sheet No:

Α

Revision:

Drawn: SW Checked: DC Date:



D003 GROUND FLOOR PLAN - RETAIL/COMMERCIAL 1:200 @ A3

City	
Collective	

/Urban Design /Architecture /Planning

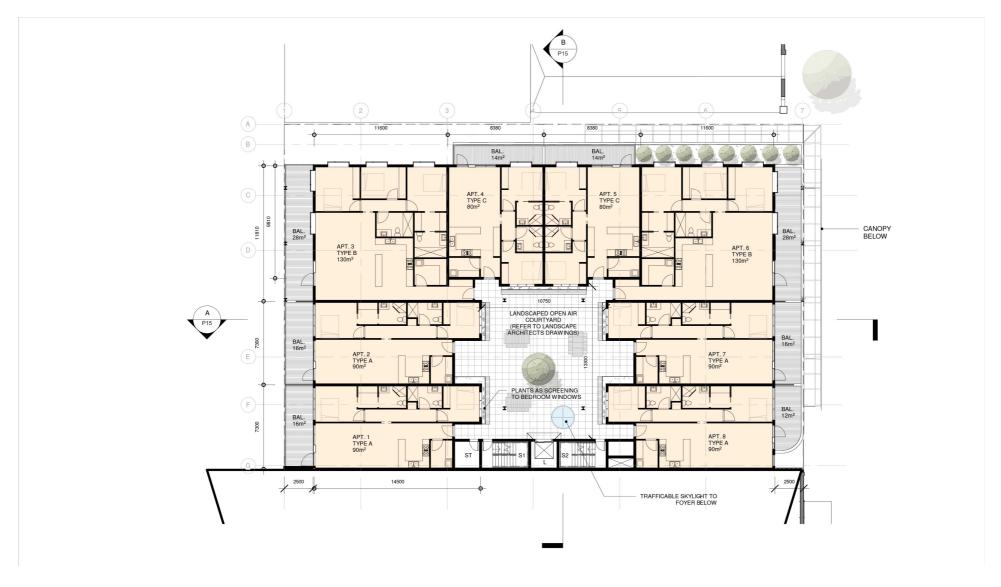


Status:

Project: 132 Prospect Road Client: APD

Planning Application

Project No: Sheet No: Revision: Α Drawn: SW Checked: DC Date:



D004 FIRST FLOOR PLAN - APARTMENTS AND COURTYARD 1:200 @ A3

City Collective

/Urban Design /Architecture /Planning



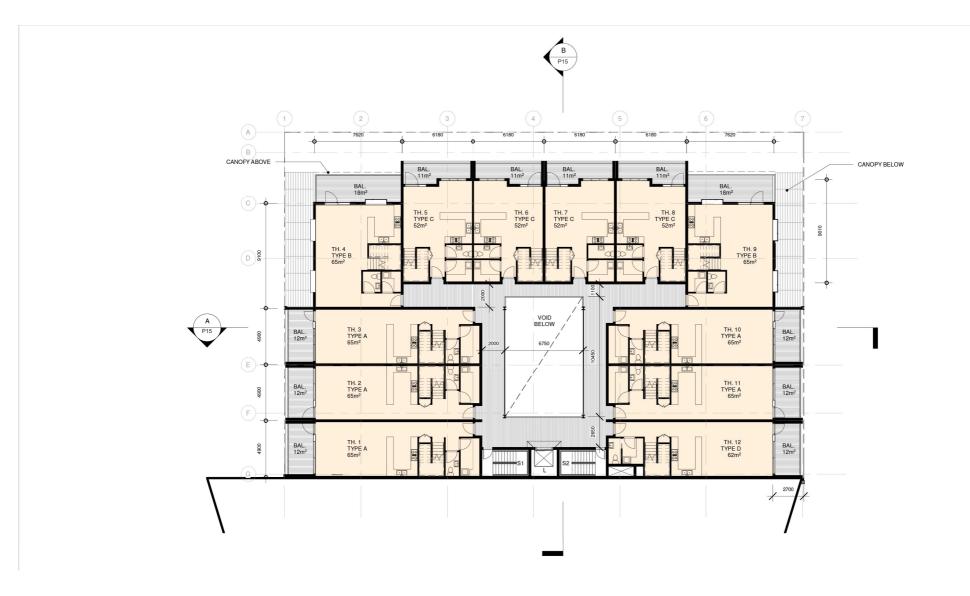
Status:

Project: 132 Prospect Road Client: APD

Planning Application

Project No: Sheet No: Revision:

Drawn: SW Checked: DC Date:



D005 SECOND FLOOR PLAN - TOWNHOUSES [LOWER] 1:200 @ A3

City Collective

/Urban Design /Architecture



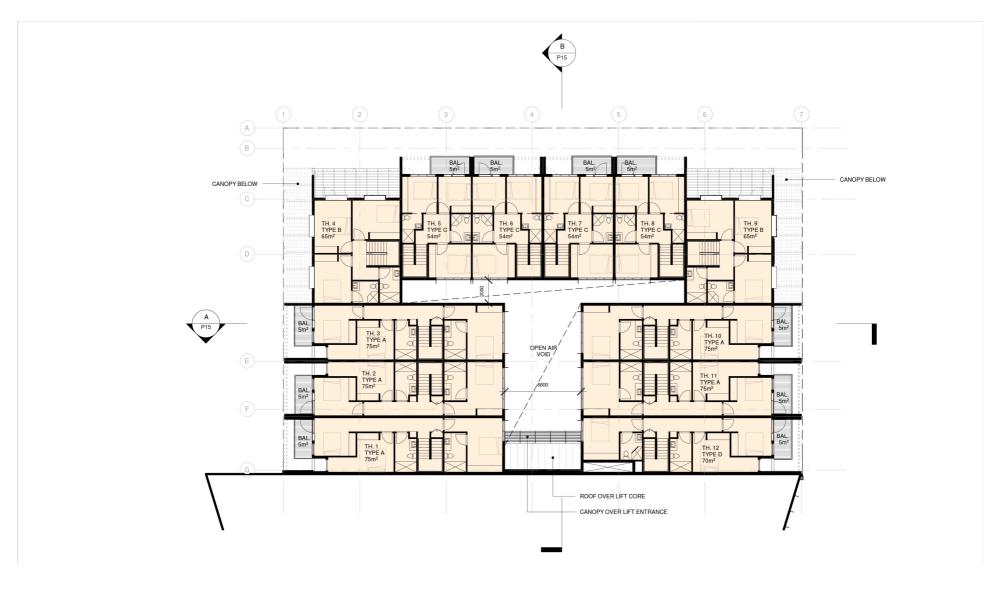
Project: Client: APD Status: Planning Application

132 Prospect Road

Project No: P10 Sheet No: Revision:

Drawn: SW Checked: Date:

DC 14/02/19



D006 FLOOR PLAN - TOWNHOUSES [UPPER] 1:200 @ A3

City Collective

/Urban Design /Architecture /Planning



Status:

Project: 132 Prospect Road
Client: APD

APD
Planning Application

Project No: 1709

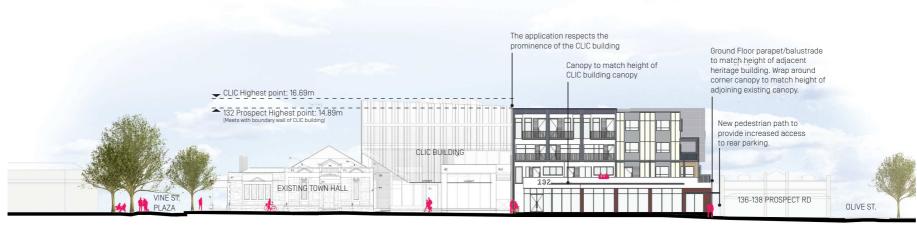
Sheet No: P11

Revision: A

 Drawn:
 SW

 Checked:
 DC

 Date:
 14/02/19



D007 LONG ELEVATION - VINE ST PLAZA TO OLIVE ST NTS

City Collective

/Urban Design /Architecture /Planning Project: Client: 132 Prospect Road

Project No: Sheet No: Drawn: Checked: Date:

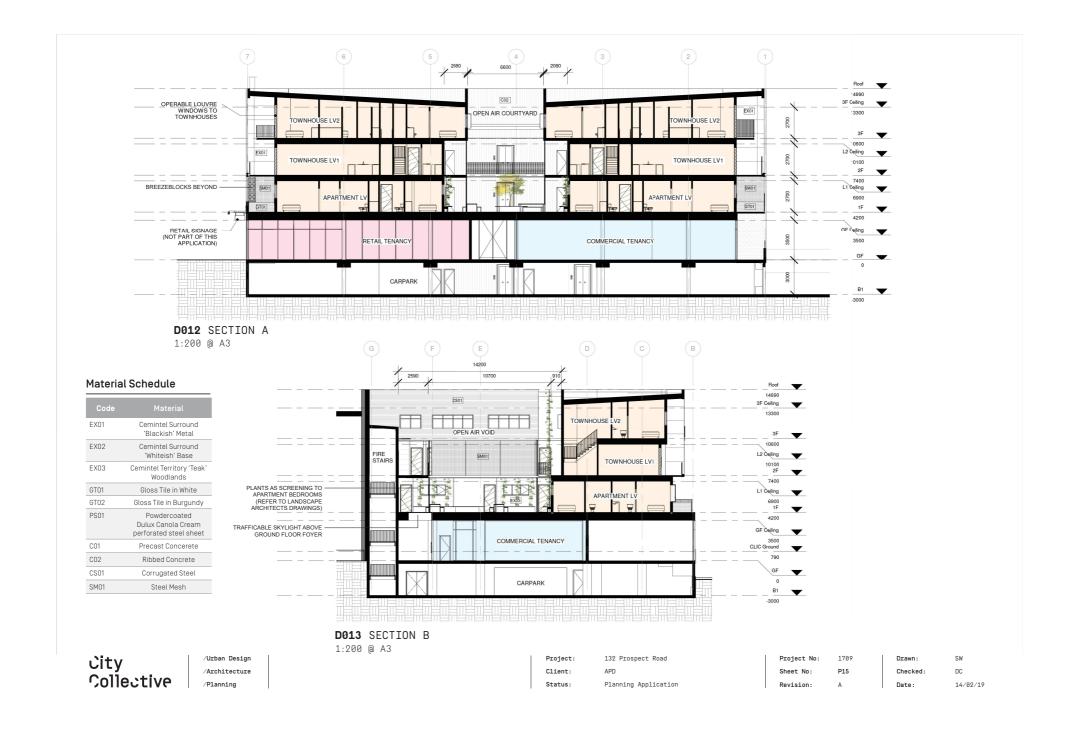
: SW ed: DC

Status: Planning Application

Sheet No: P12 Revision: A







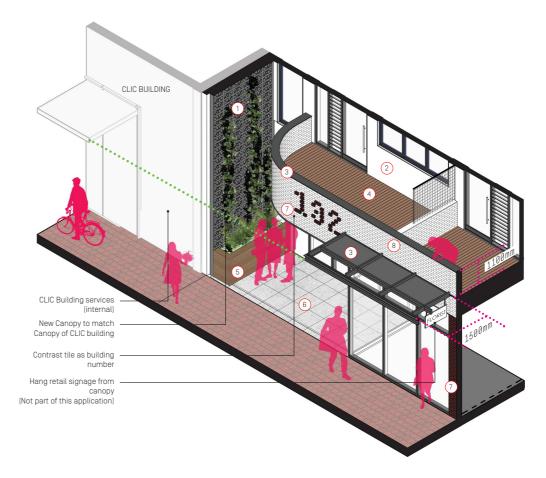
132 PROSPECT RD

DETAIL & MATERIALITY



STREETSCAPE MATERIALS

- 1/ Breezeblocks for accent wall
- 2 / Cemintel Surround 'Whiteish' Base
- 3 / Black Aluminium as trim and canopy sheet
- 4 / Timber as Decking (Teak)
- 5 / Cemintel Territory 'Teak' Woodlands
- 6 / Concrete Pavers 7 / Gloss tiles in
- Burgundy
- 8 / Gloss tiles in White
- 9/ Pressed metal to underside of canopy



PROSPECT ROAD ENTRANCE DETAIL NTS

City Collective

/Urban Design
/Architecture
/Planning

Project: Client:

Status:

132 Prospect Road APD Planning Application

Project No: 1709 Sheet No: P16

Revision:

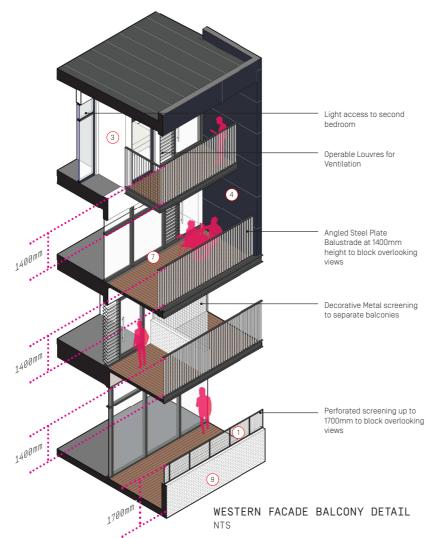
 Drawn:
 SW

 Checked:
 DC

 Date:
 14/02/19

132 PROSPECT RD

DETAIL & MATERIALITY





RESIDENTIAL MATERIALS

- 1/ Powdercoated Dulux 'Canola Cream' Perforated Steel
- 2 / Corrugated Steel 3 / Cemintel Surround
- 'Whiteish' Base 4 / Cemintel Surround 'Blackish' Metal
- 5 / Decorative Metal Screening
- 6 / Cemintel Territory 'Teak' Woodlands
- 7 / Timber as Decking, Soffit lining, and underside of balcony
- 8 / Precast concrete 9/ Gloss tiles in white

City Collective

/Urban Design
/Architecture
/Planning

Project: 132 Prospect Road
Client: APD

Status:

s: Planning Application

Project No: 1709 Sheet No: P17

Α

Revision:

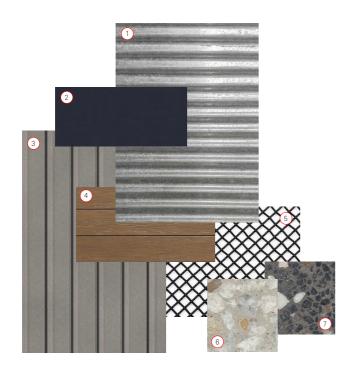
 Drawn:
 SW

 Checked:
 DC

 Date:
 14/02/19

132 PROSPECT RD

DETAIL & MATERIALITY



COURTYARD MATERIALS

- 1 / Corrugated Steel
- 2 / Black Steel
- 3 / Ribbed Concrete
- 4 / Cemintel Territory 'Teak' Woodlands
- 5 / Decorative Metal Screening
- 6 / Best Bricks and Pavers 'Gris Perle' Terazzo Tile
- 7 / Best Bricks and Pavers 'Notte Stella' Terazzo Tile





/Urban Design /Architecture /Planning

Project: 132 Prospect Road Client:

Status: Planning Application

Project No: Sheet No: P18

Revision:

Drawn: SW Checked: Date:

DC 14/02/19



STREETSCAPE VIEW - PROSPECT ROAD

City Collective

Project: 132 Prospect Road

Client:

Status: Planning Application

Revision:

Checked:



STREETSCAPE VIEW - PROSPECT ROAD [LOOKING SOUTH-WEST]

Project: 132 Prospect Road

Client:

Status: Planning Application

Revision:

Checked: DC Date:



PERSPECTIVE VIEW - OPEN AIR INTERNAL COURTYARD

/Urban Design
/Architecture
/Planning

Project: 132 Prospect Road

Client: API

Status: Planning Application

Project No: 1709
Sheet No: P21
Revision: A

 Drawn:
 SW

 Checked:
 DC

 Date:
 14/02/19

BUILDING IMPACT

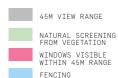
OVERLOOKING VIEWS

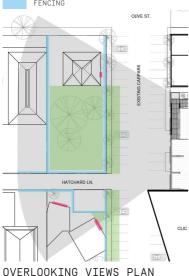
The prospect development plan calls for 1700mm high balustrades to all balconies and windows to minimise overlooking views within 45m of the building.

Neighbouring properties within this 45m zone have minimal visible windows from the site, and a variety of screening elements such as trees and fences.

By lowering the balustrades to a 1400mm height and angling the steel bars of the balustrades, each residential unit is afforded more light/ amenity, without compromising the privacy of neighbouring properties,

LEGEND:







NTS

/Urban Design /Architecture /Planning



[1700mm BALUSTRADE]



1ST FLOOR [1400mm BALUSTRADE]



2ND FLOOR [1700mm BALUSTRADE]



2ND FLOOR [1400mm BALUSTRADE]



3RD FLOOR [1700mm BALUSTRADE]



3RD FLOOR [1400mm BALUSTRADE]



OVERLOOKING VIEWS SECTION 1:200 @ A3

LEGEND: VIEW RANGE FROM 3RD FLOOR [1400MM HIGH BALUSTRADE] VIEW RANGE FROM 3RD FLOOR [1400MM HIGH BALUSTRADE] VIEW RANGE FROM 3RD FLOOR [1400MM HIGH BALUSTRADE]



Project: Client: Status: Planning Application

132 Prospect Road

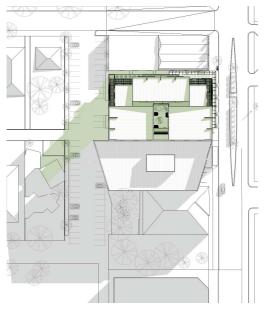
Sheet No: Revision:

Project No: 1709 P22

Drawn: SW Checked: DC Date: 14/02/19

BUILDING IMPACT

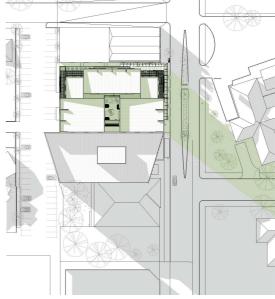
SUN STUDY



SUN STUDY - WINTER SOLSTICE [9AM] 1:1000 @ A3



SUN STUDY - WINTER SOLSTICE [12PM] 1:1000 @ A3



SUN STUDY - WINTER SOLSTICE [4PM] 1:1000 @ A3

LEGEND:

SHADOWS

SHADOWS CAST BY 132 PROSPECT



/Urban Design /Architecture /Planning



Project: Client: Status:

132 Prospect Road Planning Application Sheet No: P23 Revision:

Drawn: SW Checked: DC Date: 14/02/19

City Collective

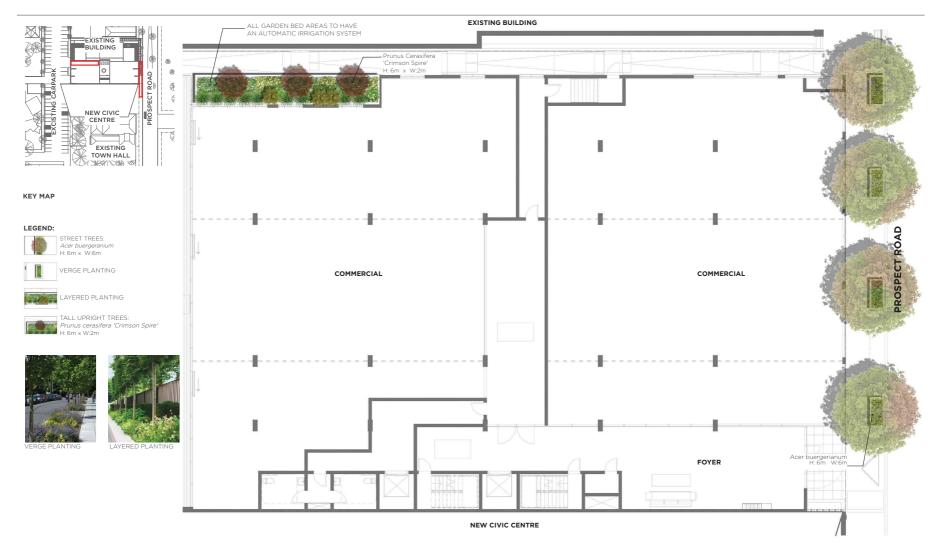
+ 61 8 8182 1270 hello@citycollective.com.au

Suite 115 Epworth Building, 33 Pirie Street, Adelaide, SA, 5000

Level 13, 114 William Street, Melbourne VIC 3000

citycollective.com.au





NOTE: Prospect Road tree species and locations subject to confirmation by City of Prospect



Project: 132 PROSPECT ROAD

Client: AUSTRALIAN PROPERTY DEVELOPMENTS

Drawing: LANDSCAPE CONCEPT PLAN - GROUND FLOOR





Date: 05-03-2019

Dwg No.: OS_CP01

Revision: B

Drawn By: BV

Checked By: GH

Approved By: PG





Project:

132 PROSPECT ROAD

Client: Drawing: AUSTRALIAN PROPERTY DEVELOPMENTS

LANDSCAPE CONCEPT PLAN- SECOND FLOOR





Date: 05-03-2019

Drawn By: BV

Checked By: GH

Dwg No.: OS_CP02 Revision: B

Approved By: PG

PLANT SCHEDULE

			Min. Caliper Dia. X
Botanical Name	Common Name	Pot Size	Min Height at time
			of planting
TREES			
Acer buergerianum	Trident Maple	300L	60mm X 4.0M
Acer palmatum	Coral Bark Japanese Maple	300L	60mm X 3.0M
Prunus cerasifera 'Crimson Spire'	Crimson Spire Plum	100L	35mm X 2.5M
SHRUBS AND GROUNDCOVERS			
Dietes grandiflora	Wild Iris	140mm	-
Clivia miniata	Kaffir Lily	140mm	-
Rhapis excelsa	Lady palm	140mm	-
Philodendron xanadu	Xanadu	140mm	-
Chrysocephalum apiculatum	Everlasting daisy	140mm	-
Myoporum parvifolium	Creeping boobialla	140mm	-
Ophiopogon japonicus	Mondo Grass	140mm	-
Acacia cognata	River Wattle	140mm	
CLIMBER			
Trachelospermum jasminoides	Confederate Jasmin Vine	140mm	-

PLANT PALETTE

TREES



Acer palmatum 'Sango-kaku', 'Senkaki' Coral Bark Japanese Maple H: 5m W: 5m



Acer buergerianum Trident Maple H: 6m W: 6m



Prunus cerasifera 'Crimson Spire' Crimson Spire Plum H: 6m W: 2m

SHRUBS AND GROUNDCOVERS



Dietes grandiflora Wild Iris H: 0.9m W: 0.6m



Clivia miniata Natal Lily H: 0.6m x W:0.8m



Rhapis excelsa Lady Palm H: 1.5m x W:1.5m



Philodendron Xanadu Xanadu H: 1m x W:1m



Acacia cognata River Wattle H: 0.8m W: 1.2m



Chrysocephalum apiculatum Everlasting Daisy



Myoporum parvifolium Creeping Boobialla H: 0.2m W: 2m



Ophiopogon japonicus Mondo Grass H: 0.3m x W:0.4m



Trachelospermum jasminoides Confederate Jasmin Vine H: lm x W:lm

Note: height and widths shown are approximate mature heights

OUTER° SPACE

Project: 132 PROSPECT ROAD

Client: AUSTRALIAN PROPERTY DEVELOPMENTS

Drawing: PLANT SCHEDULE & PLANT PALETTE

CONCEPT

 Date: 05-03-2019
 Drawn By: BV

 Dwg No.: OS_CP03
 Checked By: GH

Revision: B

Approved By: PG

ATTACHMENT A Drawing Set - City Collective and OuterSpace

132 Prospect Road, Prospect

Planning Application Report FEBRUARY 2019

City Collective



RESPONDING TO ODASA DESIGN REVIEW

DESIGN STATEMENT



Formal Feedback from the Design Review session held 28th November 2018 was provided by 0DASA in a letter dated 12th December 2018. This planning application responds to the items raised and demonstrates how design improvements have satisfied these items.

Ground Floor Tenancies

Compromised circulation and layout of the tenancies, reduced sense of address for commercial tenancies, limited foyer space, improve visual and physical connections between commercial tenancies and rear carpark

Response: This has been addressed by widening the entrance foyer and creating a stronger delineation between commercial and residential access, with the incorporation of separate lifts, a defined commercial foyer and a back of house area for retail commercial tenants. Taking reference from many buildings along Prospect Road, the main entrance has been recessed to differentiate it from the retail frontage that extends the footpath.

Refer: D003 GROUND FLOOR PLAN / P8

Waste Collection

Review servicing, delivery and waste collection for safe and convenient access for all users.

Response:

REFER TO WASTE MANAGEMENT PLAN

Refer: D002 BASEMENT PLAN / P7

Parapet Height

"...will the Prospect Road Elevation address the suggestion of lowering the parapet next to the CLIC building to create a clearer distinction between the two buildings;

Response:

- The height of the building has been lowered to be under the parapet height to the adjoining CLIC development
- The design response has stepped the building back from the northern boundary which softens the presence of this building with the streetscape.

Refer: D008 EAST ELEVATION / P13



/Urban Design
/Architecture
/Planning



Project:

Client: Status:

AF

132 Prospect Road
APD
Planning Application

Project No: 1709 Sheet No: P1

Revision:

Drawn: SW

Checked: DC

Date: 14/02/19

RESPONDING TO ODASA DESIGN REVIEW

DESIGN STATEMENT [CONT.]

CPTED

"Interface with the CLIC building and potential CPTED issues with recessed facades, investigate adjoining conditions with the CLIC and built form response for a safe environment"

Response

The adjoin CLIC development has located building services towards the applicants site. Due to this there is little opportunity for program connections.

The design response reinforces collocating entrances as close as practically possible, maintaining a continues canopy line, similar finish floor levels.

Exterior lighting to a similar standard to CLIC has also be incorporated within this application.

Refer: D003 GROUND FLOOR PLAN / P8

& PROSPECT RD ENTRANCE DETAIL / P16

Street Trees and Canopy

"Including a canopy over the footpath is positive, and the plans show 4 street trees between the canopy and the kerb which is also good. However we should indicate the tree species selection and soil depths. as suagested by ODASA:"

Response

Despite being external to the site boundaries, the application has considered footpath tree planting which reflects Council wide street tree planting.

Refer to Landscape Architects drawings

Landscaping

Review landscape species selection, soil depths, extend soft landscaping to ground floor level and northern corridor

Response

- . Minimal opportunities for planting given the site configuration
- · Remaining opportunities include Courtyard and garden bed planting
- · Refer to Landscape Architects drawings

Refer: D004 FIRST FLOOR PLAN / P9

Fire Egress

Fire egress configuration ground floor, recommend engagement with SAMFS

Resnonse

As part of engagement with the SAMFS fire hydrants have been relocated to the north-east corner of the building, which now does not impact egress.

Refer: D003 GROUND FLOOR PLAN / P8

Access to Natural Light

"Impact on residential amenity including access to natural light, cross ventilation and privacy, Windows facing the communal circulation space not supported, or the narrow corridor with reduced circulation space."

Resnonse

- The optimum position of the buildings core is towards the centre of the site, adjacent the blank northern wall of the adjoining CLIC development
- This resulting planning efficiency and courtyard amenity provided to upper levels does have a drawback for ground level as the length of the foyer from Prospect Rd to the lift / stair becomes 17 meters.
- To reduce this 'corridor feel' the foyer width has been widened to 5 meters.
- In order to introduce natural light into the space adjacent lift, a 2m diameter a trafficable skylight is now introduced. This skylight will become a feature within the space.
- The central courtyard is 10.7m by 13.3m uncovered external space that provides internal amenity within a semi-private space for residents.
- The configuration and planning has been arranged to allow units with North facing windows to be maximised, and all residential bedroom receive the required amount of natural light as per NCCC.
- Privacy within the courtyard has been considered by increasing window sill heights and utilising landscaping elements for additional screening and visual. Windows will be apparently treated to meet acoustic requirements.
- Due to its proximity to neighouring residential properties, the Western facade
 of the building needs to address the issue of overlooking views within 45m.
 To address this, balustrades have been designed to angle views away from
 neighbouring properties, while still allowing good light access into the
 balconies.

Refer: D003 GROUND FLOOR PLAN / P8

& D004 FIRST FLOOR PLAN / P9

& OVERLOOKING VIEWS / p22

Built Form, Massing and Architectural Expression

"Review roof built form, architectural expression and articulation, better integrate scale and fine grain character"

Response:

- This has been mitigated in the current design, by eliminating the butterfly roof, simplifying the volumes of the upper levels, and peeling back the NE corner to reduce visual impact.
- These changes to the massing and architectural expression of the building, paired with selective use of darker colours to contrast with and highlight the lighter materials of the CLIC building.
- This helps to give prominence back to the CLIC building.
- The revised massing of the building has also assisted in addressing the



Project: 132 Prospect Road
Client: APD

Status: Planning Application

neighbouring single story heritage retail building. By peeling back the NE corner of the upper levels of the building, prominence is given the Ground Floor retail mass, matching the volume of the heritage retail building. Material consideration and contextual referencing such as signage, threshold treatment and canopies assist in integrating the ground floor interface of this project in with the rich local retail context.

Refer: D007 L0NG ELEVATION / P12

Northern Ramp Connection

"Review ramp gradient and lengths to maximise usage, ensure safety and DDA compliance, consider widening to provide additional landscaping and access points to ground floor tenancies"

Response

- The ramp complies with Aust Standard 1428.1-2009 and DDA provisions
- . The ramp has a width of 1.6m which exceeds the above mentioned standards.

Refer: D003 GROUND FLOOR PLAN / P8

Wall Art

"Inclusion of wall art on northern elevation will reduce prominence of CLIC"

Response

- . The extent of the wall has been reduced.
- Wall is proposed on the northern wall fronting the laneway at ground level.
- There are multiple precedents within Prospect Rd where such art features are painted to side walls of buildings.
- Such a design response reinforces the applications urban integration.

Refer: D010 NORTH ELEVATION / P14

Solar Shading

"Highlight windows have northern aspect with no solar shading"

Response:

- · Highlight windows have been removed from the design entirely
- Most windows are provided with shade from balconies/roofs above, or side walls enclosing balconies.
- Other Windows feature a protruding window box design, or steel hoods that provide a degree of solar protection.

Refer: D008 EAST ELEVATION / P13

& D009 WEST ELEVATION / P13

& D010 NORTH ELEVATION / P14

Project No:	1709	Drawn:	SW
Sheet No:	P2	Checked:	DC
Revision:	A	Date:	14/02/19



/Urban Design
/Architecture
/Planning

THE URBAN LANGUAGE OF PROSPECT ROAD

KEY CONTEXTUAL REFERENCES



RETAIL SIGNAGE



STREET LEVEL ENTRY TREATMENTS



CANOPIES / VERTICAL RHYTHM



LANEWAYS



STREET ART



FORM AND MASS [STEPPED]

Planning Application

Date: 14/02/19

THE URBAN LANGUAGE OF PROSPECT ROAD

KEY CONTEXTUAL REFERENCES

CONTRIBUTING TO STREETSCAPE















CORNER TREATMENTS

+ COLOUR AND

GROUND LEVEL































PARAPETS MASSING



/Urban Design /Architecture Project: Client:

132 Prospect Road

Status:

Planning Application

Sheet No: Revision:

Drawn: Checked: Date:

DC 14/02/19

THE URBAN LANGUAGE OF PROSPECT ROAD

INTEGRATING THE STREETSCAPE

EXISTING STREET













LANGUAGE

TILED FRONTAGES

TILED FRONTAGES

PATTERN METAL CLADDING

DECORATIVE SCREENING

CORRUGATED SHEET

GLAZING TO STREET













DESIGN RESPONSE

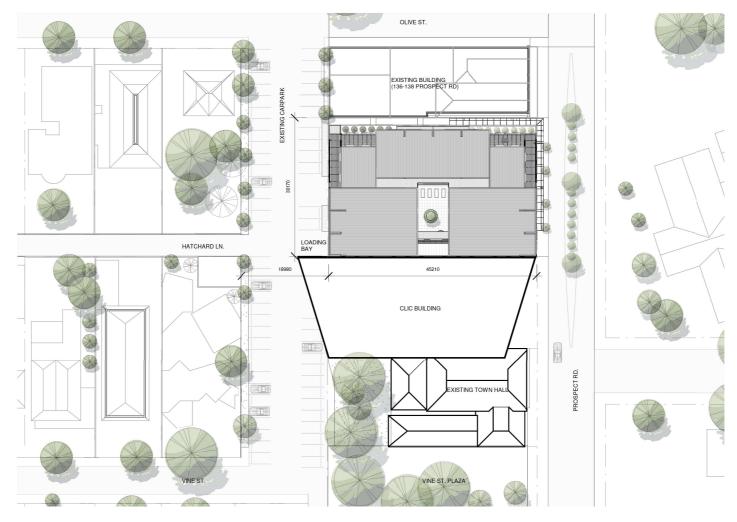


Project: 132 Prospect Road Client:

Status: Planning Application Sheet No: Revision:

SW Drawn: Checked: Date:

DC 14/02/19



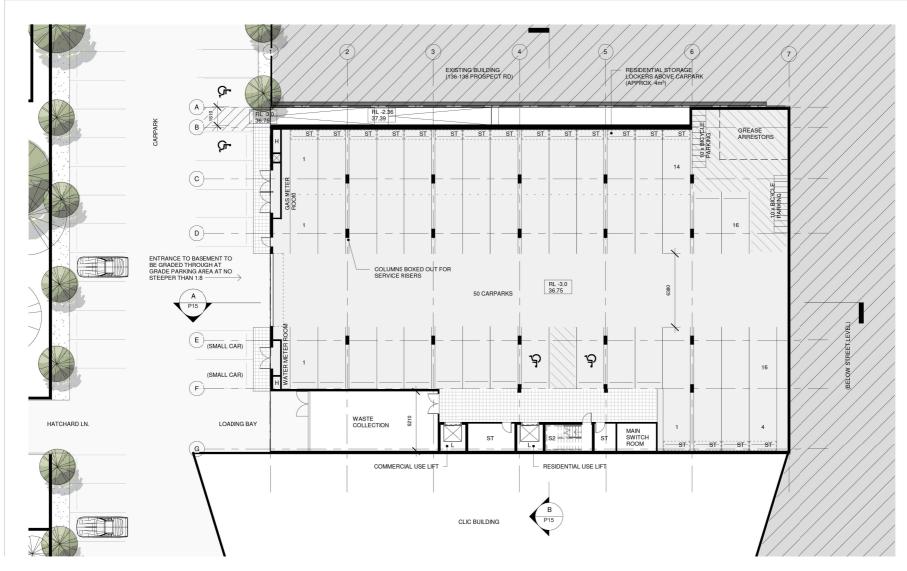
D001 SITE PLAN 1:500 @ A3

/Urban Design /Architecture /Planning



Project: 132 Prospect Road Client:

Status: Planning Application Sheet No: Revision: Drawn: SW Checked: DC Date:



D002 BASEMENT PLAN - CAR PARKING 1:200 @ A3

/Urban Design /Architecture /Planning

Project: 132 Prospect Road APD

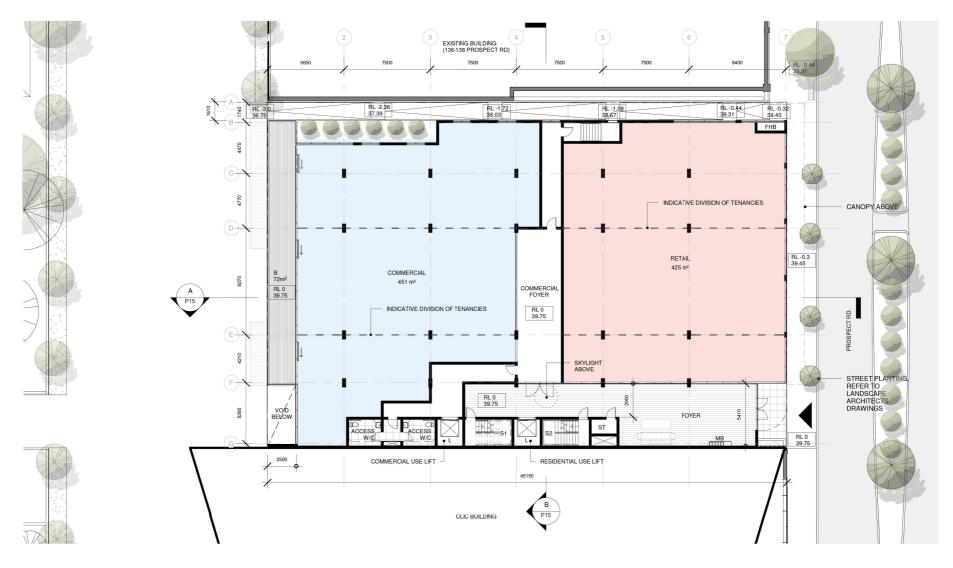
Client:

Status: Planning Application Project No: Sheet No:

Α

Revision:

Drawn: SW Checked: DC Date:



D003 GROUND FLOOR PLAN - RETAIL/COMMERCIAL 1:200 @ A3

City	
Collective	

/Urban Design /Architecture /Planning

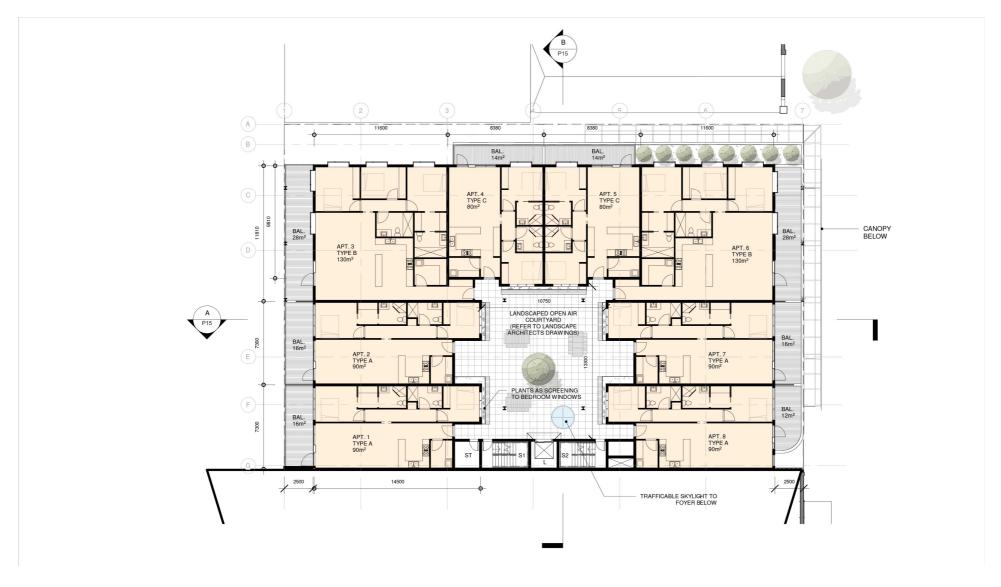


Status:

Project: 132 Prospect Road Client: APD

Planning Application

Project No: Sheet No: Revision: Α Drawn: SW Checked: DC Date:



D004 FIRST FLOOR PLAN - APARTMENTS AND COURTYARD 1:200 @ A3

City Collective

/Urban Design /Architecture /Planning



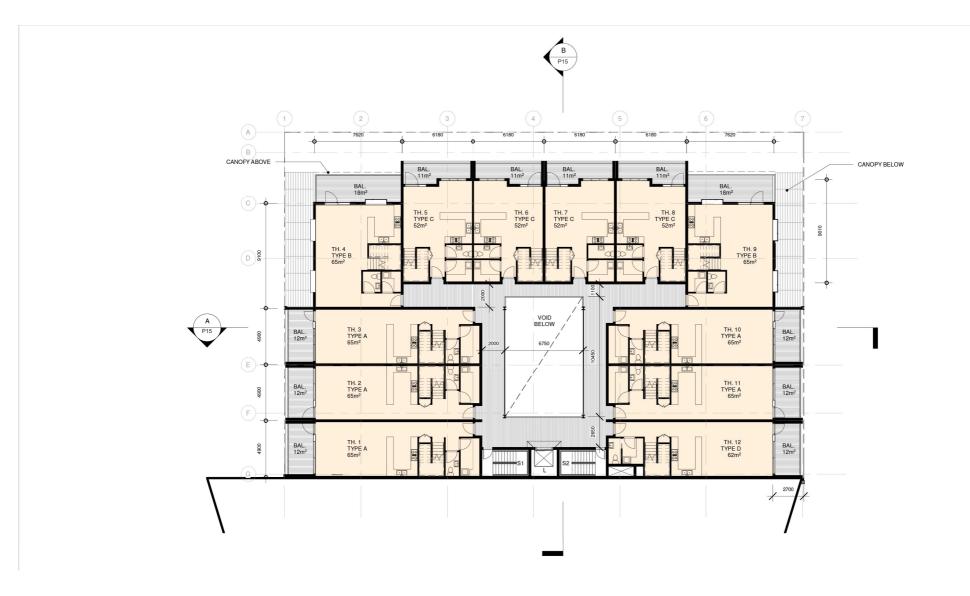
Status:

Project: 132 Prospect Road Client: APD

Planning Application

Project No: Sheet No: Revision:

Drawn: SW Checked: DC Date:



D005 SECOND FLOOR PLAN - TOWNHOUSES [LOWER] 1:200 @ A3

City Collective

/Urban Design /Architecture



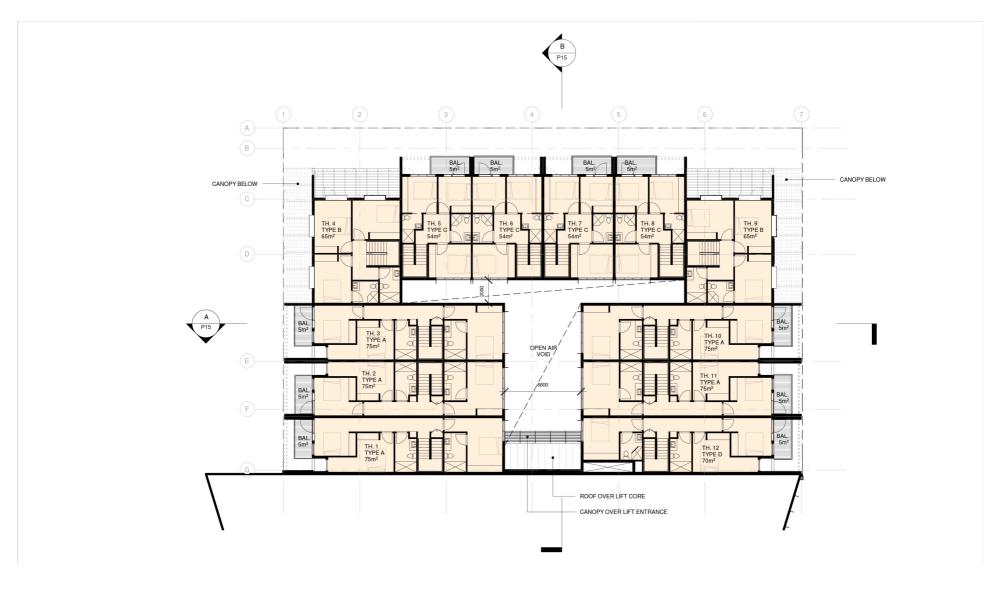
Project: Client: APD Status: Planning Application

132 Prospect Road

Project No: P10 Sheet No: Revision:

Drawn: SW Checked: Date:

DC 14/02/19



D006 FLOOR PLAN - TOWNHOUSES [UPPER] 1:200 @ A3

City Collective

/Urban Design /Architecture /Planning



Status:

Project: 132 Prospect Road
Client: APD

APD
Planning Application

Project No: 1709

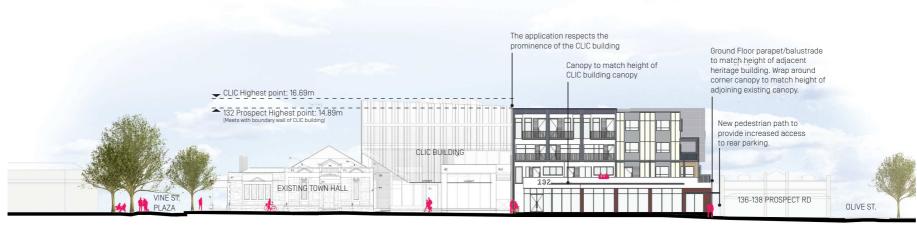
Sheet No: P11

Revision: A

 Drawn:
 SW

 Checked:
 DC

 Date:
 14/02/19



D007 LONG ELEVATION - VINE ST PLAZA TO OLIVE ST NTS

City Collective

/Urban Design /Architecture /Planning Project: Client: 132 Prospect Road

Project No: Sheet No: Drawn: Checked: Date:

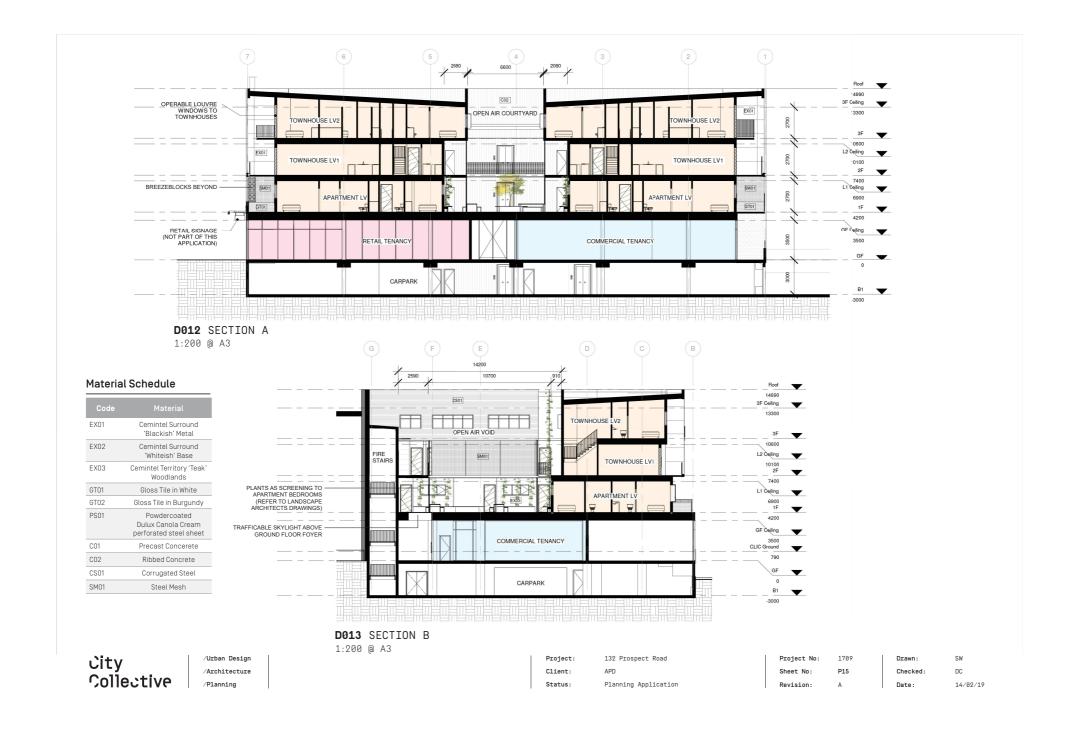
: SW ed: DC

Status: Planning Application

Sheet No: P12 Revision: A







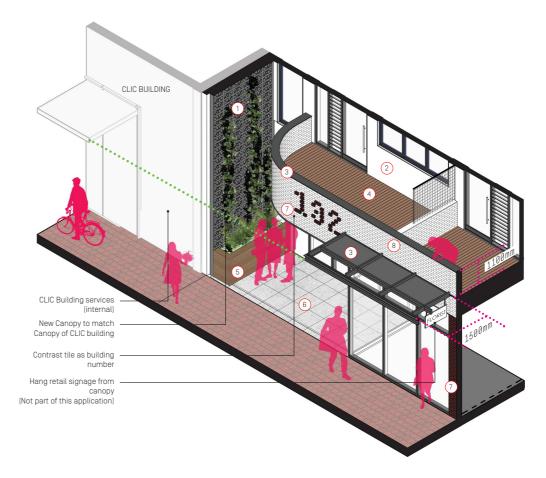
132 PROSPECT RD

DETAIL & MATERIALITY



STREETSCAPE MATERIALS

- 1/ Breezeblocks for accent wall
- 2 / Cemintel Surround 'Whiteish' Base
- 3 / Black Aluminium as trim and canopy sheet
- 4 / Timber as Decking (Teak)
- 5 / Cemintel Territory 'Teak' Woodlands
- 6 / Concrete Pavers 7 / Gloss tiles in
- Burgundy
- 8 / Gloss tiles in White
- 9/ Pressed metal to underside of canopy



PROSPECT ROAD ENTRANCE DETAIL NTS

City Collective

/Urban Design
/Architecture
/Planning

Project: Client:

Status:

132 Prospect Road APD Planning Application

Project No: 1709 Sheet No: P16

Revision:

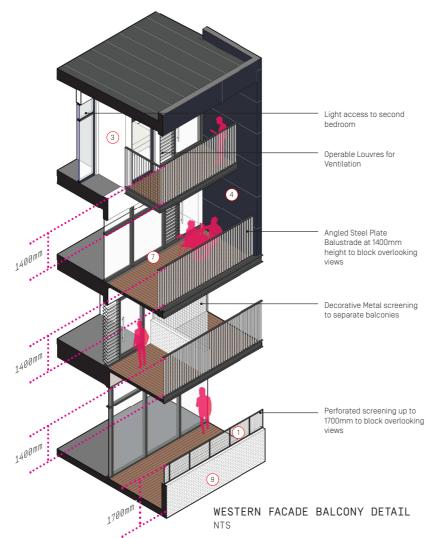
 Drawn:
 SW

 Checked:
 DC

 Date:
 14/02/19

132 PROSPECT RD

DETAIL & MATERIALITY





RESIDENTIAL MATERIALS

- 1/ Powdercoated Dulux 'Canola Cream' Perforated Steel
- 2 / Corrugated Steel 3 / Cemintel Surround
- 'Whiteish' Base 4 / Cemintel Surround 'Blackish' Metal
- 5 / Decorative Metal Screening
- 6 / Cemintel Territory 'Teak' Woodlands
- 7 / Timber as Decking, Soffit lining, and underside of balcony
- 8 / Precast concrete 9/ Gloss tiles in white

City Collective

/Urban Design
/Architecture
/Planning

Project: 132 Prospect Road
Client: APD

Status:

s: Planning Application

Project No: 1709 Sheet No: P17

Α

Revision:

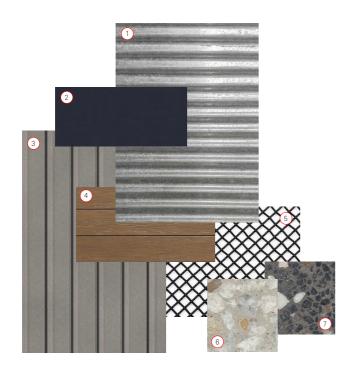
 Drawn:
 SW

 Checked:
 DC

 Date:
 14/02/19

132 PROSPECT RD

DETAIL & MATERIALITY



COURTYARD MATERIALS

- 1 / Corrugated Steel
- 2 / Black Steel
- 3 / Ribbed Concrete
- 4 / Cemintel Territory 'Teak' Woodlands
- 5 / Decorative Metal Screening
- 6 / Best Bricks and Pavers 'Gris Perle' Terazzo Tile
- 7 / Best Bricks and Pavers 'Notte Stella' Terazzo Tile





/Urban Design /Architecture /Planning

Project: 132 Prospect Road Client:

Status: Planning Application

Project No: Sheet No: P18

Revision:

Drawn: SW Checked: Date:

DC 14/02/19



STREETSCAPE VIEW - PROSPECT ROAD

City Collective

/Urban Design
/Architecture
/Planning

Project: 132 Prospect Road

Client: API

Status: Planning Application

Project No: 170

Sheet No: P19 Check
Revision: A Date

Drawn: SW

Checked: DC

Date: 14/02/19



STREETSCAPE VIEW - PROSPECT ROAD [LOOKING SOUTH-WEST]

Project: 132 Prospect Road

Client:

Status: Planning Application

Revision:

Checked: DC Date:



PERSPECTIVE VIEW - OPEN AIR INTERNAL COURTYARD

/Urban Design
/Architecture
/Planning

Project: 132 Prospect Road

Client: API

Status: Planning Application

Project No: 1709
Sheet No: P21
Revision: A

 Drawn:
 SW

 Checked:
 DC

 Date:
 14/02/19

BUILDING IMPACT

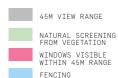
OVERLOOKING VIEWS

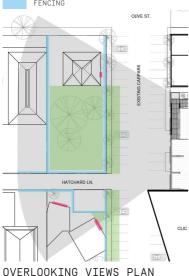
The prospect development plan calls for 1700mm high balustrades to all balconies and windows to minimise overlooking views within 45m of the building.

Neighbouring properties within this 45m zone have minimal visible windows from the site, and a variety of screening elements such as trees and fences.

By lowering the balustrades to a 1400mm height and angling the steel bars of the balustrades, each residential unit is afforded more light/ amenity, without compromising the privacy of neighbouring properties,

LEGEND:







NTS

/Urban Design /Architecture /Planning



[1700mm BALUSTRADE]



1ST FLOOR [1400mm BALUSTRADE]



2ND FLOOR [1700mm BALUSTRADE]



2ND FLOOR [1400mm BALUSTRADE]



3RD FLOOR [1700mm BALUSTRADE]



3RD FLOOR [1400mm BALUSTRADE]



OVERLOOKING VIEWS SECTION 1:200 @ A3

LEGEND: VIEW RANGE FROM 3RD FLOOR [1400MM HIGH BALUSTRADE] VIEW RANGE FROM 3RD FLOOR [1400MM HIGH BALUSTRADE] VIEW RANGE FROM 3RD FLOOR [1400MM HIGH BALUSTRADE]



Project: Client: Status: Planning Application

132 Prospect Road

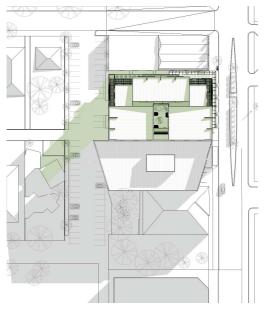
Sheet No: Revision:

Project No: 1709 P22

Drawn: SW Checked: DC Date: 14/02/19

BUILDING IMPACT

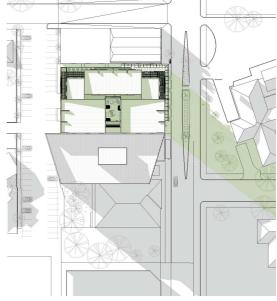
SUN STUDY



SUN STUDY - WINTER SOLSTICE [9AM] 1:1000 @ A3



SUN STUDY - WINTER SOLSTICE [12PM] 1:1000 @ A3



SUN STUDY - WINTER SOLSTICE [4PM] 1:1000 @ A3

LEGEND:

SHADOWS

SHADOWS CAST BY 132 PROSPECT



/Urban Design /Architecture /Planning



Project: Client: Status:

132 Prospect Road Planning Application Sheet No: P23 Revision:

Drawn: SW Checked: DC Date:

City Collective

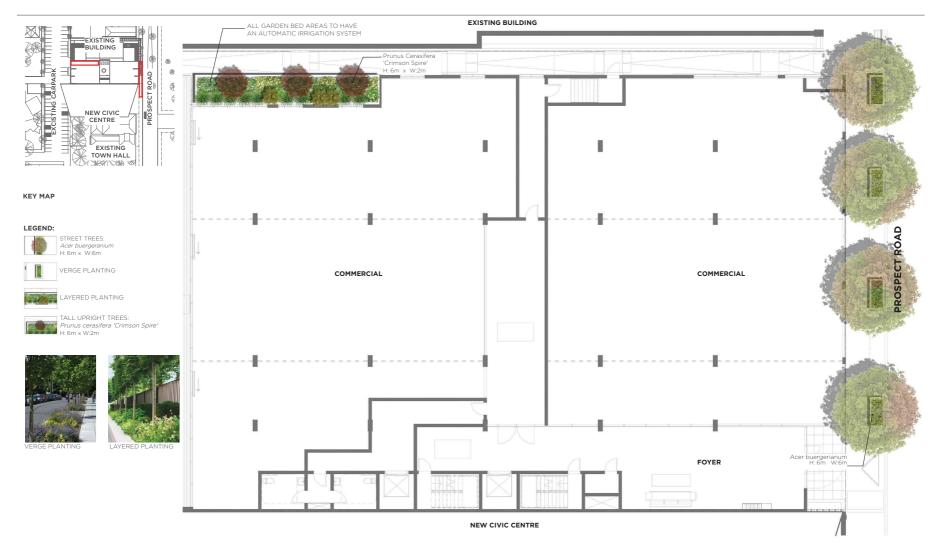
+ 61 8 8182 1270 hello@citycollective.com.au

Suite 115 Epworth Building, 33 Pirie Street, Adelaide, SA, 5000

Level 13, 114 William Street, Melbourne VIC 3000

citycollective.com.au





NOTE: Prospect Road tree species and locations subject to confirmation by City of Prospect



Project: 132 PROSPECT ROAD

Client: AUSTRALIAN PROPERTY DEVELOPMENTS

Drawing: LANDSCAPE CONCEPT PLAN - GROUND FLOOR





Date: 05-03-2019

Dwg No.: OS_CP01

Revision: B

Drawn By: BV

Checked By: GH

Approved By: PG





Project:

132 PROSPECT ROAD

Client: Drawing: AUSTRALIAN PROPERTY DEVELOPMENTS

LANDSCAPE CONCEPT PLAN- SECOND FLOOR





Date: 05-03-2019

Drawn By: BV

Checked By: GH

Dwg No.: OS_CP02 Revision: B

Approved By: PG

PLANT SCHEDULE

			Min. Caliper Dia. X
Botanical Name	Common Name	Pot Size	Min Height at time
			of planting
TREES			
Acer buergerianum	Trident Maple	300L	60mm X 4.0M
Acer palmatum	Coral Bark Japanese Maple	300L	60mm X 3.0M
Prunus cerasifera 'Crimson Spire'	Crimson Spire Plum	100L	35mm X 2.5M
SHRUBS AND GROUNDCOVE	RS		
Dietes grandiflora	Wild Iris	140mm	-
Clivia miniata	Kaffir Lily	140mm	-
Rhapis excelsa	Lady palm	140mm	-
Philodendron xanadu	Xanadu	140mm	-
Chrysocephalum apiculatum	Everlasting daisy	140mm	-
Myoporum parvifolium	Creeping boobialla	140mm	-
Ophiopogon japonicus	Mondo Grass	140mm	-
Acacia cognata	River Wattle	140mm	
CLIMBER			
Trachelospermum jasminoides	Confederate Jasmin Vine	140mm	-

PLANT PALETTE

TREES



Acer palmatum 'Sango-kaku', 'Senkaki' Coral Bark Japanese Maple H: 5m W: 5m



Acer buergerianum Trident Maple H: 6m W: 6m



Prunus cerasifera 'Crimson Spire' Crimson Spire Plum H: 6m W: 2m

SHRUBS AND GROUNDCOVERS



Dietes grandiflora Wild Iris H: 0.9m W: 0.6m



Clivia miniata Natal Lily H: 0.6m x W:0.8m



Rhapis excelsa Lady Palm H: 1.5m x W:1.5m



Philodendron Xanadu Xanadu H: 1m x W:1m



Acacia cognata River Wattle H: 0.8m W: 1.2m



Chrysocephalum apiculatum Everlasting Daisy



Myoporum parvifolium Creeping Boobialla H: 0.2m W: 2m



Ophiopogon japonicus Mondo Grass H: 0.3m x W:0.4m



Trachelospermum jasminoides Confederate Jasmin Vine H: lm x W:lm

Note: height and widths shown are approximate mature heights

OUTER° SPACE

Project: 132 PROSPECT ROAD

Client: AUSTRALIAN PROPERTY DEVELOPMENTS

Drawing: PLANT SCHEDULE & PLANT PALETTE

CONCEPT

 Date: 05-03-2019
 Drawn By: BV

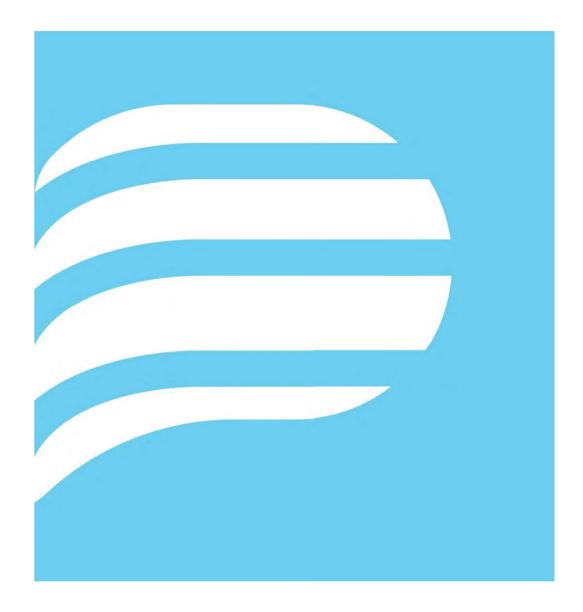
 Dwg No.: OS_CP03
 Checked By: GH

Revision: B

Approved By: PG

ATTACHMENT B

Traffic, Access and Parking - Cirqa Pty Ltd



MIXED-USE DEVELOPMENT 132 PROSPECT ROAD, PROSPECT

TRAFFIC AND PARKING REPORT





DISCLAIMER

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

DOCUMENT CONTROL

Report title:	Mixed-Use Development, 132 Prospect Road, Prospect					
Project number:	18178					
Client:	Australasian Property Developments					
Client contact:	Pep Rocca					
Version	Date Details/status Prepared by Approved by					
Draft 1	12 Oct 18	For review	Τ Δ \ Δ /			
	12 000 10	For review	TAW	BNW		
Draft 2	09 Nov 18	For review	TAW	BNW		

CIRQA Pty Ltd

ABN 12 681 029 983 PO Box 144, Glenside SA 5065 150 Halifax Street, Adelaide SA 5000 (08) 7078 1801 www.cirqa.com.au



1. INTRODUCTION

CIRQA has been engaged by Australasian Property Developments to provide design and assessment advice for a mixed-use development at 132 Prospect Road, Prospect. Specifically, CIRQA has been engaged to provide advice in respect to traffic and parking aspects of the proposal.

This report provides a review of the subject site, the proposed development (and its associated operation), its access and parking provisions and the associated traffic impact on the adjacent road network. The traffic and parking assessments have been based upon plans prepared by City Collective (project no. 1709, sheet no. P2 to P10, dated 08 February 2019, refer Appendix A).

2. BACKGROUND

2.1 SUBJECT SITE

The subject site is located on the western side of Prospect Road. The site is bound by the Prospect Town Hall to the north, commercial tenancies to the south and dwellings to the east. The Prospect (City) Development Plan identifies that the site is located within an Urban Corridor Zone (High Street Policy Area).

The subject site and adjacent site (immediately south) were previously occupied by the City of Prospect's Community Hall and CIVIC Centre (in a combined single building), with associated car parking located to the west and north. However, the Community Hall and CIVIC Centre (and staff parking area to the north, comprising of approximately 19 parking spaces) have now been demolished in order to construct a Community Hub, Library and Innovation Centre (CLIC). The CLIC is currently under construction on the portion of the site previous occupied by the CIVIC Centre.

Vehicle access to the staff parking area, Community Hall and Civic Centre sites is provided via a Council-owned parking area (also providing an informal connection between Olive St, Hatchard Lane, Vine Street and Honeysuckle Lane). Pedestrian access is provided via the site's frontage to Prospect Road and the Council-owned parking area.

The site is located within close proximity to numerous retail, employment, education and recreation centres. Specifically, the 'Prospect Central' shopping centre is located immediately north of subject site (on the northern side of Olive Street) as well as a variety of restaurants, cafes, another supermarket and specialty shops immediately south of the subject site along Prospect Road. The Prospect Community Early Education and Care centre (ELC centre) is located west of 'Prospect Central' (approximately 130 m). Furthermore, Prospect Oval



(and the North Adelaide Football Club) is located at the eastern end of Willcox Avenue/Flora Terrace (within 650 m of the subject site).

2.2 ADJACENT TRANSPORT NETWORKS

2.2.1 ACTIVE TRANSPORT

The subject site has a high-level of connectivity to the adjacent pedestrian (footpath) network. Footpaths are provided immediately adjacent the site's frontage on Prospect Road as well as on the nearby local street (Olive Street). Pedestrian crossing movements are facilitated at the Prospect Road/Olive Street intersection via kerb ramps with tactile markings. Additional refuge and signalised pedestrian crossing points are located on Prospect Road immediately in front of and approximately 85 m south of the subject site (respectively).

Bicycle movements are accommodated on Prospect Road within designated bicycle lanes (operational from 7:30 am to 9:00 am, Monday to Friday for southbound movements and from 4:30 pm to 6:00 pm, Monday to Friday for northbound movements). Bicycle movements are also accommodated on Olive Street (and other surrounding streets) under a standard shared arrangement.

2.2.2 PUBLIC TRANSPORT

High frequency public transport (bus) services operate along Prospect Road. Specifically, 'Go Zone' bus stops are located within 150 m of the subject site. Bus services operating along Prospect Road include:

- Route 477 School service;
- Route G10 Marion Centre Interchange to Blair Athol;
- Route G10A Blair Athol to Colonel Light Gardens;
- Route G10B Blair Athol to Bedford Park;
- Route G10C Marion Centre Interchange/Blair Athol to City; and
- Route AO20 Blair Athol to Adelaide Oval.

2.2.3 ROAD NETWORK

Prospect Road is an arterial road under the care and control of the Department of Planning, Transport and Infrastructure (DPTI). Adjacent the site, Prospect Road contains a single traffic lane in each direction, separated by a raised concrete median (approximately 2.0 m wide). On-street parking is permitted on both sides of Prospect Road (adjacent the site), albeit is restricted to one hour (from 9:00 am to 5:00 pm every day on the eastern side and from 9:00 am to 4:30 pm Monday to Friday on the western side). Traffic data obtained from DPTI indicates that Prospect Road has an Annual Average Daily Traffic (AADT) volume in the order of



17,800 vehicles per day (vpd), of which 4.0% are commercial vehicles. Adjacent the site, a 40 km/h speed limit applies on Prospect Road.

Olive Street is a local road under the care and control of the City of Prospect. Adjacent the site, Olive Street contains a 11 m wide carriageway (approximate), accommodating two-way traffic movements. Unrestricted on-street parking is provided on both sides of Olive Street. Traffic data obtained from Infraplan (identified in their Traffic Impact Assessment (TIA) undertaken for the proposed community centre) indicates that Olive Street has an AADT of 1,450 vpd. Olive Street is subject to a 40 km/h speed limit.

The intersection of Prospect Road and Olive Street forms a priority-controlled (Stop) T-intersection, at which Prospect Road is the priority. All turning movements are permitted at the intersection. Right-turn movements from Prospect Road (north approach) are facilitated via a sheltered right-turn lane. Pedestrian crossing movements are formally facilitated across Olive Street (the western approach) via pedestrian ramps. No other pedestrian crossing movements are facilitated at the intersection. Approximately 30 m to the south, pedestrian crossing movements are facilitated via pedestrian ramps and a pedestrian refuge (within the central median).

Vine Street is a local road under the care and control of the City of Prospect. Within the vicinity of the site, Vine Street comprises an 8.0 m carriageway accommodating two-way traffic movements. Unrestricted parallel parking is provided on both sides of Vine Street. Traffic data obtained from Infraplan's TIA indicates that Vine Street has an AADT in the order 380 vpd. Vine Street is subject to a 40 km/h speed limit.

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



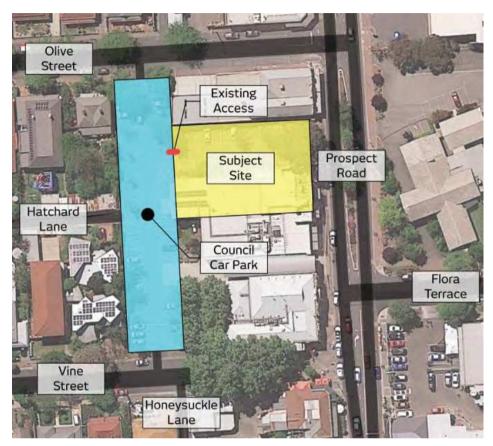


Figure 1 – Location of the subject site and existing access in relation to the adjacent road network

3. PROPOSED DEVELOPMENT

3.1 LAND USE AND YIELD

The proposal comprises the construction of a multi-storey mixed-use building. Specifically, the building will contain the following key floor areas:

- 425 m² of retail floor area
- 425 m² of office floor area;
- 6x two-bedroom dwellings; and
- 14x three-bedroom dwellings.

3.2 ACCESS AND PARKING DESIGN

The proposed development will be serviced by a basement parking area comprising 50 parking spaces, of which two will be reserved exclusively for use



by people with disabilities and 36 spaces arranged in a stacked configuration (i.e. 18 sets of two spaces).

The parking area will comply with the requirements of the Australian/New Zealand Standard for "Parking Facilities – Part 1: Off-street car parking" (AS/NZS 2890.1:2004) and the Australian/New Zealand Standard for "Parking Facilities – Part 6: Parking for People with Disabilities" (AS/NZS 2890.6:2009) in that:

- parking spaces will be 2.4 m wide and 5.4 m long;
- disabled parking spaces will be 2.4 m wide and 5.4 m long with an adjacent shared space of the same dimension;
- parking aisles will be in excess of 5.8 m wide (an actual width of 6.3 m);
- a 1.0 m end-of-aisle extension will be provided beyond the last parking space in a parking aisle;
- a dedicated turn-around bay will be provided at the end of the parking aisle;
- columns will be located outside of the car clearance envelope;
- at least 0.3 m clearance will be provided (where applicable) to all objects greater than 0.15 m in height;
- a head height of at least 2.2 m will be provided throughout the basement parking area (with 2.5 m head height provided above the disabled parking spaces); and
- the entrance to the parking area will have a maximum gradient no steeper than 1 in 8 m.

A total of 20 bicycle parking spaces will be provided throughout the basement parking area for use by residents, employees and visitors associated with the proposed development. The bicycle parking spaces will be arranged vertically and will conform to the requirements of the Australian/New Zealand Standard for "Parking Facilities – Part 3: Bicycle parking" (AS/NZS 2890.3:2015).

Vehicle access to the site is proposed via one two-way access (at which all turning movements will be permitted) into the adjoining Council-owned car park (as per the existing vehicle access to the subject site and as envisaged in the CLIC development). Vehicle access to the Council-owned car park is not proposed to change as part of this development (i.e. vehicle access will remain via Olive Street, Hatchard Lane and Vine Street). Pedestrian and cyclist access is proposed via both the site's frontage to Prospect Road and the rear parking area.

It should be noted that Council's Development Plan identifies that sites located within Urban Corridor Zones (as is the subject site), development should "...



minimise the number of access points onto an arterial road by providing access: ... via co-ordinated through-property access rights of way or common rear vehicle parking area." (Urban Corridor Zone Principle of Development Control (PDC) 12). As such, the vehicle access (via the Council-owned parking area) is in line with Council's Development Plan and is therefore considered appropriate.

As a result of the site's proposed access, the arrangement of parking spaces within Council's parking area (adjacent the site) will change. Specifically, two parking spaces will be removed and designated as a 'loading bay' (for access to the proposed development's service area). Furthermore, due to the width of the site access required and the swept path of the commercial service vehicle (see Section 3.3 for more detail), an additional two parking spaces will be removed.

Finally, due to service access requirements (i.e. access to water meter and gas meter rooms on the western side of the building), two parking spaces will be required to be designated as 'small car' spaces. However, it should be noted that the designation of 'small car' spaces is due to restrictions in available aisle width and that the existing space widths (2.5 m) have been retained.

3.3 REFUSE COLLECTION

Refuse collection is proposed to be undertaken within the designated loading bay on the western side of the proposed development (accessed immediately from the adjoining Council-owned parking area). The loading bay has been designed to accommodate commercial vehicles up to 8.8 m in length (such as a Medium Rigid Vehicle). Such vehicles will be able to enter and exit the site in a forward direction.

Figure 2 illustrates the turn path of an 8.8 m Medium Rigid Vehicle (MRV) refuse collection vehicle accessing the proposed loading bay.



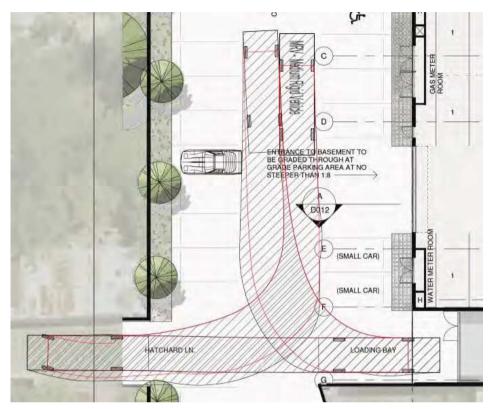


Figure 2 - An 8.8 m refuse collection vehicle accessing the proposed loading bay.

As noted above in Section 3.2 and as shown in Figure 2, the service vehicle will require the removal of one parking space within the Council-owned parking area (in order to appropriately access the loading bay). Furthermore, the provision of a dedicated loading bay will require the removal of an additional two parking spaces (totalling three spaces).

It is understood that (arising from discussions between City Collective and Council) Council have provided in-principle support for the proposed loading bay. This is in part due to no dedicated loading provisions being provided on-site as part of the CLIC development (i.e. Council are seeking to use the proposed loading bay to service the adjacent CLIC development).

Based upon the above, the loss of three Council-owned parking spaces are not considered to be entirely associated with the proposed development (say 1.5 spaces associated with the proposed development and 1.5 spaces associated with the CLIC). Having said this, the proposal for a shared loading bay will reduce the overall parking impacts if separate loading provisions were to be provided for both developments (i.e. two loading areas). As such, the proposed solution is considered to be acceptable with regard to minimising impacts on parking provisions.



4. PARKING ASSESSMENT

4.1 CAR PARKING

The City of Prospect's Development Plan identifies the following vehicle parking requirements relevant to the subject proposal:

- Non-residential development 3 spaces per 100 square metres of gross leasable floor area; and
- Residential development in the form of multi-storey buildings 1 space per studio, 1 or 2-bedroom dwelling and 1.25 spaces per 3 or more bedroom dwelling plus 0.25 visitor spaces per dwelling.

Based upon the above parking rates, Table 1 illustrates a breakdown of the theoretical parking requirement associated with each component within the proposal, as well as the number of parking spaces allocated to each use.

Table 1 - Breakdown of the theoretical parking requirement associated with each use based upon regular parking rates

Use	Theoretical req. (based on Council's Dev. Plan)	No. of allocated parking spaces	Comment
Retail	13	11	2 space shortfall
Commercial	13	11	2 space shortfall
2-bedroom	6	6	No shortfall
3-bedroom	18	22	4 additional spaces
Visitor parking	5	0	5 space shortfall

A plan illustrating an example of how the on-site parking area can be allocated is attached in Appendix B.

With regard to the residences (two-bedroom and three-bedroom dwellings), 28 parking spaces will be allocated within the on-site parking area. As such, the parking requirement identified in Council's Development Plan is satisfied.

In regard to the retail and commercial uses, a total of 22 parking spaces will be allocated, resulting in a theoretical shortfall of four parking spaces associated with these uses (5.5 spaces if consideration is given to half of the spaces lost as a result of the service arrangements). It should be noted that this shortfall is anticipated to be associated with customers/visitors of the retail and commercial tenancies and that staff would park on-site within the basement parking area. However, due to the site's location on Prospect Road, it is expected that a portion of customers/visitors to the tenancies will be associated with shared trips with nearby premises and passing foot traffic. As such, the parking demand



associated with the retail and commercial tenancies is expected to be lower than that typically associated with such uses.

In the event that customers/visitors were to drive to the site (i.e. solely to access the site), some parking would be available within the on-site parking area (i.e. the rear of the stacked spaces). In the event that such spaces were unavailable (i.e. already occupied), customers/visitors would be able to share the adjacent Council-owned parking area and/or park on Olive Street, Prospect Road or Vine Street (within 75 m of the subject site). Such a scenario would have negligible impact on parking availability within the vicinity of the subject site.

Finally, Council's Development Plan identifies a theoretical requirement for five visitor parking spaces (associated with residential visitors). While no parking spaces will be specifically allocated within the on-site parking area, the above assessment has not considered the likelihood of peak parking demands of various components occurring at different periods. Such a scenario is common as, for example, the peak parking demand associated with visitors to the residential component will likely occur outside of business hours (i.e. when there is little, or no parking demand associated with the commercial component). As such, it is considered that there is an opportunity for shared parking arrangements to occur within the site (i.e. a 'mixed-use' scenario).

The subject site is also located within a 'Designated Area' (Urban Corridor Zone) as identified in the City of Prospect's Development Plan. Council's Development Plan (Table Pr/5 Off-street Vehicle Parking Requirements for Designated Areas) identifies that:

- "3. ... <u>A lesser number of parking spaces</u> [to that identified in the vehicle parking provision tables applicable to designated areas] <u>may be provided</u> based on the nature of the development and parking conditions in the wider locality including (but not limited to) the following:
 - (a) the development is a <u>mixed use development</u> with integrated (shared) parking where the respective peak parking demands across the range of uses occurs at different times;
 - (b) the development is sited in <u>a locality where the respective peak</u>

 <u>demands for parking for the range of uses</u> (existing and proposed)

 <u>occurs at different times</u> and suitable arrangements are in place for the sharing of adjoining or nearby parking areas; ...
 - (e) generous on-street parking and/or <u>public parking areas are available</u> <u>and in convenient proximity</u>, other than where such parking may become limited or removed by future loss of access, restrictions, road modification or widening;" (my emphasis).



Based upon this, Council's Development Plan contemplates a lesser parking provision than that identified in Table Pr/5 (Tables 1 to 4) for developments such as that proposed. Whilst Council's Development Plan does not quantify a lesser rate, on-site parking provisions proposed as part of the subject development are considered appropriate due to shared parking opportunities (with existing and proposed land uses), alternate transport modes (public and active transport) and surrounding (off-street and on-street) parking opportunities.

4.2 BICYCLE PARKING

The City of Prospect's Development Plan identifies the following vehicle parking requirements relevant to the subject proposal:

- Residential component of a multi-storey building 1 resident space for every 4 dwellings plus 1 visitor space for every 10 dwellings;
- Office -1 employee space for every 200 square metres of gross leasable floor area plus 2 visitor spaces (minimum) plus 1 per 1000 square metres of gross leasable floor area; and
- Shop -1 employee space for every 300 square metres of gross leasable floor area plus 1 visitor space per 600 square metres of gross leasable floor area.

Based upon the above rates, there would be a theoretical requirement for nine resident/employee and nine visitor/customer bicycle parking spaces. Given that it is proposed to provide 20 bicycle parking spaces within the basement, the bicycle parking requirements identified in Council's Development Plan are satisfied.

5. TRAFFIC ASSESSMENT

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

- High-density residential flat dwellings 0.53 am and 0.32 pm peak hour trips per dwelling; and
- Office (commercial) 1.6 am and 1.2 pm peak hour trips per 100 m² of floor area.

The RMS Guide also identifies a peak hour (Friday) traffic generation of 12.5 peak hour trips per 100 m² of gross leasable floor area for shopping centres with a total floor area between 0 and 10,000 m². However, such a rate is not considered to



be appropriate for application to the subject proposal. This is due to the large-scale nature and variety of offerings of a shopping centre compared to that of the proposal. In reality, it would be expected that the retail component would generate in the order of 7.5 to 9.0 peak hour trips per 100 m²of floor area. Such rates have recently been adopted (and accepted) for small retail shops throughout metropolitan Adelaide.

It should also be noted that during the am peak hour, the traffic generated by retail uses is typically 50% of that associated with the pm peak hour. As such, peak hour traffic generation rates of $4.5\,\mathrm{am}$ and $9.0\,\mathrm{pm}$ trips per $100\,\mathrm{m}^2$ have conservatively been adopted for this assessment.

Based upon the above traffic generation rates, it is forecast that the proposed development will generate in the order of 37 am and 50 pm peak hour trips. It should be noted that the above assessment has not taken into consideration traffic generated by the existing site. As such, the volumes identified above will have a lesser impact than that of a greenfield site. Nonetheless, the forecast volumes are not considered to be high and would be readily accommodated on the adjacent road network.

Furthermore, traffic volumes generate by the proposed development will be distributed directly to the Council-owned car park (adjacent the site) and to the broader road network via the three access points (Olive Street, Hatchard Lane and Vine Street). Given that traffic volumes will be disbursed across the three access points, a lesser traffic impact will be realised than that of a single access point.

For example, based upon the traffic distribution adopted by Infraplan in the assessment of the adjacent CLIC development (report dated January 2018), traffic generated by the proposal would be distributed as follows:

- Olive Street (80%) 30 am and 40 pm peak hour trips;
- Hatchard Lane (0% due to being a small laneway) 0 am and 0 pm peak hour trips; and
- Vine Street (20%) 7 am and 10 pm peak hour trips.

Such volumes would be readily accommodated at the site's various Council-owned car park access points. Beyond the car park, traffic would be further distributed east and west along Olive Street, and south and west along Honeysuckle Lane/Vine Street. Based upon this, it is considered that the site's peak hour traffic generation will be readily accommodated on the adjacent road network.



6. SUMMARY

The proposal comprises the construction of a multi-storey mixed-use building at 132 Prospect Road, Prospect. The development will be serviced by a total of 50 parking spaces and 20 bicycle parking spaces. All vehicle and bicycle parking spaces will be provided within a basement parking area. Parking spaces and aisles will generally conform to the requirements of the relevant standard (AS/NZS 2890.1:2004).

Based upon the Council's Development Plan, the proposal would generate a theoretical parking requirement for 55 resident parking spaces, resulting in an overall (theoretical) shortfall of five spaces. However, Council's Development Plan also allows lesser parking provisions for land uses located within 'Designated Areas' which meet certain criteria. Given that the proposed development is mixed-use (taking into consideration both existing/nearby and proposed land uses) and is located in close proximity to public and active transport options, the theoretical parking shortfall associated with the proposal is considered to be negligible, within minimal resultant impact (if any) on-street within the vicinity of the site.

In regard to traffic generation, it is forecast that the proposal will generate in the order of 37 am and 50 pm peak hour trips. It should be noted that this assessment has not taken into consideration traffic generated by the existing site and any associated existing impacts. Nonetheless, the forecast traffic volumes are considered to be low and would readily be accommodated on the adjacent road network.



APPENDIX A CITY COLLECTIVE PLANS DATED 08 FEBRUARY 2019

Townhouse Area Schedule

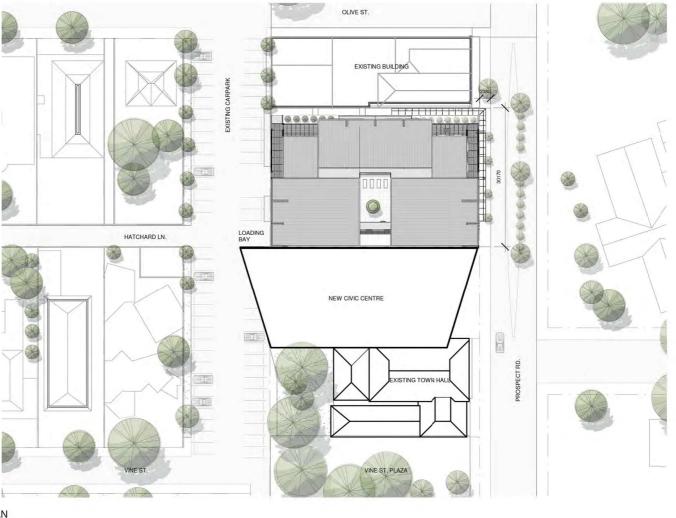
Туре	Area (Internal)	Area (Balcony included)	Amount
A	140m ²	157m ²	5
В	130m ²	148m²	2
С	106m ²	122m ²	4
D	132m ²	149m²	1
Total	1,516m ²	1718m ²	12

Apartment Area Schedule

Туре	Area (Internal)	Area (Balcony included)	Amount
A	90 ²	106m²	4
В	130m ²	144m ²	2
В	130m ²	158m²	2
Total	880m ²	1028m ²	8

Commercial & Retail Area Schedule

Туре	Area
Retail	425m ²
Commercial	452m ²



SITE PLAN

1:500



/Urban Design /Architecture



Project: Client: Status:

132 Prospect Road

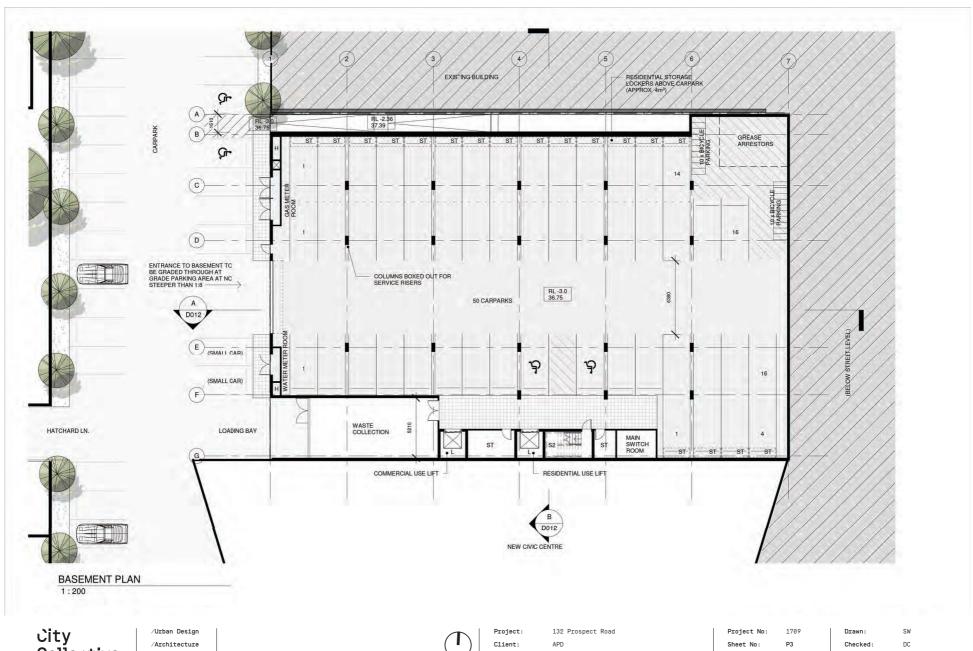
Planning Application

Sheet No:

Revision:

Drawn: SW Checked:

DC Date: 08/02/19



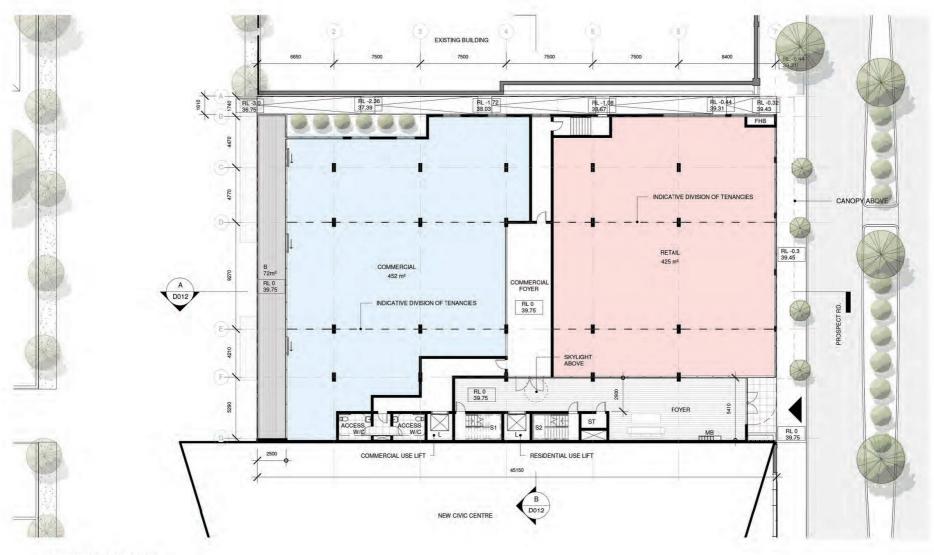
/Planning

Status:

Planning Application

Revision: Α Date:

08/02/19



GROUND FLOOR PLAN

1:200

City Collective

/Urban Design /Architecture

Project: 132 Prospect Road Client:

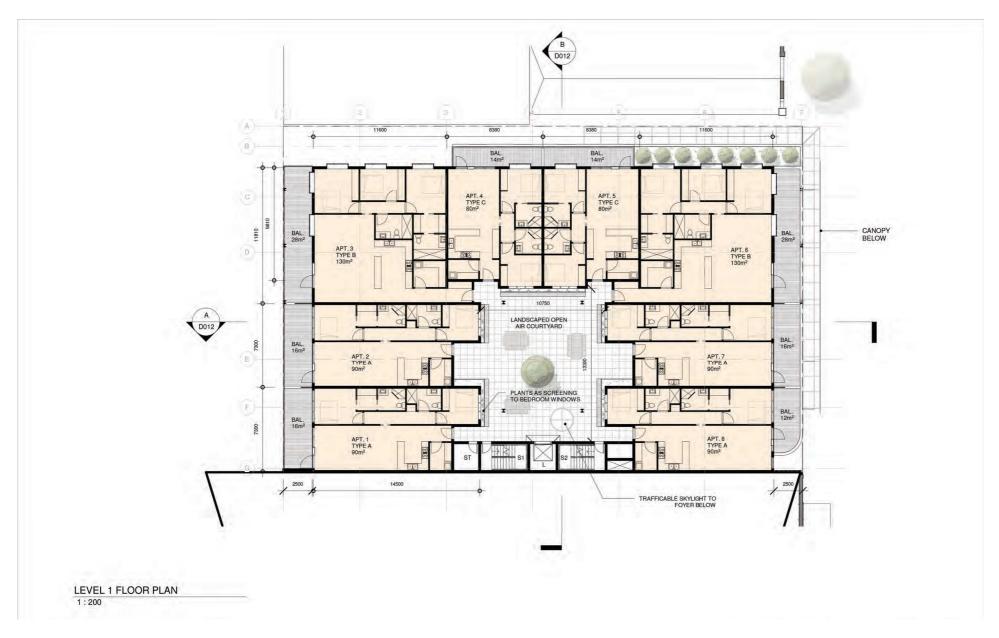
Status:

Planning Application

Project No Sheet No: Revision:

Drawn: Checked: DC Date:

08/02/19



/Urban Design /Architecture

Project: 132 Prospect Road Client:

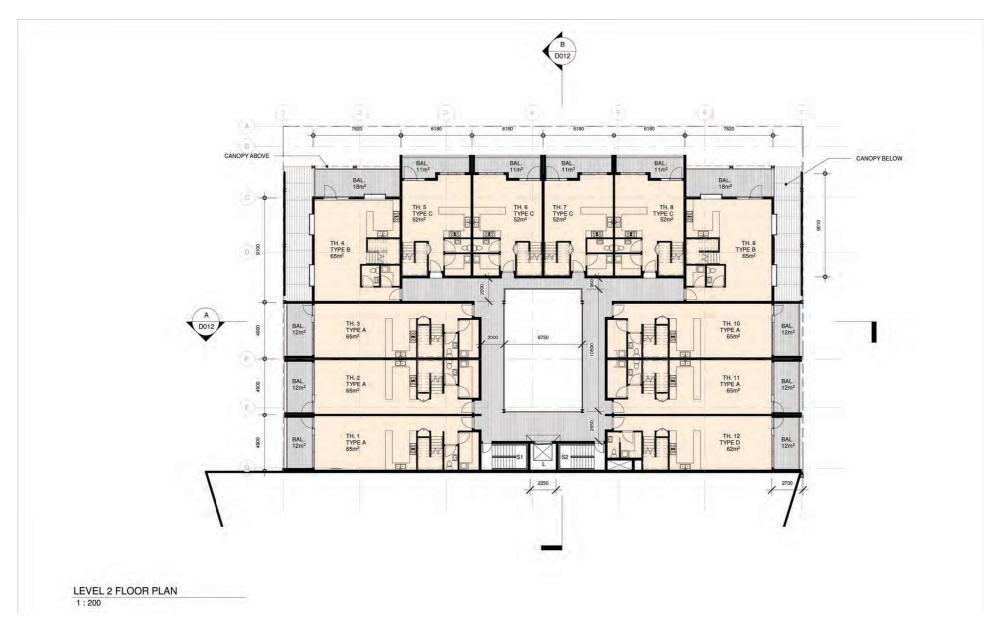
Status:

Planning Application

Project No: Sheet No:

Drawn: SW Checked: DC

Revision: Date: 08/02/19



/Urban Design /Architecture

Project: Client:

Status:

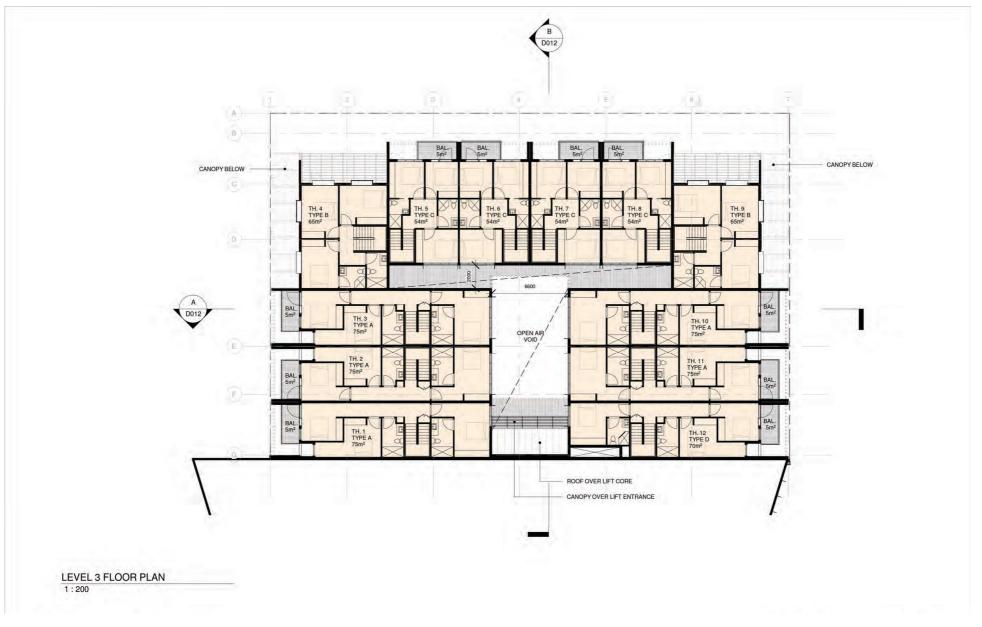
132 Prospect Road

Planning Application

Project No: Sheet No: Revision:

Drawn: SW Checked: DC

Date: 08/02/19



/Urban Design /Architecture

Project: 132 Prospect Road Client:

Status:

APD

Planning Application

Project No: Sheet No:

Revision:

Drawn: SW Checked: DC

Date: 08/02/19









APPENDIX B

ON-SITE PARKING PLAN (C18178_01B-SH01, DATED 16 FEBRUARY 2019)





This densing is a concept plan only and subject to the provision of clastial strawy information (by others) and the proparation of detailed design. The drawing is not suitable for construction purposes. The information and data certified within this drawing are the information contained to CIRGA Py Ltd and copyright. This drawing and the information containing may not be used, copied, respondend or modified in whole or in part for any purpose other han for which it was supplied by CIRGA PU LC RICAR Py Ltd accepts no responsibility or islability to any other party who may use or my long this drawing or the information contained freeze.

DRAWING AMENDMENTS					
REV	REV DATE DESCRIPTION DON CHI				
A		FOR SUBMISSION	TAW	BNW	
В	16/02/2019	FOR SUBMISSION	TAW	BNW	
C18178_028.0WG 16/2/2019 2:14 PM					



PROPOSED MIXED-USE DEVELOPMENT

132 PROSPECT ROAD, PROSPECT PARKING SPACE ALLOCATION EXAMPLE

PROJECT # 18178 SHEET # 02_SH01

ATTACHMENT C

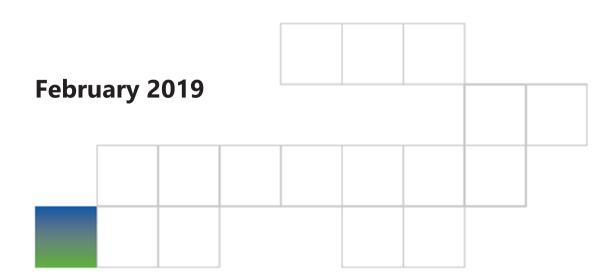
Environmental Sustainability - Lucid Consulting Australia Pty Ltd





Document No: LCE15140-004a

Sustainability Report



1 INTRODUCTION

1.1 PROJECT OVERVIEW

The proposed mixed-use residential building at 132 Prospect Road is a Class 2, Class 5 and Class 6 building under the National Construction Code which comprises:

- Basement: Carparking
- Ground Floor: Entry Foyer, Retail (Class 6) and Office (Class 5) tenancies
- Level 1: Two-three bedroom apartments
- Level 2 and 3: Three bedroom duplex apartments
- A total of 20 apartments and 54 bedrooms.

The following figure shows the site's location.



Figure 1.1.1: Site plan showing location of proposed building (Source: Google Maps)

1.2 OBJECTIVES

This report outlines the sustainability initiatives proposed for the development.

The intent of each initiative is to add value to the project by improving the building's environmental performance.

Collectively, these initiatives will:

- Reduce energy and water consumption.
- Reduce the ecological footprint of the building and its occupants.
- Improve thermal comfort and air quality within the building.
- Improve occupant well-being.

1.3 SUMMARY OF PROPOSED SUSTAINABILITY INITIATIVES

The following initiatives have been adopted and incorporated into the design of the building to satisfy the above objectives:

- High performance building envelope: wall, floor and roof insulation R-values to meet / exceed best practice guidelines.
- High performance glazing with solar control (low SHGC) provided to the retail and commercial tenancies to mitigate solar heat gains in summer.
- Use of architectural facade feature elements, canopies, roof and balcony overhangs to shade glazing.
- Energy efficient massing with minimal exposed ceilings and floors (Ground Floor to Level 3 / Roof have the similar boundaries)
- Natural Ventilation through Atrium.
- LED lighting throughout.
- Motion sensors for efficient lighting control within common areas.13484
- Water efficient fittings.
- High level of daylighting.
- Secure bicycle storage.
- Sustainable transport options.
- Low volatile organic compound (VOC) paints.
- Renewable energy review the feasibility of a roof mounted Solar PV system

2 SUSTAINABILITY INITIATIVES

2.1 EFFICIENT BUILDING THERMAL ENVELOPE

An efficient building envelope is a highly robust feature as its benefits will be constant throughout the life of the building and are largely independent of the behaviour of the occupants. The performance of wall, floor and ceiling/roof insulation will meet best practice guidelines.

High performance glazing

The project team's intent is to exceed the NCC minimum requirements to reduce cooling and heating loads, reduce operational costs and increase thermal comfort.

High performance glazing will be installed throughout the ground floor retail and commercial tenancies and will either be low-e single glazing or low-e double glazing. The benefits of double glazing over single glazing will be quantified during the detailed design phase, which will assist in selecting the most suitable glazing for this development.

Energy efficient massing

The boundaries of the conditioned spaces between all levels are similar, which minimises the area of floors and ceilings exposed to outside air and therefore improves the thermal performance of the building.

All surfaces exposed to outside air such as the Level 1 slab over the Ground Floor entrance foyer will be provided with insulation.

2.2 PROVISION OF SHADING

Architectural feature elements have been designed for the facades of this building as shown below, which include opportunities for plantings/greenery to provide shade. The elements will act as horizontal and vertical shade and when coupled with the deep roof and balcony overhangs and horizontal canopies, will provide shading to the glazing.



Figure 2.2.1: Architectural feature elements on the Eastern facade

This shading strategy and the use of high performance low-e glazing in the retail and commercial tenancies will significantly reduce solar gains and cooling loads in summer and provide high levels of thermal insulation, when compared with NCC deemed-to-satisfy glazing, to reduce heating loads in winter.

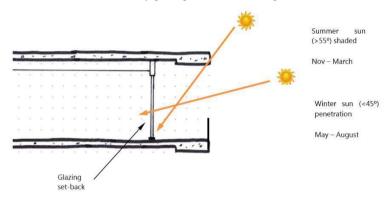


Figure 2.2.2: Typical Shading Strategy on facades

2.3 ENERGY EFFICIENT LIGHTING

High efficiency LED lighting is proposed throughout.

Lighting in common areas will be controlled automatically via motion sensors to ensure lighting only operates when required. Push button timers and time schedules will be used for lighting control within retail and commercial tenancies.

2.4 WATER EFFICIENCY

Water efficient taps and fixtures will be selected for this development. The following WELS ratings are proposed:-

- Taps with a WELS rating of not less than 5 Stars (6.0 L/min)
- Shower heads with a WELS rating of not less than 3 Stars (7.0 L/min)
- Water closets with a WELS rating of not less than 4 Stars (3.5 L/flush, dual flush)
- Washing Machines with a WELS rating of not less than 3 Stars
- Dishwashers with a WELS rating of not less than 3 Stars

The following table demonstrates the water savings (approx. 50%) expected to be achieved per person and resulting from the use of the above low-flow fittings.

	Averag	Average unit		132 Prospect Road		
Equipment	Flow Rate	Daily Consumption	WELS	Flow Rate	Daily Consumption	
Taps	9.0 L/min	48 L	5 Star	6.0 L/min	32 L	
WC's	8.0 L/flush	48 L	4 Star	3.5 L/flush	21 L	
Showers	15.0 L/min	135 L	3 Star	7.0 L/min	63 L	
Washing Machines	150 L/5kg	300 L	3 Star	73.5 L/5kg	147 L	
Dishwashers	18.5 L/10 Place Settings	37 L	3 Star	12.59 L/10 Place Settings	25.18 L	
Total	-	568 L	-	-	288.18 L	

2.5 DAYLIGHT

Provision of daylight to each unit will meet or exceed the NCC minimum requirement. Higher daylight levels will improve visual comfort and reduce energy usage for lighting. The open central glazed atrium will assist in achieving daylight levels to the rear bedrooms facing into the atrium.

2.6 SUSTAINABLE TRANSPORT

Bicycle storage is proposed within the basement level, in a secure location towards the rear of the carpark, for the building occupants and visitors. This encourages building occupants and visitors to utilise carbon-free means of transport.

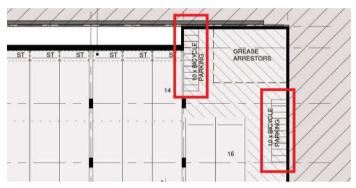


Figure 2.6.1: Extract from floor plans showing the bicycle storage room at basement level.

The uptake for sustainable transport options is strengthened by the proximity to facilities and services from the site, which are often within walking distance. This is demonstrated by the achieving a 'Walk Score' of **88 –** '**Very Walkable'**. This indicates that daily errands can be accomplished without the need of a car.

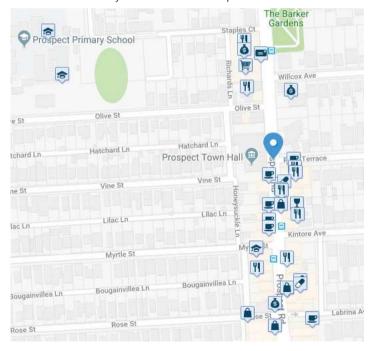


Figure 2.6.2: A depiction of the facilities located close to the proposed site. Taken from www.walkscore.com

Figure 2.6.3 below demonstrates the distances that can be reached within 30 mins of the site, through good public transport connections, or by bike. This includes the Adelaide CBD, which reduces traffic congestion, particularly for peak time commuting given that there are alternatives to using private vehicles.

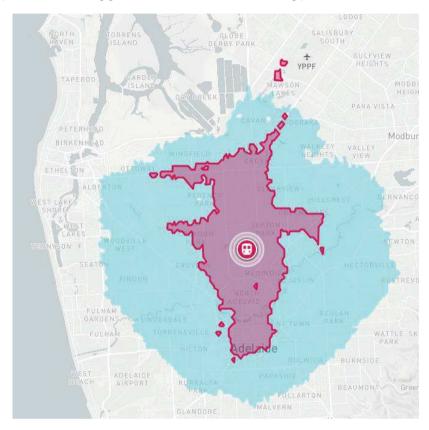


Figure 2.6.3: Distance that can be travelled within 30mins by bike (blue) and public transport (red). Taken from www.traveltimeplatform.com

2.7 SUSTAINABLE BUILDING MATERIALS

Sustainable building materials may be targeted throughout this project. The following criteria can be used to increase indoor environment quality:

- Low Volatile Organic Compounds (VOC) primarily through selection of appropriate paints
- Low Formaldehyde emissions.

2.8 NATURAL VENTILATION

The development provides good access to natural ventilation providing openable windows to all bedrooms and living spaces. Corner apartments have access to multiple facades providing cross ventilation and the ventilated atrium assists to provide cross flow ventilation to the rear bedrooms.

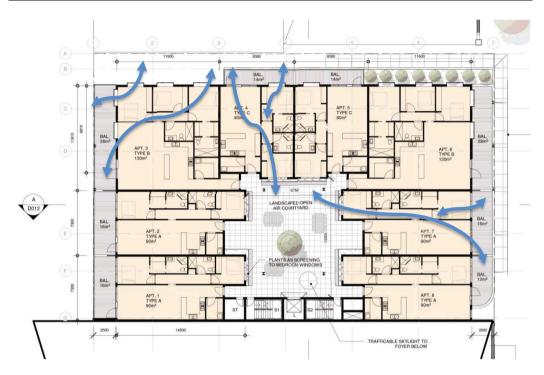


Figure 2.8.1: Forced cross ventilation to typical apartments

2.9 ENERGY EFFICIENT MECHANICAL PLANT

To further reduce operational costs and carbon emissions, the following initiatives are currently being investigated and will be developed during the detailed design phase:

- High efficiency, variable refrigerant (VR), reverse cycle mechanical equipment to serve the commercial/retail tenancies. This equipment provides best-practise energy efficiency mechanical equipment exceeding 2016 NCC minimum energy performance standards (MEPS).
- High efficiency, stand-alone, reverse cycle air conditioning units to serve the apartments and townhouses
 complete with zone control. Zone control allows unoccupied spaces such as bedrooms during the day and
 living areas in the evening to be isolated to reduce the load on the air conditioning system.



Figure 2.9.1: Air cooled VR system



Figure 2.9.2: Zone Controller

2.10 RENEWABLE ENERGY

Renewable energy generation systems on site in the form of a solar photovoltaic (PV) array coupled with an embedded energy network, can provide a further opportunity to reduce operational costs and carbon emissions.

Solar photovoltaic (PV) panels connected to the building's electrical infrastructure convert solar radiation into electricity, which can then be consumed directly within the building, offsetting electricity that would otherwise be imported from the grid.

Electricity generated by the PV system that is not consumed immediately within the building would be exported to the grid. However, given likely electrical demand of this development, it is anticipated that the quantity of exported electricity will be minimal.

The feasibility of a roof mounted Solar PV system will be assessed for the site, including size of the system and determining is environmental and economic value.



Figure 2.10.1: Roof mounted solar photovoltaic (PV) array

ATTACHMENT D Noise Attenuation - Resonate Acoustics Pty Ltd

132 Prospect Road

SA 78B Assessment

A180513RP1 Revision A Tuesday, 12 March 2019



Document Information

Project	132 Prospect Road	
Client	City Collective	
Report title	SA 78B Assessment	
Project Number	A180513	
Author	James Tudor Tsourtos	M
Reviewed by	Nick Henrys	

Revision Table

Report revision	Date	Comments
0	4 September 2018	First Issue
Α	12 March 2019	New drawings provided by client, assessment of facade treatments and new mark-ups included.

Glossary

dB(A) Units of the A-weighted sound level.

Facade sound reduction means the reduction in external to internal sound level provided by the building

nvelope.

Floor area means, in relation to a room, the area of the room measured within the finished

surfaces of the walls, and includes the area occupied by any cupboard or other built-

in furniture, fixture or fitting.

R_W Weighted Sound Reduction Index—means a measure of the sound attenuation

performance of a building element, measured in controlled conditions in a laboratory.

R_W+C_{tr} means a weighted sound reduction index with spectrum adaptation placing greater

emphasis on low frequency performance.

Separation distance means the shortest distance (to the nearest metre), from an existing or future

designated sound source to the nearest exposed point of the building envelope

bounding a habitable room.

Sound Exposure means the degree to which a habitable room within a building is likely to be affected

Category (SEC) by external sound received by the building envelope.

Table of Contents

1		Introdu	ction	. 1
2		Propos	sed development	. 2
3		Develo	pment Plan	. 3
	3.1	Zoning		. 3
	3.2	Noise a	and air emissions overlay	. 3
4		Ministe	er's Specification SA 78B	. 4
	4.1	Sound	insulation ratings	. 4
	4.2	Constr	uction requirements	. 5
		4.2.1	External walls	. 5
		4.2.2	External windows and doors	. 7
		4.2.3	Roof and ceiling	. 8
		4.2.4	Ventilation	. 8
5		Conclu	sion	. 9

1 Introduction

This report outlines the external noise intrusion assessment for the proposed development at 132 Prospect Rd, Prospect. It details the acoustic requirements and recommended construction for the proposed development. The proposed development comprises a four-storey building containing 8 residential apartments on level 1 and 12 double-storey townhouses on level 2 and level 3.

The acoustic requirements are based on:

• Minister's Specification SA 78B Construction Requirements for the Control of External Sound.

The main acoustic issue addressed in this report is facade construction to control noise traffic noise.

2 Proposed development

The proposed development is located at 132 Prospect Road, Prospect. The location of the site with respect to existing buildings and roads is shown in Figure 1.

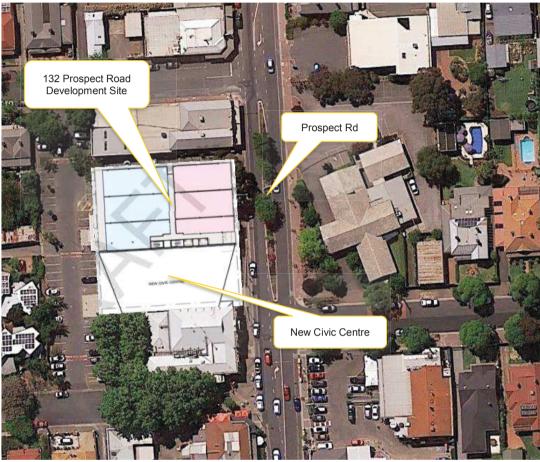


Figure 1 Proposed site location with respect to existing buildings and roads

A new Civic Centre is being built, adjoining the development to the south. The Civic Centre will be approximately equal height to the proposed 132 Prospect Road development, and has been incorporated in the noise modelling for this assessment.

3 Development Plan

The proposed development is located within the Prospect (City) Council Area and the development should have regard to the Council Development Plan.

3.1 Zoning

The proposed site of the development is located within an Urban Corridor Zone, High Street Policy Area.

The Land use principally promoted is a mix of retail, office, commercial, community, civic and medium and high density residential development. There are no specific noise requirements for this zone relating to noise emissions.

3.2 Noise and air emissions overlay

The proposed development is located within a designated area of the Noise and Air Emissions overlay in the Prospect (City) Council Development Plan. Application of Minister's Specification SA 78B is desired for the control of noise at the development site.

Relevant Objectives and Principles of Development Control for sites affected by the overlay are:

OBJECTIVES

Objective 1: Protect community health and amenity from adverse impacts of noise and air emissions.

PRINCIPLES OF DEVELOPMENT CONTROL 1 Noise and air quality sensitive development located adjacent to high noise and/or air pollution sources should:

- (a) shield sensitive uses and areas through one or more of the following measures:
- (i) placing buildings containing less sensitive uses between the emission source and sensitive land uses and areas
- (ii) within individual buildings, place rooms more sensitive to air quality and noise impacts (e.g. bedrooms) further away from the emission source
- (iii) erecting noise attenuation barriers provided the requirements for safety, urban design and access can be met
- (b) use building design elements such as varying building heights, widths, articulation, setbacks and shapes to increase wind turbulence and the dispersion of air pollutants provided wind impacts on pedestrian amenity are acceptable
- (c) locate ground level private open space, communal open space and outdoor play areas within educational establishments (including childcare centres) away from the emission source.

Application of SA 78B will demonstrate compliance with the PDCs relating to the Noise and Air Emissions overlay.

4 Minister's Specification SA 78B

The relevant Sound Exposure Category (SEC) has been determined in accordance with the Verification Method in Section B5 of SA 78B, considering the distance from the road and shielding from the adjacent premises; namely the new Civic Centre and the existing building located at 136 Prospect Road.

Road noise emissions have been modelled in SoundPLAN 8.0 using the designated sound source levels in SA 78B. For a Type B Road with a maximum speed limit of 60 km/h, source levels of 68 dB(A) $L_{eq(9 \text{ hr})}$ and 73 dB(A) $L_{eq(15 \text{ hr})}$ apply at a distance of 10m. Traffic numbers to obtain these levels were input into the model, however the speed was adjusted to 40 km/h to represent the existing conditions.

The predicted Sound Exposure Category (SEC) at the facade in context with the required design internal noise levels for Bedrooms and other habitable rooms were then used to determine the level of external to internal sound attenuation required.

The SECs for the facades of the building are shown in mark-ups in Appendix A: Wall, roof and window mark-ups.

4.1 Sound insulation ratings

The appropriate sound insulation ratings for the different relevant SECs are outlined in Table 1.

Table 1 Minimum acoustic requirements for habitable rooms

SEC	Building element	Location	Acoustic rating
1	External walls	All habitable rooms	R _W + C _{tr} ≥ 45
	Windows & external glass doors	Refer to Table 2	
2	Ground floor	All habitable rooms	R _W + C _{tr} ≥ 50
	External walls	All habitable rooms	R _W + C _{tr} ≥ 50
	Windows & external glass doors	Refer to Table 2	
	External doors other than glass doors	All habitable rooms	R _W ≥ 27
	Roof and ceiling	Bedrooms	R _W + C _{tr} ≥ 35
3	Ground floor	All habitable rooms	R _W + C _{tr} ≥ 50
	External walls	All habitable rooms	R _W + C _{tr} ≥ 50
	Windows & external glass doors	Refer to Table 2	
	External doors other than glass doors	All habitable rooms	R _W ≥ 30
	Roof and ceiling Bedrooms		R _W + C _{tr} ≥ 40
	All other habitable rooms		R _W + C _{tr} ≥ 35
		All other habitable rooms	R _W + C _{tr} ≥ 40

The sound insulation ratings for windows and external glass doors are outlined in Table 2 based on the area of the window/glass door divided by floor area of the room.



Table 2 Minimum acoustic requirements for windows and external glass doors($R_W + C_{tr}$)

Room	Area of window and external glass doors as a percentage of the floor area of the room	Designated sound exposure category			itegory	
		1	2	3	4	5
Bedroom and	Not more than 20%	25	28	31	34	37 ⁽¹⁾
attached non- habitable rooms	More than 20% but not more than 40%	28	31	34	37 ⁽¹⁾	*
	More than 40% but not more than 60%	31	34	37(1)	*	*
	More than 60% but not more than 80%	34	37 ⁽¹⁾	*	*	*
	More than 80%	37	*	*	*	*
Habitable rooms	Not more than 20%	22	25	28	31	34
(other than bedrooms and enclosed	More than 20% but not more than 40%	25	28	31	34	*
kitchens) and attached	More than 40% but not more than 60%	28	31	34	*	*
non-habitable rooms	More than 60% but not more than 80%	31	34	*	*	*
	More than 80%	34	*	*	*	*

Notes: (1) An R_W + C_{tr} 37 rating is not specified in SA 78B; however, it is appropriate considering the incremental increase in ratings and SEC levels and the R_W + C_{tr} 37 rating specified for SEC 1 bedrooms with a window area of more than 80% of the floor area.

4.2 Construction requirements

4.2.1 External walls

The wall construction and predicted sound attenuation for each proposed wall type are shown below in Table 3. External walls to SEC 1 facades are required to achieve R_W + $C_{tr} \ge 45$, while SEC 2 and 3 walls are required to achieve R_W + $C_{tr} \ge 50$.

Table 3 Proposed external wall construction

Wall type	Proposed wall construction	Minimum sound attenuation
WT06a	 75mm AAC Panel 35mm top hat with sisaltation 90 mm timber stud frame 13mm Fyrechek plasterboard internal lining 	R _w + C _{tr} 50
WT06b	 75mm Rendapanel 35mm top hat with sisaltation 90 mm timber stud frame 10 mm standard plasterboard to internal side 	R _W + C _{tr} 45
WT11	 12mm Shadowclad panel 13mm Fyrechek plasterboard 35mm vertical timber batten over sisalation 90 mm timber stud frame 2 x 13mm standard plasterboard lining 	Rw + C _{tr} 50

^{*} Windows and external glass doors are outside the scope of the Deemed-to-Satisfy provisions.

Wall type	Proposed wall construction	Minimum sound attenuation
WT12a	 110mm brick veneer 30mm cavity with sisalation 90 mm timber stud frame with R2.5 insulation 10 mm standard plasterboard to internal side 	R _W + C _{tr} 50
WT14a	 Revolution roofing snaplock cladding 12mm plywood 35mm top hat with sisaltation 90 mm timber stud frame 2 x 13mm standard plasterboard lining 	R _W + C _{tr} 50



4.2.2 External windows and doors

The recommended constructions for the external windows and doors are outlined in Table 4. Note that acoustically equivalent constructions (such as thermal double glazing) can be adopted; however, the constructions are provided in Table 4 as a guide as to the types of constructions required.

Table 4 Example external window and door constructions for SEC 1 – 4

Location	Example external windows and doors construction	Acoustic criteria
Sound Exposi	ure Category 3	
Living/dining	12.5 mm VLam Hush glass, hinged windows and side hinged doors 10.38 mm laminated glass fixed windows	$R_w + C_{tr} \ge 37$ (60 – 80 % of floor area)
	10 mm glass windows and side hinged doors12.5 mm VLam Hush glass sliding doors	$R_w + C_{tr} \ge 34$ (40 – 60 % of floor area)
	 6.38 mm laminated glass awning or fixed windows 10.38 mm thick laminated glass sliding door 	$R_w + C_{tr} \ge 31$ (20 – 40 % of floor area)
Bedrooms	10 mm glass windows and side hinged doors 12.5 mm VLam Hush glass sliding doors	$R_w + C_{tr} \ge 34$ (20 – 40 % of floor area)
	12.5 mm VLam Hush glass, hinged windows and side hinged doors 10.38 mm laminated glass fixed windows	$R_w + C_{tr} \ge 37$ (40 – 60 % of floor area)
	Openable windows or doors should be proprietary systems with evidence to show they meet acoustic requirements 12.5 mm thick VLam Hush glass fixed windows	$R_w + C_{tr} \ge 40$ (60 – 80 % of floor area)
Sound Exposi	ure Category 2	
Living/dining	6 mm glass fixed or awning windows	R _w + C _{tr} ≥ 28 (20 – 40 % of floor area)
Bedrooms	6.38 mm laminated glass awning or fixed windows 10.38 mm thick laminated glass sliding door	$R_w + C_{tr} \ge 31$ (20 – 40 % of floor area)
	10 mm glass windows and side hinged doors 12.5 mm VLam Hush glass sliding doors	$R_w + C_{tr} \ge 34$ (40 – 60 % of floor area)
Sound Exposi	ure Category 1	
Living/dining	3 mm glass fixed or awning windows	$R_w + C_{tr} \ge 22$ ($\le 20 \%$ of floor area)
	4 mm glass fixed or awning windows	$R_w + C_{tr} \ge 25$ (20 – 40 % of floor area)
Bedrooms	6 mm glass fixed or awning windows	R _w + C _{tr} ≥ 28 (20 – 40 % of floor area)
	6.38 mm laminated glass awning or fixed windows 10.38 mm thick laminated glass sliding door	$R_w + C_{tr} \ge 31$ (40 – 60 % of floor area)



All openable windows and doors are to have the following or acoustically equivalent seals:

- sliding doors are to have:
 - Schlegel Q-Lon T-Slot seals on the lock and mullion
 - Schlegel Fin-Seal on the rails
- windows awning style with rubber compression seals around the perimeter such as Schlegel Q-Lon T-Slot seals, or sliding with seals as indicated for the sliding doors
- hinged doors are to have:
 - high quality rubber contact seals for the head and the jambs acoustically equivalent to Kilargo IS1212/1515 or Raven RP120/150
 - dropdown seal at the bottom acoustically equivalent to Kilgaro IS8090si or Raven RP38.

4.2.3 Roof and ceiling

The recommended constructions for second storey roof and ceiling are outlined in Table 5. Note that acoustically equivalent constructions can be adopted; however, the constructions are provided in Table 5 as a guide as to the types of constructions required.

Table 5 Example roof and ceiling constructions for second storey

Location	Example roof and ceiling constructions	Acoustic criteria					
Sound Exposure Category 3							
Bedrooms	 Metal deck roof Building blanket Ceiling cavity of approximately 800 mm 13mm Soundchek Plasterboard 	R _w + C _{tr} ≥ 40					
Living and dining	 Metal deck roof Building blanket Ceiling cavity of approximately 800 mm 1x10 mm plasterboard suspended ceiling 	R _w + C _{tr} ≥ 35					
Sound Exposure	e Category 1 & 2						
Bedrooms	 Metal deck roof Building blanket Ceiling cavity of approximately 800 mm 1x10 mm plasterboard suspended ceiling 	R _w + C _{tr} ≥ 35					

4.2.4 Ventilation

Natural ventilation

In SEC 1-3 natural ventilation must be provided in accordance with the NCC. To meet this requirement, fresh air ventilation can be provided with operable windows.

Penetrations

For building facade penetrations, SA 78B states that:

- (a) Where a part of the *building envelope* has a *sound exposure category*, any plant or service, such as an air-conditioning unit, ventilation device or ductwork that pass through that part, or any permanent opening in that part, must not diminish the $R_W + C_{tr}$ of the part.
- (b) Penetrations of the *building envelope* by pipes, ducts, or conduits or the like must have the space between the *building envelope* and the pipes, ducts, or conduits or the like caulked or filled with mortar.

5 Conclusion

An external noise intrusion and environmental noise emission assessment has been undertaken for the proposed development at 132 Prospect Road, Prospect. The assessment has taken into account the relevant noise requirements of the Prospect (City) Council Development and Minister's Specification SA 78B.

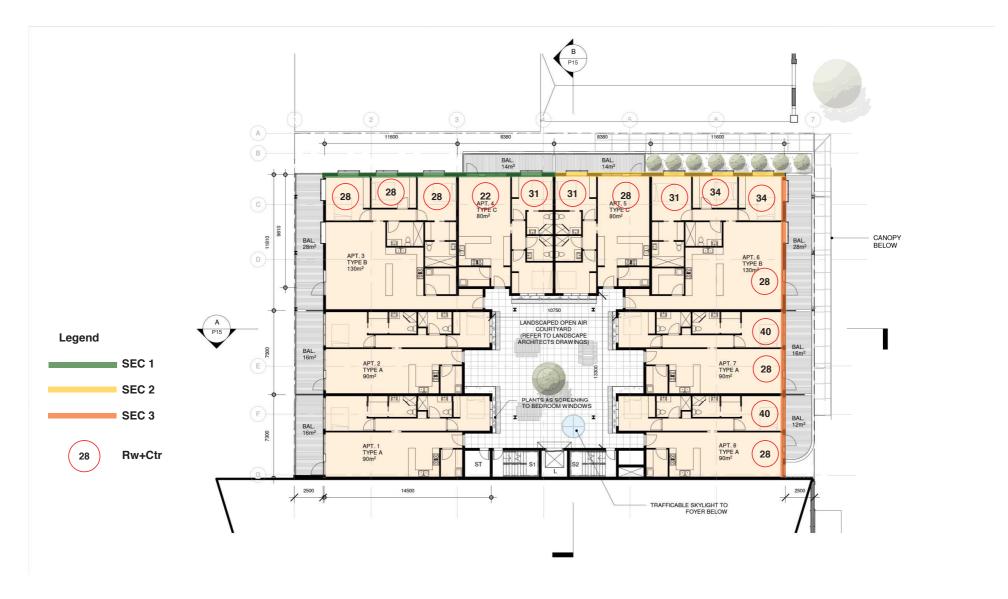
Facade noise mitigation treatments detailed in this report are suitable to attenuate noise intrusion from traffic on Prospect Road into the residences in accordance with Minister's Specification SA 78B Construction Requirements for the Control of External Sound.

On this basis the proposed development at 132 Prospect Road will be able to operate within the noise requirements of the Prospect (City) Council Development Plan and Minister's Specification SA 78B.

Appendix A: Wall, roof and window mark-ups

The following mark-ups indicate the SECs of building facades and the required performance of windows and external doors of the proposed development. The construction of external walls is to be read from the mark-ups in conjunction with tables 3, 4 and 5.





D004 FIRST FLOOR PLAN - APARTMENTS AND COURTYARD 1:200 @ A3

RESONATE REVIEW

Date: 12.03.2019 Revision: A

Project: 132 Prospect Road Project Number: A180513

Resonate



Project: Client:

Status:

132 Prospect Road

Planning Application

Project No: Sheet No:

Revision:

SW Drawn: Checked: DC

Date: 14/02/19



D005 SECOND FLOOR PLAN - TOWNHOUSES [LOWER] 1:200 @ A3

RESONATE REVIEW

Date: 12.03.2019 Revision: A

Project: 132 Prospect Road Project Number: A180513





Project: 132 Prospect Road Client:

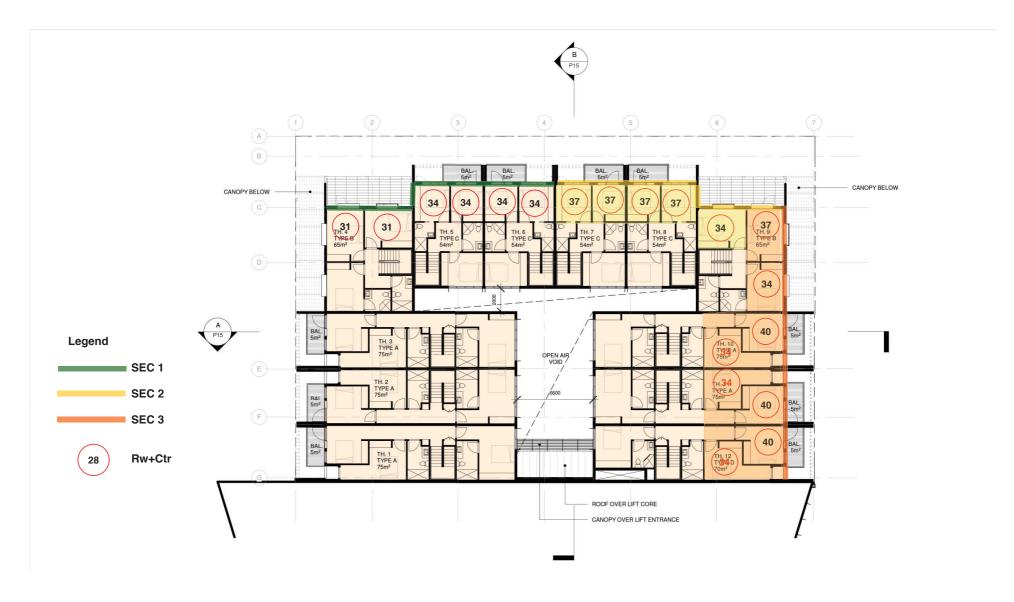
Status:

Planning Application

1709 Project No: P10 Sheet No: Revision:

SW Drawn: Checked: DC Date:

14/02/19



D006 FLOOR PLAN - TOWNHOUSES [UPPER] 1:200 @ A3

RESONATE REVIEW

Date: 12.03.2019

Revision: A Project: 132 Prospect Road Project Number: A180513





Project: 132 Prospect Road

Client:

Status: Planning Application

Project No: P11 Sheet No:

Drawn: SW Checked: DC

Revision: Date: 14/02/19

ATTACHMENT E

Waste Management - Colby Phillips Advisory



123 Prospect Road, Prospect

Waste Management Plan

Date: 21 February 2019

Prepared for:

Australasian Property Developments





Colby Phillips Advisory Pty Ltd

Level 1, 60 Hindmarsh Square Adelaide, SA 5000

+61 438 800 264

Rev.	Date	Description	Doc No./Name	Originator	Approved
0	19 Feb 19	For submission	WMP	JPH	JPH
1	21 Feb 19	Updated graphics	WMP	JPH	JPH

Distribution List

Graham Burns MasterPlan

Sam Wiechula City Collective

DISCLAIMER: This document has been prepared by Colby Phillips Advisory Pty Ltd for a specific purpose and client (as named in this document) and is intended to be used solely for that purpose by that client.

The information contained within this document is based upon sources, experimentation and methodology which at the time of preparing this document were believed to be reasonably reliable and the accuracy of this information after this date may not necessarily be valid. This information is not to be relied upon or extrapolated beyond its intended purpose by the client or a third party unless it is confirmed in writing by Colby Phillips Advisory that it is permissible and appropriate to do so.

Unless expressly provided in this document, no part of this document may be reproduced or copied in any form or by any means without the prior written consent of Colby Phillips Advisory or the client.

The information in this document may be confidential and legally privileged. If you are not the intended recipient of this document (or parts thereof), or do not have permission from Colby Phillips Advisory or the client for access to it, please immediately notify Colby Phillips Advisory or the client and destroy the document (or parts thereof).

This document, parts thereof or the information contained therein must not be used in a misleading, deceptive, defamatory or inaccurate manner or in any way that may otherwise be prejudicial to Colby Phillips Advisory, including without limitation, to imply that Colby Phillips Advisory has endorsed a product or service.



Contents

1	Inti	rodu	ıction	3
2	De	velo	pment Description	3
3	De	sign	Assumptions	7
	3.1	Wa	aste & Recycling Service Provision	7
	3.2	Wa	ste & Recycling Volumes	8
4	- Wa	ste	Management System	10
	4.1	Wa	ste Storage Area(s)	10
	4.2	Sys	stem Operation	13
	4.2	.1	Routine Services	13
	4.2	2	At-call services	15
	4.2	.3	Maintenance Services	15
	4.2	.4	External	16
	4.2	.5	Bin cleaning (& On-site Bin Wash Area)	16
	4.2	.6	Transfer pathways	17
	4.3	Col	llection & Traffic Issues	17
	4.4	Ма	nagement & Communication	18
	4.4	.1	Responsibilities	18
	4.4	.2	Implementation & Communication	19
	4.5	Oth	ner Waste System Design or Management Issues	20
5	Re	ferer	nces	21



1 INTRODUCTION

This document presents a waste management plan (WMP) for the 132 Prospect Road Mixed Use Building (Residential High-density Mixed Use) Development (the "Development"). The Project Proponent is Australasian Property Developments, the Planning Consultant is Masterplan, the Architect is City Collective, and the Traffic Engineer is CIRQA.

The WMP explains how the Development can manage waste effectively to achieve regulatory requirements and desired design and operating objectives, including those recommended by the South Australian Better Practice Guide (State Guideline) (Zero Waste SA, 2014) and Council expectations for waste management in this type of development. The WMP should be read in conjunction with other planning approval documentation for the Development referenced herein.

2 DEVELOPMENT DESCRIPTION

The Development is at 132 Prospect Road, in the City of Prospect (Council) – see Figure 2-1 below which shows the location relative to other neighbouring properties. Per plans provided (Drawing SK10 to SK14 Rev A, received 17 Dec 18), the Development is a four-storey building on a *ca.* 1,375m² site, with *ca.* 30.1m frontage onto Prospect Road and rear access via an existing carpark with main entry from Olive Street.

Table 2.1 (page 5) gives the proposed Development Metrics. In summary, the Development would comprise:

- o Residential living Levels 1 to 3:
 - Six 2-bedroom apartments and two 3-bedroom apartments; and
 - Twelve 3-bedroom townhouses
- o Commercial tenancies Ground Level (as reproduced in Figure 2-2)
 - Light Café (175m²)
 - Dry retail (97m²)
 - Dry retail (175m²)
 - Offices & Consulting Rooms (total 537 m²)

The above commercial tenancy profile at Ground Level is based on the Proponent's commercial expectations. The final mix of commercial tenancies would be decided when the building is complete and becomes operational.

Table 2.1 below includes the recommended Waste Resource Generation Rate (WRGR) classification (for each land use) based on the State Guideline (Zero Waste SA, 2014), which are used for estimation of waste and recycling volumes to assess waste storage required for the site.





Figure 2-1 Site boundary for Development, reproduced from the Drawings.



Table 2.1 Summary of land uses for the Development, their WRGR Description(s) and relevant Development Metric(s). Retail and Commercial tenancies are preliminary assumed uses

Land Use	Description	Site Location	Land UseType	Dev.	Metric(s)
Residential	Apartments Level 1	Level 1	High Density Residential Dwelling	8	Dwellings
			2	18	Bedrooms
	Townhouses Level 2/3	High Density Residential	12	Dwellings	
			Dwelling	36	Bedrooms
Retail	Retail Tenancy 1	Ground	Retail < 100m2	97	m2 GFA
	Retail Tenancy 2		Light Café*	175	m2 GFA
	Retail Tenancy 3	1	Retail > 100m2	175	m2 GFA
Commercial	Commercial Offices (3xtenancies)	Ground	Offices or Consulting Rooms	537	m2 GFA
Open Space	Open Space and gardens, carpark	Basement, Ground, 1, 2, 3	Showroom**	50	m2 GFA

^{*} Derated Café WRGRs from State Guideline: General waste = -30%, Recycling = -25%, Food Waste = -50%

^{**} Activated area assumed



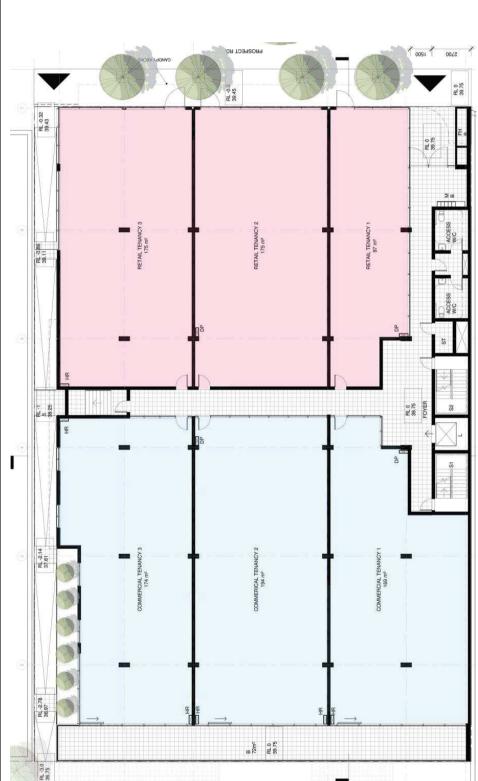


Figure 2-2 Preliminary proposed Ground Level plan (final layout and commercial mix may change when the building becomes operational)



3 DESIGN ASSUMPTIONS

3.1 Waste & Recycling Service Provision

Table 3.1 outlines the recommended waste services by land use per Table 2.1. The different waste service classifications listed in Table 3.1 are explained below.

- Routine Services These require on-site waste storage and routine and regular collections, and would include services for general waste, dry (comingled) recyclables and food waste.
- At-call services These involve non-frequent collections, such as Hard waste and are organised and provided on an as-needed basis.
- Maintenance services Some waste items (e.g. lighting in common areas or commercial tenancies, sanitary waste in public/common toilets) would be removed and disposed of (off-site) by the contractor providing the related maintenance service (and hence on-site waste storage is not usually needed or provided).
- External Services These are where waste items (e.g. printer cartridges, batteries, lighting) that can be dropped off by tenants/residents at external locations (e.g. Officeworks, waste depot) (and thus, separate on-site waste storage is not usually needed or provided).

The residential component of this development is proposed to involve shared waste storages and use of bulk/skip bins, which are not compatible with Council's current kerbside collection service. (However, this may change in the future if Council elects to introduce a rear-lift skip bin collection service to high density developments, and thus, the Development should be future -proofed for this eventuality.)

Commercial tenancies are not (presently) supported by Council kerbside collection services.

Consequently, all collection services to the Development would be provided by a private or commercial service provider (unless Council introduces a future rear-lift skip bin service for higher density residential properties).



Table 3.1 Expected or recommended waste & recycling services for the Development

Service Type	Residential		Retail tenancie	Commercial Offices			
	Apartments & Townhouses	Public Space	Light Café tenancy	Dry Retail tenancy	Offices		
Routine (regularly scheduled)	General Waste Recycling Food Organics	• General Waste	 General Waste Recycling Food Organics Recycled deposit containers (OPTION) Cooking Oil (OPTION) 	General Waste Recycling	General Waste Recycling Confidential Paper		
At-call (as needed)	Hard/E-waste		Hard/E-waste Printer Cartridges (Optional) Batteries (Optional)				
Maintenance (waste removed by contractor)	• :Lighting (where applicable)		Sanitary (commercial toilets)Garden WasteLighting (where applicable)				
External (by tenant off-site)	LightingPrinter CartridgesBatteries		Lighting (if not Maintenance)Printer Cartridges (if not At-call)Batteries (if not At-call)				

3.2 Waste & Recycling Volumes

Table 3.2 estimates expected waste and recycling volumes for the Development (in Litres/week).

- WRGRs (in the State Guideline) do not exist for sanitary, lighting, printer cartridge or battery waste.
 - Volumes of these waste items, however, are relatively small, and thus, have not been estimated.
- The Light Café tenancy WRGRs are derated Café / Restaurant WRGRs (to reflect the fact a Light Café is not a full-service restaurant, which the WRGRs in the State Guidelines are based on refer to Table note).
- The Light Café and Offices & Consulting Rooms' WRGRs for Recycling and General Waste were split based on published data and consultant experience to reflect likely volumes generated for different recyclable items.



Table 3.2 Estimated waste & recycling volumes (Litres/week) for Development. Greyed out, N/A – Not Applicable; NE – Not estimated

	Residential		Retail			Commercial	Shared
Waste/Recycling Service	Apartments & Townhouses	Townhouses	Retail < 100m2	Light Café*	Retail > 100m2	Offices	Public Area
	L/week	L/week	L/week	L/week	L/week	L/week	L/week
General Waste	540	1,080	306	1,544	662	806	140
Dry Comingled Recycling	450	900	153	1,020	662	671	35
Recycled Deposit Container				180			
Confidential Paper						134	
Food/Garden Organics	180	360		1,372			
Hard waste	190	252	15	43	28	13	9
E-waste	18	45	1	3	2	1	0.7
Cooking Oil				NE			
Lighting waste				NE			
Printer Cartridges/Batteries			•	NE			
Sanitary (commercial toilets)			NE				
TOTAL	1,278	2,637	475	4,161	1,353	1,625	184

[#] Modified Café / Restaurant WRGR to reflect Light Café tenant: General waste WRGR derated by 30%, recycling/cardboard by 25%, and food waste by 50%.

^{**} Splits are made to Recycling and General waste WRGRs based on published data and consultant experience to reflect likely volumes generated



4 WASTE MANAGEMENT SYSTEM

4.1 Waste Storage Area(s)

Waste storage is provided in a group of rooms at Basement level – see Figure 4-1 on page 12– and as described further below. Table 4.1 gives a schedule of recommended bin storages in each of these Waste Storage Areas for Routine Services (based on estimated waste volumes in Table 3.2) and includes for each land use and service:

- Number and type of bins;
- Collection frequency (expected or proposed); and
- Service provider.

Table 4.1 Waste storage and bin schedule for Routine Services, including collection frequency and collection service provider. The type and size of bins for some commercial services may be refined in consultation with the commercial waste contractor when the building becomes operational

Marta Stavena Aver(a)	Location	Routine Service	Estimated Waste/Recycling Volumes (L/week)	Collection Frequency (Events (up to) / week)	Max. Bins/Items Stored & Collected (up to per Event)		
Waste Storage Area(s)					No.	Size (L)	Туре
1. Residential	Ground Level Waste Room (Residential)	General Waste	1620	2	1	1,100	Skip
		Dry Comingled Recycling	1350	2	1	1,100	Skip
		Food/Garden Organics	540	2	1	660	Skip
2. Retail (3 tenancies)	Ground Level Waste Room (Retail)	General Waste	2511	3	1	1,100	Skip
		Dry Comingled Recycling	1835	3	1	1,100	Skip
		Recycled Deposit Container	180	1	1	240	MGB
		Food/Garden Organics	1372	3	1	660	Skip
3. Commercial Rooms (3 tenancies)	Ground Level Waste Room (Commercial)	General Waste	946	3	1	1,100	Skip
		Dry Comingled Recycling	706	3	1	1,100	Skip
		Confidential Paper	134	1	1	140	MGB

1) Apartment (Residential) Waste Area & Bin Storage (Shared)

- Residents would access the room from their apartments via corridors and residential-use lift to Basement Level.
 - o Access into the room will be through a single door, with key or fob or access code.
 - Only residents and property management staff / cleaners would have access.
- The room has space for 1 x 1,100L General Waste skip, 1 x 1,100L Comingled Recycling skip, and 1 x 660L Organic Waste skip (per Table 4.1 above)



2) Commercial Office Bin Storage (Cleaners Room)

- This room would serve Routine waste requirements of the office tenancies where cleaners would collect waste and recycling in each tenancy and dispose of it bins in this room.
- Cleaners would access the room via the commercial-use lift and through a lockable door.
 - o Access through the door would be with a key or fob or access code.
 - o Cleaners, property management staff, and private collection company would have access through the doors.
- Space is provided for 1 x 1,100L General Waste skip and 1 x 1,100L Comingled Recycling skip (per Table 4.1 above).

3) Retail Tenancies Bin Storage (Shared)

- This room would service the waste requirements of the retail tenancies and would be accessed by tenancy staff to dispose of waste and recycling in bins provided.
- Access to the room is via the commercial-use lifts, and two sets of lockable double-doors. The doors will require key or fob or access code for entry.
 - o Each retail tenancy would be provided access, as well as cleaners, property management staff and private collection company.
- Space is allowed for 1 x 1,100L General Waste skip, 1 x 1,100L Co-mingled Recycling skip, 1 x 660L Organic (Food) Waste skip and 2 x 240L MGBs for Container Deposit items (bottles and cans) (per Table 4.1 above).

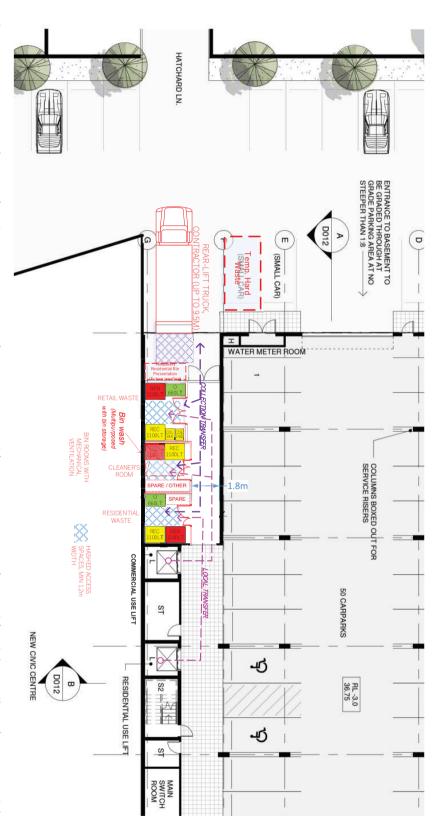
Collection (by Private contractor) from all waste storage areas would be a pull-in pull-out service via the loading bay at the rear of the property, with access to the room through rear service doors.

All the rooms above would have mechanical ventilation to remove odours.

• The ventilation would extract to atmosphere, with location selected to avoid impact on residents, tenants and/or neighbours.

Potential bin configurations in these Waste Storage Areas for the recommended bin storage (per Table 4.1) are illustrated in Figure 4-1. These illustrations demonstrate that adequate space is or can be provided in these Waste Storage Areas to meet the site's waste management requirements.





tenants. Figure 4-1 Basement layout showing arrangement of waste rooms with separate access for Residential, Retail, and Commercial



4.2 System Operation

4.2.1 Routine Services

The following summarises how the waste systems would operate for each land use at the Development.

4.2.1.1 Residential Apartments

User Storage – Residents would be provided with suitable kitchen bins with handles to enable easy carriage from their dwellings to their Local Disposal Area, e.g. Figure 4-2 below:

- a) General waste bin at least 20L in size (bag lined)
- b) Co-mingled recycling waste bin at least 20L in size
- c) Food organics bin (compostable bag lined)

Note: City of Prospect residents can receive a free Kitchen Organics Basket and 150 compostable bags per year. Additional bags can be purchased. See https://www.prospect.sa.gov.au/page.aspx?u=1392



BIN 2 x 20 Litre Bucket – Drawer pull to cupboard









(a) (b)

Figure 4-2 Examples of suitable waste and recycling kitchen bins: (a) General waste & recycling - 2×20L Buckets with carry-handles in pull-out drawer; and (b): Bench-top food waste kitchen caddy with handles (Source: https://www.prospect.sa.gov.au/page.aspx?u=1392)

Local Disposal and Waste Storage – The residents would carry waste in their kitchen bins / bin bags via corridors and Lift to the Basement Level Waste Room – see Figure 4-1 on page 12– and dispose into the skip bins provided. Access to the room would be restricted by key or fob or access code. The number of bins is as per Table 4.1.



Presentation/Collection Transfer -

- The Basement Level Residential Waste room would be the presentation area for collection.
- The Private waste contractor would open (using key or fob or secure access code) the rear access door from the loading bay. Then access the Residential Waste room with key or fob or access code, pull bins out from the Waste Storage Area, empty them, then return empty bins back to this waste room.

Collection -

- Would be the Private contractor (rear-lift), parking in the loading bay at rear of building (per Figure 4-1). Access to the loading bay is through the public carpark, entering from Olive Street.
- Collections would be twice weekly, and the time required for collection events should be less than 10 min (per service, inclusive of commercial and retail wastes) to park, collect and empty bins.

4.2.1.2 Commercial and Retail tenancies

User Storage – These tenancies would have bins located in-tenancy for disposal of their waste and recycling. The types and size of bins would be decided during tenancy fit-out as they depend on type of commercial activity and services elected by the tenants.

Local Disposal and Waste Storage area -

- Café and retail Tenancy staff would transfer waste & recycling and/or bins via Ground Level Foyer and lift to the Basement Level Commercial / Retail Waste storage area per Figure 4-1 and empty it into the bins provided. Access to the Commercial / Retail waste room would be with key or fob or access code. Some smaller waste items (e.g. cooking oil if required for café) may be stored in the tenancy.
- Offices Tenancy staff or cleaners would transfer waste & recycling and/or bins via Ground Level Foyer and lift to the Basement Level waste storage area per Figure 4-1 and empty it into the bins provided. Access to the waste room would be with key or fob or access code. A separate room is provided for office cleaners' exclusive access, if preferred by Building / Facilities Manager.
- Table 4.1 gives a list of bin types and numbers to service the assumed tenancy configurations in Table 3.1, and Figure 4-1 illustrates that these bins can be accommodated in these commercial / retail waste storage areas.

Presentation/Collection Transfer -

- For commercial waste and recycling services, the Waste Storage Areas would be the presentation areas for collection.
- The waste contractor would use the loading bay at the rear of the building. Access into the waste storage areas is with key or fob or access code.

Collection -



- Would be the Private contractor (rear-lift), parking in the loading bay at rear of building (per Figure 4-1). Access to the loading bay is through the public carpark, entering from Olive Street.
- Collections would be three times weekly for General Waste, Recycling, and Organic (Food) Waste. The time required for collection events should be less than 10 min (per service, including Residential waste collection) to park, collect and empty bins.
- Collections for Container Deposit (CDL) bins would be once per week or as required. The time required for collection events should be less than 5 minutes.
- Collections for Confidential Paper bins would be once per week or as required. The time required for collection events should be less than 10 minutes. CP bins would be collected directly from the associated office/tenancy.

4.2.2 At-call services

4.2.2.1 Hard/E-waste - Apartment Building residents

- Hard Waste and E-waste collection would be arranged by the Building / Facilities Manager (on residents' behalf). This will reduce the number of collections required by consolidating the various households' collections.
- The Building / Facilities Manager would inquire directly with a private company or the Council to arrange collection and agree suitable arrangements and presentation location(s) for the service.
- Subject to above review and confirmation with the Contractor / Council the temporary hard waste presentation area(s) could be set up using a small car park space adjacent the building loading bay as illustrated in Figure 4-1.
- The waste contractor(s) delivering hard waste collection services can use the Loading Bay.

The Building User Manual(s) for residents at the Development would advise on availability and/or organizing the Council Hard /E-waste collection services.

4.2.2.2 Hard/E-waste - Commercial Tenancies

- Tenants would organise for private hard/e-waste collection direct from their tenancies as needed.
- The waste contractor delivering the services would use the loading bay at the rear of the building. Access to the tenancies will be via the deliveries corridor on Basement Level and lift up to the Ground Level tenancies.

The Building User Manual(s) for commercial tenants at the Development would advise on availability and/or organizing Hard /E-waste collection services.

4.2.3 Maintenance Services

Waste would be generated by some maintenance services or activities in the building and commercial tenancies at the site (e.g. lighting, repair work, cleaning of commercial toilets, etc.). These maintenance-generated waste materials would



be handled and disposed of by the contractor undertaking these services. [Dedicated on-site storage for these waste materials is therefore not needed.]

4.2.4 External

Residents and commercial tenants would be able to dispose of smaller waste items, such as printer cartridges, batteries and lighting, to publicly available external drop off points (e.g. supermarkets, Office works, telco retail stores, etc.), which accept these materials.

The Building User Manual(s) for residents and commercial tenants at the Development will include advice on external drop-off points for these waste items, which may include reference to Council advice available at their Web site.

4.2.5 Bin cleaning (& On-site Bin Wash Area)

A dedicated on-site bin cleaning area would be provided and multi-purposed with the bin storage area in the Cleaner's Room at Basement Level – see Figure 4-1.

- This bin wash area would require grading to a sewer drain with basket screen to remove gross solids, tiles or epoxy coating to water-proof adjacent walls and flooring, standard cold-water supply faucet and commercial-grade electrical power supply (if pressure washer system is to be used), plus bunds and screens for use during bin wash events.
- Bin washing activity for residential bins and access by commercial tenants would be managed by the Building/Facilities Manager.
- Bin washing would be timed to occur immediately after bins are emptied.

Alternatively, bin cleaning at the Development could be outsourced to an external contractor (e.g. http://binforce.com.au/).

- These external contractors generally have self-contained bin washing systems on back of ute or truck that enable them to clean bins on site e.g. Figure 4-3 below.
 - o Or some will remove bins from site, replacing them with an empty spare, clean the bins, then return them to site.



Figure 4-3 On-site bin wash system for rear-lift trucks on back of ute. Source: http://binforce.com.au/



4.2.6 Transfer pathways

There are range of transfer pathways for the waste systems at the Development, which were described in Sections 4.2.1 and 4.2.2. The following is provided as a guide for sizing and designing these transfer pathways.

• Transfer pathways -

- User disposal less than 30m and free of steps, no grades greater than 1:15, and cater for mobility impaired users.
- Local disposal points to central storage enough width to accommodate relevant bins or waste loads being transferred, free of steps, no grades greater than 1:12
- o Collection less than 30m with no steps or grades greater than 1:10
- Corridor widths
 - o 240L MGBs or smaller bins / loads min. 1,000 mm (1,200mm preferred)
 - o 660L skip bins min. 1,200mm (1,400mm preferred)
 - o 1,100L skip skips and/or other waste loads min. 1,500mm (1,600mm preferred)
- Doors
 - o Local disposal access 800mm
 - o Transfer pathways- Appropriate to the size of bin to be transported, e.g.
 - 240L MGB (or smaller) min. 800mm
 - 660L skip min. 1,200mm
 - 1,100L skip min 1,400mm
- Floors Hard surfaces where bins and skips are to be carted
- Lifts All lifts should be sized to allow for bulky hard waste items.

Based on current plans, these requirements for transfer pathways in the Development appear to be generally satisfied. All relevant transfer pathways should be reviewed and confirmed at detailed design stage to ensure they are appropriate, including with Council for their residential collection services.

4.3 Collection & Traffic Issues

4.3.1.1 Collection Point & Events

The waste collection point for the Development introduced above is reiterated below.

- All collections are made by parking in the loading bay at the rear of the building per Figure 4-1. Access into the building is through double doors with key or fob or secure access code.
- Overhead clearance of minimum 3.8m (from floor to soffit) is required for access and operation of the bin lifting equipment on the rear of the truck.
- Collection will be completed within 15 minutes per service (including Residential, Commercial, and Retail tenancies)
- Collections should be timed to minimise noise disruptions and to minimise restriction to cars passing through the carpark at the rear of the building.

4.3.1.2 Traffic Issues

Access to the Loading Bay is via public carpark with entrance from Olive Street. Swept path analysis has been carried out by the traffic engineer to ensure safe reversing access into the loading bay and to reduce intrusion of the parked vehicle into the carpark (beyond the limit of the adjacent Civic Centre wall)



Refer to the Traffic Report by Traffic Engineer for additional discussion of collection truck access to the Development.

4.4 Management & Communication

4.4.1 Responsibilities

Table 4.2 summarises the responsibilities of different parties / stakeholders for proposed waste management and operational activities at the Development. In summary:

- Residential The Building / Facilities Manager would be responsible for managing the waste system, but residents would play an important role in managing their local disposal activities and accessing the Council hard waste service, and Council (at its discretion) may support the Building / Facilities Manager with resident engagement and education to help drive good waste management outcomes; and
- Commercial tenancies The Building / Facilities Manager would manage the waste system, including ensuring that good waste management outcomes by tenants were achieved.

Table 4.2 Management & operational responsibilities for the waste systems at the Development

Waste System	Activity	Responsible party
Residential	Local Disposal & External Disposal	Residents
	Waste Storage Areas, Hygiene, Odour Management & Cleaning	Building Manager & their property management staff
	Collection services - Standard Waste & Recycling	Commercial / Private Contractor(s)
	Collection services – Hard Waste by Council	Council with Building Manager booking it with Council on tenants' behalf
	Management	Building Manager
	Education, Training & Engagement (Residents)	Building Manager
Commercial tenancies	Local Disposal, Hard Waste & External Disposal	Tenants
	Waste Storage Areas, Hygiene, Odour Management & Cleaning	Tenants
	Collection services - Waste & Recycling	Commercial / Private Contractor(s)
	Management	Building Manager
	Education, Training & Engagement (tenants)	Building Manager



4.4.2 Implementation & Communication

4.4.2.1 Apartment Building residential

To successfully implement this WMP, the following may need to be considered or should be put in place.

- Mandated responsibilities for apartment residents Obligations for residents
 to properly access, operate and use the waste systems provided should be
 written into any tenancy residency agreement and/or incorporated into the
 Community/Strata plan lodged with the Lands Titles Office.
- Resident Induction Should include first-day guidance on how to correctly use the waste systems.
- Building User Manual Advice and instructions on waste management and using the waste systems should be included in the Building User Manual(s) developed for residents, including contact information for further information, questions and issues.
 - This may include advice to residents on how to properly dispose of other waste / recycling items including lighting, batteries and hazardous household waste
- Emergency Response &/or Property Management Plan(s) Should include response measures (or contingencies) for:
 - o Collection services suspended or not available;
 - o Incorrect use by residents of the waste systems; and
 - o Illegal dumping on-site.

4.4.2.2 Commercial tenants

Like the Apartment residential system above, the following should be put in place

- Community/Strata title arrangements for commercial property owners –
 Obligations for the commercial tenants and/or property owners to properly
 access, operate and use the waste systems would be written into any tenancy
 agreement and the Community/Strata plan lodged with the Lands Titles
 Office.
- Site Management System / Manual Advice and instructions on waste management and using the waste systems should be provided for tenants, including contact information for further information, questions and issues.
- *Tenant Induction* Should include guidance on how to correctly use waste /recycling bins as well as the site approach to waste and recycling.
- Emergency Response or Site Management Plan(s) Should include response measures (or contingencies) for:
 - o Waste collection services suspended or not available;
 - o Incorrect use by tenants of the waste systems;
 - Illegal dumping on-site; and
 - Poor waste management outcomes (including cleanliness, odour and/or low diversion).



4.5 Other Waste System Design or Management Issues

The following would be considered and/or implemented for waste systems at the Development. More details for some of these items can be resolved at detailed design stage with the waste contractor and/or Council.

- 1) Bins These would comply with Australian Standard for Mobile Waste Containers (AS 4213).
- 2) Signage -
 - Appropriate signage in all Local Disposal and Waste Storage Areas should be used to ensure correct disposal of waste and recycling.
 - This signage should conform to the signage requirements of Council and/or the State Guideline (Zero Waste SA, 2014).
- 3) Vermin, hygiene & odour management (inc. ventilation)
 - o Inspection & Cleaning -
 - An inspection and cleaning regime would be developed and implemented by the Building / Facilities Manager for waste systems at the Development, including ensuring that surfaces and floors around disposal areas, transfer pathways and waste storage areas are kept clean and hygienic and free of loose waste and recycling materials.
 - Where putrescible general waste or food waste is being stored, Local Disposal and Waste Storage areas should be graded to a sewer drain with tiling or epoxy coating to floors and adjacent walls to waterproof the area and for cleaning.
 - o Odour Control -
 - All Waste Storage Areas -
 - Where putrescible general waste or food waste is being stored, these areas would be mechanically ventilated for control of odours.
 - The ventilation would extract to atmosphere, to prevent odour build up.
 - The extraction vent discharge location would be selected to avoid impact on residents, tenants and/or neighbours.
 - It should be a requirement for food waste bins in Waste Storage areas that lids are closed after use.

4) Access & security -

- o All Waste Storage Areas (residential and commercial) in the Building should be secure and only accessible by key or fob or access code.
 - This key or fob or access codes would be provided to residents, tenants, property management staff and/or waste contractor(s) collecting from these areas.
 - CCTV is recommended to monitor waste disposal practices in all Waste Storage Areas.



5 REFERENCES

Zero Waste SA. (2014). South Australian Better Practice Guide – Waste Management in Residential or Mixed Use Developments.

OFFICE FOR DESIGN + ARCHITECTURE®

File No: 2014/11235/01

30 May 2019

Ref No: 140627252

Karen Ferguson Senior Planner Planning and Land Use Services Department of Planning, Transport and Infrastructure Level 5, 50 Flinders Street Adelaide SA 5000

karen.ferguson@sa.gov.au

For the attention of the State Commission Assessment Panel

132 Prospect Road, Prospect

Further to the referral DA 050/M001/19 received 3 April 2019 pertaining to the development application at the above address and in my capacity as a statutory referral in the State Commission Assessment Panel, I am pleased to provide the following comments informed by the Design Review process for your consideration.

The proposal was presented to the Design Review panel on one occasion. A prelodgement agreement was not reached in advance of lodgement.

In principle I support the project team's aspirations to deliver a mixed use development in this part of Prospect. I am of the opinion that a development of the proposed scale on this site has a responsibility to deliver a high benchmark for design, a high level of amenity for all users and a built form that responds sensitively to the adjacent civic building, the existing streetscape and unique character of the area. I am pleased to offer my in principle support to the proposed development however my support is contingent on review of some of the dwellings and tenancies in order to provide a high quality of amenity for occupants, residents and neighbours alike.

The subject site is located directly north of the City of Prospect's new three storey Community hub, Library and Innovation Centre (CLIC), currently under construction. The CLIC with undercroft/basement car parking that integrates with the existing Town Hall, will comprise new Council administration, library, gallery and commercial area for lease. This section of Prospect Road is characterised by a high street character, comprising single storey historic shopfronts and contemporary commercial buildings. There are a number of single storey Local heritage places within the vicinity, including to the immediate north of the subject site on the corner of Prospect Road and Olive Street (136-138 Prospect Road) which comprises a single storey shopfront containing a commercial tenancy. At grade car parking with two way access is located to the west of the site, connecting Olive and Vine Streets. The area to the west of the access way is residential in character, and comprises one and two storey dwellings. The site is rectangular in shape with a 30 metre frontage to Prospect Road and depth of 45.5 metres. It is sloped with a high point on Prospect Road, approximately three metres above the level of the rear carparking area. The subject site is currently utilised as an open car park.

Level 1 26-28 Leigh Street Adelaide SA 5000

GPO Box 1533 Adelaide SA 5001

DX 171

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



OFFICE FOR DESIGN + ARCHITECTURE®

File No: 2014/11235/01

Ref No: 140627252 The site is located in the Urban Corridor Zone, High Street Policy Area, which envisages a maximum building height of four storeys, up to 15 metres. The proposal presents as a four storey built form to Prospect Road and presents as five storeys to the rear/west due to the slope of the site. The building adjoins the north facade of the CLIC, with basement/undercroft car parking to the rear of the site. The ground floor includes retail and commercial tenancies and a communal lobby. The first floor level comprises eight apartments, and twelve duplexes are proposed over levels two and three with the living areas located on level two. I support the proposed mix of uses and dwelling types, building height and the provision of parking below ground. I acknowledge the unique location of the site being at the centre of the civic precinct. In principle, I support the proposed built form and restrained architectural expression, as in my view, it assists in maintaining the CLIC building as a prominent built form presence in the street. I also acknowledge the amendments to the built form and architectural expression to address a number of concerns raised in the Design Review session.

The built form is set back from the northern boundary at ground level to provide a new 1.6 metre wide ramped pedestrian and cycle connection from the rear car park up to Prospect Road. The ground floor is built to the front/Prospect Road boundary and abuts the leading edge of the new CLIC building with a party wall, low external planter, and recessed lobby space. Full height glazing to the ground floor fronting Prospect Road and a part of the north connection intends to create a visually permeable street edge, continue the strong retail focus of the precinct and provide passive surveillance to the new connection. In principle I support the provision of a new link and the intent to continue the retail focus of the main street. However I recommend review of the ramp gradients and lengths with the view to maximise usability and ensure safety in addition to the minimum accessibility compliance requirements. Additionally I recommend consideration of opportunities to widen the new north connection with the view to provide additional landscaping, improve the amenity of the link and ensure a safe environment. An opportunity also exists to improve user amenity and convenience by providing access points from the north connection to the ground floor tenancies.

Three retail tenancies are proposed with frontage to Prospect Road and three commercial tenancies are proposed with aspect to the rear/west car park. The tenancies are separated by a central corridor and commercial foyer. Due to the site topography, the commercial tenancies are elevated to level one, with secure car parking provided below the tenancies. In principle I support the provision of retail and commercial tenancies along the frontages to the public realm. I support the inclusion of a separate commercial foyer and recommend development of a wayfinding strategy to ensure a clear sense of address for all tenancies. Two accessible washrooms are located at the south west boundary of the site with access from the commercial foyer. I am concerned by the compromised circulation to the accessible washrooms and recommend further review of the location to ensure safe and convenient access for all tenancies. I also recommend consideration of the back of house requirements for each of the retail tenancies to ensure usability and convenience. In my opinion, an opportunity exists to provide visual and physical connections between the commercial tenancies and the existing rear car park level to provide additional amenity and address. I acknowledge the project team's response to concerns raised in the Design Review session regarding the fire egress configuration to the ground floor and recommend ongoing engagement with the South Australian Metropolitan Fire Service (SAMFS) to ensure compliance. In my view an opportunity also exists to further review the ground floor configuration and residential levels above to improve opportunities for light and ventilation for all levels.

Level 1 26-28 Leigh Street Adelaide SA 5000

GPO Box 1533 Adelaide SA 5001

DX 171

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



OFFICE FOR DESIGN + ARCHITECTURE®

File No: 2014/11235/01

Ref No: 140627252

The first floor level comprises eight apartments, with a 10.75 by 13.3 metre central communal landscaped courtyard. The northern wall setback to level one is approximately 3.5 metres, with 1.8 metre deep balconies to apartments four and five protruding into this northern setback area. Additional balconies are provided with eastern or western aspects for the six remaining apartments. I support the increased width of the central landscaped courtyard with the intent to improve amenity for the residential levels. I also support the reduced depth of apartments to ensure access to quality daylight. However, I am concerned by the bedroom windows that rely on the communal courtyard for natural light and ventilation, as I am of the view that the arrangement compromises acoustic privacy and residential amenity. I acknowledge the inclusion of landscaped trellises to screen the bedroom windows, however I am yet to be convinced the proposed measures successfully mitigate the privacy issues.

Levels two and three include twelve double storey three-bedroom duplexes, with the living spaces proposed on level two. The site configuration affords predominantly eastern or western aspect for six dwellings (Types A and D), and northern aspect for four dwellings (Type C). The north west and north east corner duplexes have dual aspect. The east and west dwellings on level two are separated by a 6.75 metre void with additional two metre wide open corridor spaces on either side, a 2.65 metre wide walkway adjacent the southern lift, and 1.1 metre walkway providing access to two of the northern duplexes. I recommend increase in width of the 1.1 metre deep walkway to ensure convenient access and a sense of address for these duplexes. Decorative metal screening is proposed to the west and east perimeters of the void, and a black steel open balustrade is proposed to the north and south perimeters. I recommend further consideration of a consistent open balustrade to all edges of the void with the view to maximise access to natural light, and experience of the landscaped courtyard for all occupants of all levels. The bedrooms of the east and west dwellings on level three are separated by a 6.6 metre wide open void. The central void spans over three storeys and is open to the sky with the intent to provide light and ventilation to the centre of the building.

The duplex dwellings are generous in area, however I am concerned the generous areas have affected the overall mass of the building and resulted in reduced setbacks to the north. In my view, an opportunity exists to review and rationalise the internal layouts with the view to improve residential amenity and safeguard from potential development on the adjacent site by reducing the building footprint and increasing the built form separation. I do not support the snorkel shaped bedrooms of the Type A duplex dwellings on level three as in my view, this layout compromises access to quality natural light and ventilation. I support the provision of balconies directly connected to the living areas, however recommend review of the northern setback, and depths of the balconies on all levels to ensure useable private outdoor space. The west elevation includes 1.7 metre tall balustrades to the level one commercial tenancies and 1.4 metre balustrades to the apartments to mitigate overlooking to properties to the rear which I support in principle.

I encourage ongoing development of the landscape species selection and deep soil zones to ensure delivery of the landscape ambitions for the central landscaped courtyard and development as a whole. In my view, an opportunity exists to extend the atrium and soft landscaping to the ground floor level to provide a generous courtyard, improve the sense of address to the commercial and retail tenancies and provide a unique identity for this building within the precinct.

Level 1 26-28 Leigh Street Adelaide SA 5000

GPO Box 1533 Adelaide SA 5001

DX 171

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



OFFICE FOR DESIGN+ ARCHITECTURE

File No: 2014/11235/01

Ref No: 140627252 The architectural expression of the ground level seeks to reference the adjacent Local heritage building through parapet height and horizontal expression which I support. The balconies of the level two duplex dwellings are expressed as a ribbon balustrade with gloss feature tile banding. The upper two levels to the east and west facades are characterised by double height vertically proportioned Cemintel protruding frame elements. The north west and north east corner apartments are characterised by vertically expressed steel cladding. I support the built form articulation and materiality that in my view provide a restrained architectural expression and assist with breaking down the mass and scale of the development.

All vehicle access to the undercroft/basement car park is from Olive and Vine Streets at the rear of the building. Car parking is proposed for 50 car spaces including two accessible spaces. A number of the car spaces are proposed as a double-stacked arrangement. I recommend further development of the parking management strategy including parking space allocation. I also encourage the project team to review servicing, delivery and waste collection for the retail and commercial tenancies to ensure safe and convenient access for all users.

The proposal includes Ecologically Sustainable Design (ESD) principles including solar shading, energy efficient mechanical and electrical services, high performance glazing and sustainable building materials which I support.

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

- Review of the ramp gradients and lengths with the view to maximise usability, ensure safety in addition to the minimum accessibility compliance requirements and consider opportunities to widen the new north connection.
- Review of the ground floor configuration to ensure safe and convenient access to accessible washrooms and any back of house requirements.
- Review of the first floor level bedrooms facing the central courtyard to address concerns regarding compromised amenity for occupants.
- Increase in width of the level two 1.1 metre deep northern walkway to ensure convenient access and a sense of address for the duplexes.
- Review of the building's northern setback and depths of the balconies on all levels to ensure usable private open space and safeguard from potential development on the adjacent site by reducing the building footprint and increasing the built form separation.
- Review of the snorkel type bedrooms of the Type A duplex apartments on level three.
- A high quality of external materials supported by the provision of a materials samples board.

Yours sincerely

DX 171

Level 1

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

26-28 Leigh Street

Adelaide SA 5000

GPO Box 1533 Adelaide SA 5001

Kirsteen Mackay

South Australian Government Architect

CC:

Belinda Chan

ODASA

belinda.chan@sa.gov.au



Ferguson, Karen (DPTI)

From: Chan, Belinda (DPTI)

Sent: Friday, 28 June 2019 10:10 AM

To: Ferguson, Karen (DPTI)

Subject: Re: Referral letter: 132 Prospect Road Prospect

Dear Karen,

This email is in response to the applicant's response letter dated 6 June 2019 and amended drawings for the proposal at 132 Prospect Road, Prospect.

We acknowledge changes have been made to address concerns raised in the Government Architect's referral letter dated 30 May 2019.

We acknowledge and support the following amendments:

- Increase in width of the level two northern walkway from 1.1 metres deep to 1.5 metres deep.
- Clarification of the four metre setback to the northern building line, and amendments to the balcony depths to the north, east and west to improve usability of the private open space, and partial increased setbacks to the northern building line to assist with safeguarding from future development.
- Reconfiguration of the Type A duplex apartments on level three to remove the snorkel type bedrooms, resulting in a two bedroom townhouse and reduction in car parking requirements.
- Increase in height of balustrades from 1.4 metres to 1.5 metres in response to DPTI Planning concerns.

We acknowledge confirmation of the following items:

• Gradients of the northern ramp and compliance with standards, and the design team's commitment to lighting and landscaping to ensure a safe environment.

In addition, we acknowledge the following amendments have been made, however we are of the view that further development of the proposal is required to fully address the concerns:

- Amendments have been made to the ground floor configuration to separate the residential and commercial access and provide access to the accessible wcs for the retail tenancies. While we acknowledge the intent to provide separated entrances from the southern foyer, we are not yet convinced by the sense of address and access arrangement from the basement commercial car parking spaces to the ground floor commercial tenancies. In addition, clarification of the intended users of the ground floor locker/change area is requested, to ensure clear and convenient access from the basement car and bicycle parking areas. We also acknowledge the intent to provide a Prospect Street front address for the commercial tenancy, however as the front foyer space is long and narrow, and compromised by services protruding into the tenancy, we recommend further clarification of the internal layout to ensure a sense of address.
- The project team has confirmed the first floor level bedrooms facing the central courtyard have been
 designed to exceed minimum light and ventilation requirements, however we remain concerned by the
 compromised acoustic privacy for residents.

We note the design team's intent to provide a physical samples board to demonstrate a high quality of external materials.

In summary we acknowledge and support a number of amendments made, and recommend further refinement of the proposal in order to achieve a high level of user amenity and design quality.

Kind regards

Belinda Chan on behalf of Kirsteen Mackay, South Australian Government Architect Team Leader, Design
Office for Design and Architecture SA
Planning and Land Use Services
Department of Planning, Transport and Infrastructure
T 08 8402 1805 (internal 21805) • E belinda.chan@sa.gov.au
Level 1, 26-28 Leigh Street, Adelaide SA 5000 • GPO Box 1533 Adelaide SA 5001
DX 171 • www.dpti.sa.gov.au









collaboration . honesty . excellence . enjoyment . respect

We acknowledge and respect Aboriginal peoples as South Australia's first peoples and nations, we recognise Aboriginal peoples as traditional owners and occupants of land and waters in South Australia and that their spiritual, social, cultural and economic practices come from their traditional lands and waters; and they maintain their cultural and heritage beliefs, languages and laws which are of ongoing importance; We pay our respects to their ancestors and to their Elders.

Information contained in this email message may be confidential and may also be the subject of legal professional privilege or public interest immunity. Access to this email by anyone else is unauthorised. If you are not the intended recipient, any use, disclosure or copying of this document is unauthorised and may be unlawful.

From: Ferguson, Karen (DPTI)

Sent: Monday, 24 June 2019 10:59 AM

To: Chan, Belinda (DPTI)

Subject: FW: Referral letter: 132 Prospect Road Prospect

Hi Belinda,

I was wondering if you had any comments to make in response to the changes made by the applicant at 132 Prospect Road, Prospect? As per attached.

I did forward to Sonya Carthy a few weeks ago. It would be nice to close the loop for my report if you are supportive of the changes they have made.

Thanks

Regards

Karen Ferguson

Senior Specialist Planning Officer
Development Assessment
Planning and Land Services
Department of Planning, Transport and Infrastructure
P/T Mon/Wed/Thurs
Telephone +61 (0) 8 71097067 Email: karen.ferguson@sa.gov.au Website: www.sa.gov.au
Level 5/50 Flinders Street ADELAIDE SA 5000, PO Box 1815 ADELAIDE SA 5001, DX 967

View the SA Planning Portal • Subscribe to our Newsletters



collaboration . honesty . excellence . enjoyment . respect

Information contained in this email message may be confidential and may also be the subject of legal professional privilege or public interest immunity. Access to this email by anyone else is unauthorised. If you are not the intended recipient, any use, disclosure or copying of this document is unauthorised and may be unlawful.

From: Ferguson, Karen (DPTI)

Sent: Wednesday, 12 June 2019 3:35 PM

To: Carthy, Sonya (DPTI) <Sonya.Carthy@sa.gov.au> **Subject:** RE: Referral letter: 132 Prospect Road Prospect

Hello, In the absence of Rose I have forwarded this additional information in response to Kirsteen's letter concerning DA 050 M001 19

This concerns a development at 132 Prospect Road, Prospect. For Kirsteen's consideration.

Thanks.

Regards

Karen Ferguson

Senior Specialist Planning Officer
Development Assessment
Planning and Land Services
Department of Planning, Transport and Infrastructure
P/T Mon/Wed/Thurs
Telephone +61 (0) 8 71097067 Email: karen.ferguson@sa.gov.au Website: www.sa.gov.au
Level 5/50 Flinders Street ADELAIDE SA 5000, PO Box 1815 ADELAIDE SA 5001, DX 967

View the SA Planning Portal • Subscribe to our Newsletters









collaboration . honesty . excellence . enjoyment . respect

Information contained in this email message may be confidential and may also be the subject of legal professional privilege or public interest immunity. Access to this email by anyone else is unauthorised. If you are not the intended recipient, any use, disclosure or copying of this document is unauthorised and may be unlawful.

From: Chard, Rose (DPTI)

Sent: Friday, 31 May 2019 11:31 AM

To: Ferguson, Karen (DPTI) < <u>Karen.Ferguson@sa.gov.au</u> > **Subject:** Referral letter: 132 Prospect Road Prospect

Good morning,

Please find the attached referral letter in response to referral 050/M001/19 received 3 April 2019.

This will be uploaded to Appian also.

Kind regards,

Rose Chard

Program Officer Design
Office for Design and Architecture SA
Planning and Land Use Services
Department of Planning, Transport and Infrastructure
T 08 8402 1886 (internal 21886) • E rose.chard@sa.gov.au
Level 1 26-28 Leigh Street Adelaide SA 5000 • GPO Box 1533 Adelaide SA 5001
DX 171 • www.dpti.sa.gov.au



collaboration . honesty . excellence . enjoyment . respect

We acknowledge and respect Aboriginal peoples as South Australia's first peoples and nations, we recognise Aboriginal peoples as traditional owners and occupants of land and waters in South Australia and that their spiritual, social, cultural and economic practices come from their traditional lands and waters; and they maintain their cultural and heritage beliefs, languages and laws which are of ongoing importance. We pay our respects to their ancestors and to their Elders.

Information contained in this email message may be confidential and may also be the subject of legal professional privilege or public interest immunity. Access to this email by anyone else is unauthorised. If you are not the intended recipient, any use, disclosure or copying of this document is unauthorised and may be unlawful.

AGENDA ITEM: 6.8

To: Council Assessment Panel (CAP) on 13 May 2019

From: Darren Starr, Assessment Manager

Proposal: Mixed Use Building including Retail, Commercial & Residential

Address: 132 Prospect Road, Prospect

Application: 050/143/2019

Applicant: Australasian Property Developments Pty Ltd

Owner: City of Prospect (contracted to above)

Planning Authority: State Commission Assessment Panel (SCAP)

Public Notification: Category 2

Development Plan Version: Consolidated 13 February 2018

Zone and Policy Area: Urban Corridor Zone

Key Considerations: Land Use, Design and Appearance, Traffic and Parking, Built Form

ATTACHMENTS:

Attachments 1-29 Proposal Plans

1. **RECOMMENDATION**

- 1.1 The State Commission Assessment Panel (SCAP) is provided with a copy of this CAP report and that it be advised of Council's comments, through its Council Assessment Panel, in relation to the matters described herein, noting that there may be additional matters that have not been assessed or considered in this brief commentary.
- 1.2 That the SCAP should give particular regard to the following matters raised by the CAP and these issues should be satisfactorily addressed prior to any granting of development plan consent;
 - Occupant Amenity of the proposed residential development
 - Privacy and Amenity of adjoining residential properties, particularly to the west and located in the Residential Zone.;
 - Suitability of stacked car parking for commercial/retail development and uncertainty around the allocation of car parking for residential land uses.
 - Loading Area and loss of car parking in the adjacent Council car parking area;
 - Location of internal windows fronting the void area and privacy and access to natural light from these windows into the apartments/town houses;
 - Useability of balconies.

1.3 The SCAP should, if it is of a mind to approve the proposed development, ensure that these matters have been satisfactorily addressed and include recommended conditions outlined at the conclusion of this report.

2. BACKGROUND

Pursuant to the Development Regulations 2008, the State Commission Assessment Panel (SCAP) is the relevant authority for the proposed development.

The SCAP has referred this application to Council for comment, as required by Section 33(1) of the Development Act 1993. The SCAP is undertaking Category 2 public notification and other referral processes as part of its assessment process. Council's role is to provide any relevant comment to the SCAP for consideration, not to undertake an assessment of the development application.

The proposed development consists of the construction of a mixed use building that will include basement car parking, retail and commercial space at street level (Prospect Road), entry foyer to Prospect Road to service the upper level residential, residential apartments and townhouses.

The proposed development is located within the Urban Corridor Zone and High Street Policy Area of the Prospect (City) Development Plan.

For the information of CAP members, key policies within this zone and policy area relating to the development of a mixed use building comprising retail, residential and commercial lands uses and the subject site specifically are outlined below:

URBAN CORRIDOR ZONE

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

Objective 2: Integrated, mixed use, medium and high rise buildings with ground floor uses that create active vibrant, and visually appealing streetscapes incorporating high levels of amenity.

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

DESIRED CHARACTER (extract)

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

Issues of paramount importance to the Prospect community are:

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

HIGH STREET POLICY AREA

Objective 1: A mix of land uses including retail, office, commercial, community, civic and medium and high density residential development that support the economic vitality of the area.

Objective 2: Buildings sited to provide a continuous and consistent built edge with verandas/awnings over the public footpath and an intimate built scale, with fine-grained detailing of buildings in and adjacent to the public realm.

Objective 3: An interesting and varied skyline as viewed from the street and afar, provided by modulation in roof forms and the use of parapets.

Objective 4: An intimate public realm with active streets created by buildings designed with frequently repeated frontage form and narrow tenancy footprints.

Objective 7: Development that contributes to the desired character of the policy area.

DESIRED CHARACTER (extract)

This Policy Area will contain a variety of land uses including shops, offices, community centers, consulting rooms and medium-to-high density residential development, to create a destination that attracts people for a variety of reasons. Uses that generate a high frequency of pedestrian activity and activate the street, such as shops and restaurants, will be located on the ground floor, with offices, apartment-style residential development, or both, located on upper floors overlooking the street. The mix of complementary land uses will extend activities beyond normal working hours to enhance the area's vibrancy.

Development on Prospect Road will be large in scale and height whilst incorporating the dominant street podium building form of one or two storeys that abuts the footpath and continuing the established width, rhythm and pattern of façades to support a variety of tenancies with narrow frontages. Portions of the ground floor will be set back in some locations to emphasise the building entrance or to create spaces for outdoor dining. Upper levels will be offset and setback behind the street podium with variation in façade treatments, materials and colours as well as the use of modulated roof forms and parapets that contribute to a varied and interesting skyline.

3. PROPOSAL

- 3.1 The proposal comprises a mixed use building of greater than 4 storeys, fronting Prospect Road that will include under croft car parking, retail and commercial and residential development in the form of townhouses and apartments.
- 3.2 The retail areas (425m²) and commercial (451m²) will be accessible directly from Prospect Road or via the public foyer, which will also provide access to the upper level residential land uses. Access will also be provided from the basement car park via separate residential and commercial lifts.
- 3.3 Eight apartments (2 & 3 bedrooms) will be located on the first floor (3 oriented east, 2 oriented north and 3 oriented west) with 12 townhouses on levels 2 and 3 over the two levels.
- 3.4 The proposed building height ranges from 14.89m at Prospect Road to 17.89m adjacent the council car park at the rear of the building. Private open space will be provided via a series of balconies.

- 3.5 Fifty (50) car parking spaces will be provided for the building, some in a stacked parking arrangement with bicycle parking spaces also provided. Thirty four (34) spaces will be provided in a 'stacked' parking arrangement. It is unclear how this car parking arrangement will operate in practise and as a consequence whether the parking provision complies with the Development Plan provisions.
- 3.6 The proposal plans are attached (refer Attachments 1-29)

4. PLANNING COMMENTARY

As outlined above it is not Councils role to undertake a full assessment of the proposed development in its role of providing comment to SCAP.

Council staff have not undertaken a full assessment of the proposed development against the Prospect (City) Development Plan. The plans have been reviewed more broadly against the provisions of the development plan and a number of issues are raised for the consideration of SCAP in its assessment of the development application.

4.1 Land Use

The proposed development will consist of a mix of land uses (residential, retail and commercial) that is considered appropriate in the zone, policy area and locality.

4.2 **Design and Appearance**

The proposed development underwent a design review by the Office of Design and Architecture (ODASA) prior to lodgment of the development application. The comments from the South Australian Government Architect to the applicant addressed raised concerns around the buildings built form, massing and architectural expression.

Specially the relationship between the proposed building and the adjacent Council building under construction, relationship with the local heritage building to the north, the layout and configuration of the retail and commercial tenancies, residential amenity, privacy, access to light and cross ventilation, use of 1.7m balustrades to mitigate overlooking (western facing dwellings) and the need to amend the design to address overlooking without the need for these measures and double stack parking.

The applicants planning consultant has highlighted changes to the proposal plans since the design review process to address a number of these issues raised in the ODASA review.

Notwistanding this there are a number of design based issues that would benefit from further consideration by the SCAP and applicant as outlined below:

4.2.1 Overlooking

There are 2 key principles that relate to overlooking, privacy and adjoin occupant amenity in the zone as outlined below:

- 8 Overlooking should be prevented within an area of 45 metres and minimised beyond 45 metres, as measured from the site property boundary.
- 9 To provide visual privacy to habitable rooms and private open space of dwellings in lower density residential and historical (conservation) zones, views (from windows, balconies, roof terraces and the like) should be restricted to 1.7 metres above finished floor levels, through the use of screening devices that are integrated into the building design and have minimal negative effect on resident's or neighbour's amenity.

The ODASA comments touched on a need to address, and if necessary redesign, the western facing apartments to remove a requirement to enclose the balcony areas with 1.7m balustrades.

This has been addressed by the applicant through the inclusion of 1.4m screens on the balcony areas, with a stated intent to address overlooking in a downward direction but provide longer vista views. It is not considered that this is a suitable design response to this issue and it does not prevent overlooking to properties to the west, in particular dwellings that front Olive Street located to the west. This same issue has occurred with other upper level floors of multi storey buildings fronting Prospect Road, particularly where land slopes away to the west.

While a 1.7m screen to these balconies would undoubtedly have an impact on future occupant amenity, unscreened balconies will likely impact on adjoining owner privacy and amenity. The design response does not adequately address PDC 8 and the need to prevent overlooking and this issue requires further design consideration to achieve one of the issues of paramount importance to the Prospect community.

4.2.2 Occupant Amenity

A number of proposed dwellings have a heavy reliance on light from the internal void area or the western facing windows/balcony areas. There is also the potential for issues of occupant privacy where windows are aligned from different dwellings facing the proposed void.

4.2.3 Balcony Areas/Private Open Space

The upper level balconies for the town house development are 5m² which means they will have limited usability or functionality. Unless there is a significant reason not to increase the size of these balconies they should be increased to provide a useable outdoor space for future occupants.

Northern balconies for apartments and townhouses at the first and second floor lack the necessary depth to be well used spaces (less than 2m in depth).

Balconies have outward opening doors that impact on the balcony area, sliding doors would have less impact on the use of these spaces.

4.2.4 Northern interface

The setback of the proposed building on the northern elevation creates a 1.6m walkway between the proposed building and the adjacent building with a limited functionality, no access to Prospect Road and the potential to create a dead zone that represents a safety issue. If this area is to be retained it should be designed using crime prevention (CPTED) principles.

4.3 Car Parking and Traffic

The proposed provision of car parking is heavily reliant on the double stacking of car parks, including as part of the commercial and retail parking areas. There is insufficient detail provided as to how this arrangement will work in practice and given demand for parking in the Prospect Road locality this is of concern and requires further clarification from the applicant.

It is also noted that the car parking area is accessed via a roller door, clarity around the hours of access for the car parking area is also required.

The traffic consultants engaged by the applicants have indicated that the proposed development has a shortfall of five (5) car parking spaces when considered against the provision of the Development Plan. While they have concluded this is not a significant issue, the CAP has consistently raised concerns with the cumulative effect of car parking shortfalls and a five (5) space shortfall on the subject land is expected to increase demand on public parking areas in proximity to the site.

4.4 Waste Management & Loading Zone

The proposed development involves the collection of waste from a proposed loading bay that will be located outside the subject site within Councils public car park. This would result in the loss of public car parking in this area. While the consultant's report outlines that discussion around this arrangement has occurred, there does not appear to be an agreement in place for this approach. In addition clarity should be provided that the waste collection area will not be used by pedestrians parking in the Council car park to access the building.

5. CONCLUSION

A full planning assessment of the proposed development has not been undertaken, as this is not Council's role as a referral body in this development assessment process. The full assessment will be undertaken by the State Commission Assessment Panel (SCAP) as the relevant authority for the proposed development.

Notwithstanding this, a number of issues outlined in this report are brought to the attention of CAP and SCAP members in relation to the proposed development. These issues should be addressed prior to any grant of development plan consent.

Council Specific Recommended Conditions of Consent should SCAP resolve to grant Development Plan Consent.

Site in reasonable condition

The premises must be kept tidy and all buildings, fences, landscaping and paved or sealed surfaces must be maintained in good condition at all times.

Water quality devices will be maintained

The stormwater detention and/or water quality device(s) as shown in the approved plans shall be installed in accordance with engineering calculations and design drawings, and maintained at all times thereafter in accordance with manufacturers' recommendations.

Car park shall be kept clear

Driveways, car parking spaces, manoeuvring areas and landscaping areas shall not be used for the storage or display of materials or goods including waste products and refuse.

Outdoor storage

No materials or equipment are to be stored outdoors.

Car park shall be line marked

All car parking spaces must be line-marked in accordance with the approved plans and to comply with the Australian/New Zealand Standard for Parking Facilities (Part 1: Off-street Car Parking (AS/NZS 2890.1:2004) prior to occupation.

Car park shall be maintained

The surfacing of the car park, line marking and directional arrows shall be maintained to the reasonable satisfaction of Council at all times.

Disabled spaces shall be clearly marked

All disabled parking spaces shall be provided with line marking and signage that accords with Australian/New Zealand Standard for Parking Facilities (Part 1: Off-street Car Parking (AS/NZS 2890.1:2004) and the car parking area shall be signposted as an area subject to the Private Parking Areas Act 1975.

Car park lighting shall comply with Australian Standards

Lighting to driveways, parking and manoeuvring areas shall be lit in accordance with the Australian Standard for Lighting for Roads and Public Spaces (AS1158.1 and AS1158.3) during the hours of darkness that they are in use and accessible by the general public. The necessary lights shall be directed and screened so that overspill of light into nearby premises is avoided and minimal impact on passing motorists occurs and to satisfy the Australian Standard for Obtrusive Effects of Outdoor Lighting (AS4282:1997).

Landscaping will be maintained

All landscaping areas shall be maintained at all times to the reasonable satisfaction of Council. The applicant or the persons for the time being making use of the subject land shall cultivate, tend and nurture the landscaping, and shall replace any landscaping that becomes diseased or dies.

Maintain footpaths in a safe condition

Footpaths adjacent to the site are to be kept in a safe condition for pedestrians at all times during construction works. All driveways and footpaths traversed by vehicles using the site are to be maintained in a reasonable condition for the duration of the works, and are to be reinstated to the satisfaction of Council on completion of the works.

No obstruction of the footpath or roadway may occur without the prior permission of Council. For further advice, please contact Council's Infrastructure and Environment Department on 8269 5355.

Construction site management plan is required

A Construction Site Management Plan shall be prepared and submitted to City of Prospect for approval prior to the commencement of construction on the land. The plan shall comply with the requirements of Section 25 of the *Environment Protection Act*, which states "a person must not undertake an activity that pollutes, or might pollute the environment unless the person takes all reasonable and practicable measures to prevent or minimise any resulting environmental harm".

The Construction Site Management Plan shall include:

- a) Measures for the reduction of potential for mud and material drag out from the site by providing a hard surface at the entry/exit points to the site and a controlled washing zone prior to exiting the site; and
- b) Containment of water run-off within the site, which will be filtered and cleaned to the satisfaction of Council if being discharged into the stormwater system; and
- c) Reduction of the potential for dust and other airborne particles by the use of water sprinklers and/or other means of containment; and
- d) The establishment of a compound for the storage of waste materials and litter. The compound must be covered to prevent litter from being blown away from the compound; and
- e) Measures to minimise the potential for noise pollution through correct positioning of all mechanical equipment to ensure compliance with the requirements of the Environment Protection (Noise) Policy.

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

Applicant:	Australasian Property Developments Pty Ltd C/- Masterplan SA Pty Ltd	
Development Number:	050/M001/19	
Nature of Development:	Construction of a 5 level mixed use building, comprising ground level retail and commercial use, 3 levels of apartments and lower level car park	
Development Type:	Merit	
Zone / Policy Area:	Urban Corridor Zone – High Street Policy Area RECEIVED	
Subject Land:	132 Prospect Road, Prospect	
Contact Officer:	Lauren Talbot 16 MAY 2019	
Phone Number:	8402 1786	
Close Date:	17 May 2019	
My Name: STEVE	REES My phone number: 0418 394 042	
Primary method(s) of contact:	Email: steve. rees awellcomww.com, au	
	Postal Address: Prospect Postcode: 5082	
	minated PRIMARY METHOD(s) OF CONTACT if you indicate below that you wish to Assessment Panel in support of your submission.	
My interests are: (please tick one)	owner of local property	
Г	occupier of local property	
Г	a representative of a company/other organisation affected by the proposal	
г	a private citizen	
The address of the property affect 2 Olive Size	ed is: ed Prospect Postcode 5082	
My interests are: (please tick one)	I support the development	
Г	I support the development with some concerns	
J	I oppose the development	
The specific aspects of the application of the appl	ion to which I make comment, on are: Olive Street is y impacked by long traffic noise, ton Inadequate parking and it has h speed thorough fake to Chuch II Rd	
I: wish to be he	ard in support of my submission	
(please do not wish to tick one) (Please tick one	b be heard in support of my submission	
By: appearing pe	rsonally	
(please being represe tick one) (Please tick one	ented by the following person	
Signature:	on les.	
Date:	119.	

Return Address: The Secretary, State Commission Assessment Panel, GPO Box 1815, Adelaide, SA 5001 /or Email: scapreps@sa.gov.au

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

Applicant:	Australasian Property Developments Pty Ltd C/- Masterplan SA Pty Ltd
Development Number:	050/M001/19
Nature of Development:	Construction of a 5 level mixed use building, comprising ground level retail and commercial use, 3 levels of apartments and lower level car park
Development Type:	Merit
Zone / Policy Area:	Urban Corridor Zone – High Street Policy Area
Subject Land:	132 Prospect Road, Prospect
Contact Officer:	Lauren Talbot RECEIVED 1 5 MAY 2019
Phone Number:	8402 1786
Close Date:	17 May 2019
My Name: MS C. Ho NOW Cor Primary method(s) of contact:	mel Small Small @ Canadae (200)
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	Postal 3 Vine St
	Address: Prospect Postcode: 5082
You may be contacted via your n	ominated PRIMARY METHOD(s) OF CONTACT if you indicate below that you wish to
	n Assessment Panel in support of your submission.
My interests are: (please tick one)	owner of local property
Г	occupier of local property
Г	a representative of a company/other organisation affected by the proposal
Г	a private citizen
The address of the property affect	stad is:
3	Vine St Prospect. Postcode 5082
My interests are: (please tick one)	I support the development
Г	I support the development with some concerns
□	I oppose the development
The state of the smaller	ation to which I walks comment on are:
	ation to which I make comment on are:
	(during after completion, parking issues (during
* after completion	Tincreasing loss of historical significance in
the wish to be h	leard in support of my submission of high density housing approva
	to be heard in support of my submission
tick one) (Please tick o	
appearing p	ersonally Aexible
Бу.	with this
(please being repre tick one) (Please tick o	ne)
Signature:	unil Small work commitments
Date: 13/5/	
10/01	

Return Address: The Secretary, State Commission Assessment Panel, GPO Box 1815, Adelaide, SA 5001 /or Email: scapreps@sa.gov.au

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

Language State Land		
Applicant:		Australasian Property Developments Pty Ltd C/- Masterplan SA Pty Ltd
Development Nu		050/M001/19
Nature of Develo	pment:	Construction of a 5 level mixed use building, comprising ground level retail and commercial use, 3 levels of apartments and lower level car park
Development Typ	oe:	Merit
Zone / Policy Are	a:	Urban Corridor Zone – High Street Policy Area
Subject Land:		132 Prospect Road, Prospect RECEIVED 15 MAY
Contact Officer:		Lauren Talbot
Phone Number:		8402 1786
Close Date:		17 May 2019
My Name: Audi	REY M	1°GLASHAN My phone number: 8344 6867
Primary method(s)	of contact:	Postal Address: PROSPECT SA Postcode: 5082
You may be contacted	d via your n	ominated PRIMARY METHOD(s) OF CONTACT if you indicate below that you wish to
be heard by the State	Commissio	n Assessment Panel in support of your submission.
My interests are:		
(please tick one)		owner of local property
	14	occupier of local property
	Г	a representative of a company/other organisation affected by the proposal
	Г	a private citizen
The address of the pro	operty affec	ted is:
		Postcode
My interests are:	г	I support the development
(please tick one)	V	I support the development with some concerns
	-	
	1	I oppose the development
The specific aspects o	f the applica	ation to which I make comment on are: Attached
-		
I: F V	vish to be h	eard in support of my submission
(please	lo not wish Please tick or	to be heard in support of my submission ne)
By:	ppearing pe	ersonally
(please k		ented by the following person
Signature:	14/95	I La 1
Date:	1	12 5 16

Return Address: The Secretary, State Commission Assessment Panel, GPO Box 1815, Adelaide, SA 5001 /or Email: scapreps@sa.gov.au

OBJECTIONS RE: Proposed Development at 132 Prospect Rd. Prospect 5082

Development Number: 050/M001/19

• I am concerned about the north facing balconies and the expectation of future owners of the units in that they will expect to have an ongoing right to a view to the north because of the balconies.

I raise this concern because I also intend to develop my property in the foreseeable future with a similar type of development with similar set back distances including the set back to the southern boundary of my property to the Building that is proposed in this application for 132 Prospect Road and the subject of this development application.

- I also have concerns about parking and traffic movement in this precinct and I believe vehicle access will be almost exclusively from Olive St. [Hatchard Lane is only used for resident access and has never been used as a thoroughfare.]
- Prospect Council's New Building works CLIC and this development will result in a nett reduction of available public and on street car parks in the area.

AWallal

Phoenix Raymond / Philip Stewart Town and Country Housing Incorporated Po Box 28 Christies Beach 5165

admin@townandcountryhousing.org

14/05/19

The Secretary State Commission Assessment Panel GPO Box 1815 ADELAIDE SA 5001 scapreps@sa.gov.au

RE: Development Number 050/M001/19

Australian Property Developments Pty Ltd

132 Prospect Road

Dear Sir / Madam

In regard to the development Number 050/M001/19 Town and Country Housing Incorporated (T&C) oppose the current development on the grounds of present and future detrimental impact on property owned by them at 4 Vine Street Prospect.

T&C notice in page 3 of the sustainability report the developers of the project recognize through its sustainability initiatives "renewable energy" as an important part of the development. This recognition seems to be limited to the proposed development without consideration for the development's impact on the sustainability and renewable energy capacity of the wider community.

T&C are apposed to the current form of the development for the following reasons.

- As outlined on the submitted plans (sheet no. P23) shadowing impact is identified to T&C properties
- Inadequate details are supplied by the development plans for the impact of shading to T&C properties over the whole year period
 - T&C request that a more detailed analysis of shading be produced and provided that clearly identifies shading impact and solar collection capacity loss over the whole year period

Phri

- In its current form as identified in the development plans the impact of the development will reduce T&Cs current existing solar collection capacity at 4 Vine Street by a minimum of 15 kW per hour per day.
 - T&C as a supporter of renewable energy initiatives does not limit itself to current solar generation levels in the future with the properties affected.
 - Current solar collection infrastructure has 25 kW / hour capacity
- T&C would like to be able to have access to details that will provide a more accurate report of solar collection capacity losses.
 - Current published development drawings show an impact of complete shade coverage to the properties at 4 Vine Street Prospect at 9 am during the winter months.
 - As detailed in the plans this shading will be likely to have an effect of at least a few hours per day
 - T&C suspect that accurate modeling will show a greater impact to T&C solar collection capacity.

Yours sincerely

On behalf of Town and Country Housing Inc.

Phoenix Raymond

Philip Stewart

collaborative design / better outcomes

Suite 115 Epworth Building 33 Pirie Street Adelaide SA 5000 +61 8 8182 1270

Level 3 Georges Building 162 Collins Street Melbourne VIC 3000 +61 3 8568 3652

citycollective.com.au hello@citycollective.com.au 6th June 2019

RE: 132 PROSPECT RD, PROSPECT PLANNING APPLICATION RESPONSE

In response to the summary provided in the Government Architect's comments:

- 1. Review of the ramp gradients and lengths with the view to maximise usability, ensure safety in addition to the minimum accessibility compliance
 - In response to the comment about usability and accessibility compliance for the ramp, the applicant can confirm that no section of the ramp exceeds 9m in length, or exceeds a gradient more than 1 in 14, as per AS 1428.1.
 - As required by AS 1428.1, landings are also provided, meeting the minimum 1200mm length.
 - In terms of ramp width, the minimum is width under AS 1428.1 is 1000mm. The application exceeds this minimum dimension and provides a ramp width of 1600mm. Handrails are also provided as per code requirements
 - North facing windows on the ground floor have been included at multiple locations to offer passive surveillance to the ramp. Lighting and landscaping have also been incorporated within the application to increase user amenity to the ramp.
 - These features, as well as durable materials for ease of maintenance contribute to the ramps design adhering to CPTED design principles.
- 2. Review of the ground floor configuration to ensure safe and convenient access to accessible washrooms and any back of house requirements.
 - In response to the comment regarding ground floor configuration, the
 design team has undertaken a further review and proposes an
 alternative ground floor plan that incorporates the Government
 Architects comments and separates residential and commercial access
 and paths.
 - The reconfigured plan simplifies the flow of back of houses access [waste/loading facilities] for tenants and centralises shared toilet facilities giving greater access to all tenants.

Urban Design Architecture Planning

collaborative design / better outcomes

Suite 115 Epworth Building 33 Pirie Street Adelaide SA 5000 +61 8 8182 1270

Level 3 Georges Building 162 Collins Street Melbourne VIC 3000 +61 3 8568 3652

citycollective.com.au
hello@citycollective.com.au

- 3. Review of the first floor level bedrooms facing the central courtyard to address concerns regarding compromised amenity for occupants.
 - In response to the Government Architect concerns regarding first floor bedrooms facing into the courtyard, the design team can confirm that these windows have been designed to meet and exceed the minimum light and ventilation requirements achieving 26% of total floor area for light, and 9% of total floor area for ventilation, exceeding the minimum provisions of 10% and 5% respectively.
 - We also wanted to bring to your attention that the central courtyard is open to the atmosphere with a total opening area at roof level of 130 sqm. The courtyard area at first level is 170 sqm.
 - In undertaking a desktop review of recently approved and constructed similar scaled townhouse developments within the City of Prospect we have noticed some have as little as 4m separation between facing townhouse windows. Within the application, the courtyard provides a separation distance of 6.6m from facing townhouse windows at the third floor level
- 4. Increase in width of the level two 1.1 metre deep northern walkway to ensure convenient access and a sense of address for the duplexes.
 - The design team has incorporated the Government Architects recommendation and has increased the northern walkway to a depth of 1.5m
- 5. Review of the building's northern setback and depths of the balconies on all levels to ensure usable private open space and safeguard from potential development on the adjacent site by reducing the building footprint and increasing the built form separation.
 - In response to the comments regarding the Northern setback of the building and private open space of balconies, the design team has reviewed the depth of the balconies off of living spaces and has increased this dimension to a consistent 2m depth. The design team has also increased balcony depths to 3m on the east and west facing apartments. These are indicated on the updated plans. This also contributes to increased private open space
 - A continuous 4m separation from the site boundary to the balconies balustraded has been provided at the North Western corner from first floor to third floor level. It is reasonable to anticipate that future development of the adjoining site is more likely to occur at this northwestern location due to the local heritage overlays of the existing property.
 - From the second level above, a 2.6m separation from the site boundary to the balconies balustraded has been provided, with a 4m separation from the building face to the site boundary.

Urban Design Architecture Planning

collaborative design / better outcomes

Suite 115 Epworth Building 33 Pirie Street Adelaide SA 5000 +61 8 8182 1270

Level 3 Georges Building 162 Collins Street Melbourne VIC 3000 +61 3 8568 3652

citycollective.com.au hello@citycollective.com.au

- 6. Review of the snorkel type bedrooms of the Type A duplex apartments on level three
 - In response to the comment regarding amenity in the snorkel type bedrooms of the type A residences on level three, the application has taken onboard the recommendation of the Government Architect and reconfigured the townhouse plan to remove one of the bedrooms and provide a one larger bedroom.
 - The resulting impact is that there is no longer a snorkel bedroom and the townhouse is now a two bedroom townhouse, no longer a three bedroom townhouse. Such a change removes 6 bedrooms with the entire development which also reduces the carparking requirement.
 - This change also serves to increase the diversity of residences available with the development.
- A high quality of external materials supported by the provision of a materials samples board.
 - This can be provided.
- 8. Increase height of 1.4m balustrades to 1.5m
 - The balustrades on the western façade have been increased from a height of 1.4m to 1.5m. This change reflects feedback from DPTI and addresses overlooking provisions.



29 May 2019

Ms. Karen Ferguson Senior Planner State Commission Assessment Panel Level 5, 50 Flinders Street ADELAIDE SA 5000

Dear Karen

Re: Application Number 050/M001/19 - Response to Representations

We act for Australasian Property Developments Pty Ltd, the applicant in the above matte. Our client has asked us to consider and respond to the four (4) representations received following Category 2 Notification of its development application. The representations were received from:

- Town and Country Housing Incorporated of 4 Vine Street, Prospect;
- Audrey McGlashan of 136-138 Prospect Road, Prospect;
- Carmel Small of 3 Vine Street, Prospect; and
- Steve Rees of 2 Olive Street, Prospect.

We note that the representation by Audrey McGlashan supports the proposal but raises a number of concerns.

1. <u>Town and Country Housing Incorporated</u>

Town and Country Housing Incorporated ("T & C") is a small, non-profit housing provider. It provides safe and secure housing for people on low incomes.

T & C is primarily concerned about the proposal's shadowing impact on the organisation's housing complex at 4 Vine Street. The property adjoins the Council carpark. This organisation is also critical of the proposal's shadow diagrams, which only show the extent of shadow at the winter solstice instead of over the full year. T & C claim that the "development drawings show an impact of complete shade coverage to the properties at 4 Vine Street, Prospect at 9.00 am during the winter months". T & C claims that this shadowing will occur "at least a few hours per day".



Our Planning Report and the drawings prepared by City Collective acknowledge that the proposal will overshadow a very small section of 4 Vine Street at 9.00 am on the winter solstice. The extent of the shadow cast by our client's proposal is shown in green on Sheet P23. Also shown on that drawing are the shadows cast by other nearby buildings, including Council's new CLIC building which is under construction immediately to the south of our client's proposed development. That shadow is shown in grey and indicates that substantially more of the roof area of 4 Vine Street is shadowed at 9.00 am on 21 June by the CLIC building.

The winter solstice (21 June) is selected by planning authorities because it is the shortest day of the year when shadow impact is greatest. However, the length and time of shadow progressively reduces either side of June 21.

The Development Plan requires overshadowing of solar collectors to be "minimised" (Council-wide PDC's 133 and 139 (c)) and for multi-storey buildings to minimise detrimental micro-climatic and solar access impacts to adjacent buildings (Council-wide PDC 177 (a)). We acknowledge that the proposal is likely to overshadow a very small number of the adjacent solar panels of 4 Vine Street at 9.00 am during the winter solstice, but this impact will only occur for not for more than one hour per day at the most extreme time of the year.

To demonstrate this point, we **attach** an overshadowing diagram of the proposed development at 10.00 am on June 21. This diagram shows that the proposal will not overshadow 4 Vine Street from 10.00 am onwards, nor will the adjacent CLIC building.

We are satisfied that the proposal's impact on the nearby solar panels at 4 Vine Street has been minimised.

T & C's comment that the drawings "show an impact of complete shade coverage to the properties at 4 Vine Street, Prospect at 9.00am" is true, but only because the shadow diagrams include shadows from other buildings, most notably Council's CLIC building as mentioned above.

2. Audrey McGlashan

Ms McGlashan supports the proposed development, but has concerns about the proposal's north facing balconies, the almost exclusive use of Olive Street for access purposes and the net reduction of available parking and/or street parking in the area due to the combined effect of the proposed development and Council's CLIC development.

The proposal's north facing balconies have been designed to permit unobstructed views in a northerly direction over the roof of Ms McGlashan's building. That decision was made because the adjacent McGlashan Furniture Store building is used for non-residential purposes and is also a listed Local Heritage Item. We expect that future developments of Ms McGlashan's property at 136-138 Prospect Road will therefore be restricted to the western half or thereabouts of that site which is not heritage listed.

51035LET01 2



Until or unless an application is made to redevelop 136-138 Prospect Road (and to our knowledge no such application has been made), it is unnecessary to require our client's proposal to be amended.

We accept that Olive Street will be accessed by most vehicles generated by the proposal. This view is shared by Cirqa which estimates 30 vehicle movements per hour in the morning peak and 40 vehicle movements in the afternoon peak. As Cirqa notes, "such volumes would be readily accommodated at the site's various Council-owned car park access points". Cirqa believes that the site's peak hour traffic generation can "be readily accommodated on the adjacent road network".

Ms McGlashan is concerned that the proposal will result in a net reduction of available public and onstreet parking. Cirqa correctly observes lesser parking rates are contemplated for mixed-use developments of the kind proposed in this Zone. Cirqa also makes the important point that the amount of off-street parking provided is "appropriate due to shared parking opportunities (with existing and proposed land uses), alternate transport modes (public and active transport) and surrounding (off street and on street) parking opportunities".

3. Ms Carmel Small

Ms Small owns 3 Vine Street, Prospect. Ms Small is concerned about the proposal's building height, increased traffic during and after construction, noise during and after construction, parking issues and an increasing loss of the area's historic significance due to the influx of high-density housing.

The building is located in the High Street Policy Area of the Urban Corridor Zone, where it is intended that buildings should be up to four storeys and 15 metres high. The proposal slightly exceeds these standards at the western end of the site (but not at the Prospect Road end) because the site falls by approximately 3.0 metres from east to west away from Prospect Road. The proposal however will not exceed the height of Council's adjacent CLIC building, currently under construction and in the same zone and policy area.

We have commented elsewhere in this letter to concerns about traffic and parking, but not during the construction stage. It is inevitable that a project of this nature and scale will generate construction vehicles and a demand for workers' parking. That is an inevitable consequence of most construction projects. We would expect that these issues will be addressed in the Construction Environment Management Plan which we expect Council will require before works commence.

Ms Small is also concerned about the area's historic significance being lost. The site is vacant and did not require the demolition of any heritage buildings. The site is however adjacent to a local heritage item to the north (McGlashan's Furniture Store) and is one building removed from a local heritage building to the south (the Town Hall). It is however important to keep in mind that the High Street Policy Area is intended for mixed-use development of the kind proposed, including "medium and high-density residential development" (High Street Policy Objective 1).

51035LET01 3



The Desired Character for this Policy Area also encourages development of Prospect Road to be "large in scale and height...". From our reading of the Zone and Policy Area provisions, there is a deliberate intention to facilitate new development and land use change in association with the retention of heritage buildings, with the overriding aim to create active, vibrant and visually appealing streetscapes along Prospect Road.

Mr Steve Rees

Mr Rees is the owner of property at 2 Olive Street, Prospect. He has raised concerns about traffic noise, parking and congestion in and along Olive Street. These concerns have been raised by other representatives and have been addressed elsewhere in this letter.

Mr Rees also comments that Olive Street has become a high speed thoroughfare to Churchill Road. Whether this assertion is correct is difficult to say, but we do note that Olive Street is sign-posted at 40 kilometres per hour. We also note that 'Stop' signs are installed at the Olive Street and Braund Road intersection, which compels vehicles travelling in both directions on Vine Street to stop. Other traffic management measures have been implemented, including bollards, line marking and street tree planting in the carriageway to calm traffic volumes and speeds.

We suggest that the issues raised about Vine Street's use would be better directed to the City of Prospect as the agency responsible for this road.

Closure

We wish to be given the opportunity to appear before the State Commission Assessment Panel to respond to those representors who have expressed a desire to be heard, and to answer any queries.

Please advise in due course the time and date of the next available SCAP meeting.

Yours sincerely

Graham Burns MasterPlan SA Pty Ltd

enc: Shadow Design (10.00 am 21 June)

51035LET01 4

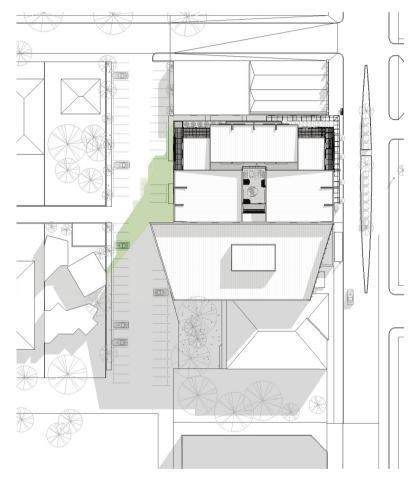
/Urban Design

/Architecture

/Planning

BUILDING IMPACT

SUN STUDY



SUN STUDY - WINTER SOLSTICE [10AM] 1:1000 @ A4

LEGEND:

SHADOWS

SHADOWS CAST BY 132 PROSPECT



Project: Client:

132 Prospect Road

APD

Status:

Planning Application

Project No: Sheet No:

Revision:

1709

P1

Drawn:

SW

Checked:

DC

Date: 29/05/19

City Of Prospect Development Plan

POLICY OVERVIEW

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

URBAN CORRIDOR ZONE

Introduction

The objectives and principles of development control that follow apply in the Urban Corridor Zone shown on Maps Pr/3, 4, 6 and 7. They are additional to those expressed for the whole of the council area.

The Urban Corridor Zone is divided into a number of Policy Areas. Each policy area has been defined according to the existing and desired character of the area, the type and nature of development considered appropriate and other features that differentiate one area from another. The policy areas are shown on Maps Pr/8, 9, 11 and 12.

The policies for development in the Urban Corridor Zone are expressed both as general policies applying throughout the zone, and more specific provisions for each of the policy areas.

OBJECTIVES

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

Objective 2: Integrated, mixed use, medium and high rise buildings with ground floor uses that create active vibrant, and visually appealing streetscapes incorporating high levels of amenity.

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

Objective 4: Adaptable and sustainable building designs that can accommodate changes in land use and respond to changing economic, social and environmental conditions.

Objective 5: Amalgamation of sites including adjacent sites that may or may not have main road frontage, are encouraged to provide better design outcomes accommodate envisaged development, design flexibility, diverse building types, landscaping private open space and dwelling sizes.

Objective 6 A built form that provides a transition down in scale and intensity at the zone boundary to maintain the amenity of residential properties located within adjoining zones.

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

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

DESIRED CHARACTER

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

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

Issues of paramount importance to the Prospect community are:

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

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

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

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

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

- (a) The use of a predominant 2 to 4 storey building scale that will create a linear corridor that frames the main roads.
- (b) The establishment of greatest height, mass and intensity of development at the main road frontages (behind setbacks / landscaping if envisaged in the Policy Area), and will reduce in scale to transition down where there is interface with low rise residential development in the adjacent zone.
- (c) The use of designs that consider the local topography that slopes from east to west, such as raised ground floor levels on the east side of roads, lowered ground floor levels and/or car parking underneath buildings on the west side of roads, and stepping the building form across the site on properties facing north and south.
- (d) The use of building articulation and fenestration to all visible sides of buildings and supported by integrated landscaping to enhance the built form, contribute to a pleasant pedestrian environment and provide an attractive transition between the public and private realms.
- (e) The use of active frontages at ground level to contribute to the liveliness, vitality and security of the public realm.
- (f) The use and combination of natural and durable materials and finishes (self-finished or prefinished) that respond to the predominant attributes of the area, such as brick, stone and rendered finishes and architectural elements addressing entrances, windows and eaves. Contemporary buildings and expressions are envisaged that complement the solid and lasting styles of the traditional built form of the area.
- (g) Appropriate site design, building separation, orientation and transition of building heights to address the potential for overlooking, overshadowing and noise impacts.
- (h) The use of consolidated parking areas (where possible), screened and located away from public spaces or underneath buildings and minimise access ways (number and frontage widths) and sited to retain public realm benefits.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

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

Affordable housing

Aged persons accommodation

Community centre

Consulting room

Dwelling

Educational establishment

Entertainment venue

Licensed premises

Office

Pre-school

Primary school

Residential flat building

Retirement village

Shop or group of shops

Supported accommodation

Tourist accommodation.

2 Development listed as non-complying is generally inappropriate.

Form and Character

3 Development should be consistent with the desired character for the zone.

4 Development should be in accordance with Concept Plan Figures UrC/1 to 6. **5** Residential development in a building

largely for residential living should aim to achieve a target minimum net residential

site density in accordance with the

following: Policy Area

Boulevard

Minimum net residential site density

75 dwellings per hectare net; except where varied by Concept Plan Figure UrC/1.

High Street Transit Living Business 60 dwellings per hectare net 45 dwellings per hectare net. No minimum

6 Vehicle parking should be located to the rear of development or not be visible from public land along the primary road frontage.

7 Amalgamation of sites, including adjacent sites that may or may not have main road frontage, should provide opportunity for comprehensively planned development and better design outcomes in accordance with the desired character of the zone/ policy area and interface zone/policy area.

Design and Appearance

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

High Street Policy Area

The Objectives and Principles of Development Control that follow apply in the High Street Policy Area shown in Maps Pr/8 and 11. They are additional to those expressed for the whole of the council area.

Objective 1: A mix of land uses including retail, office, commercial, community, civic and medium and high density residential development that support the economic vitality of the area.

Objective 2: Buildings sited to provide a continuous and consistent built edge with verandas/ awnings over the public footpath and an intimate built scale, with fine-grained detailing of buildings in and adjacent to the public realm.

Objective 3: An interesting and varied skyline as viewed from the street and afar, provided by modulation in roof forms and the use of parapets.

Objective 4: An intimate public realm with active streets created by buildings designed with frequently repeated frontage form and narrow tenancy footprints.

Objective 5: A high degree of pedestrian activity and a vibrant street-life with well lit and engaging shop fronts and business displays including alfresco seating and dining facilities and licensed areas. **Objective 6:** A safe, comfortable and appealing street environment for pedestrians that is sheltered from the weather, is of a pedestrian scale and optimises views or any outlook onto spaces of interest. **Objective 7:** Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

This Policy Area will contain a variety of land uses including shops, offices, community centers, consulting rooms and medium-to-high density residential development, to create a destination that attracts people for a variety of reasons. Uses that generate a high frequency of pedestrian activity and activate the street, such as shops and restaurants, will be located on the ground floor, with offices, apartment-style residential development, or both, located on upper floors overlooking the street. The mix of complementary land uses will extend activities beyond normal working hours to enhance the area's vibrancy.

Development on Prospect Road will be large in scale and height whilst incorporating the dominant street podium building form of one or two storeys that abuts the footpath and continuing the established width, rhythm and pattern of façades to support a variety of tenancies with narrow frontages. Portions of the ground floor will be set back in some locations to emphasise the building entrance or to create spaces for outdoor dining. Upper levels will be offset and setback behind the street podium with variation in façade treatments, materials and colours as well as the use of modulated roof forms and parapets that contribute to a varied and interesting skyline. Heritage buildings will be adapted and reused while maintaining their heritage qualities with development encouraged towards the rear and behind the front façades. Buildings adjacent to heritage buildings and historic conservation areas will be sympathetic to the heritage nature and

Active street frontages will be promoted through the frequency of different tenancies, diversity of activities, a high proportion of windows and numerous pedestrian entrances. Development will continue to provide visual interest after hours, by having no external shutters.

character in their design while having a modern appearance.

Verandas will be provided to create a comfortable and intimate place for pedestrians, and while avoiding the need to replicate those on adjoining buildings, will complement the size, alignment and height of nearby traditional canopies.

connection to the street and passive surveillance, with sufficient and varied screening to provide privacy for occupiers and to obscure furniture from view. To respect the integrity of the traditional high street character at ground level, balconies will not extend over the footpath.

Landscaping and other green infrastructure will be primarily confined to areas within the public realm and in accordance with the Prospect Road Master Plan, on buildings (roof top, walls and verandas), within rear yards, on zone boundaries or on buildings/structures to contribute to a pleasant pedestrian environment, and enhance the built form especially as viewed from adjacent zones.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 Development should provide continuity of ground floor shops, offices and other non- residential land uses along the road corridor by ensuring the ground floor of buildings is non-residential.
- **2** Shops or groups of shops contained in a single building, other than a restaurant, should have a maximum gross leasable area in the order of 2000 square metres.

Form and Character

- 3 Development should be consistent with the desired character for the policy area.
- **4** Pedestrian shelter and shade should be provided over footpaths through the use of structures such as awnings, canopies and verandas.
- **5** The ground level street frontages of buildings should contribute to the appearance and retail function of the area by providing at least 5 metres or 60 percent of the street frontage (whichever is greater) as an entry/ foyer or display window to a shop (including a café or restaurant) or other community or commercial use which provides pedestrian interest and activation.
- 6 Buildings should maintain a pedestrian scale at street level, and should:
- (a) include a clearly defined podium with a maximum building height of 2 storeys or 8 metres in height; and
- (b) have levels above the defined podium or street wall setback a minimum of 2 metres from that wall. **7** Development should respect the predominant traditional rhythm of narrow-fronted tenancies built side by side to create a largely continuous built edge to the street with varied and distinctive building facades
- **8** The ground floor of buildings should be built to have a minimum floor to ceiling height of at least 3.5 metres to allow for adaptation to a range of land uses including retail, office and residential without the need for significant change to the building.
- **9** The finished ground floor level should be approximately at grade and level with the footpath for non-residential ground level developments.
- **10** A minimum of 50 percent of the ground floor primary frontage of buildings should be visually permeable, transparent or clear glazed to promote active street frontages and maximise passive surveillance.



RA560 Residential Policy Area A650
RA450 Residential Policy Area A450
RA350 Residential Policy Area A350
RB200 Residential Policy Area B200
TL Transit Living Policy Area
B Boulevard Policy Area
H High Street Policy Area
Historic Conservation Area 9 Policy Area
Policy Area Boundary
Development Plan Boundary

Area not covered by Policy

PROSPECT COUNCIL
POLICY AREAS
MAP Pr/8

500m

Scale 1:8000

Consolidated - 13 February 2018



RA560 Residential Policy Area A650
RA450 Residential Policy Area A450
RA350 Residential Policy Area A350
RB200 Residential Policy Area B200
TL Transit Living Policy Area
B Boulevard Policy Area
High Street Policy Area
Historic Conservation Area 9 Policy Area
Policy Area Boundary

Policy Area Boundary
Development Plan Boundary
Area not covered by Policy

rea Boundary
ment Plan Boundary

PROSPECT COUNCIL

PROSPECT COUNCIL

PROSPECT COUNCIL

PROSPECT COUNCIL

PROSPECT COUNCIL

MAP Pr/8

Consolidated - 13 February 2018

500m

Scale 1:8000



RA560 Residential Policy Area A650
RA450 Residential Policy Area A450
RA350 Residential Policy Area A350
RB200 Residential Policy Area B200
TL Transit Living Policy Area
B Boulevard Policy Area
High Street Policy Area
Historic Conservation Area 9 Policy Area
Policy Area Boundary

Policy Area Boundary
Development Plan Boundary
Area not covered by Policy

rea Boundary
ment Plan Boundary

PROSPECT COUNCIL

PROSPECT COUNCIL

PROSPECT COUNCIL

PROSPECT COUNCIL

PROSPECT COUNCIL

MAP Pr/8

Consolidated - 13 February 2018

500m

Scale 1:8000



RA560 Residential Policy Area A650
RA450 Residential Policy Area A450
RA350 Residential Policy Area A350
RB200 Residential Policy Area B200
TL Transit Living Policy Area
B Boulevard Policy Area
High Street Policy Area
Historic Conservation Area 9 Policy Area
Policy Area Boundary

Policy Area Boundary
Development Plan Boundary
Area not covered by Policy

rea Boundary
ment Plan Boundary

PROSPECT COUNCIL

PROSPECT COUNCIL

PROSPECT COUNCIL

PROSPECT COUNCIL

PROSPECT COUNCIL

MAP Pr/8

Consolidated - 13 February 2018

500m

Scale 1:8000