

## APPLICATION ON NOTIFICATION – Notice Heading:

<b>Applicant:</b>	Dellta Projects
<b>Development Number:</b>	155/M006/17 V1
<b>Nature of Development:</b>	Variation to 155/M006/17 comprising the addition of one level to Building 1 (Level 6) and internal floor plan reconfiguration for approved levels 3-5.
<b>Development Type:</b>	Merit
<b>Subject Land:</b>	25 College Road, Kent Town
<b>Development Plan:</b>	Norwood Payneham and St Peters (City)
<b>Zone / Policy Area:</b>	Urban Corridor Zone / High Street Policy Area
<b>Contact Officer:</b>	Will Gormly
<b>Phone Number:</b>	08 7109 7370
<b>Consultation Start Date:</b>	5 July 2019
<b>Consultation Close Date:</b>	18 July 2019
<p><b>During the notification period, hard copies of the application documentation can be viewed at the Department of Planning, Transport and Infrastructure, Level 5, 50 Flinders St, Adelaide, during normal business hours. Application documentation may also be viewed during normal business hours at the local Council office (if identified on the public notice).</b></p>	

Written representations must be received by the close date (indicated above) and can either be posted, hand-delivered or emailed to the State Commission Assessment Panel.

**Any representations received after the close date will not be considered.**

Postal Address:

The Secretary  
State Commission Assessment Panel  
GPO Box 1815  
ADELAIDE SA 5001

Street Address:

Development Division  
Department of Planning, Transport and Infrastructure  
Level 5, 50 Flinders Street  
ADELAIDE

Email Address: [scapreps@sa.gov.au](mailto:scapreps@sa.gov.au)

Fax Number: (08) 8303 0753

**South Australian  
DEVELOPMENT ACT 1993  
REPRESENTATION ON APPLICATION – CATEGORY 2**

**Applicant:** Delta Projects  
**Development Number:** 155/M006/17 V1  
**Nature of Development:** Variation to 155/M006/17 comprising the addition of one level to Building 1 (Level 6) and internal floor plan reconfiguration for approved levels 3-5.  
**Development Type:** Merit  
**Zone / Policy Area:** Urban Corridor Zone / High Street Policy Area  
**Subject Land:** 25 College Road, Kent Town  
**Contact Officer:** Will Gormly  
**Phone Number:** 08 7109 7370  
**Close Date:** 18 July 2019

My Name: \_\_\_\_\_ My phone number: \_\_\_\_\_

**Primary method(s) of contact:** Email: \_\_\_\_\_  
Postal Address: \_\_\_\_\_ Postcode: \_\_\_\_\_

**You may be contacted via your nominated PRIMARY METHOD(s) OF CONTACT if you indicate below that you wish to be heard by the State Commission Assessment Panel in support of your submission.**

**My interests are:**  
*(please tick one)*

- owner of local property
- occupier of local property
- a representative of a company/other organisation affected by the proposal
- a private citizen

**The address of the property affected is:** \_\_\_\_\_  
Postcode: \_\_\_\_\_

**My interests are:**  
*(please tick one)*

- I support the development
- I support the development with some concerns
- I oppose the development

**The specific aspects of the application to which I make comment on are:** \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**I:**  wish to be heard in support of my submission  
*(please tick one)*  do not wish to be heard in support of my submission  
*(Please tick one)*

**By:**  appearing personally  
*(please tick one)*  being represented by the following person  
*(Please tick one)*

**Signature:** \_\_\_\_\_  
**Date:** \_\_\_\_\_

# DEVELOPMENT APPLICATION FORM

PLEASE USE BLOCK LETTERS

**COUNCIL:** NORWOOD PAYNEHAM & ST PETERS

**APPLICANT:** DELLTA PROJECTS

Postal Address: PO BOX 432  
GLENELG SA 5045

**Owner:** 25 CKT PTY LTD

Postal Address: PO BOX 432  
GLENELG SA 5045

**BUILDER:** \_\_\_\_\_

Postal Address: \_\_\_\_\_

\_\_\_\_\_ Licence No: \_\_\_\_\_

**CONTACT PERSON FOR FURTHER INFORMATION**

Name: David Cargill

Telephone: \_\_\_\_\_ [work] 0434 553 885 [Ah]

Fax: \_\_\_\_\_ [work] \_\_\_\_\_ [Ah]

**EXISTING USE:** \_\_\_\_\_

**FOR OFFICE USE**

Development No: \_\_\_\_\_

Previous Development No: \_\_\_\_\_

Assessment No: \_\_\_\_\_

<input type="checkbox"/> Complying <input type="checkbox"/> Non Complying <input type="checkbox"/> Notification Cat 2 <input type="checkbox"/> Notification Cat 3 <input type="checkbox"/> Referrals/Concurrences <input type="checkbox"/> DA Commission	Application forwarded to DA  Commission/Council on /       /  Decision: _____  Type: _____  Date:       /       /
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	Decision required	Fees	Receipt No	Date
Planning:	_____	_____	_____	_____
Building:	_____	_____	_____	_____
Land Division:	_____	_____	_____	_____
Additional:	_____	_____	_____	_____
<b>Development Approval</b>				

**DESCRIPTION OF PROPOSED DEVELOPMENT:** Variation of DA 155/202/20171 - addition of one storey to Building 1 (Level 6) and internal floor plan reconfiguration for approved levels 3 and 4\*

**LOCATION OF PROPOSED DEVELOPMENT:** 25 COLLEGE RD KENT TOWN SA

House No: \_\_\_\_\_ Lot No: \_\_\_\_\_ Street: \_\_\_\_\_ Town/Suburb: \_\_\_\_\_

Section No [full/part] \_\_\_\_\_ Hundred: \_\_\_\_\_ Volume: \_\_\_\_\_ Folio: \_\_\_\_\_

Section No [full/part] \_\_\_\_\_ Hundred: \_\_\_\_\_ Volume: \_\_\_\_\_ Folio: \_\_\_\_\_

**LAND DIVISION:**

Site Area [m<sup>2</sup>] 3,399 Reserve Area [m<sup>2</sup>] \_\_\_\_\_ No of existing allotments 1

Number of additional allotments [excluding road and reserve]: \_\_\_\_\_ Lease: YES  NO

**BUILDING RULES CLASSIFICATION SOUGHT:** \_\_\_\_\_ Present classification: \_\_\_\_\_

If Class 5,6,7,8 or 9 classification is sought, state the proposed number of employees: Male: \_\_\_\_\_ Female: \_\_\_\_\_

If Class 9a classification is sought, state the number of persons for whom accommodation is provided: \_\_\_\_\_

If Class 9b classification is sought, state the proposed number of occupants of the various spaces at the premises: \_\_\_\_\_

**DOES EITHER SCHEDULE 21 OR 22 OF THE DEVELOPMENT REGULATIONS 2008 APPLY?** YES  NO

**HAS THE CONSTRUCTION INDUSTRY TRAINING FUND ACT 2008 LEVY BEEN PAID?** YES  NO

**DEVELOPMENT COST** [do not include any fit-out costs]: \$ 1,000,000

I acknowledge that copies of this application and supporting documentation may be provided to interested persons in accordance with the Development Regulations 2008.

**SIGNATURE:** *D. Cargill*

Dated: 15 / 02 / 2019

DEVELOPMENT REGULATIONS 2008  
Form of Declaration (Schedule 5 clause 2A)



Government  
of South Australia

To: STATE COMMISSION ASSESMENT PANEL

From: DELLTA PROJECTS

Date of Application: 15/ 02/ 2019

Location of Proposed Development: 25 COLLEGE RD KENT TOWN

House No: 25 Lot No: \_\_\_\_\_ Street: COLLEGE

Town/Suburb: KENT TOWN

Section No (full/part): \_\_\_\_\_ Hundred: \_\_\_\_\_

Volume: \_\_\_\_\_ Folio: \_\_\_\_\_

**Nature of Proposed Development:**

Variation of DA 155/202/20171 - addition of one storey to Building 1 (Level 6) and internal floor plan reconfiguration for approved levels 3 and 4"

I DELLTA PROJECTS being the applicant/ a person acting on behalf of the applicant (delete the inapplicable statement) for the development described above declare that the proposed development will involve the construction of a building which would, if constructed in accordance with the plans submitted, not be contrary to the regulations prescribed for the purposes of section 86 of the Electricity Act 1996. I make this declaration under clause 2A(1) of Schedule 5 of the Development Regulations 2008.

Signed: 

Date: 15/ 02 / 2019





**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 –

- a) an internal alteration of a building; or
- b) 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) an aerial line and a fence, sign or notice that is less than 2.0 m in height and is not designed for a person to stand on; or
- b) 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 also comply.

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

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

**Note 5**

An information brochure: 'Building Safely Near Powerlines' has been prepared by the Technical Regulator to assist applicants and other interested persons.

This brochure is available from council and the Office of the Technical Regulator. The brochure and other relevant information can also be found at [sa.gov.au/energy/powerlinesafety](http://sa.gov.au/energy/powerlinesafety)

**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.



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# HEYNEN PLANNING CONSULTANTS STATEMENT

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Location: 25 College Road  
KENT TOWN SA 5067

Certificate of Title: Vol. 6130 Fol. 16

Applicant: Dellta Projects

Development Description: Variation of DA 155/202/2017 (Three Residential Flat Buildings, 8 Townhouses and Associated Car Parking, Landscaping and Ancillary Works) to Increase the Height of “Building 1” by One Storey (as approved).

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Zone: Urban Corridor

Policy Area: High Street 14.3

Planning Authority: State Commission Assessment Panel

Relevant Council: City of Norwood, Payneham & St Peters

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**Garth Heynen, MPIA**  
**BA Planning, Grad Dip Regional & Urban Planning, Grad Dip Property**

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KENSINGTON PARK SA 5068

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Email: [garth@heynenplanning.com.au](mailto:garth@heynenplanning.com.au)

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**Document Control**

Revision	Description	Author	Date
V1	Planning Statement for Variation Application lodgement	GH	14/2/2019
V2	Supplementary Assessment provided	GH	21/6/2019

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**SUPPLEMENTARY ASSESSMENT:**

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Heynen Planning Consultants has been advised that Delta Projects has applied for and subsequently received a Regulation 47A consent for minor variations pertaining to the alteration of the internal floor plans for residences in Building 1 and Building 2 of the development approved as per DA 155/M006/17 (i.e. DA 155/202/2017). In summary, the amendments to the “mix” of residences resulted in the approved number of dwellings reducing from 70 to 64, with an increased number of 3 bedroom residences also created.

As a consequence of the grant of the Regulation 47A variation the subject of this variation application (i.e. DA 155/M006/17 V1) now only pertains to the addition of an extra floor level to Building 1 and the inclusion one 2 bedroom apartment and one 4 bedroom apartment. Accordingly, the planning drawings for this variation application have been amended so as to reflect the reduced scope of the application, namely:

- drawings prepared by PACT Pruszinski Architects (19 Sheets – Issue V4, dated 28.05.2019) incorporating 3D perspectives, site plan, floor plans, elevations, sections, material hierarchy, streetscapes and shadow diagrams; and
- Waste Management Statement, as prepared by PACT Pruszinski Architects, dated 28 May 2019, WMS 004.

At this point, I advise that the car parking supply and waste management calculations continue to be consistent with the relevant provisions of the Development Plan, noting that the variation application now results in 67 apartments, as compared to the 64 apartments approved as per the Regulation 47A consent and as compared to the 70 apartments originally approved by SPAC.

I have also been provided with correspondence prepared by the SA Government Architect (dated 16 April 2019) which noted no objection to the reconfiguration of the floor plans (now subsequently “approved” by way of the Regulation 47A consent), but raised concern with the increase of Building 1 to a six storey built form.

Therefore, the sole remaining planning issue associated with the additional building level proposed as per this variation application pertains to the height of the Building 1 structure and associated consequences such as bulk and scale, appearance of the building and impact on the locality.

In forming her view the SA Government Architect has made comments including:

“The [original] scheme was supported by the Design Review panel despite two of the apartment buildings (Buildings 2 and 3) exceeding the maximum envisaged height for the site, as the massing and varied heights of apartment buildings was considered to be a successful response to the size and location of the allotment and unique opportunity it offers.”

“...the proposed height increase will result in all three apartment buildings projecting beyond the envisaged maximum height of five storeys (17.5 metres) for the area.”

“While I concur with the support given to the originally approved scheme by the then Associate Government Architect, including the over height elements, I am concerned that the proposed variation challenges the balance between the merits of the proposal and departure from the Development Plan and the envisaged character of the area.”

It appears clear to me that the comments of the SA Government Architect are founded on an interpretation that the original development was “over height” and above the “maximum height of five storeys”.

Respectfully, I am of the opinion that (a) the suggestion that the original development was inconsistent with the height based guidance of the Development Plan is incorrect and (b) that substantial planning merit is displayed by the proposed variation (i.e. additional storey to Building 1).

In forming my opinion I return to the Urban Corridor Zone in which overall building heights are guided by the following provisions (my underlining added):

**URBAN CORRIDOR ZONE:**

**PDC 13** Except where airport building height restrictions prevail, or the interface height provisions require a lesser height, or where an alternative maximum building height is shown on Concept Plan Fig UrC/1, building heights (excluding any rooftop mechanical plant or equipment) should be consistent with the following parameters:<sup>1</sup>

<b>Policy area</b>	<b>Minimum building height</b>	<b>Maximum building height</b>
High Street	3 storeys or no less than 11.5 metres	5 storeys and up to 18.5 metres

**HIGH STREET POLICY AREA:**

**Desired Character**

*Area E*

Area E, shown on Concept Plan Fig UrC/1, provides an opportunity for development of up to five (5) storeys, except along the College Road frontage, where development will be limited to two (2) storeys. Taller building elements will be located within the western portions of the site, where the natural ground level is lower than the eastern portions of the site.

The decision to grant Development Plan consent for three buildings with various heights of 5 storey, 6 storey and 7 storey confirms specifically that Area E provides an opportunity for development of up to 5 storeys along with “taller building elements... located within the western portions of the site, where the natural ground level is lower than the eastern portions of the site”.

In this regard the addition of one storey to Building 1 continues to result in a taller building located within the western portions of the site. Specifically, the position of the proposed resultant 6 storey building is alongside the approved 7 storey (centre) building and the 6 storey (southern most) building and in providing my opinion on DA 155/202/2017 I opined as followed:

“...the recognition of taller buildings on the western portion of Area E is a reflection of the natural topography which effectively results in the top of kerb level on Little Young Street relative to the top of kerb on College Road being approximately 1½ to 2 storeys lower in “height”. As a result a 5 storey building in the “centre” of Area E will logically “project out” to 6 to 7 storeys in height as the gradient of the land continues to fall towards Little Young Street.

This recognition of the taller building elements is reflected in the proposed building form which adopts a 5 storey building on the north-western portion (which is generally less sloping) and 6 and 7 storey buildings in the middle and south-eastern portions of the site (which experiences greater change in the topography).”

I am view that the resultant 6 storey Building 1 will continue to achieve a development outcome consistent with the Development Plan.

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<sup>1</sup> I note that the airport height restrictions are not exceeded by the proposed development.

Additionally, the “key development area” status (Fig UrC/1) assigned to the subject land supports the additional storey to be added to Building 1 as the built form serves to maintain the primacy of the subject land within the locality from the perspective of density and scale.

It is not trite to suggest that a decision by SPAC to now treat the Area E as a “5 storey only” precinct would represent a reinterpretation of the Development Plan. Rather, as per the advice of Botten Levinson, it is apparent that the variation must be assessed in the context of the approved development. Accordingly, the scale and visibility of the proposed additional storey to Building 1 is to be assessed having regard to the 7 storey and 6 storey buildings to the south-east, and also the 5 storey PAC boarding house facility.

In this regard, Sheets 12, 13 and 14 of the PACT Pruszinski drawings highlight that Building 1 will maintain the primacy of the central 7 storey building. Furthermore, the view path Sheets 16, 17 and 18 of the PACT Pruszinski drawings illustrate that:

- views of Building 1 (with the additional storey) are very limited from the north-east along College Road (“View A”) and that the proposed additional storey is viewed within the context of the taller 7 storey building in the background;
- views of Building 1 (with the additional storey) are not available from south-east along College Road (“View B”);
- views of Building 1 (with the additional storey) are very limited from the south at the intersection of Little Young Street and The Parade West due to the PAC boarding house and the 7 storey central building (“View C”);
- views of Building 1 from the entry the PAC grounds to the south-west (Pirie Street) are not available (“View D”);
- views of Building 1 are very limited from The Parade West to the west (“View E”); and
- views of Building 1 are possible from the intersection of Little Young Street and Grenfell Street to the north-west (“View F”) and that the proposed additional storey is viewed within the context of the taller 7 storey building in the background.

In my opinion the view path diagrams illustrate that “clear views” in which to interpret the proposed additional storey are limited to a few vantage points, and when this occurs the 7 storey centre building provides a scale reference which is relatively taller than the proposed variation to Building 1 (which maintains the integrity of the original SPAC decision).

Furthermore, the “Development Potential” illustrations for View A and View F (Sheet 16 and Sheet 18) confirm that once the locality is constructed with 5 storey buildings the variation to Building 1 will not be visible. I also note that when the College Road frontage accommodates two storey dwellings and a 5 storey building on the residual BOM land, Building 1, as varied, will not be visible from this vantage point.

Accordingly, the contextual setting (as current and reasonably anticipated in the future) ensures that the height of varied Building 1 maintains the key development area status of the subject land, while not becoming a dominant element within the locality.

Finally, on review of the SCAP Agenda Item 2.2.1 (meeting of 24 August 2017) for the original development application (and subsequent grant of Development Plan consent), I note the following opinions were expressed by the planning officer:<sup>2</sup>

- (a) page 3, “the tallest apartment building is to be 7 stories or approximately 25 m above natural ground level at its highest point, however it is noted that the majority of the built form of the three buildings have a maximum height between 17.5m and 24m”
- (b) page 12, “Although over this guideline (building height), it is generally considered acceptable on balance – refer 8.2”
- (c) page 15, “...it is however considered reasonable to apply a lesser weighting to the 5 storey height limit, compared to a proposal which is NOT within Area E.”
- (d) page 15, “...the siting of the built form across the site accords with the lower scale (two storey) buildings to front College Road... with the taller buildings at Little Young..., thus reducing the overall height of the buildings when viewed from the surrounding locality.”
- (e) page 15, “It is noted that there is unlikely to be any significant perceivable impacts from the proposed exceedance of the 18.5 m guideline.”

In my opinion, the conclusions and comments within the SCAP planning assessment report of 24 August 2017 remain entirely relevant to the assessment of the proposed variation. Put another way, I am of the view that the basis for supporting the original development application is equally applicable to the proposed 6 storey Building 1.

Furthermore, the PACT Pruszinski drawings demonstrate that on completion of construction the difference between the approved 5 storey Building 1 and the “to be varied” 6 storey Building 1 will be indiscernible from most vantage points, and where visible will still maintain the height hierarchy established and the primacy of Building 2.

Finally, I am of the opinion that consideration of the building height based upon a 5 storey “limit” would be an incorrect interpretation of key development area “E” and also the other key development areas within the Zone. Clearly, the Development Plan has highlighted areas within which important landmark buildings should be established. To consider the 5 storey limit as the “maximum” in the key development areas would ultimately undermine the policy intent which, in my opinion, clearly seeks differentiation in Area E compared to the remainder of the Zone (save for the other nominated key development areas).

Within this context it is reasonable to place less weight and relevance on building height and greater emphasis on the planning consequences of the proposed 6 storey building, relative to the approved remaining 7 storey Building 2 and 6 storey Building 3. As discussed above I am of the opinion that no detrimental planning issues arised from the addition of 1 storey to Building 1.

Accordingly, I am of the view that the height of the proposed variation to Building 1 displays substantial planning merit.

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<sup>2</sup> I note that the Development Plan consolidation has not altered since.

**DOCUMENTS CONSIDERED AT THE TIME OF LODGEMENT:**

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Heynen Planning Consultants has been requested by Delta Projects to consider the following documents (dated variously and by different authors) and provide a planning opinion on the merit of the proposed variation to DA 155/202/2017<sup>3</sup> (addition of one storey to Building 1 (Level 6) and internal floor plan reconfiguration for approved levels 3 and 4) at 25 College Road, Kent Town:

- Development application form;
- Electricity Declaration form;
- Certificate of Title;
- Site and location plan (PACT Pruszinski Architects);
- Level 3 – 5 Floor plan (PACT Pruszinski Architects);
- Level 6 Floor plan (PACT Pruszinski Architects);
- Roof Plan (PACT Pruszinski Architects);
- Inspiration (PACT Pruszinski Architects);
- Elevations (PACT Pruszinski Architects);
- Perspectives (PACT Pruszinski Architects);
- Streetscapes (x2) (PACT Pruszinski Architects);
- Sections (PACT Pruszinski Architects);
- Sunshading (PACT Pruszinski Architects);
- Suburb Views (x3) (PACT Pruszinski Architects);
- Traffic and parking assessment (Cirqa); and
- Waste management statement (PACT Pruszinski Architects).

Additionally, I have reviewed the City of Norwood, Payneham & St Peters Development Plan (consolidated 19 December 2017), inspected the site and locality, considered various relevant Australian Standards and professional codes and reviewed the Development Act and Regulations to inform my opinion in relation to this matter.

**ASSESSMENT APPROACH:**

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As a first item, I have been provided with advice from Botten Levinson dated 31 October 2018 which outlines, amongst other matters, the correct assessment approach as it pertains to an application seeking to vary a previous development authorisation.

Succinctly, the advice from Botten Levinson confirms that

“Section 39(7) of the Act effectively provides in relation to a variation application that, amongst other things:

1. it is the extent of the proposed variation(s) that is to be assessed against the relevant Development Plan (i.e. as opposed to consideration of other elements and aspects of the already approved development);”

and:

“Thus it is the extent of the proposed variation that must be assessed against the relevant Development Plan. Further it is clear law the application to vary must be assessed in the context of the already approved development.”

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<sup>3</sup> DA 155/202/2017 has been assigned by the Council for the purposes of the Development Approval as issued on 8 January 2018, and as granted a 12 month extension of time by Council on 9 January 2019.



As identified by Botten Levinson, the “clear law” is enunciated in the matter of *Holds v City of Port Adelaide Enfield* [2011] SASC 226 in which the Court states that:

*“if the application is treated as an application to vary the approved development, the next step must be to identify the elements of the proposed development which are not comprehended by the original approval. Those elements will comprise the extent of the proposed variation and the development for which authorisation is sought, for the purposes of s39(7)(b) of the Development Act. The extent of the proposed variation must then be assessed against the applicable Development Plan.*

*..The extent of the proposed variation cannot be assessed in the abstract. It must be assessed in the context of the development which has been approved and, perhaps, even substantially completed.”*

Accordingly, it is clear that the Development Act sets a process which does not allow “re-assessment” of items beyond the scope of the variations proposed, and places the assessment of the discrete variations proposed in the context of and relative to the approved development.

As a second item, upon review of the Development Plan as a whole it is apparent that much duplication and some ambiguity between the zone and policy area specific guidelines and the City Wide provisions exists. The Development Plan attempts to reconcile the ambiguity and overlap by noting scenarios and offering guidance “except where varied by zone and/or policy area provisions”. Duplication and inconsistency however remains.

For example, numerous layers of policy relate to compatibility between proposed buildings and the existing built form.

At a City Wide level the general approach is to seek to achieve a transition and complementarities between building scale and design features. Within the High Street Area (and further Concept Plan Fig UrC/1) it is evident that employing design elements on new 5 storey plus buildings that complement single storey conventional dwellings is not likely to bring about the outcomes sought at the City Wide level.

Likewise, at a City Wide level the set backs of buildings from boundaries are to “similar to, or compatible with, the set backs of buildings on adjoining land” (see for example City Wide 50), however within the Urban Corridor Zone (where substantial change in density and form is anticipated and a new character is sought) an inconsistency will arise.

For all scenarios where such an inconsistency is evident, I have applied the assessment approach noted in *Town of Gawler v Impact Investment Corporation Pty Ltd* [2007] SASC 356 which states of relevance (my underlining added):

81. In order to determine whether a relevant Planning Authority or the ERD Court is justified in departing from a clearly expressed policy like principle 8, I consider that each of the following matters is relevant:...

2. Whether the relevant principle is in conflict with some other applicable planning principle. That is likely to happen only rarely, in which case the more specific principle may displace the more generally expressed principle;

Applying this approach will achieve an assessment outcome which is consistent with the guidance provided by the Court in *Alexandrina Council v Strath Hub Pty Ltd* [2003] SASC 382; (2003) 129 LGERA 389 (my underlining added):

Nor is it any answer to ignoring the Objective and the Principles of Development Control to say that the Objective of the plan cannot be or is unlikely to be achieved. On the evidence before him it was not open to the Commissioner to make such a finding. But even if it were, it is not open to a planning authority to ignore the essential thrust and objective of the Plan.

As a third item, I have considered documentation with respect to the waste management statement, noting that the variation only results in one additional dwelling, and am of the view that the relevant provisions of the Development Plan will again be achieved in this respect.

### **CATEGORISATION OF THE DEVELOPMENT:**

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I note that the proposed development is located within the Urban Corridor Zone (High Street 14.3 Policy Area) of the City of Norwood, Payneham & St Peters Development Plan and also comprises building work exceeding 4 storeys in total. For completeness, I also note that the subject site (i) is adjacent to land located within the Residential Historic (Conservation) Zone (Kent Town 2 Policy Area 12.2) to the north-east and (ii) is illustrated on Concept Plan Fig UrC/1 as a “Key Development Area”.

Turning firstly to the Development Regulations, I note the following clause of relevance:

**Schedule 10 – Decision by Development Assessment Commission**

**4C—Inner Metropolitan Area—buildings exceeding 4 storeys**

(1) Development that involves the erection or construction of a building that exceeds 4 storeys in height in—

(a) any part of the area of the following councils defined in the relevant Development Plan as Urban Corridor Zone:

(i) the Corporation of the City of Norwood, Payneham & St Peters...

Accordingly, the Development Assessment Commission (i.e. State Commission Assessment Panel) is the relevant authority with respect to this application.

Having reviewed the Urban Corridor Zone I note that the proposal is not listed as a “non-complying” or a “complying” form of development and accordingly a “merit” assessment is required.

In relation to public notification, I note that the Urban Corridor Zone as per PDC 21 deems any type of dwelling and residential flat building as Category 1 with the exception of “land adjacent to a residential zone” which is “3 or more storeys in height”. In this scenario Category 2 public notification is assigned.

### **THE SITE AND HISTORY:**

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The subject site, Allotment 25 in DP 49351, or more commonly known as 25 College Road, Kent Town is occupied by the former Bureau of Meteorology office (constructed circa. 1977). The structure was “purpose built” for the functions performed by the Bureau of Meteorology, however with the automation of weather stations a substantial reduction in staff was experienced, which then precipitated the relocation of a majority of the functions to a new CBD location in 2015.

The land and buildings were deemed surplus to needs and subsequently sold. At the same time the office was rendered vacant and remains as such. I am not aware of any potentially contaminating activities that may have occurred on the land.

Returning to the Certificate of Title, I note that the allotment is irregular in shape with an area of approximately 3400 m<sup>2</sup> with frontages to College Road of 56.69 m and a frontage to Little Young Street of 90.7 m. The southern eastern boundary dimension is 48.34 m, while the north-western boundary is 19.11 m in length.

On review, the “footprint” of the former Bureau of Meteorology “sits” in an “L” shape in the southern corner of the site, with the northern corner currently occupied by an informal landscaped area (I understand that no regulated trees are evident on the land). The narrower section of the allotment to the western segment (frontage only to Little Young Street is disposed of as a car parking area that serviced the original Bureau of Meteorology building).

The existing building comprises 4 levels and approximately 2,550 m<sup>2</sup> of floor area. The built form presents as a strong vertical building to a height of 15.5 m as measured from the Little Young Street road reserve. Additionally, the building displays “heavy” pre-cast segments which from some aspects appear as quite forbidding in comparison to the more low scale building mass adjacent to the site. I also note that the building is located on or very close the Little Young Street frontage, which when combined with the narrowness of the road reserve creates, in my opinion, an “uninviting” streetscape.

The subject site displays a generally even fall from College Road to Little Rundle Street, and includes the following “level changes”:

- a top of kerb from College Road on average of 47.17;
- a “drop” in level within 2 m from the mid-point of the College Road frontage of approximately 3 m;
- a slope from the northern corner of the site adjoining College Road from 47.11 to 45.08 in a southerly direction for 18 m;
- a sharp “drop off” of approximately 1.4 m over 2 m in the same southerly direction;
- the majority of the remainder of the site being set at a level of 44.08 as created by the existing building floor level and access ways;
- a further 500 mm (on average) fall from the existing building related ground level to the Little Young Street frontage; and
- the current car parking area with an even gradient from the eastern most boundary to Little Young Street of approximately 1.35 m over the 19.11 m depth of this portion of the site.

I also note that adjoining land uses can be summarised as including.

- single building occupied as a light industry (metal work) at 44 The Parade West;
- two storey office building located at 27 College Road;
- single storey restaurant and function centre located at 36 to 43B Fullarton Road;
- single storey dwelling located at 34 College Road;
- single storey dwelling located at 32 College Road;
- four storey residential flat building (comprising 9 dwellings) at 30 College Road;
- single storey residential flat building (comprising 4 dwellings) at 26 College Road;
- single storey dwellings located at 24 and 22 College Road;
- single storey medium density dwellings located at 15 to 17 College Road;
- residual Bureau of Meteorology measuring station on College Road adjoining the site (largely vacant land);
- single storey dwelling located at 12 Grenfell Street;
- two storey residential flat building (“Carmen House”) comprising four accommodation units at 10 Grenfell Street;
- single storey offices located at 2 to 8 Grenfell Street;

- motor repair station and storage located on the corner of Little Young Street and Grenfell Street;
- two storey office building located 26 The Parade West (with frontage to Little Young Street) and associated car park on the opposing side of Little Young Street;
- a car parking and storage facility associated with Prince Alfred College located at 32A The Parade West (with frontage to Little Young Street),
- a single storey retail showroom located at 36 The Parade West, and
- the five storey Prince Alfred College (PAC) boarding house facility at 32A to 36 The Parade West.

I note that a display centre has been established within the former Bureau of Meteorology of building (accessed from College Road) and I understand that the applicant is actively marketing the “Observatory Kent Town” apartment development.

### **THE PROPOSAL:**

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Generally, this application seeks Development Plan consent to vary DA 155/202/2017 (Three Residential Flat Buildings, 8 Townhouses and Associated Car Parking, Landscaping and Ancillary Works) so as to:

- increase the height of “Building 1” (the northern most) by one storey so as to become a six storey building;
- alter the internal configuration of the dwelling floor plans on “Levels 3 and 4” (as approved); and
- introduce “Level 5” and the associated two 2 bedroom dwellings and one 3 bedroom dwelling.

To avoid confusion, the PACT Pruszinski Architects drawings label a “Ground Floor” and then “start” the dwelling floor levels at “Level 1”. As a consequence 5 “Levels” are referred, but the building is six storeys in height.

In relation to the previously approved “stages” associated with the future construction of the development (for example; demolition, sub-structure, super-structure, residential flat buildings, row dwellings, communal open space) I confirm that the proposed variation does not alter this aspect of the Development Approval.

For clarity, I also confirm that the addition of one dwelling (i.e. increase from 70 apartments as approved to 71) has not resulted in an alteration of the ground floor car parking design and floor area<sup>4</sup>.

I have also been advised that the plan of division that complements DA 155/202/2017 has been granted Development Approval. Regardless of the status of the land division Building 1 will continue to be considered a “residential flat building” for the purposes of the planning assessment.

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<sup>4</sup> The correspondence from Cirqa (8 January 2019) confirms that sufficient car parking will remain available for the development regardless of the inclusion of 1 additional dwelling within Building 1.

**OVERVIEW:**

Key characteristics of the variation application as it relates to Building 1 include:

North-Western Residential Flat Building

*(as approved)*

- five storey, comprising a total of 19 dwellings
- ground floor direct access from Little Young Street to residential lobby
- a ground floor comprising 2 three bedroom dwellings (ranging in internal floor areas of 81 m<sup>2</sup> to 85 m<sup>2</sup>) with ground level private open space (ranging in areas of 42 m<sup>2</sup> to 60 m<sup>2</sup>)
- a ground floor comprising 1 single bedroom dwelling (internal floor area of 56 m<sup>2</sup>) with level private open space (area of 27 m<sup>2</sup>)
- first level comprising 3 two bedroom dwellings (ranging in internal floor areas of 81 m<sup>2</sup> to 85 m<sup>2</sup>) with balcony private open space (ranging in areas of 11 m<sup>2</sup> to 24 m<sup>2</sup>) and 1 single bedroom dwelling of 63 m<sup>2</sup> internal floor area and private open space of 30 m<sup>2</sup>
- second level comprising 3 two bedroom dwellings (ranging in internal floor areas of 81 m<sup>2</sup> to 85 m<sup>2</sup>) with balcony private open space (ranging in areas of 11 m<sup>2</sup> to 14 m<sup>2</sup>) and 1 single bedroom dwelling of 63 m<sup>2</sup> internal floor area and private open space of 7 m<sup>2</sup>
- third level (4<sup>th</sup> storey) comprising 3 two bedroom dwellings (ranging in internal floor areas of 81 m<sup>2</sup> to 85 m<sup>2</sup>) with balcony private open space (ranging in areas of 11 m<sup>2</sup> to 14 m<sup>2</sup>) and 1 single bedroom dwelling of 63 m<sup>2</sup> internal floor area and private open space of 7 m<sup>2</sup>
- fourth level (5<sup>th</sup> storey) replicating the third floor

North-Western Residential Flat Building

*(as varied)*

- six storey, comprising a total of 20 dwellings
- no change
- no change
- no change
- no change
- no change
- no change
- third level comprising 2 two bedroom dwellings (ranging in internal floor areas of 81 m<sup>2</sup> to 95 m<sup>2</sup>) with balcony private open space (ranging in areas of 11 m<sup>2</sup> to 12 m<sup>2</sup>) and 1 three bedroom dwelling of 145 m<sup>2</sup> internal floor area and private open space of 14 m<sup>2</sup>
- fourth level comprising 2 two bedroom dwellings (ranging in internal floor areas of 81 m<sup>2</sup> to 95 m<sup>2</sup>) with balcony private open space (ranging in areas of 11 m<sup>2</sup> to 12 m<sup>2</sup>) and 1 three bedroom dwelling of 145 m<sup>2</sup> internal floor area and private open space of 14 m<sup>2</sup>
- fifth level (6<sup>th</sup> storey) replicating the third and fourth floors (4<sup>th</sup> and 5<sup>th</sup> storeys)

- |  |  |
|--|--|
| - each dwelling incorporates an open plan living, dining and meals area and associated wet areas | - no change  |
| - passive sunshading devices to west and north facing windows and balconies                      | - no change  |
| - roof level incorporates lift and screened areas for plant servicing each building              | - no change  |
| - residential storage in total of 314 m <sup>2</sup> at the ground floor                         | - residential storage in total of 344 m <sup>2</sup> at the ground floor |

**BUILT FORM AND DESIGN (GENERAL OVERVIEW):**

The development, as approved, presents as three separate but related dwellings to Little Young Street and more conventional two storey dwellings to College Road. Additionally the row dwellings and three residential flat buildings “work with” the various ground levels so as to create defined entry levels for each dwelling and create visual interest at street level.

The design and selection of materials for the residential flat buildings clearly reference the contribution made to the streetscape and the locality by the Bureau of Meteorology office, the geometric forms of buildings, the prevalence of brick work and discernible glazing and frames.

The adaptation of these materials into the façades for the residential flat buildings, coupled with the “woven” podium brick work, central pillar like entry columns to the communal open space areas (sympathetically referencing the Bureau of Meteorology building), contrasting horizontal balcony and terrace levels associated with the dwellings and high percentage of “corner apartments” results in a development that presents as well conceived and complementary to the streetscape and locality.

From discussion with PACT Pruszinski Architects, it is evident also that the scheme has developed a material hierarchy based on the aesthetic and language of the locality. The podium and street walls comprise raw honest materials that reference the context of small scale texture (e.g. bricks, blocks, stone pieces). The upper floors compromise contemporary materials that are complementary to the podium and reference the local context with simple lines, banded plans and ribbons of dark glass.

Additionally, the three residential flat buildings avoid monotonous building facades (to all elevations”) and a high degree of spaciousness between the residential structures. When combined with the “expansion” of the road reserve by the introduction of the foot path, bike parking and seating (adjacent to the clearly defined podium) the development delivers additional “depth” and visual interest as viewed from public land.

None of the above built form and design qualities of the approved development will change as a consequence of the proposed variation.

## **THE LOCALITY:**

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The locality comprises main characteristics which include:

- the residential use and variety of accommodation types to College Road;
- the restaurant, function centre and office uses located on College Road adjacent to The Parade West and Fullarton Road;
- the mix of short term accommodation and offices uses to the north-western end of College Road and Grenfell Street;
- the commercial activities adjoining to the site to the north-west along Little Young Street and to the south-eastern corner (light industrial activities); and
- the 5 storey Prince Alfred College boarding house facility at 32A to 36 The Parade West.

I note at this stage that the architectural styles of dwellings are highly varied, and while the north-eastern side of College Road is “zoned” Residential Historic (Conservation) I am of the opinion that the desired character has been “lost” to sequential and regular “non-heritage” development.

Built form heights range from single storey to five storey, while buildings range in age from early 1900’s to mid-2000’s, along with the PAC boarding house facility (substantially complete) which introduces a contemporary building with greater scale and presence than the existing 3 storey gymnasium facility more recently constructed by the school.

The locality also experiences a “tone” associated with the high-use road network, which results in a perception and reality of an urbanised context which is well served by public transport and easy access to the City (given the city-fringe proximity). The amenity of the locality is moderate.

## **PLANNING ASSESSMENT:**

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I have assessed the development proposal against the relevant provisions of the City of Norwood, Payneham & St Peters Development Plan as consolidated on 19 December 2017 and I am of the opinion that the variation application is one which is appropriate for the site and the locality. The following provisions are relevant when considering the application.

### **THE DEVELOPMENT PLAN:**

#### **CITY WIDE:**

Objectives 1, 5, 7, 8, 10, 18, 19, 20, 23, 26, 34, 37, 55, 57, 59, 60, 61  
Principles of Development Control 1, 2, 3, 4, 5, 6, 7, 9, 11, 12, 13, 28, 30, 31, 32, 33, 36, 37, 41, 45, 46, 48, 50, 51, 55, 59, 60, 61, 67, 68, 69, 80, 81, 92, 93, 95, 104, 120, 135, 137, 138, 141, 174, 175, 176, 180, 222, 225, 226, 227, 243, 260, 262, 263, 264, 265, 273, 274, 284

#### **AFFORDABLE HOUSING OVERLAY:**

Objective 1  
Principle of Development Control 1

#### **NOISE AND AIR EMISSIONS OVERLAY:**

Objective 1  
Principle of Development Control 1

#### **URBAN CORRIDOR ZONE:**

Desired Character  
Objectives 1, 2, 4, 5, 8  
Principles of Development Control 1, 3, 4, 5, 8, 9, 13, 14, 15, 16, 17, 20, 21

HIGH STREET POLICY AREA:

Desired Character  
Objectives 1, 2, 3, 6  
Principles of Development Control 3

RESIDENTIAL HISTORIC (CONSERVATION) ZONE:

Desired Character  
Objective 5  
Principles of Development Control 2, 13

EDUCATIONAL ZONE:

Prince Alfred College Policy Area  
Objectives 2  
Principles of Development Control 8, 9

For the sake of brevity, this statement has grouped the above provisions into key topics and accordingly, my opinion has been provided with respect to the following, (a) the appropriateness of the use, (b) the appropriateness of the dwelling density, (c) the appropriateness of the proposed building height, (d) the built form and set backs, (e) design and appearance, (f) open space and dwelling functionality, and (g) traffic access, safety and parking.

**Appropriateness of the Proposed Use**

The variation will result in the approved multi-storey residential development continuing to be consistent with the Urban Corridor Zone, see for example the following provisions:

URBAN CORRIDOR ZONE:

**Objective 1:** A mixed use zone accommodating a range of compatible non-residential and medium and high density residential land uses orientated towards a high frequency public transport corridor.  
**Objective 2:** Integrated, mixed use, medium and high rise buildings with ground floor uses that create active and vibrant streets with residential and commercial development above.

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.<sup>5</sup>

**Desired Character**

Except within Area E (shown on Concept Plan Fig UrC/1), which provides greater development opportunities due to the size of the site and the topography of the land, the secondary streets, including Grenfell Street and College Road will provide opportunities for a lower intensity and scale of development than that found along the Primary Road Corridors.

*Area E*

Development will comprise either residential land uses or a mix of commercial and medium to high density residential development. Vehicle access should, where possible, be provided from Little Young Street.

In my opinion it is clearly intended that exclusively residential development is contemplated in “Area E” as assigned to the site. Noting the consistency of the approved development with the most specific guidance for the site (i.e. Area E) it is apparent that the addition of a storey to “Building 1” will continue to advance the following provisions:

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<sup>5</sup> In this respect the density of occupancy proposed will serve to support existing and future non-residential development and contribute to the overall “mix” of uses consistent with Objective 1 of the High Street Policy Area regardless.



URBAN CORRIDOR ZONE:

**PDC 1** The following types of development, or combination thereof, are envisaged in the zone:

Dwelling

Residential flat building

HIGH STREET POLICY AREA:

**PDC 3** Development should be consistent with the desired character for the policy area.

Returning to “Area E” as defined as a “Key Development Area” the density of occupancy sought serves to support the role and importance assigned to Kent Town by creating a high quality urban environment which will accommodate a resident population consistent with the 30 Year Plan and “feed” demand for the high street activities sought throughout the remainder of the High Street Policy Area. The net increase of one dwelling associated with the variation will continue to result in the development maintaining consistency with the Development Plan, see for example:

URBAN CORRIDOR ZONE:

**Desired Character**

Within Kent Town, the Urban Corridor Zone will play a significant role in contributing to the overall population and employment targets for the Eastern Metropolitan Adelaide Region, which are set out in the 30 Year Plan for Greater Adelaide, by providing opportunities for the development of a high quality urban environment, which supports a mix of employment generating activities and medium to high density residential development

CITY WIDE:

**Objective 1:** Orderly and economic development that creates a safe, convenient and pleasant environment in which to live.

**Objective 5:** Development occurring in an orderly and compact form to support the efficient provision of public services and community facilities.

**Objective 7:** Rational distribution of land uses to avoid incompatibility between them.

**Objective 8:** Compatibility of new buildings with the desired environment around them.

**Objective 60:** Medium and high rise development that provides housing choice and employment opportunities.

**Objective 61:** Residential development that provides a high standard of amenity and adaptability for a variety of accommodation and living needs.

**PDC 1** Development should be orderly and economic.

**PDC 2** Development should:

(a) form a compact and continuous extension of an existing built-up area;

(b) be located to achieve economy in the provision and use of public services and infrastructure; and

(c) create a safe, convenient and pleasant place to live.

**PDC 3** Development should take place on land which is suitable for the intended use of that land, having regard to the location and condition of that land and the provisions for the relevant Zone and Policy Area.

**PDC 265** Buildings comprising more than 20 dwellings should provide a variety of dwelling sizes and a range in the number of bedrooms per dwelling.

**Appropriateness of the Proposed Dwelling Density (1 Additional Dwelling)**

The most specific reference to dwelling density is detailed in the following provision:

URBAN CORRIDOR ZONE:

**PDC 5** Residential development in a wholly residential building should aim to achieve a target minimum net residential site density in accordance with the following:

<b>Policy Area</b>	<b>Minimum net residential site density</b>
High Street	70 dwellings per hectare

I note that the development proposes a building which is “wholly residential” (which again highlights that 100% residential development as that proposed is anticipated within the zone), while the Development Plan also seeks:

**HIGH STREET POLICY AREA:**

**Desired Character**

The zone will primarily support net residential densities of between 60 and 100 dwellings per hectare, with an overall likely yield of an additional 560 dwellings to be achieved by 2040. A minimum residential density target for wholly residential buildings is specified, in order to support the achievement of dwelling yield targets, which align with the *30 Year Plan*.

The addition of one dwelling will result in a development which maintains a dwelling density per hectare which is consistent with that expressed in *The 30 Year-Plan for Greater Adelaide* which describes high density as more than 70 du/ha. In this case the “average allotment area” would be in the order of 43 m<sup>2</sup> (if the total site area was simply divided by the number of dwellings) which is consistent with the Density Handbook description of “high density”. In terms of the number of dwellings proposed, the ratio per hectare equates to approximately 230 which is consistent with PDC 5 of the zone (the ratio remains unaltered due to rounding).

As a consequence, the proposed development is also consistent with the following provision and equal planning merit continues to be displayed by the proposed variation of DA 155/202/2017:

**CITY WIDE**

**PDC 5** Development should be undertaken in accordance with the Norwood Payneham and St Peters (City) Structure Plan, Map NPSP/1 (Overlay 1) Parts A & B.

**Appropriateness of the Proposed Building Height (Addition of 1 Storey to “Building 1”)**

Returning to the Urban Corridor Zone overall building heights are guided by the following provisions.

**URBAN CORRIDOR ZONE:**

**PDC 13** Except where airport building height restrictions prevail, or the interface height provisions require a lesser height, or where an alternative maximum building height is shown on Concept Plan Fig UrC/1, building heights (excluding any rooftop mechanical plant or equipment) should be consistent with the following parameters:<sup>6</sup>

<b>Policy area</b>	<b>Minimum building height</b>	<b>Maximum building height</b>
High Street	3 storeys or no less than 11.5 metres	5 storeys and up to 18.5 metres

**HIGH STREET POLICY AREA:**

**PDC 4** Buildings should maintain a pedestrian scale at street level, and should:

- (a) include a clearly defined podium or street wall 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 3 metres from that wall.

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<sup>6</sup> I note that the airport height restrictions are not exceeded by the proposed development.



HIGH STREET POLICY AREA:

**Desired Character**

*Area E*

Area E, shown on Concept Plan Fig UrC/1, provides an opportunity for development of up to five (5) storeys, except along the College Road frontage, where development will be limited to two (2) storeys. Taller building elements will be located within the western portions of the site, where the natural ground level is lower than the eastern portions of the site.

In the first instance, the “clearly defined podium” as granted Development Plan consent does not alter as a consequence of the proposed variation and the presentation of the dwellings along the College Road frontage do not alter from the development “as approved”.

The decision to grant Development Plan consent for three buildings with various heights of 5 storey, 6 storey and 7 storey also recognises the that Area E specifically provides an opportunity for development of up to 5 storeys along with “taller building elements... located within the western portions of the site, where the natural ground level is lower than the eastern portions of the site”.

In this regard the addition of one storey to Building 1 continues to result in a taller building located within the western portions of the site. Specifically, the position of the proposed resultant 6 storey building is alongside the approved 7 storey (centre) building and the 6 storey (southern most) building and in providing my opinion on DA 155/202/2017 I opined as followed:

“...the recognition of taller buildings on the western portion of Area E is a reflection of the natural topography which effectively results in the top of kerb level on Little Young Street relative to the top of kerb on College Road being approximately 1½ to 2 storeys lower in “height”. As a result a 5 storey building in the “centre” of Area E will logically “project out” to 6 to 7 storeys in height as the gradient of the land continues to fall towards Little Young Street.

This recognition of the taller building elements is reflected in the proposed building form which adopts a 5 storey building on the north-western portion (which is generally less sloping) and 6 and 7 storey buildings in the middle and south-eastern portions of the site (which experiences greater change in the topography).”

I am view that the resultant 6 storey Building 1 will continue to achieve a development outcome consistent with the Development Plan.

Additionally, the “key development area” status (Fig UrC/1) assigned to the subject land supports the additional storey to be added to Building 1 as the built form serves to maintain the primacy of the subject land within the locality from the perspective of density and scale.

As per the advice of Botten Levinson, it is apparent that the variation must be assessed in the context of the approved development. Accordingly, the scale and visibility of the proposed additional storey to Building 1 is to be assessed having regard to the 7 storey and 6 storey buildings to the south-east, and also the 5 storey PAC boarding house facility.

In this regard, Sheet 13 of the PACT Pruszinski drawings highlights that Building 1 will maintain the primacy of the central 7 storey building. Furthermore, the view path Sheets 15, 16 and 17 of the PACT Pruszinski drawings illustrate that:

- views of Building 1 (with the additional storey) are very limited from the north-east along College Road (“View A”) and that the proposed additional storey is viewed within the context of the taller 7 storey building in the background;
- views of Building 1 (with the additional storey) are not available from south-east along College Road (“View B”);
- views of Building 1 (with the additional storey) are very limited from the south at the intersection of Little Young Street and The Parade West due to the PAC boarding house and the 7 storey central building (“View C”);
- views of Building 1 from the entry the PAC grounds to the south-west (Pirie Street) are not available (“View D”);
- views of Building 1 are very limited from The Parade West to the west (“View E”); and
- views of Building 1 are possible from the intersection of Little Young Street and Grenfell Street to the north-west (“View F”) and that the proposed additional storey is viewed within the context of the taller 7 storey building in the background.

In my opinion the view path diagrams illustrate that “clear views” in which to interpret the proposed additional storey are limited to a few vantage points, and when this occurs the 7 storey centre building provides a scale reference which is relatively taller than the proposed variation to Building 1.

Furthermore, the “Development Potential” illustrations for View A and View F (Sheet 15 and Sheet 17) confirm that once the locality is constructed with 5 storey buildings the variation to Building 1 will not be visible. I also note that when the College Road frontage accommodates two storey dwellings and a 5 storey building on the residual BOM land, Building 1, as varied, will not be visible from this vantage point.

Accordingly, the contextual setting (as current and reasonably anticipated in the future) ensures that the height of varied Building 1 maintains the key development area status of the subject land, while not becoming a dominant element within the locality.

Finally, on review of the SCAP Agenda Item 2.2.1 (meeting of 24 August 2017) for the original development application, I note the following opinions were expressed:<sup>7</sup>

- (f) page 3, “the tallest apartment building is to be 7 stories or approximately 25 m above natural ground level at its highest point, however it is noted that the majority of the built form of the three buildings have a maximum height between 17.5m and 24m”
- (g) page 12, “Although over this guideline (building height), it is generally considered acceptable on balance – refer 8.2”
- (h) page 15, “...it is however considered reasonable to apply a lesser weighting to the 5 storey height limit, compared to a proposal which is NOT within Area E.”
- (i) page 15, “...the siting of the built form across the site accords with the lower scale (two storey) buildings to front College Road... with the taller buildings at Little Young..., thus reducing the overall height of the buildings when viewed from the surrounding locality.”
- (j) page 15, “It is noted that there is unlikely to be any significant perceivable impacts from the proposed exceedance of the 18.5 m guideline.”

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<sup>7</sup> I note that the Development Plan consolidation has not altered since.

In my opinion, the conclusions and comments within the SCAP planning assessment report of 24 August 2017 remain entirely relevant to the assessment of the proposed variation. Put another way, I am of the view that the basis for supporting the original development application is equally applicable to the proposed 6 storey Building 1.

Accordingly, I am of the view that the height of the proposed variation to Building 1 displays substantial planning merit.

### **Built Form and Set Backs**

Again noting the variation “status” of the application it is reasonable to consider that the set backs as approved for the “5 storey Building 1” would continue to achieve the outcomes of the Development Plan for the “6 storey Building 1”.

Considering also that the nature of the development on land adjoining the site has not altered, with the exception of the 5 storey PAC boarding house (which now provides a physical scale reference) I am of the opinion that the development as varied remains consistent with the Development Plan and accordingly the following provisions will be achieved:

URBAN CORRIDOR ZONE:

**Objective 5:** A built form that provides a transition down in scale and intensity at the zone boundary to maintain the amenity of residential properties located within adjoining zones.

CITY WIDE:

**PDC 50** The setback of buildings should:

- (b) contribute positively to the existing or desired streetscape character of the locality; and
- (c) not result in or contribute to a detrimental impact upon the function, appearance or character of the locality.

In my opinion, the general scale, boundary set backs and number of storeys again advance the policy guidance provided by the Development Plan.

### **Design and Appearance**

In a design sense the Development Plan seeks outcomes such as a high level of building articulation, modulation of materials/colours/textures, maximisation of views over public land and creation of buildings which create visual interest. Relevant policies guiding building design and appearance include:

URBAN CORRIDOR ZONE:

**Desired Character**

New development will exhibit architectural merit, which favours contemporary leading edge design, particularly along the prominent Boulevard Policy Area frontages and in gateway locations.

HIGH STREET POLICY AREA:

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

Given that the additional storey to Building 1 continues the architectural design and appearance of the approved DA 155/202/2017 the development will continue to “exhibit[s] architectural merit, which favours contemporary leading edge design”. It is also the case that the propensity of corner apartments and balconies remains which serve to favourably resolve the following provisions (my underlining added):

CITY WIDE:

**Objective 19:** Development of a high architectural standard and appearance that responds to and reinforces positive aspects of the local environment and built form.

**Objective 20:** Architectural excellence allowing for design innovation consistent with sound design principles.

**PDC 4** Development should take place in a manner which will not:

(b) prevent the attainment of the objectives for that other land.

**PDC 28** The appearance of land and buildings should not impair the amenity of the locality in which they are situated.

**PDC 30** Buildings should be designed to minimise their visual bulk and provide visual interest through design elements such as:

- (a) articulation;
- (b) colour and detailing;
- (c) materials, patterns, textures and decorative elements;
- (d) vertical and horizontal components;
- (e) design and placement of windows;
- (f) window and door proportions;
- (g) roof form and pitch;
- (h) verandahs and eaves; and
- (i) variations to facades.

Accordingly, I am of the opinion that the design and appearance of the development remains equally consistent with the relevant provisions of the Development Plan.

### **Open Space and Dwelling Functionality**

I note that the dwellings range from two bedroom to three bedroom “layouts”. Each dwelling gains direct access to private open space provided as a deck/balcony and all include habitable rooms that gain direct access to natural light. The open plan kitchen/meals/family rooms for each residence have direct access to the balcony areas, further advancing the relationship with natural light and ventilation.

The dwellings also incorporate reduced amounts of glazing to the west facing facades, while seeking to maximise solar penetration to remaining facades, while cross ventilation is maximised by the very proportion of corner apartments.

Accordingly, I am of the opinion that the dwelling design (as varied) addresses appropriately the following provisions (and numerous other similar guidelines not repeated for brevity):

CITY WIDE:

**Objective 23:** Development designed and sited to conserve energy and minimise waste.

**PDC 67** Development should provide for efficient solar access to buildings and open space all year round.

**PDC 68** Buildings should be sited and designed to ensure:

- (a) that the main living areas and the private open space associated with the main living areas, face north to maximise exposure to winter sun; and
- (b) adequate natural light and winter sunlight is available to the main internal living areas and principal private open spaces of adjacent properties.

**PDC 225** Dwellings (other than residential development in the form of apartments within a multi storey building) should have associated private open space of sufficient area, shape and gradient to be functional and capable of meeting the likely needs of the occupant...

**PDC 226** Residential development in the form of apartments within a multi storey building should have associated private open space of sufficient area and shape to be functional and capable of meeting the likely needs of the occupant(s)...

With respect to the supply of storage areas for each dwelling, I note that the Development Plan seeks as follows:

CITY WIDE:

**PDC 271** Each dwelling within a multi-storey building should provide a covered storage area of not less than 8 cubic metres in one or more of the following areas:

- (a) in the dwelling (but not including a habitable room);
- (b) in a garage, carport or outbuilding; or
- (c) within an on-site communal facility.

On review of the Development Plan consent drawings and the variation drawings I observe the following:

North-Western Residential Flat Building  
(as approved)

- residential storage in total of 314 m<sup>2</sup> at the ground floor

North-Western Residential Flat Building  
(as varied)

- residential storage in total of 344 m<sup>2</sup> at the ground floor

Accordingly, the proposed total storage areas have increased as a consequence of the additional dwelling proposed and the previously “accepted” level of storage has not diminished and the overall planning merit of the development remains unaltered from DA 155/202/2017.

### **Traffic Access, Safety and Parking**

Having reviewed the advice from Cirqa (revised on 8 January 2019 for the variation application), and considered the Development Plan provisions and circumstances of the locality, I concur with the opinions of Mr Ben Wilson stated therein with respect to the adequacy of car parking, the safe and convenient access to car parking, the design of the parking spaces and the adequacy of the number of car parks, and bike parks to service the development.

### **SUMMARY:**

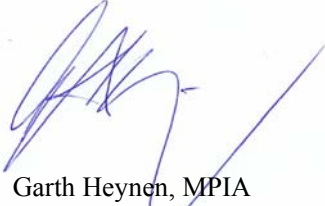
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The proposed variation of DA 155/202/2017 in the form of the addition of one storey to Building 1 (Level 6) and internal floor plan reconfiguration for approved floors 3 and 4 at 25 College Road, Kent Town, in my opinion, displays substantial planning merit. Aspects of the proposal that demonstrate compliance with the Development Plan include:

- the continuation of an entirely appropriate proposed use;
- the continued consistency of the density with the Desired Character;
- the appropriateness of the bulk and scale of the building;
- the appropriateness of the building height and the advancement of the key development area “E”;
- the continuation of the high quality architectural expression throughout the development;
- the provision of appropriate car parking and safe and convenient access;
- the continued maintenance of privacy for existing and future residents;
- the continued provision of appropriate set backs from all boundaries;
- the improved provision of quality storage areas for occupant needs; and

- the access to light and ventilation within each dwelling.

In conclusion, when the extent of the proposed variation is assessed against the relevant Development Plan provisions and in the context of the already approved development the proposal displays substantial planning merit.



Garth Heynen, MPIA

**BA Planning, Grad Dip Regional & Urban Planning, Grad Dip Property**





**25 COLLEGE ROAD**  
 VARIATION OF DA 155/M006/17  
 REGULATION 47A UPDATE 08 MAY 2019

**ONE ADDITIONAL STOREY TO NORTH-WESTERN BUILDING 1**

**DRAWING LIST**

- 01 SITE AND LOCATION PLAN
- 02 GROUND FLOOR PLAN
- 03 LEVEL 1 FLOOR PLAN
- 04 LEVEL 2 FLOOR PLAN
- 05 LEVEL 3 FLOOR PLAN
- 06 LEVEL 4 FLOOR PLAN
- 07 LEVEL 5 FLOOR PLAN
- 08 LEVEL 6 FLOOR PLAN
- 09 INSPIRATION
- 10 ELEVATIONS
- 11 PERSPECTIVES
- 12 STREETSCAPES
- 13 STREETSCAPES
- 14 SECTIONS
- 15 SUNSHADING
- 16 SUBURB VIEWS
- 17 SUBURB VIEWS
- 18 SUBURB VIEWS

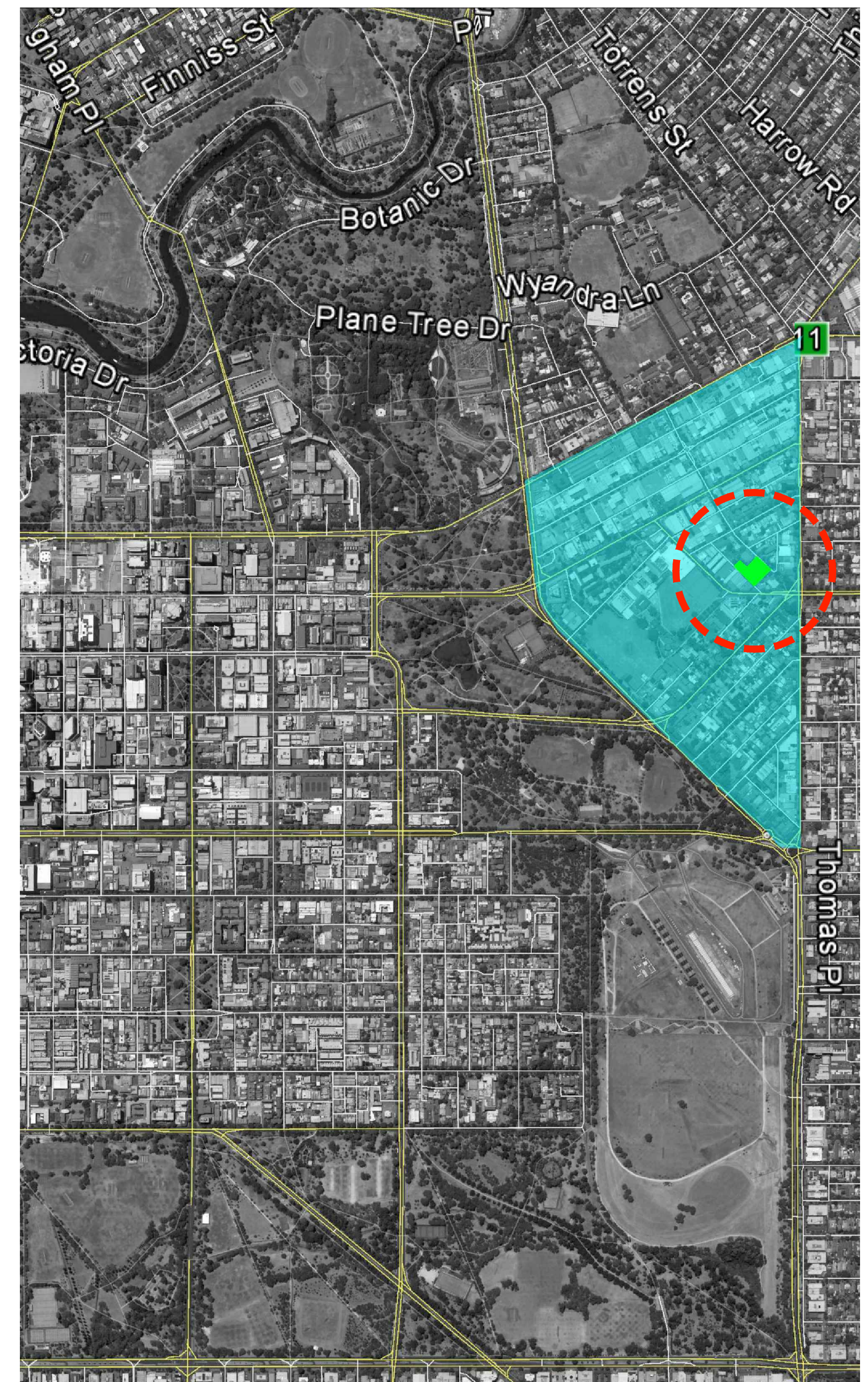
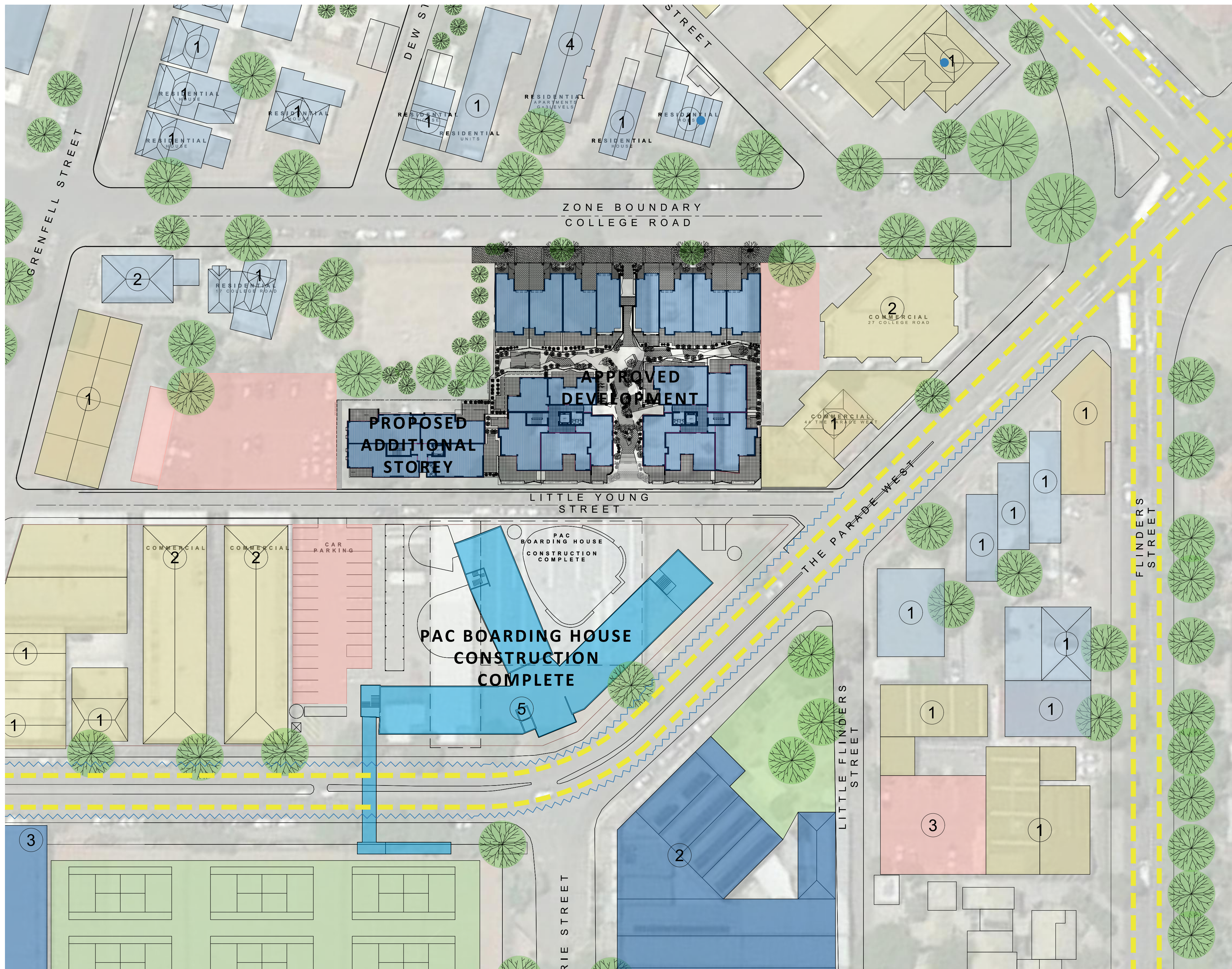
CLOUDED AREAS RELATE TO PLANNING VARIATION.  
 NON-CLOUDED AREAS RECEIVED DEVELOPMENT APPROVAL  
 08 MAY 2019 - DA 155/M006/17 (REG 47A UPDATE)

25 COLLEGE ROAD - VARIATION TO DA 155/M006/17

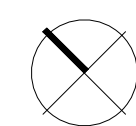
**PA**  
**CT** pruszinski PACT architects







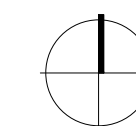
**SITE CONTEXT PLAN**  
SCALE: 1:500 @ A1



- BICYCLE LANE
- BUS ROUTE
- ACCOMODATION
- COMMERCIAL
- RESIDENTIAL
- CAR PARKING
- EDUCATION
- LOCAL HERITAGE

- 1 STOREY BUILDING
- 2 STOREY BUILDING
- 3 STOREY BUILDING
- 4 STOREY BUILDING
- 5 STOREY BUILDING

**LOCALITY PLAN**  
NOT TO SCALE



**SITE AND LOCATION PLAN**  
**25 COLLEGE ROAD KENT TOWN**  
SCALE: AS SHOWN @ A1

Clouded areas relate to planning variation.  
NON-CLOUDED AREAS RECEIVED DEVELOPMENT APPROVAL  
08 MAY 2019 - DA 155/M006/17 (REG 47A UPDATE)

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#16649

**01**

25 COLLEGE ROAD - VARIATION TO DA 155/M006/17

**PACT** pruszinski PACT architects

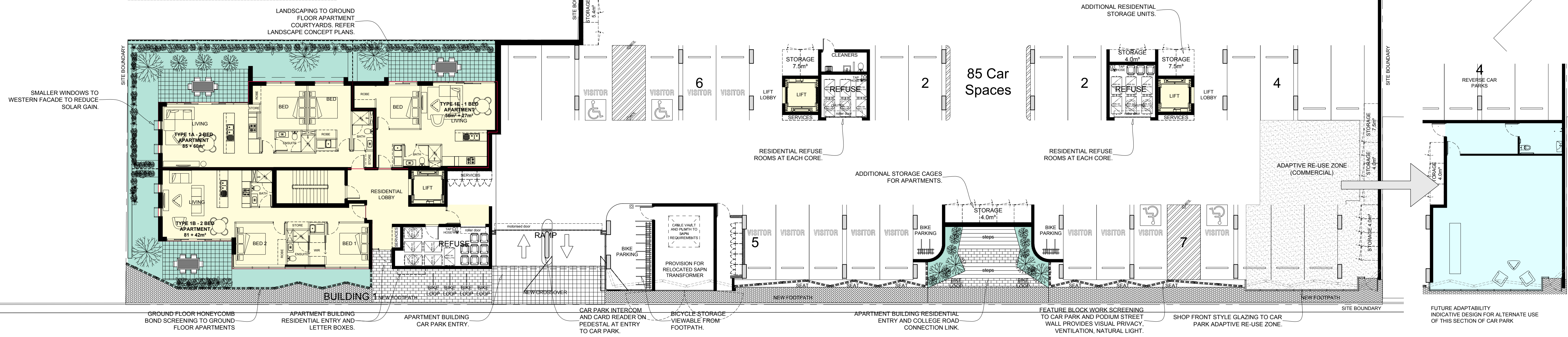
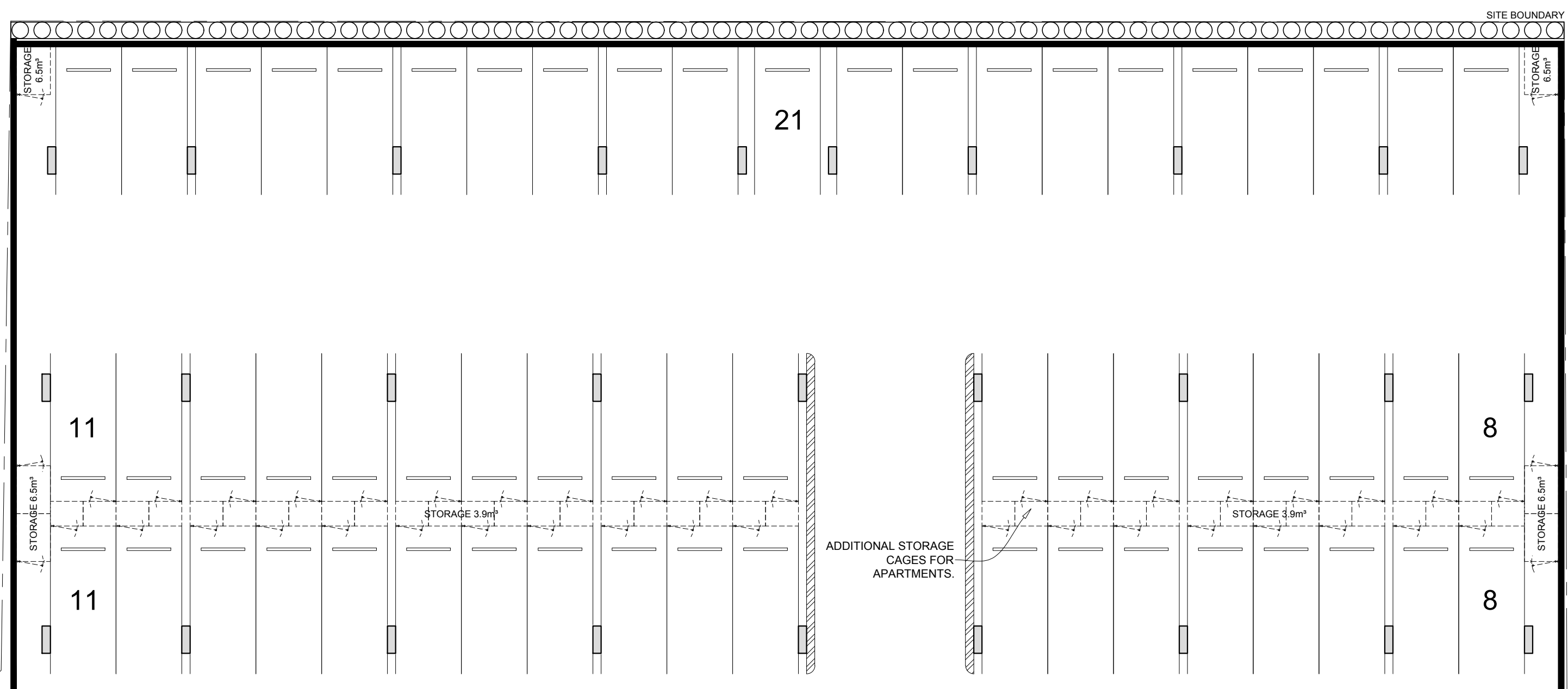




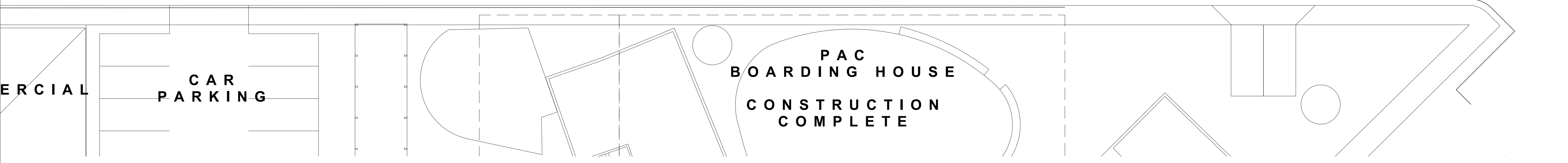
PROJECT SUMMARY

TOWNHOUSES		
COLLEGE ROAD	8	
TOTAL	8	
<hr/>		
APARTMENTS		
1 BEDROOM	10	NET INCREASE OF 3 FROM VARIATION 1 (DECREASE OF 3 FROM ORIGINAL 2017 PLA AND APPROVAL)
2 BEDROOM	51	
3 BEDROOM	6	
TOTAL	67	
<hr/>		
CAR PARKING		
TOWNHOUSES	8	
TOWNHOUSE VISITOR	6	
APARTMENTS	85	
TOTAL	99	
<hr/>		
BICYCLE PARKING		
GROUND FLOOR	34	
LEVEL 1	20	
TOTAL	54	
<hr/>		
RESIDENTIAL STORAGE		
GROUND FLOOR (m²)	314	
TOTAL	314	

TIAL ROAD



LITTLE YOUNG STREET



CLOUDED AREAS RELATE TO PLANNING VARIATION.  
 NON-CLOUDED AREAS RECEIVED DEVELOPMENT APPROVAL  
 08 MAY 2019 - DA 155/M006/17 (REG 47A UPDATE)



TIAL  
ROAD

### APARTMENT LAYOUT AND AMENITY

ALL BEDROOMS HAVE ACCESS TO NATURAL LIGHT AND VENTILATION VIA OPERABLE WINDOWS WHIST THE CONFIGURATION OF HIGH LEVEL WINDOWS PROVIDES LONG VIEWS WHIST PROTECTING OVERLOOKING INTO ADJOINING PROPERTIES. DEEP BALCONIES PROVIDE EFFECTING FACADE SHADING.

WINDOWS FACING EAST, WEST AND NORTH ARE PASSIVELY SHADED TO REDUCE HEAT GAIN DURING SUMMER.

A LARGE PROPORTION OF CORNER APARTMENTS PROVIDES THE ABILITY TO EFFECTIVELY CROSS VENTILATE, REDUCING DEMAND AND LOAD OF MECHANICAL VENTILATION AND LIGHTING.

### ENVIRONMENTAL TARGETS

1. EVERY APARTMENT HAS OPENINGS CREATING NATURAL VENTILATION, EFFECTIVELY REDUCING AIR CONDITIONING LOAD AND LIGHTING DEMANDS.
2. MIXTURE OF OVERHANGS AND DECKS TO PASSIVELY SHADE FACADES.
3. HIGH PERFORMANCE (LOW E) GLAZING.
4. ENERGY RECOVERY ON LIFTS.
5. TRI-STREAM WASTE SYSTEM.
6. WATER COLLECTION FOR LANDSCAPING.
7. DAYLIGHT CONTROL TO LIGHTING SYSTEMS IN COMMON AREAS.
8. SELECTION OF ENERGY EFFICIENT LIGHTING SYSTEMS.
9. USE OF LOW VOC PRODUCTS

COLLECTIVELY APARTMENTS TO ACHIEVE 6 STAR NatHERs. REFER SERVICE ENGINEERS ENERGY REPORT.

BUILDING 1 AND BUILDING 2  
R2.5 INSULATION TO EXTERNAL WALLS (EXTERNAL AND TO CAR PARK).  
R5.0 INSULATION TO EXPOSED ROOF SPACES.  
R2.0 INSULATION TO EXPOSED SUSPENDED SLABS.

BUILDING 3  
R2.5 INSULATION TO EXTERNAL WALLS.  
R5.0 INSULATION TO EXPOSED ROOF SPACES.  
R1.0 INSULATION TO EXPOSED SUSPENDED SLABS.

### ACOUSTIC TARGETS

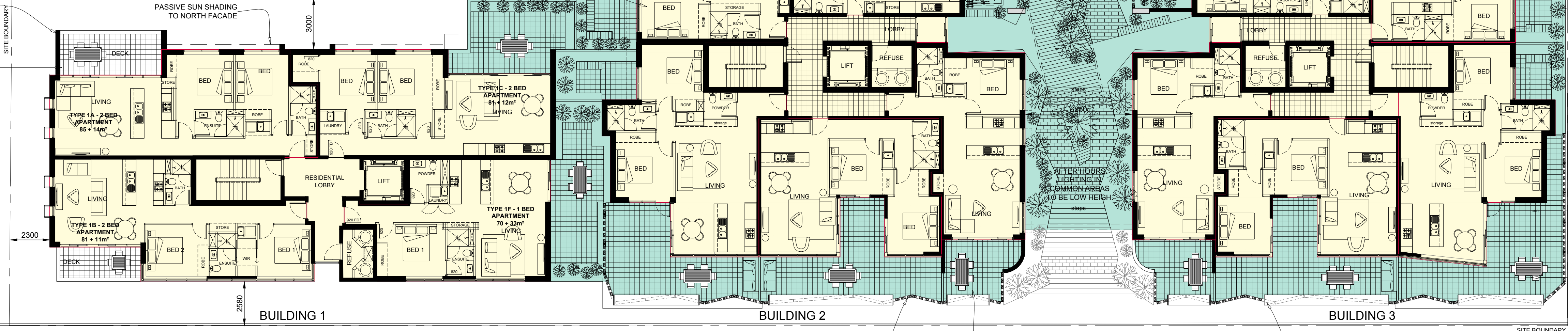
SA78B - CATEGORY 1

1. APARTMENT EXTERNAL WALLS TO ACHIEVE  $R_w + C_{tr} 45$
2. WALLS BETWEEN APARTMENTS TO ACHIEVE  $R_w + C_{tr} 50$
3. PERFORMANCE GLASS TO LIVING AREAS AND OTHER HABITABLE ROOMS TO ENHANCE ACOUSTICS AND THERMAL LOAD LOSS. REFER SONUS 'ACOUSTIC REPORT' FOR ADDITIONAL REQUIREMENTS TO SELECTED APARTMENTS AND TOWNHOUSES. REFER TMK CONSULTING ENGINEERS 'HEATING AND COOLING LOAD ASSESSMENT' FOR GLAZING AND INSULATION REQUIREMENTS.

ENCLOSED END TO BALCONY TO DIRECT VIEW AWAY FROM NEIGHBOURING PROPERTY

A HIGH PROPORTION OF CORNER APARTMENTS PROVIDES THE ABILITY TO EFFECTIVELY CROSS VENTILATE, REDUCING DEMAND AND LOAD OF MECHANICAL VENTILATION AND LIGHTING.

PASSIVE SUN SHADING TO NORTH FACADE



TWO LEVEL TOWN HOUSES TO COLLEGE ROAD IN KEEPING WITH ADJACENT POLICY AREA AND LOCAL RESIDENTIAL CHARACTER AND IDENTITY.

TOWN HOUSE REAR COURTYARDS TO INCORPORATE PLANTING, FROSTED GLASS HONEYCOMB BOND BRICKWORK, SCREENING AND VISUAL PRIVACY FROM APARTMENT BUILDING. REFER TO LANDSCAPE DRAWINGS.

LANDSCAPING TO LEVEL 1 TO INCORPORATE CONNECTION BETWEEN COLLEGE ROAD AND LITTLE YOUNG ST WITH MIX OF OPEN PUBLIC SPACES WITH PRIVATE QUIET SPACES. REFER LANDSCAPE DRAWINGS.

LEVEL 1 APARTMENTS WITH LANDSCAPED COURTYARDS.

ADDITIONAL ACOUSTIC REQUIREMENTS TO APARTMENT 2F BEDROOM TO ACHIEVE  $R_w + C_{tr}$  OF 34. REFER TO ACOUSTIC REPORT.

FEATURE BLOCK WORK SCREENING TO CAR PARK AND PODIUM STREET WALL PROVIDES VISUAL PRIVACY, VENTILATION, NATURAL LIGHT.

PODIUM LEVELS TO LITTLE YOUNG STREET AID IN DEFLECTING DOWNWASH

LEVEL 1 BALCONIES EXTENDED TO LINE OF PODIUM TO CREATE STREET WALL AND PROVIDE PASSIVE SURVEILLANCE OF THE LANE.

A HIGH PROPORTION OF CORNER APARTMENTS PROVIDES THE ABILITY TO EFFECTIVELY CROSS VENTILATE, REDUCING DEMAND AND LOAD OF MECHANICAL VENTILATION AND LIGHTING.

PODIUM LEVELS TO LITTLE YOUNG STREET AID IN DEFLECTING DOWNWASH

ERCIAL

CAR  
PARKING

PAC  
BOARDING HOUSE  
CONSTRUCTION  
COMPLETE

25 COLLEGE ROAD - VARIATION TO DA 155/M006/17

LEVEL 1 FLOOR PLAN  
25 COLLEGE ROAD KENT TOWN  
SCALE: 1:150 @ A1

CLOUDED AREAS RELATE TO PLANNING VARIATION.  
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03

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TIAL ROAD

UPGRADED ACOUSTIC TREATMENT TO GLAZING IN TOWNHOUSES FACING COLLEGE ROAD. REFER SONUS ACOUSTIC REPORT FOR DETAILS.

TOWN HOUSES PROVIDE PASSIVE SURVEILLANCE TO COLLEGE ROAD

TWO LEVEL TOWN HOUSES TO COLLEGE ROAD IN KEEPING WITH ADJACENT POLICY AREA AND LOCAL RESIDENTIAL CHARACTER AND IDENTITY.

TOWN HOUSE REAR COURTYARDS TO INCORPORATE PLANTING, FROSTED GLASS, HONEYCOMB BOND BRICKWORK, SCREENING AND VISUAL PRIVACY FROM APARTMENT BUILDING.

SOLID BALUSTRADES TO BALCONIES TO REDUCE OVER LOOKING AS WELL AS REDUCE POTENTIAL WIND CORNER EFFECTS.

PASSIVE SUN SHADING TO NORTH AND WEST FACADE

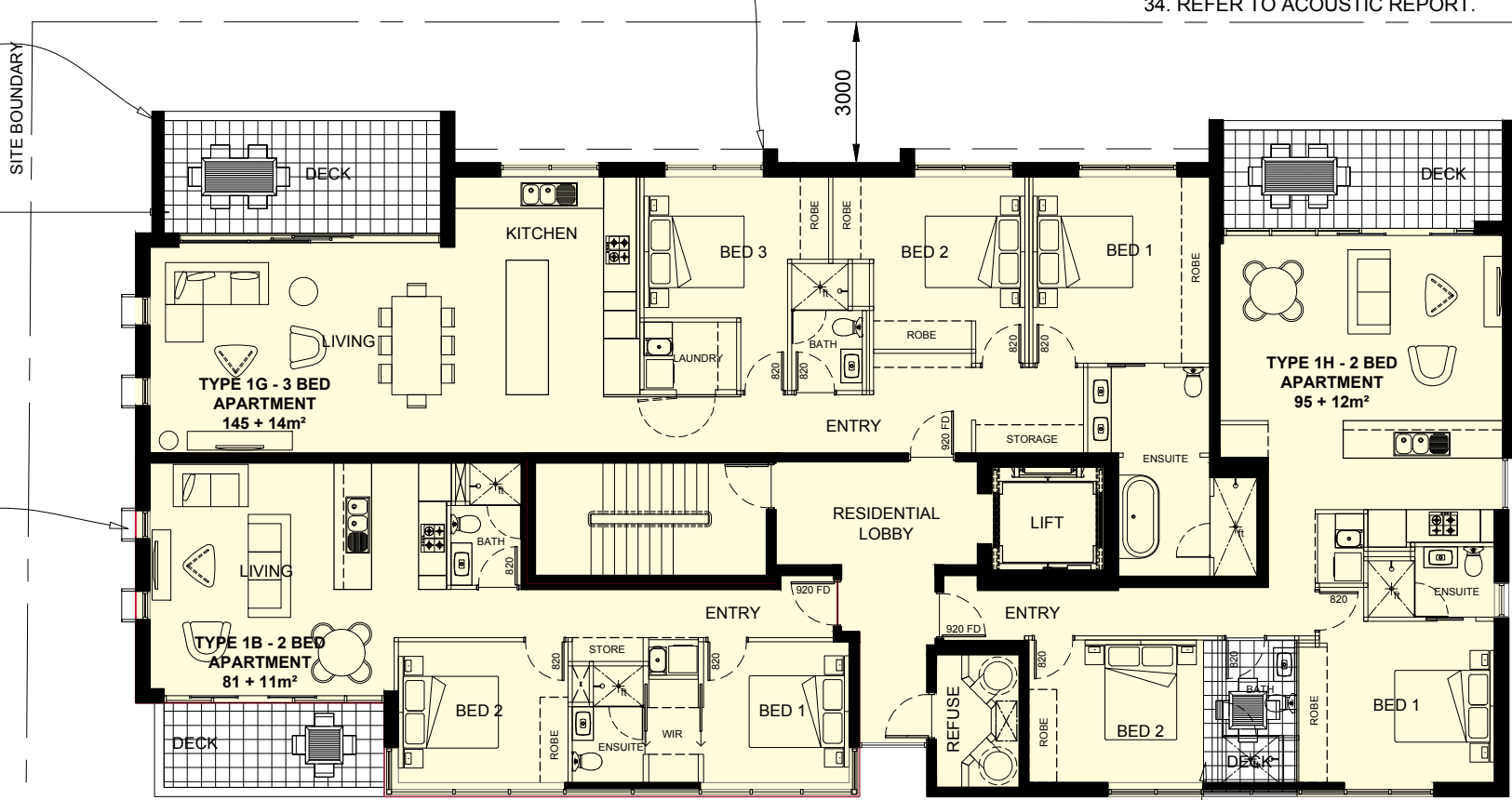
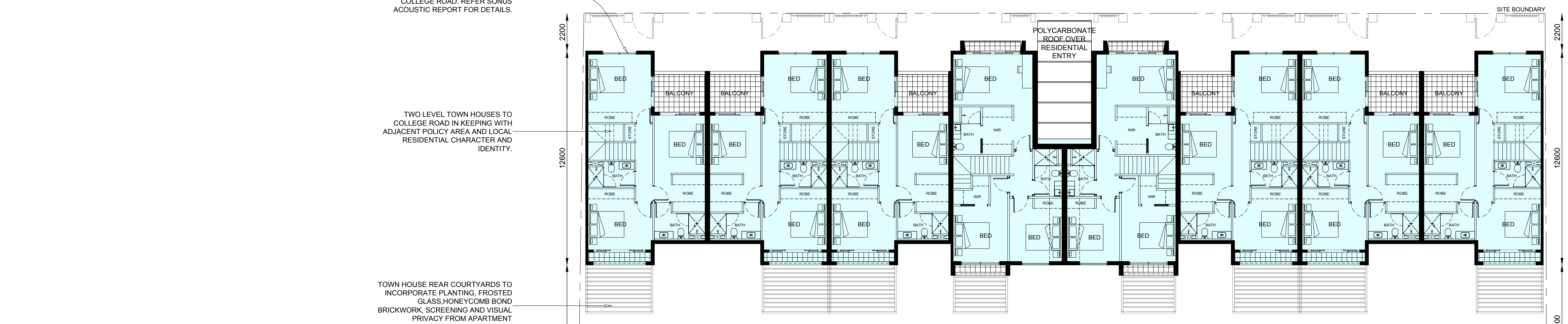
ADDITIONAL ACOUSTIC REQUIREMENTS TO APARTMENT 2F BEDROOM TO ACHIEVE RW + Ctr OF 34. REFER TO ACOUSTIC REPORT.

PASSIVE SUN SHADING TO NORTH FACADE

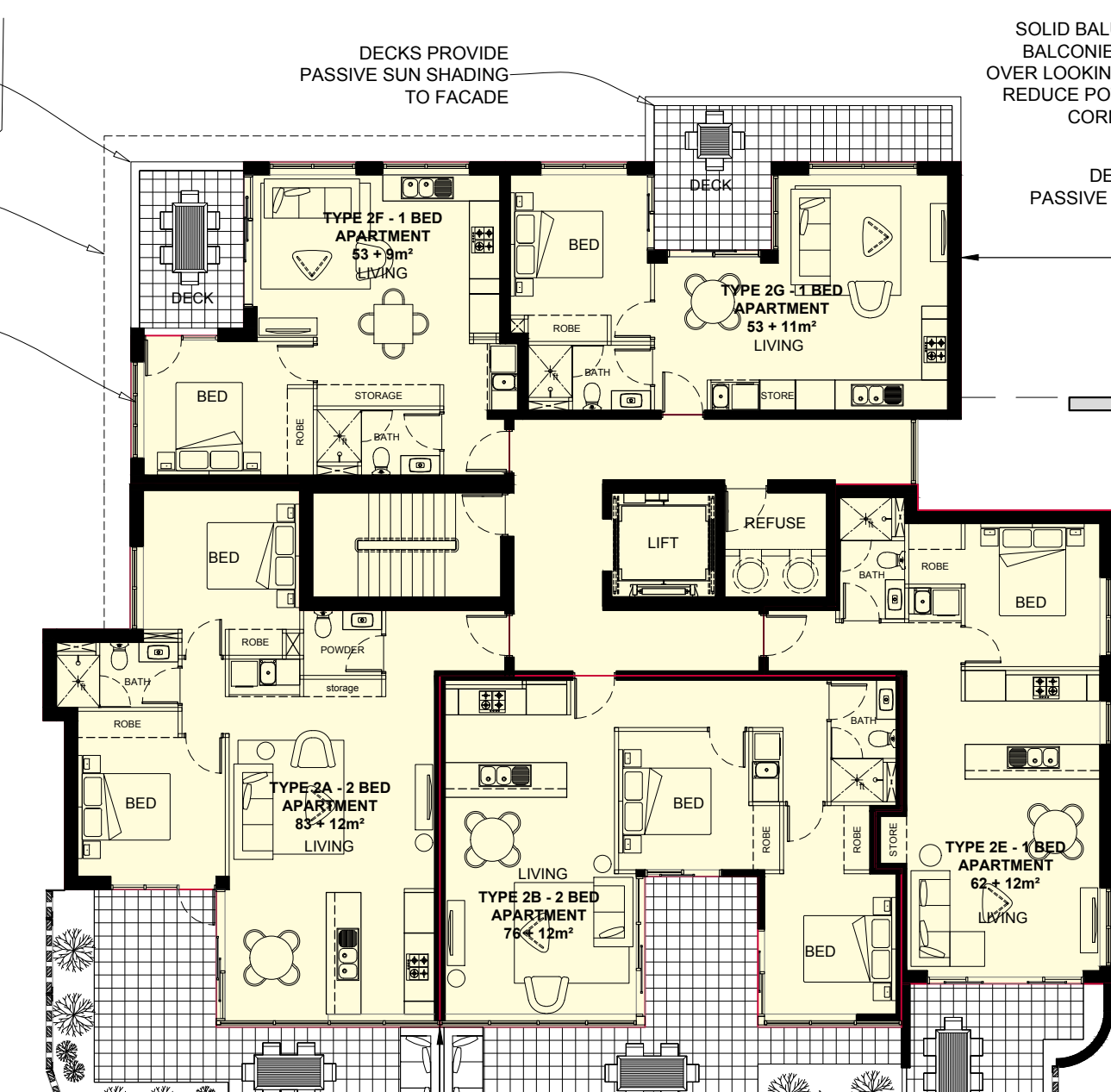
ENCLOSED END TO BALCONY TO DIRECT VIEW AWAY FROM NEIGHBOURING PROPERTY

A HIGH PROPORTION OF CORNER APARTMENTS PROVIDES THE ABILITY TO EFFECTIVELY CROSS VENTILATE, REDUCING DEMAND AND LOAD OF MECHANICAL VENTILATION AND LIGHTING.

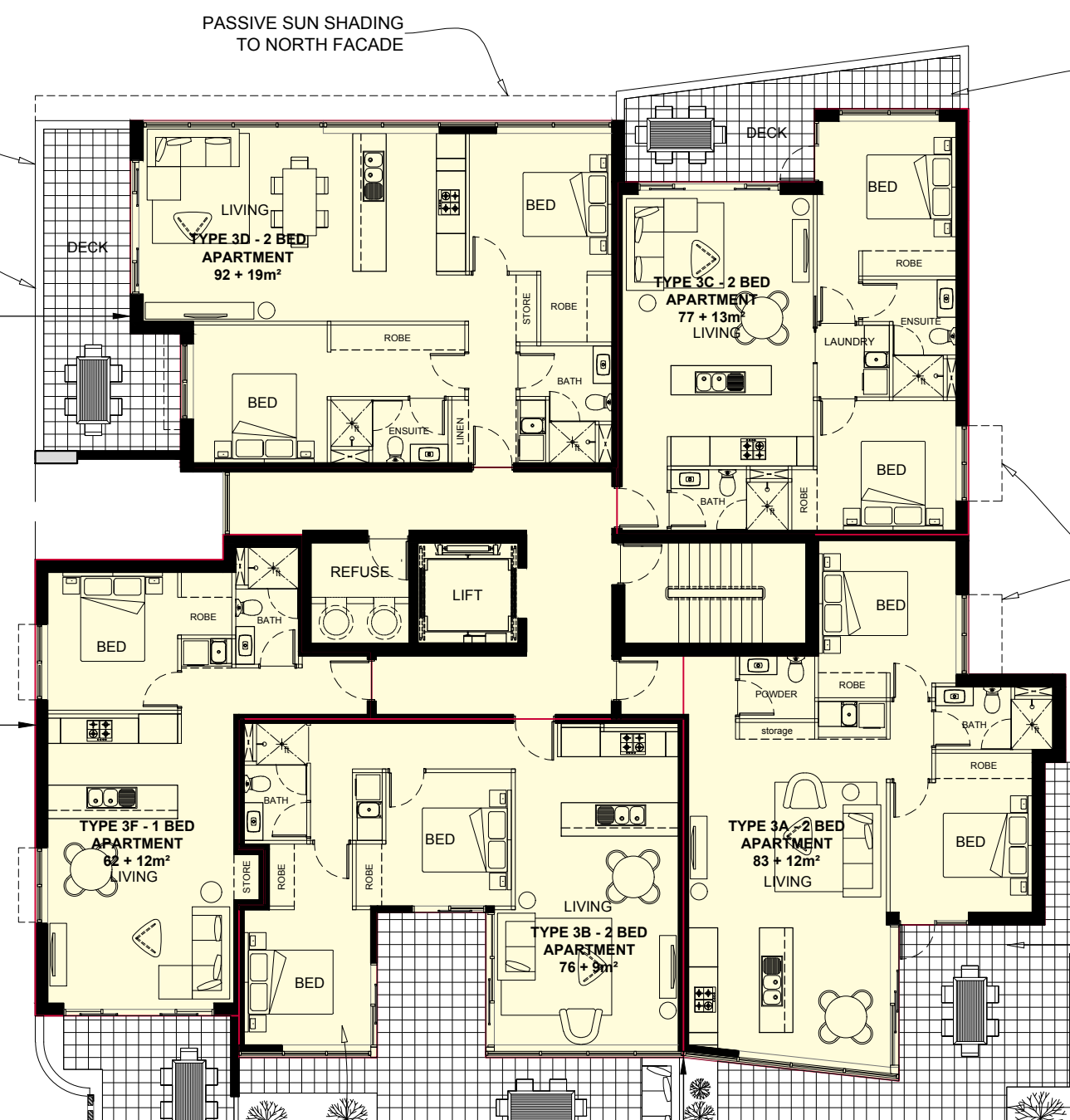
SMALLER WINDOWS TO WESTERN FACADE TO REDUCE SOLAR GAIN.



BUILDING 1



BUILDING 2



BUILDING 3

BEDROOM WINDOWS IN TYPE 1D APARTMENT REDUCED IN SIZE TO ALLOW WINDOWS TO MEET RW + Ctr OF 34. REFER SONUS ACOUSTIC REPORT FOR FURTHER DETAILS.

FEATURE BLOCK WORK SCREENING TO CAR PARK AND PODIUM STREET WALL TO BALUSTRADE HEIGHT ON LEVEL 2

PODIUM LEVELS TO LITTLE YOUNG STREET AID IN DEFLECTING DOWNWASH

BEDROOM WINDOWS IN TYPE 2B APARTMENT REDUCED IN SIZE TO ALLOW WINDOWS TO MEET RW + Ctr OF 34. REFER SONUS ACOUSTIC REPORT FOR FURTHER DETAILS.

BEDROOM WINDOWS IN TYPE 3B APARTMENT REDUCED IN SIZE TO ALLOW WINDOWS TO MEET RW + Ctr OF 34. REFER SONUS ACOUSTIC REPORT FOR FURTHER DETAILS.

LEVEL 2 BALCONIES EXTENDED TO LINE OF PODIUM TO CREATE STREET WALL AND PROVIDE PASSIVE SURVEILLANCE OF THE LANE.

DECKS PROVIDE PASSIVE SUN SHADING TO FACADE

LIGHTWEIGHT LOUVRED SCREENS TO BLOCK OVER LOOKING DOWN INTO NEIGHBOURING PROPERTIES.

A HIGH PROPORTION OF CORNER APARTMENTS PROVIDES THE ABILITY TO EFFECTIVELY CROSS VENTILATE, REDUCING DEMAND AND LOAD OF MECHANICAL VENTILATION AND LIGHTING.

PODIUM LEVELS TO LITTLE YOUNG STREET AID IN DEFLECTING DOWNWASH

LITTLE YOUNG STREET

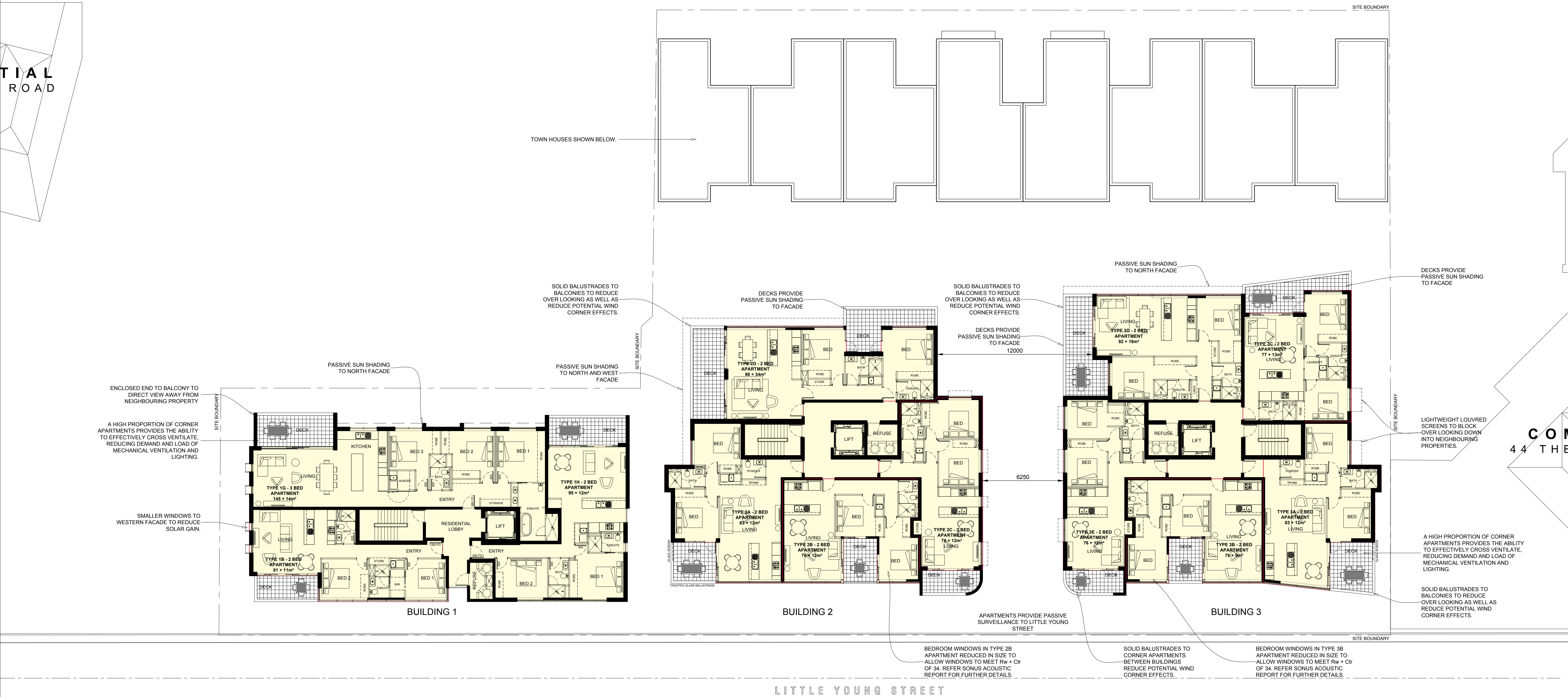
ERCIAL

CAR PARKING

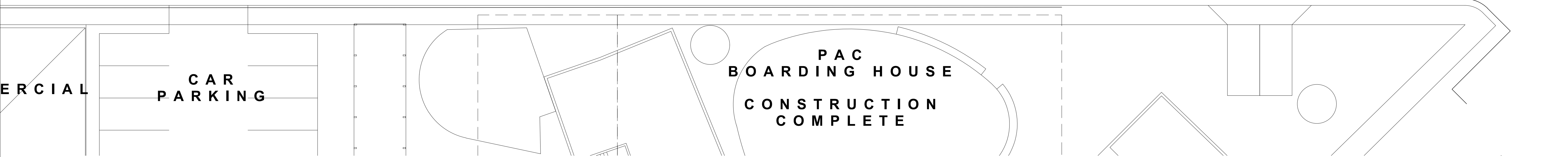
PAC BOARDING HOUSE CONSTRUCTION COMPLETE



TIAL ROAD

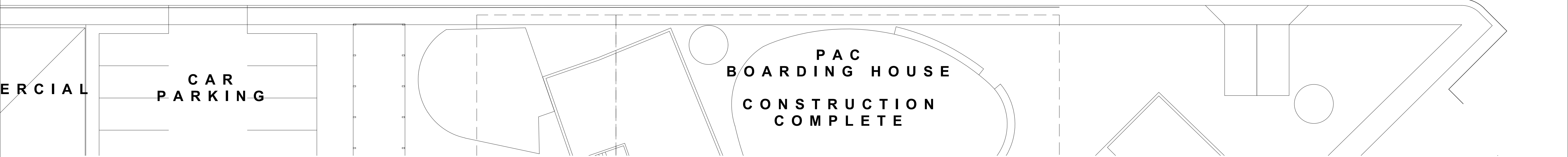
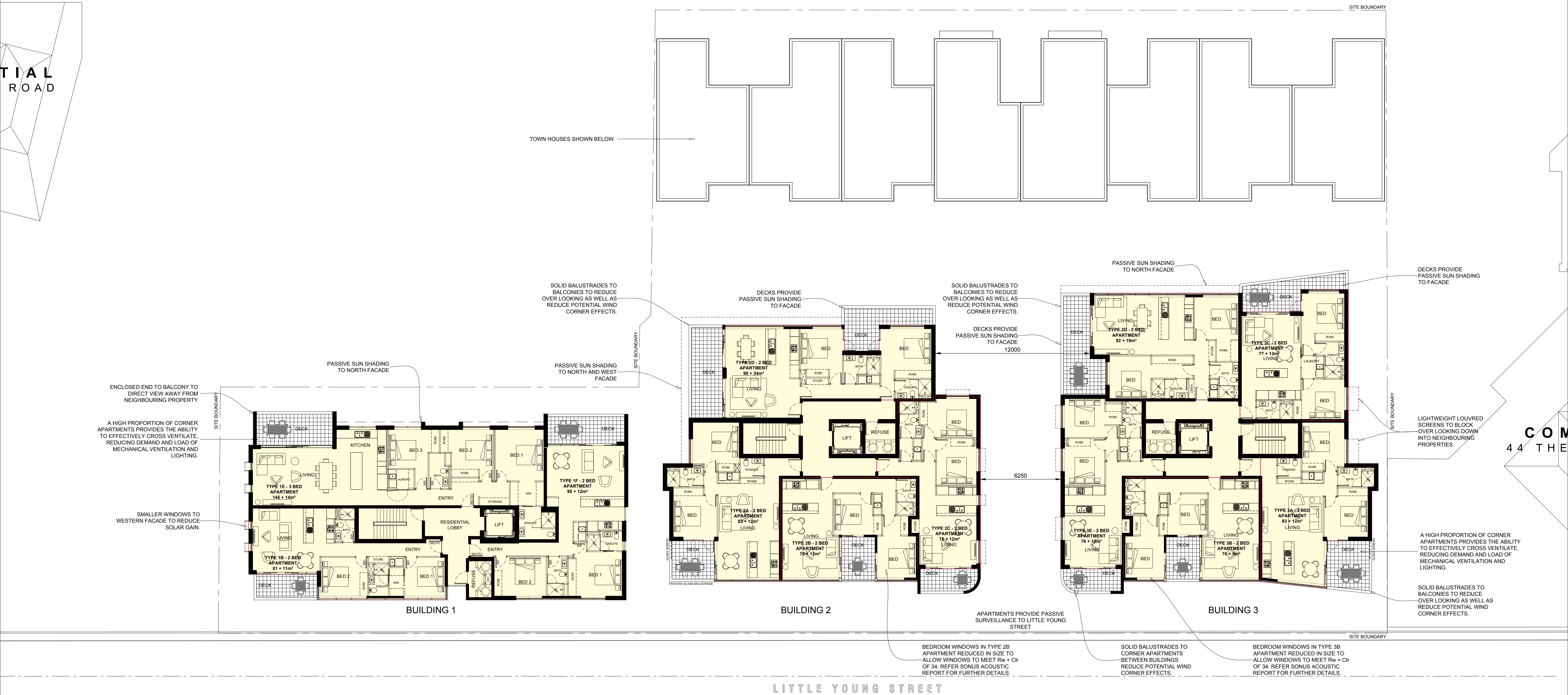


LITTLE YOUNG STREET



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 NON-CLOUDED AREAS RECEIVED DEVELOPMENT APPROVAL  
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TIAL ROAD



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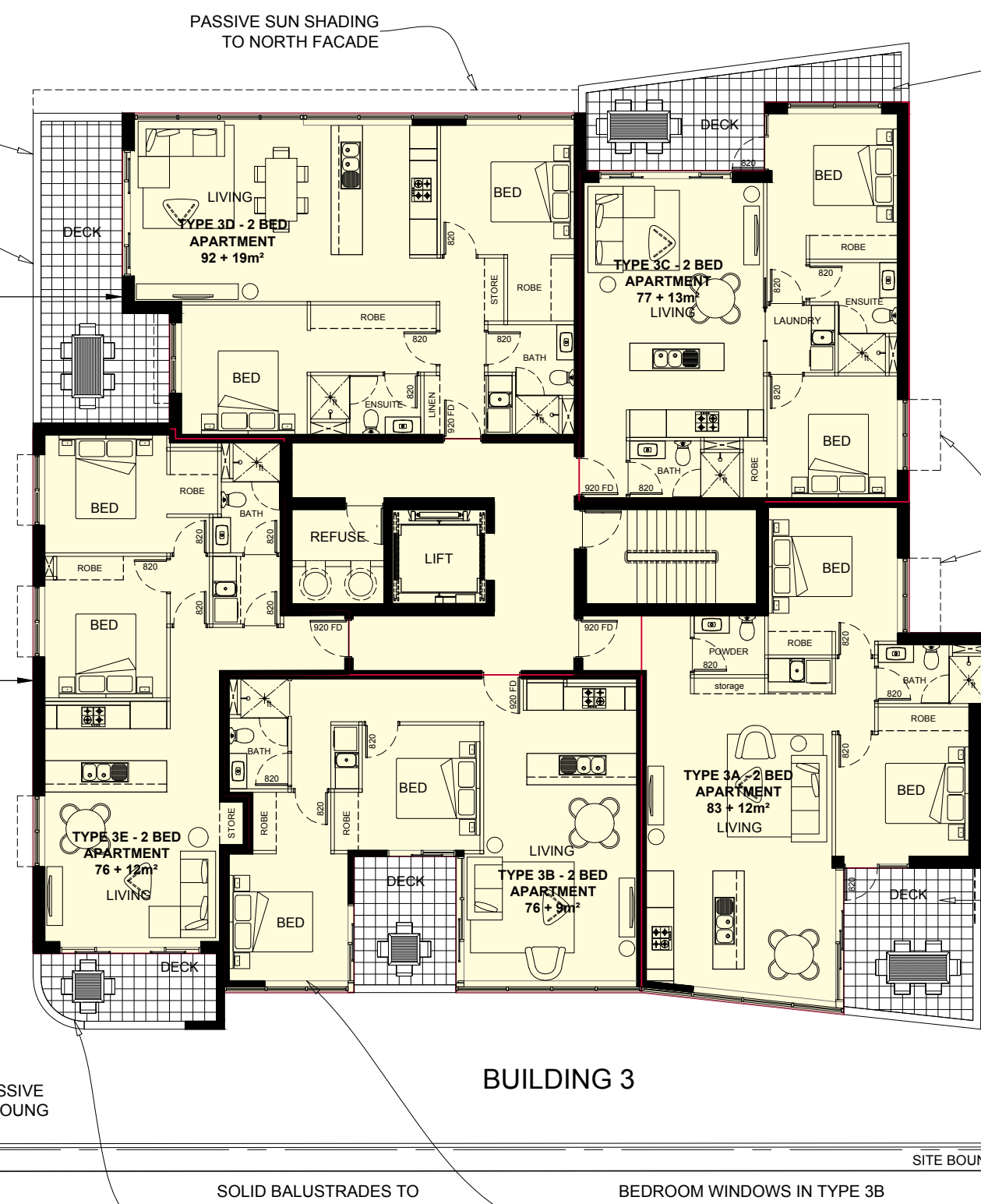
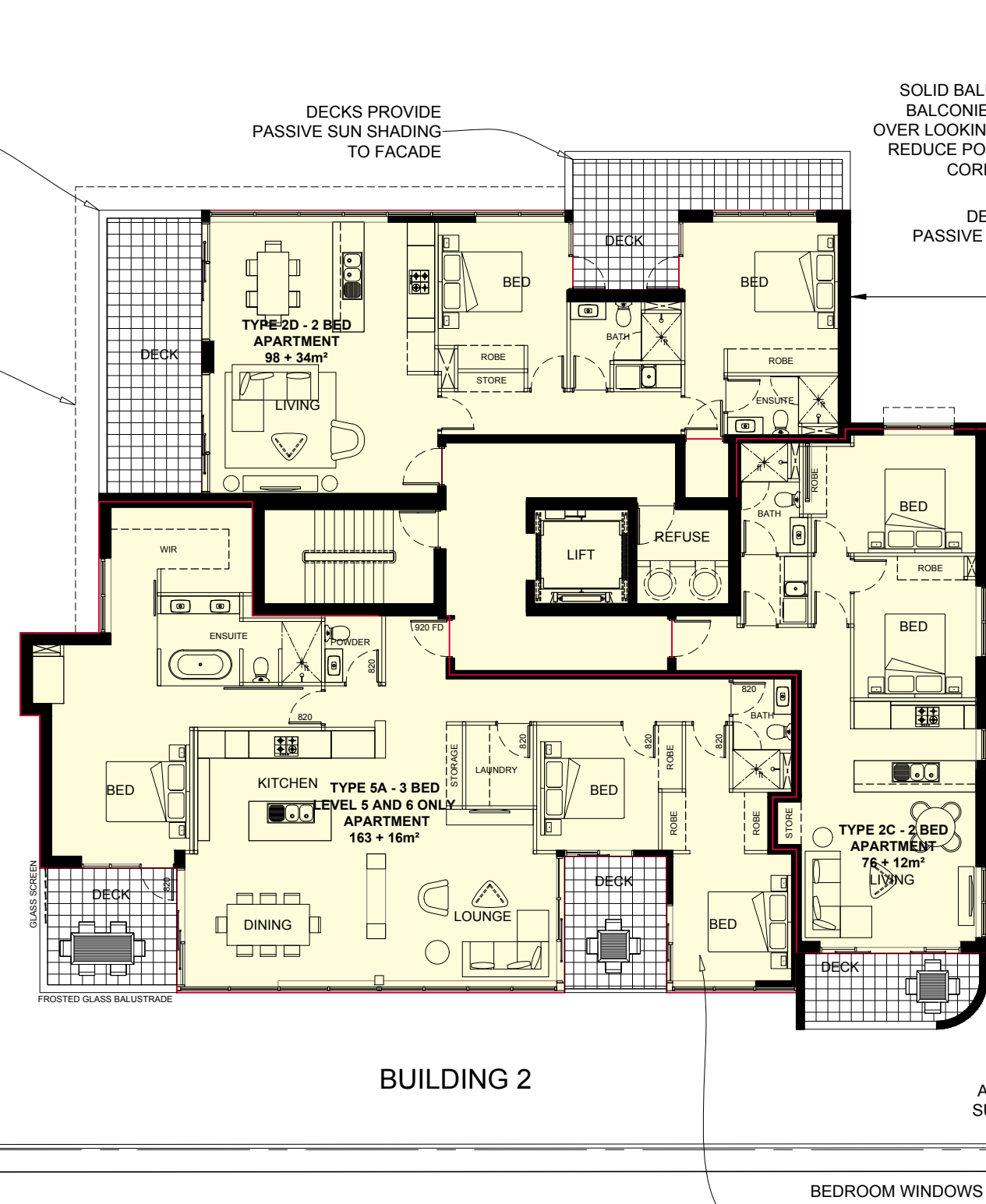
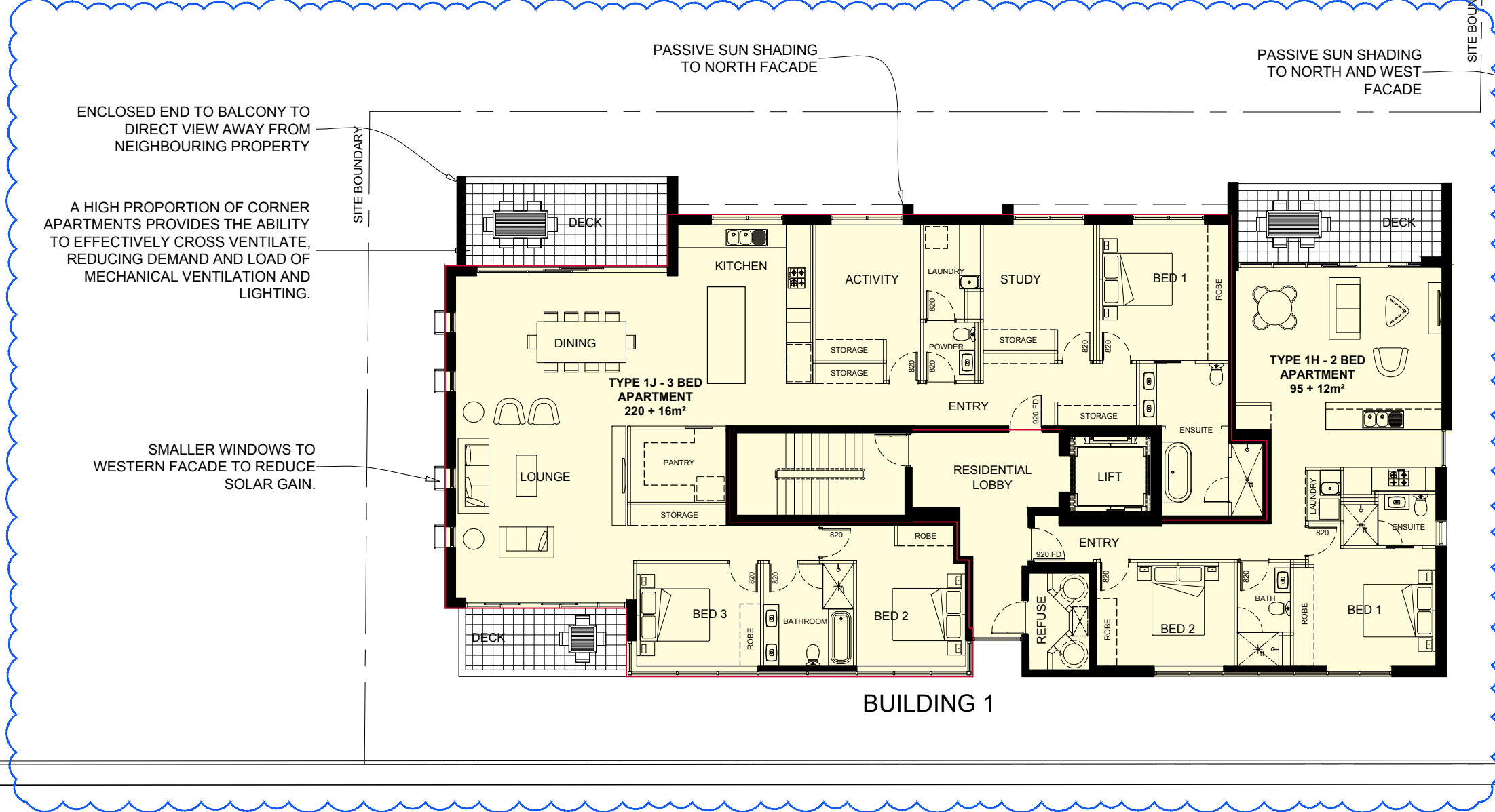


TIAL ROAD

SITE BOUNDARY

TOWN HOUSES SHOWN BELOW.

ONE ADDITIONAL LEVEL ADDED TO BUILDING 1. LEVEL 4 1x 3 BEDROOM AND 1x 2 BEDROOM APARTMENTS MOVED UP TO NEW LEVEL 5.



COM 44 THE

LITTLE YOUNG STREET

ERCIAL

CAR PARKING

PAC BOARDING HOUSE CONSTRUCTION COMPLETE

25 COLLEGE ROAD - VARIATION TO DA 155/M006/17

LEVEL 5 FLOOR PLAN 25 COLLEGE ROAD KENT TOWN SCALE: 1:150 @ A1

CLOUDED AREAS RELATE TO PLANNING VARIATION. NON-CLOUDED AREAS RECEIVED DEVELOPMENT APPROVAL 08 MAY 2019 - DA 155/M006/17 (REG 47A UPDATE)

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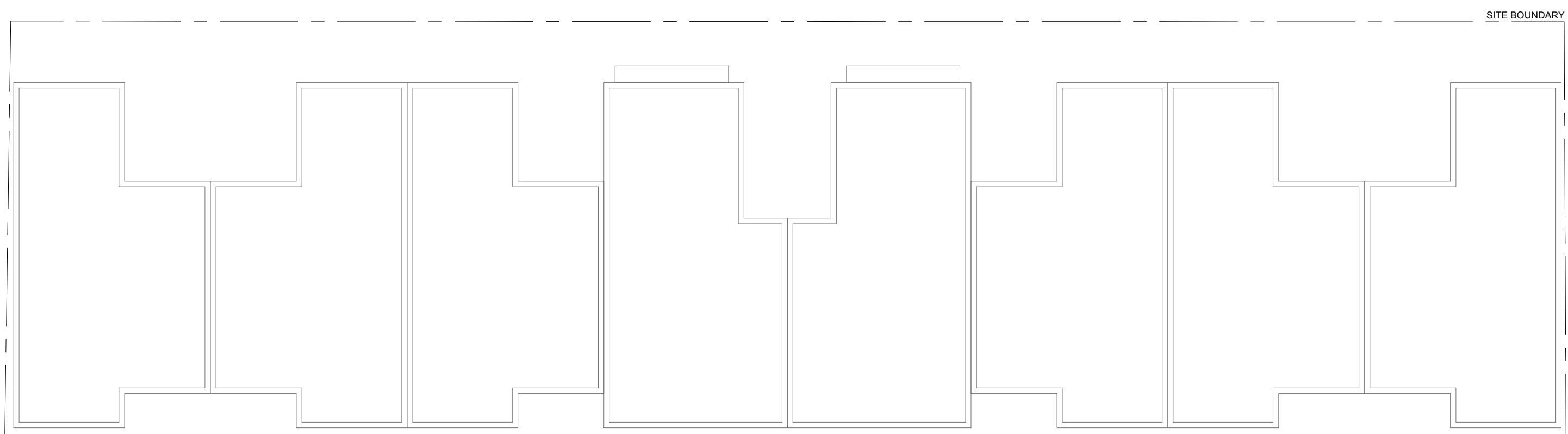
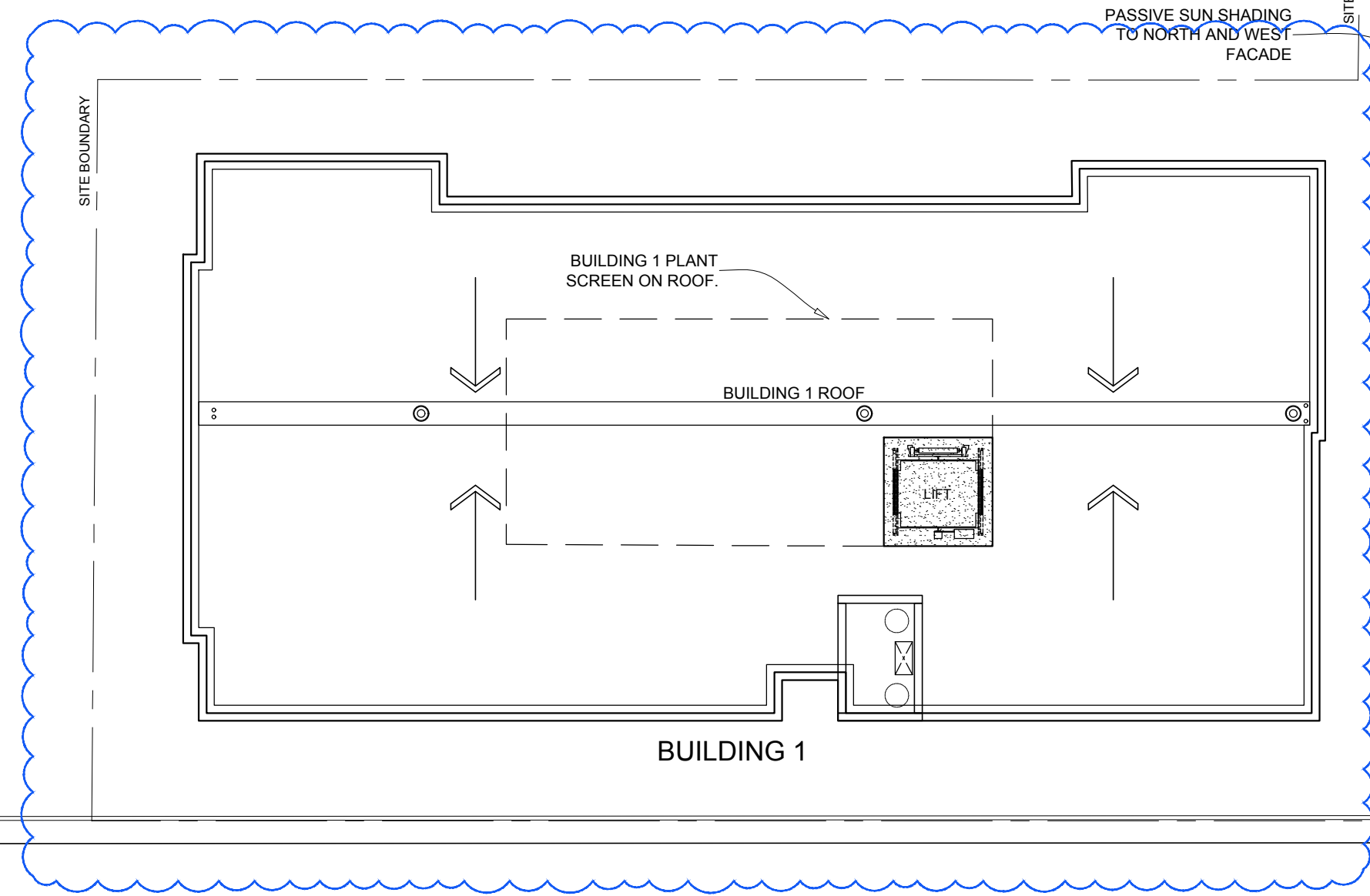
PACT pruszinski PACT architects

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TIAL ROAD

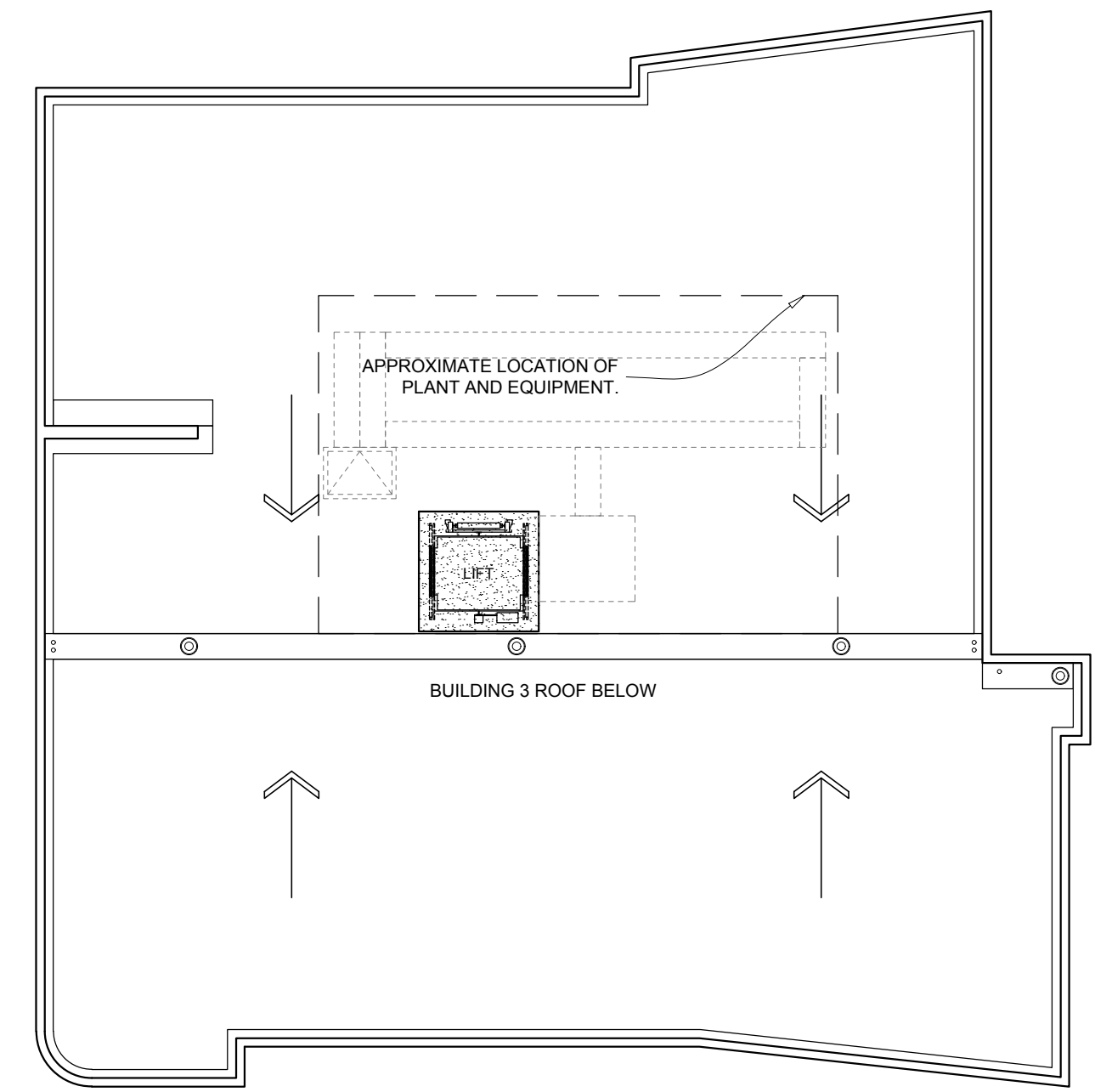
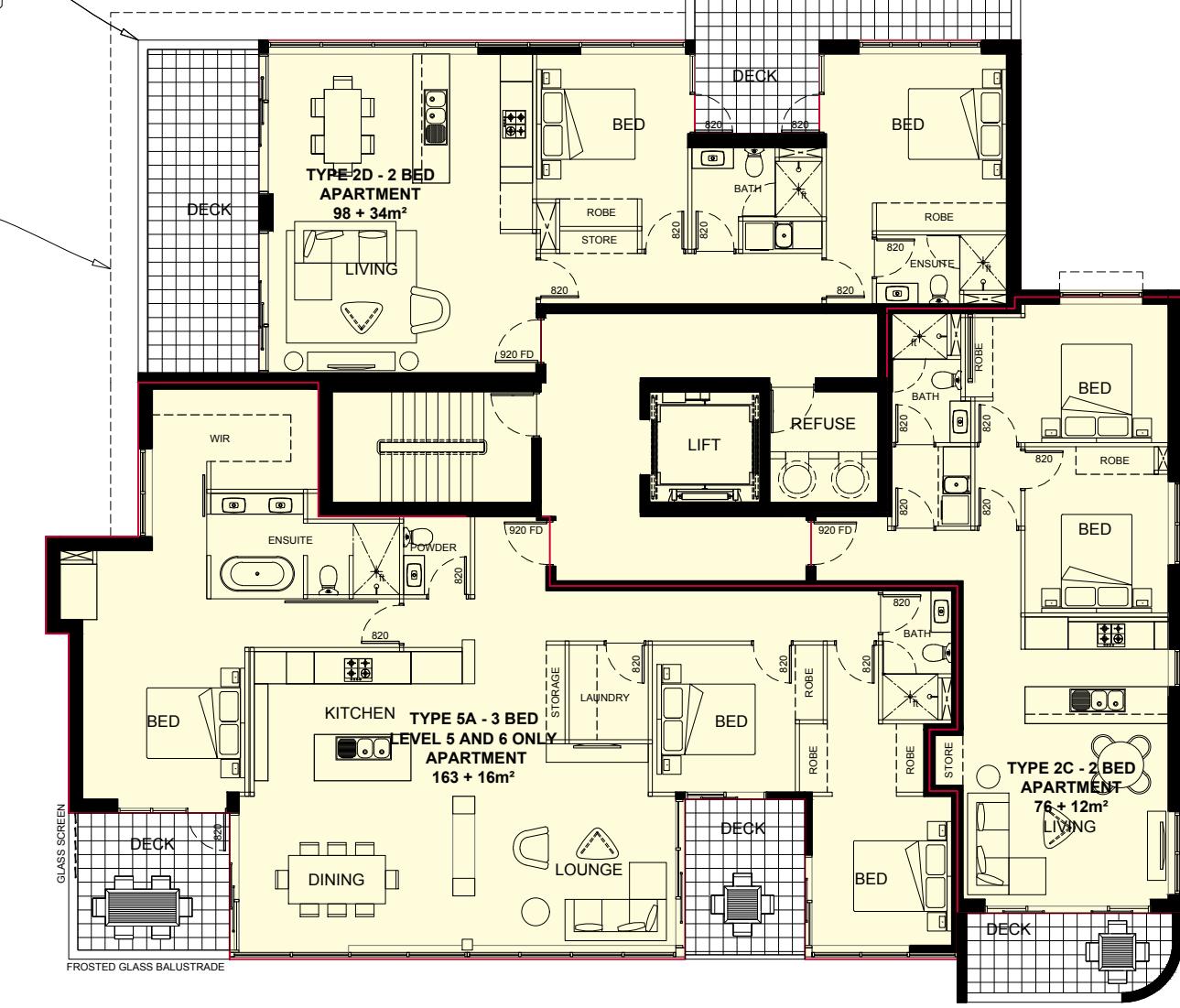
ONE ADDITIONAL LEVEL ADDED TO BUILDING 1.



SOLID BALUSTRADES TO BALCONIES TO REDUCE OVERLOOKING AS WELL AS REDUCE POTENTIAL WIND CORNER EFFECTS.

DECKS PROVIDE PASSIVE SUN SHADING TO FACADE

PASSIVE SUN SHADING TO NORTH AND WEST FACADE



BUILDING 2

BUILDING 3

APARTMENTS PROVIDE PASSIVE SURVEILLANCE TO LITTLE YOUNG STREET

LITTLE YOUNG STREET

ERCIAL

CAR PARKING

PAC BOARDING HOUSE CONSTRUCTION COMPLETE

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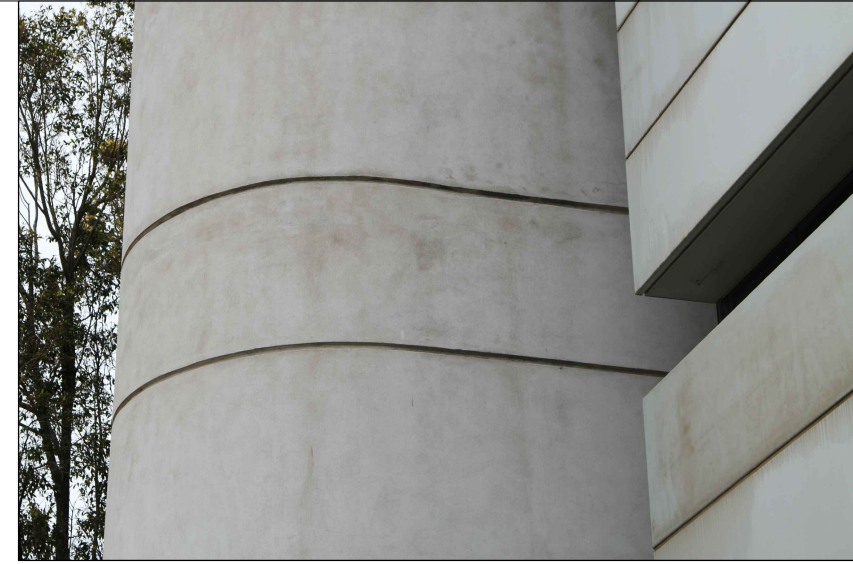
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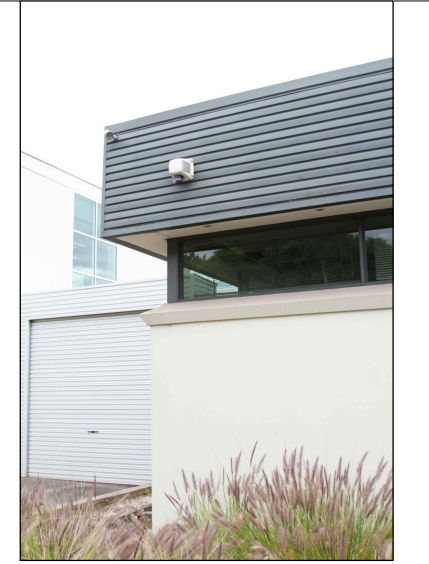




STRONG VERTICAL FORM



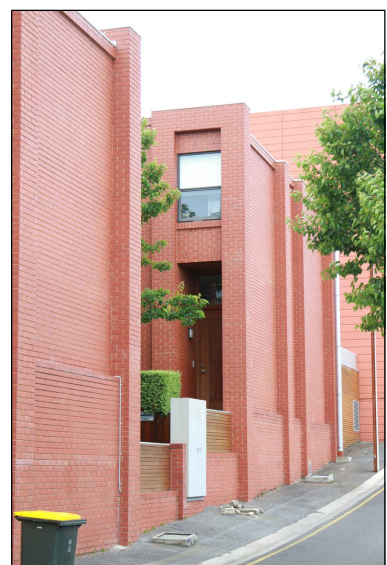
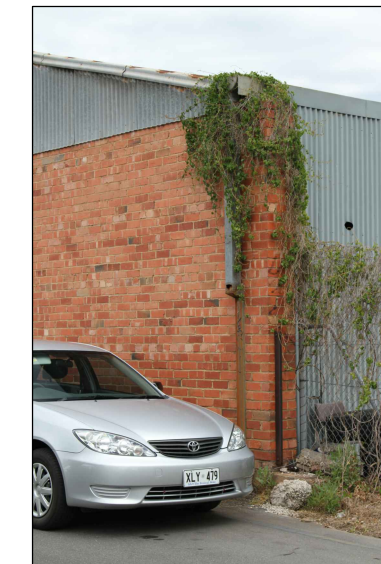
HORIZONTAL BANDING AND DARK GLASS



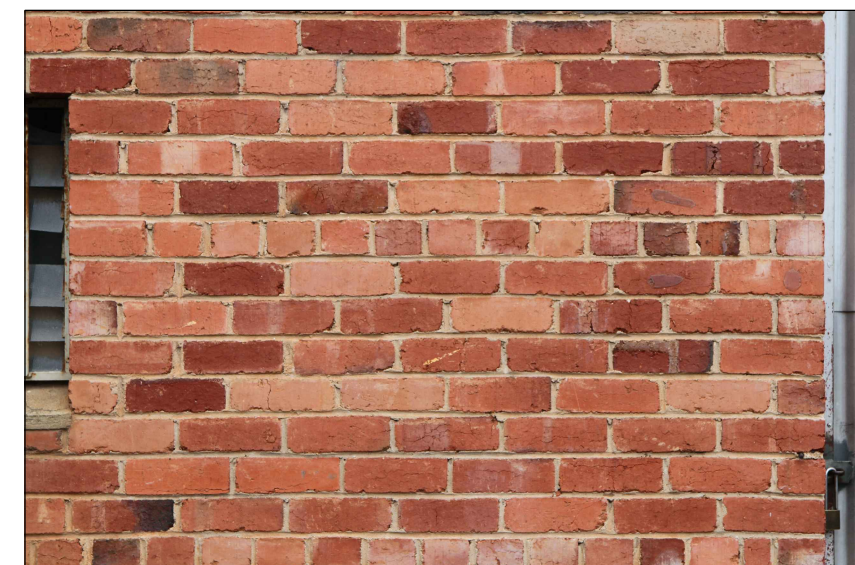
DARK FRAMES AND DARK GLASS



ANGLES



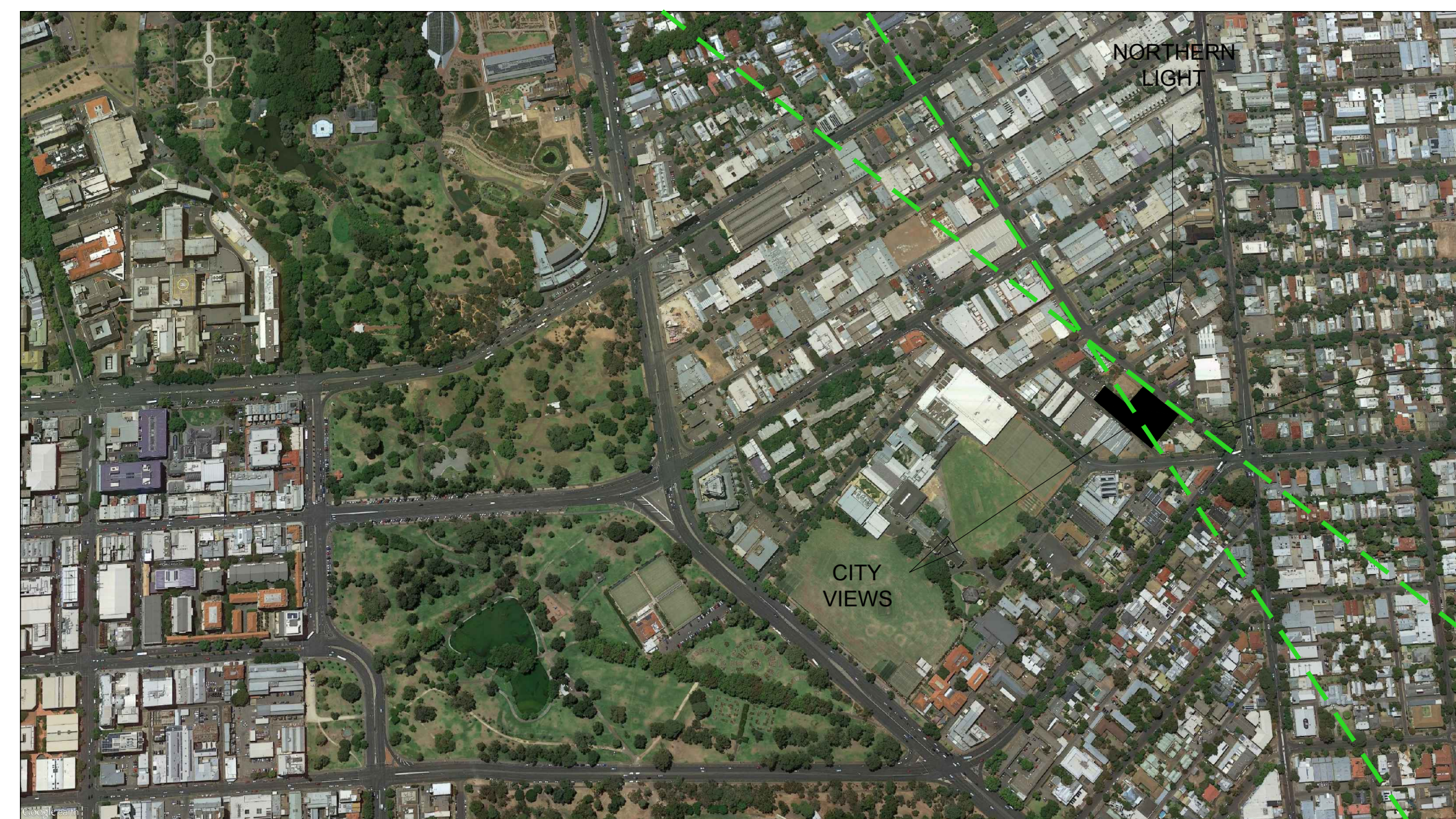
LOCAL BRICKWORK



MATERIAL HIERARCHY

PODIUM AND STREET WALL COMPRISE RAW, HONEST MATERIALS THAT REFERENCE THE CONTEXT OF SMALL SCALE TEXTURE (BRICKS, BLOCKS, STONE PIECES).

UPPER BUILDING FLOORS COMPRISE CONTEMPORARY MATERIALS THAT ARE COMPLIMENTARY TO THE PODIUM AND REFERENCE THE LOCAL CONTEXT WITH SIMPLE LINES, BANDED PLANES AND RIBBONS OF DARK GLASS.



SITE LOCATION

ANGLED GEOMETRIES OF STREET GRIDS

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25 COLLEGE ROAD - VARIATION TO DA 155/M006/17

**PACT** pruszynski PACT architects

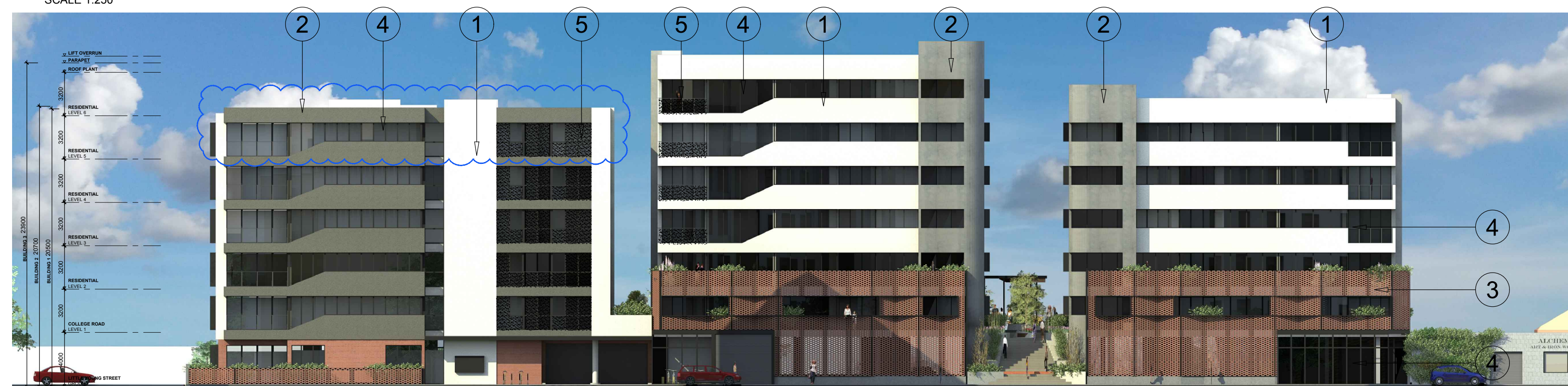
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**ELEVATION - NORTH WEST**

SCALE 1:250



**ELEVATION - SOUTH WEST**

SCALE 1:250



**ELEVATION - NORTH EAST**

SCALE 1:250



**ELEVATION - SOUTH EAST**

SCALE 1:250

1 BRIGHTONLITE OFF-WHITE CONCRETE COLOURED PANELS (CONCRETE AND LIGHT WEIGHT)

2 MID-GREY CONCRETE COLOURED PANELS (CONCRETE AND LIGHT WEIGHT)

3 BRICKWORK IN VARIOUS PATTERNS (HONEYCOMB, PAVING, STRETCHER)

4 DARK FRAMES AND DARK GLASS (ALUMINIUM, METALWORK, BRICK FRAMING, CANOPY)

5 OBSCURED GLASS TO WINDOWS AND BALUSTRADES. MAINTAIN GLASS PANE COLOUR TO OUTSIDE.

CLOUDED AREAS RELATE TO PLANNING VARIATION. NON-CLOUDED AREAS RECEIVED DEVELOPMENT APPROVAL 08 MAY 2019 - DA 155/M006/17 (REG 47A UPDATE)

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**PERSPECTIVE**  
LITTLE YOUNG STREET



**PERSPECTIVE**  
LITTLE YOUNG STREET



**PERSPECTIVE**  
COURTYARD LINK



**PERSPECTIVE**  
COLLEGE ROAD



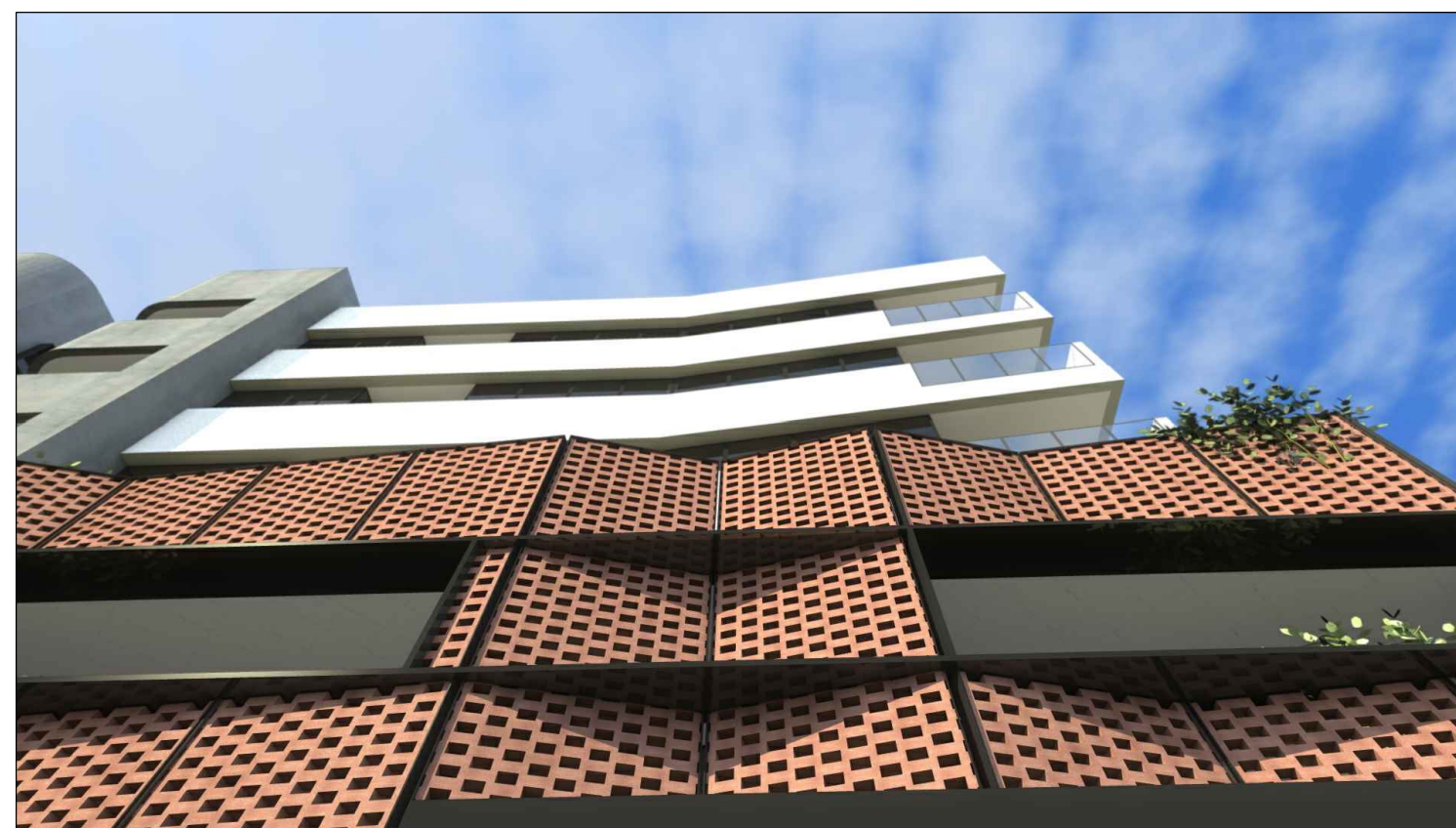
**PERSPECTIVE**  
LITTLE YOUNG STREET



**PERSPECTIVE**  
RESIDENTIAL APARTMENTS



**PERSPECTIVE**  
RESIDENTIAL ENTRY SOUTH



**PERSPECTIVE**  
LITTLE YOUNG STREET

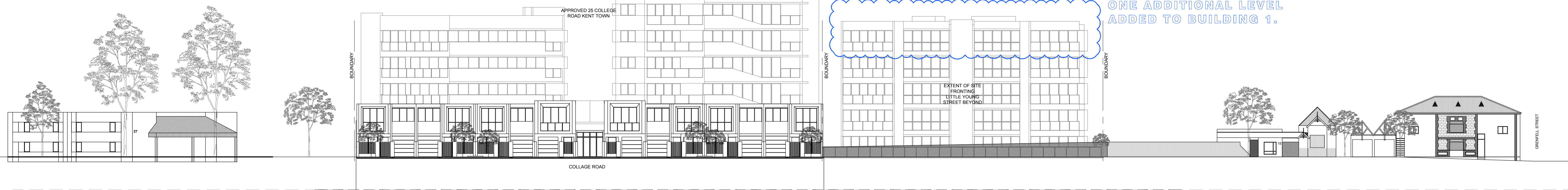


**PERSPECTIVE**  
COLLEGE ROAD

Clouded areas relate to planning variation.  
Non-clouded areas received development approval  
08 May 2019 - DA 155/M006/17 (REG 47A UPDATE)

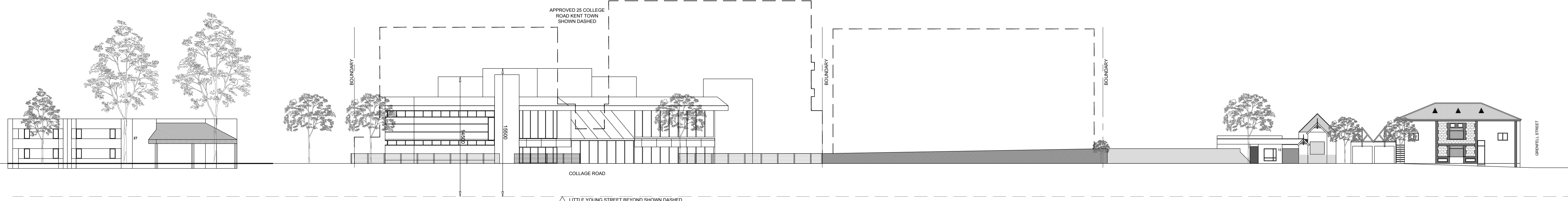
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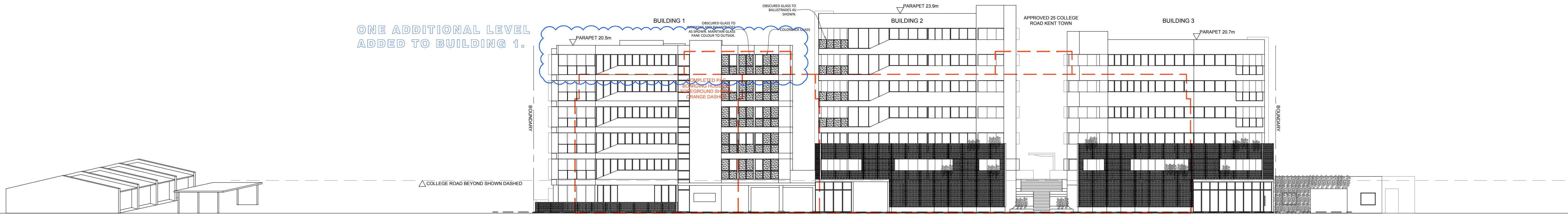
**STREETSCAPE PROPOSED - NORTH EAST (COLLEGE ROAD)**

SCALE 1:250



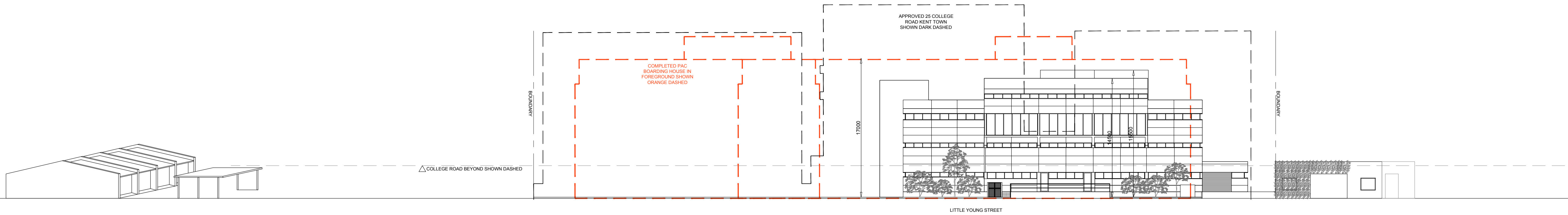
**STREETSCAPE EXISTING - NORTH EAST (COLLEGE ROAD)**

SCALE 1:250



**STREETSCAPE PROPOSED - SOUTH WEST (LITTLE YOUNG STREET)**

SCALE 1:250



**STREETSCAPE EXISTING - SOUTH WEST (LITTLE YOUNG STREET)**

SCALE 1:250

ONE ADDITIONAL LEVEL ADDED TO BUILDING 1.

CLOUDED AREAS RELATE TO PLANNING VARIATION.  
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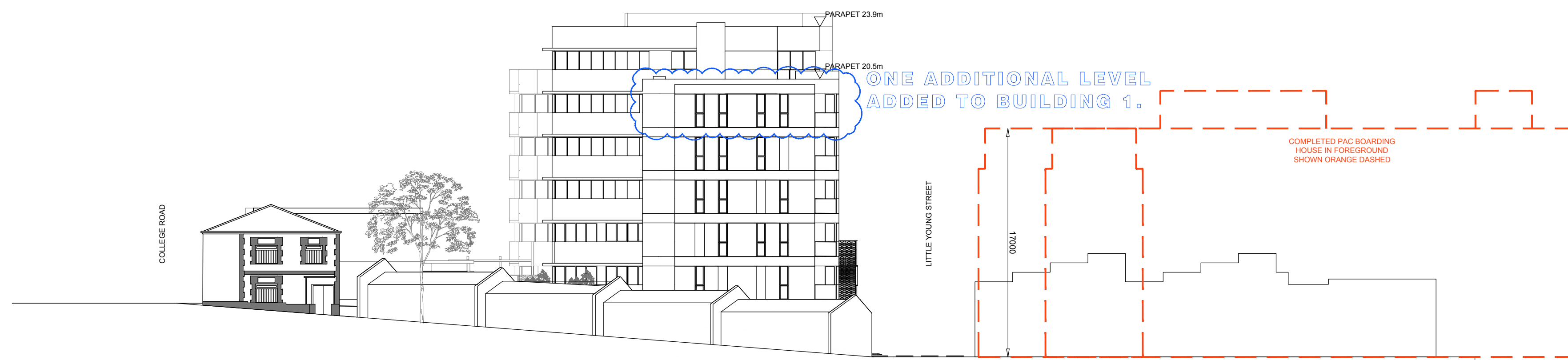
12

25 COLLEGE ROAD - VARIATION TO DA 155/M006/17

**PACT** pruszinski PACT architects

**DeltaProjects**  
Development Solutions | Outstanding Results

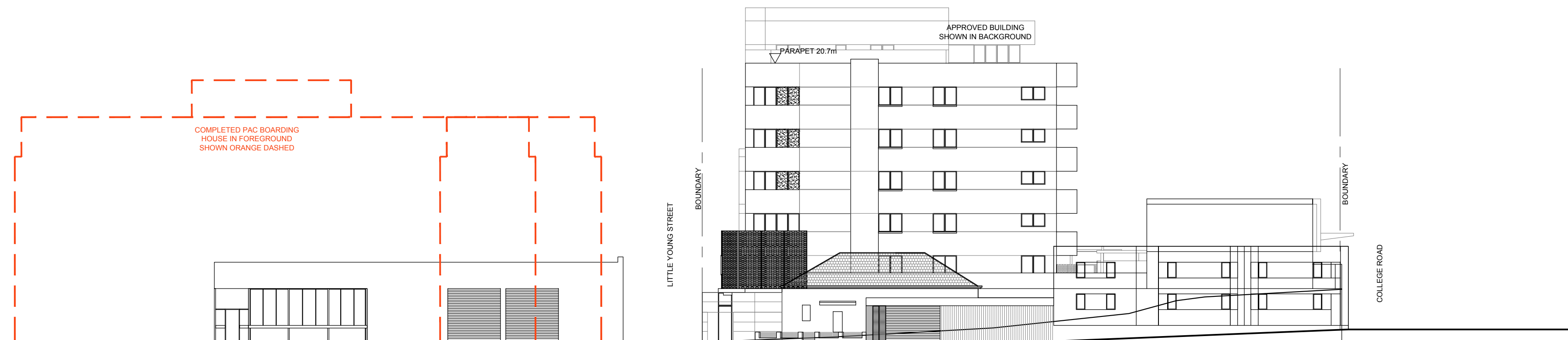




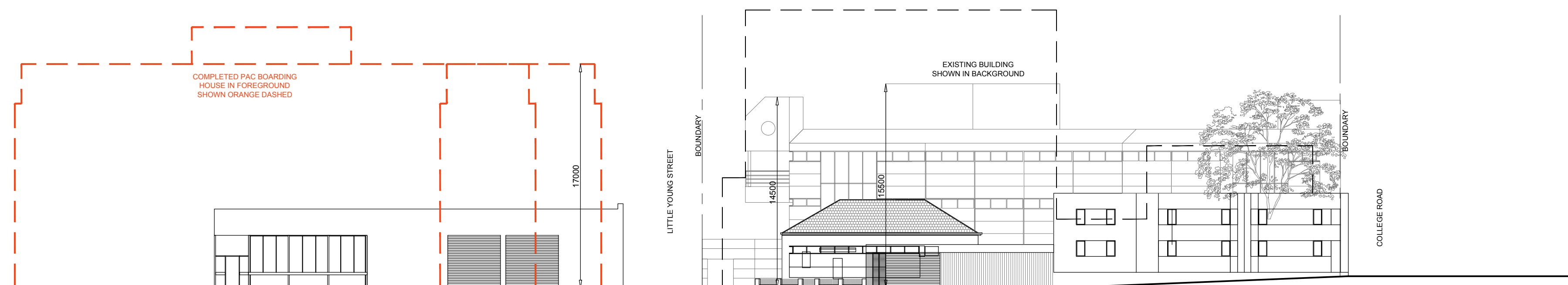
**STREETSCAPE PROPOSED - NORTH WEST (GRENFELL STREET)**  
SCALE 1:250



**STREETSCAPE EXISTING - NORTH WEST (GRENFELL STREET)**  
SCALE 1:250



**STREETSCAPE PROPOSED - SOUTH EAST (THE PARADE)**  
SCALE 1:250



**STREETSCAPE EXISTING - SOUTH EAST (THE PARADE)**  
SCALE 1:250

CLOUDED AREAS RELATE TO PLANNING VARIATION.  
 NON-CLOUDED AREAS RECEIVED DEVELOPMENT APPROVAL  
 08 MAY 2019 - DA 155/M006/17 (REG 47A UPDATE)

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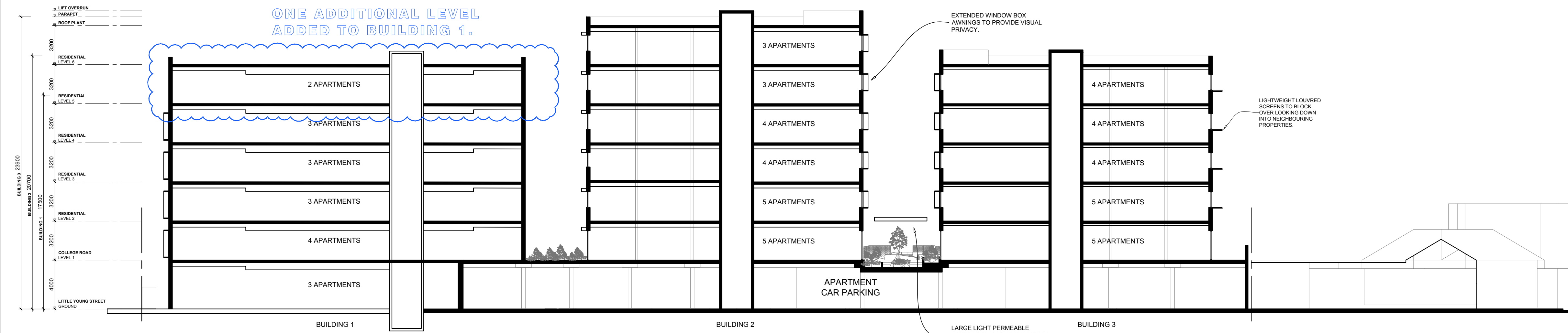
**13**

25 COLLEGE ROAD - VARIATION TO DA 155/M006/17

**PACT**  
 pruszynski PACT architects

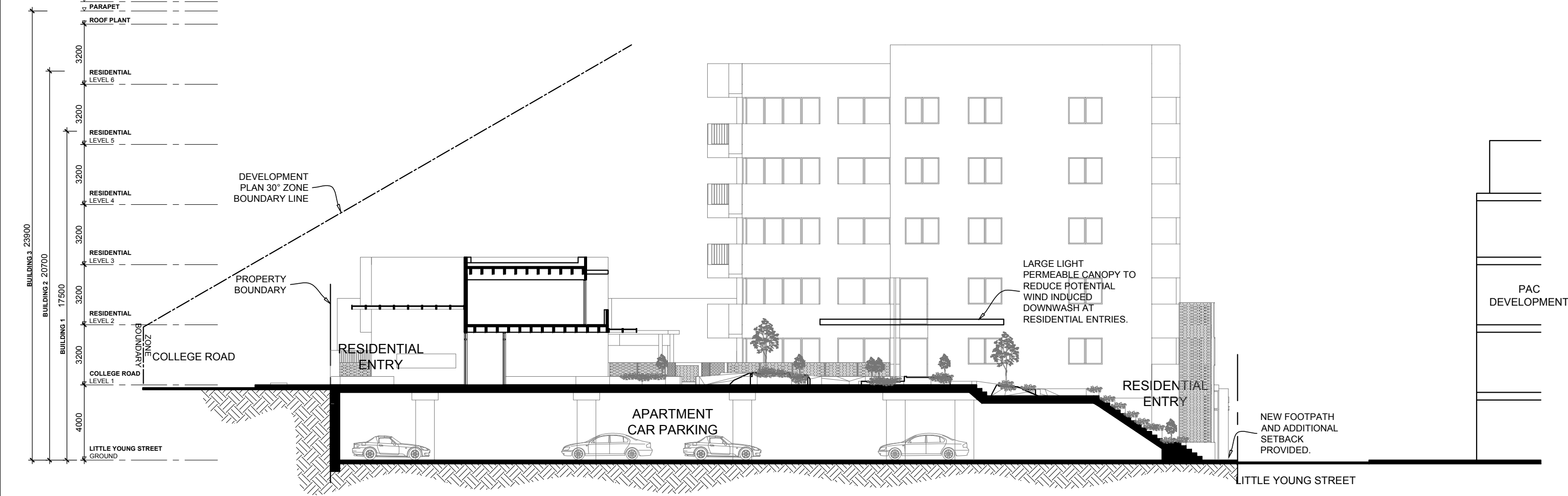
DeltaProjects  
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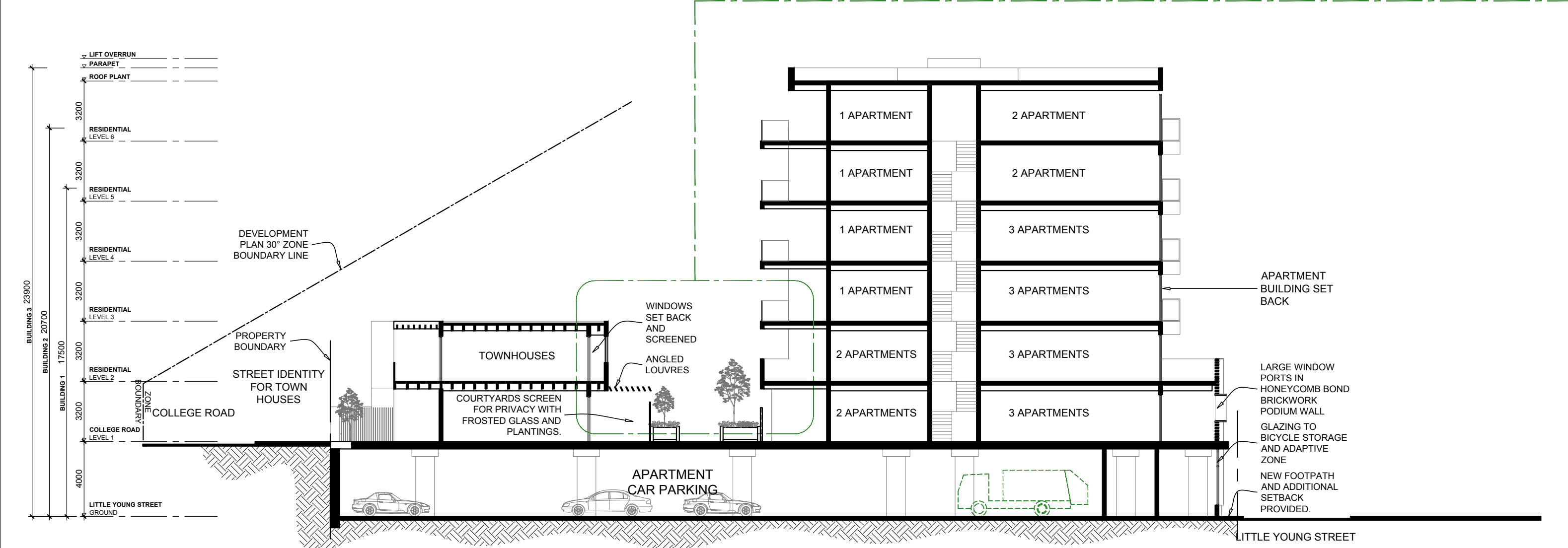
**SECTION - EAST WEST**

SCALE 1:250



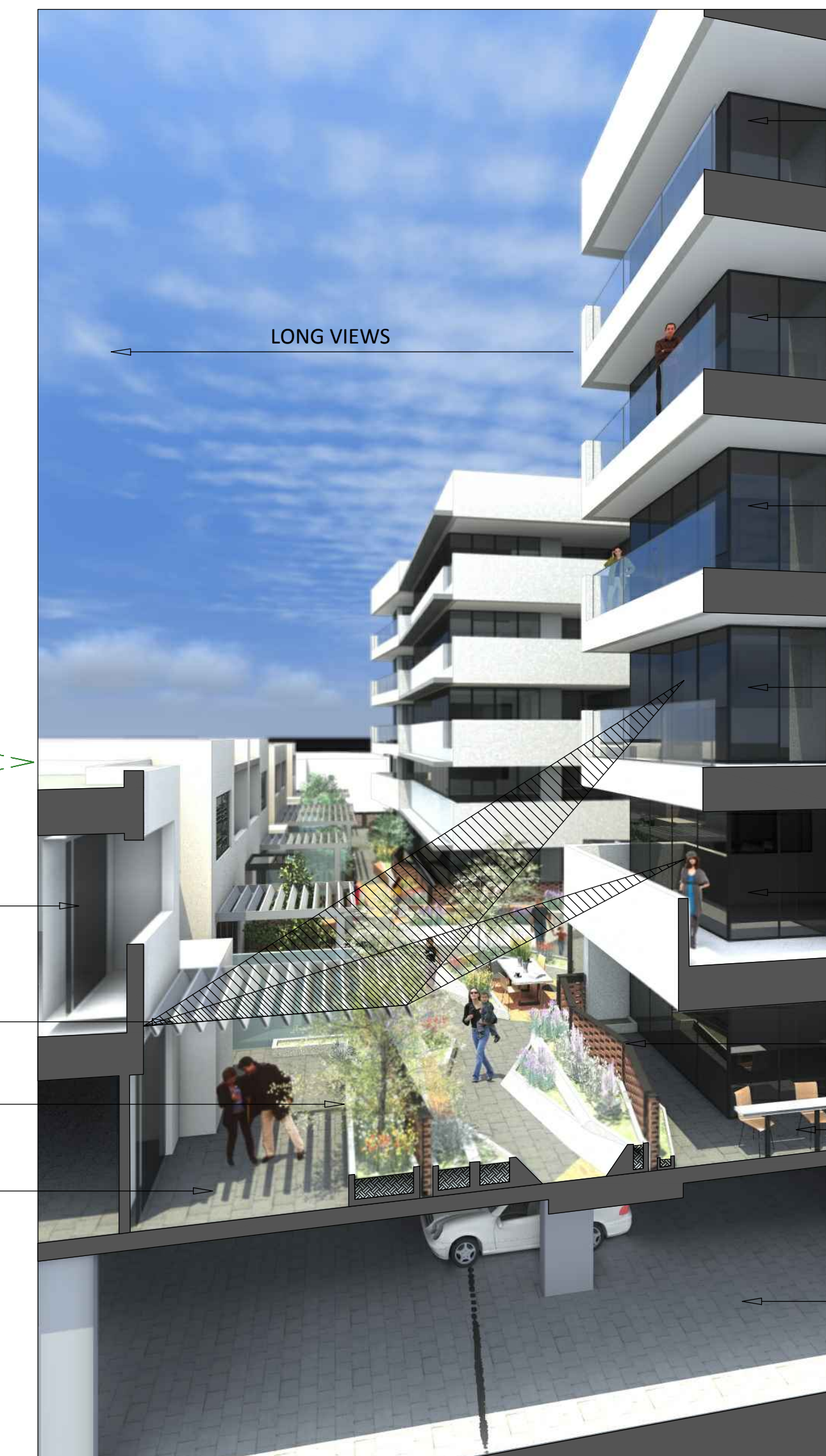
**SECTION - NORTH SOUTH**

SCALE 1:250



**SECTION - NORTH SOUTH**

SCALE 1:250



- TOWN HOUSE WINDOWS SET BACK AND SCREENED
- ANGLED LOUVRE BLADES
- PLANTINGS FOR SCREENING
- TOWN HOUSE COURTYARD SCREEN FROM APARTMENTS

CLOUNDED AREAS RELATE TO PLANNING VARIATION.  
 NON-CLOUNDED AREAS RECEIVED DEVELOPMENT APPROVAL  
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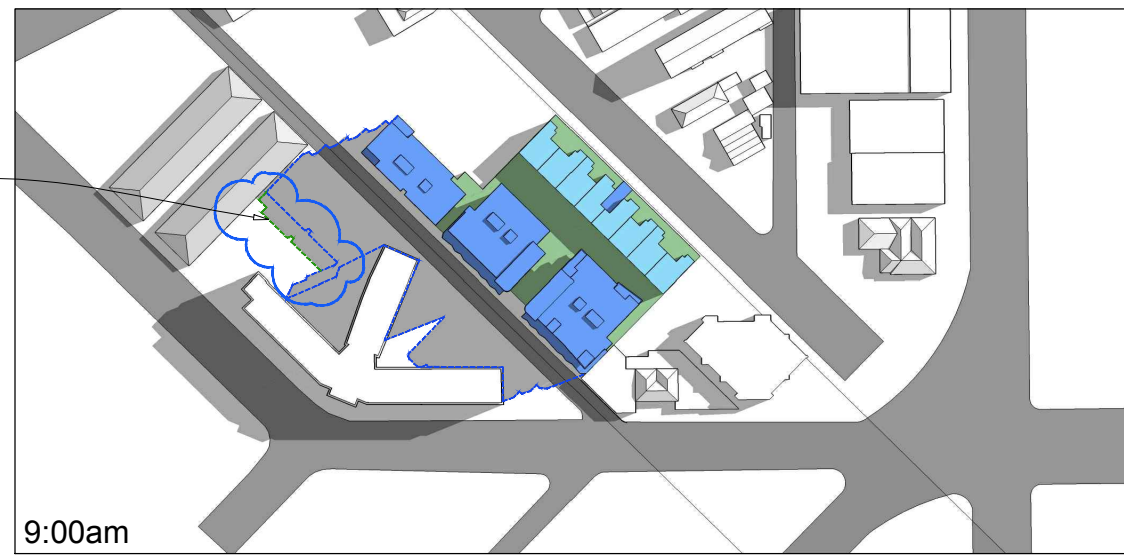
14

**PACT** pruszinski PACT architects



MARCH 21 EXISTING

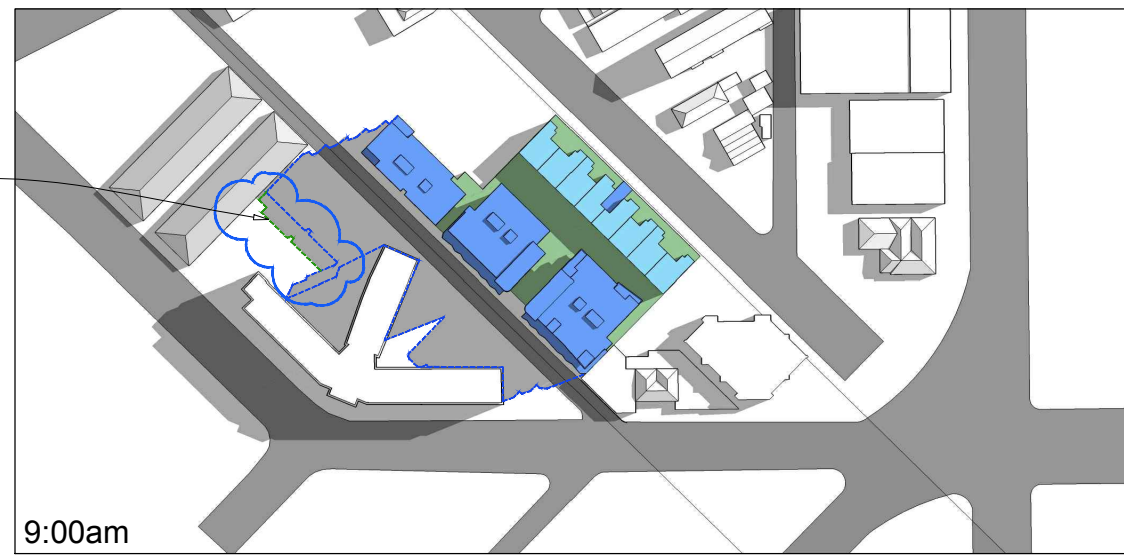
9:00am



MARCH 21 PROPOSED

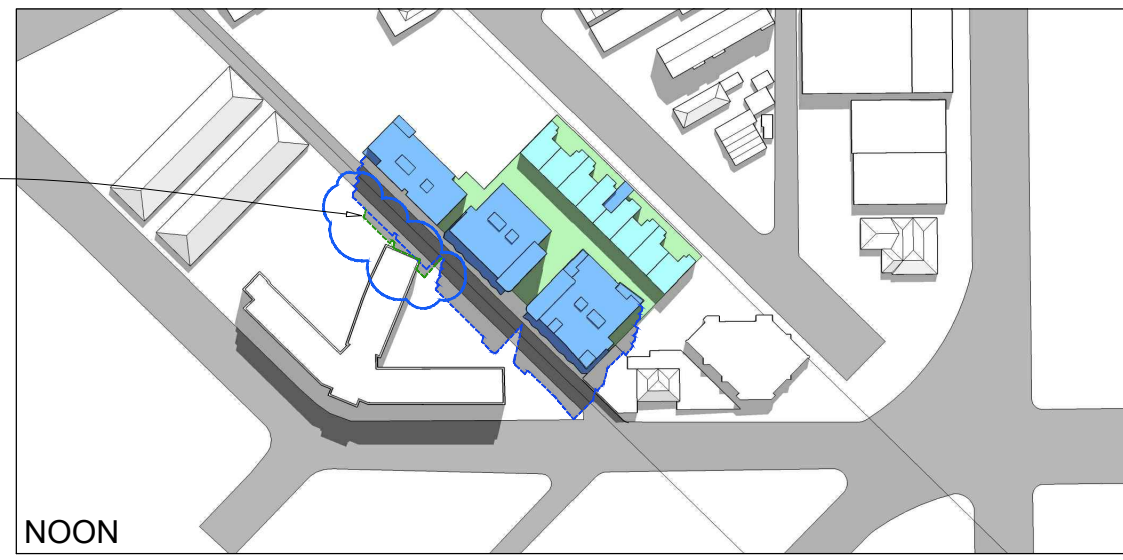
9:00am

NEW PORTION OF SHADOW  
FALLOUT OUTSIDE SUBJECT SITE  
SHOWN IN GREEN.



MARCH 21 EXISTING

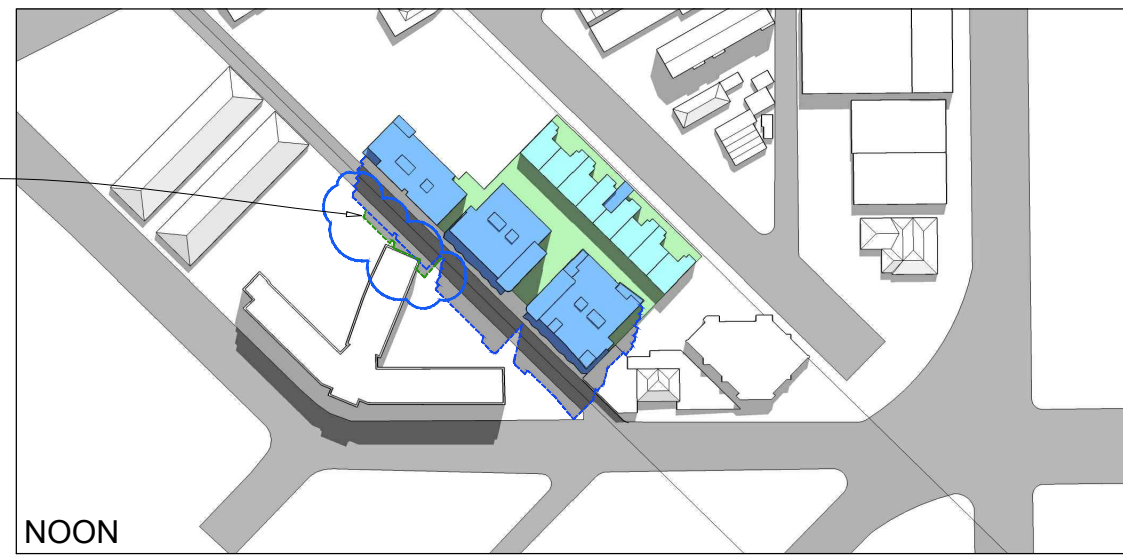
NOON



MARCH 21 PROPOSED

NOON

NEW PORTION OF SHADOW  
FALLOUT OUTSIDE SUBJECT SITE  
SHOWN IN GREEN.



MARCH 21 EXISTING

3:00pm



MARCH 21 PROPOSED

3:00pm



JUNE 21 EXISTING

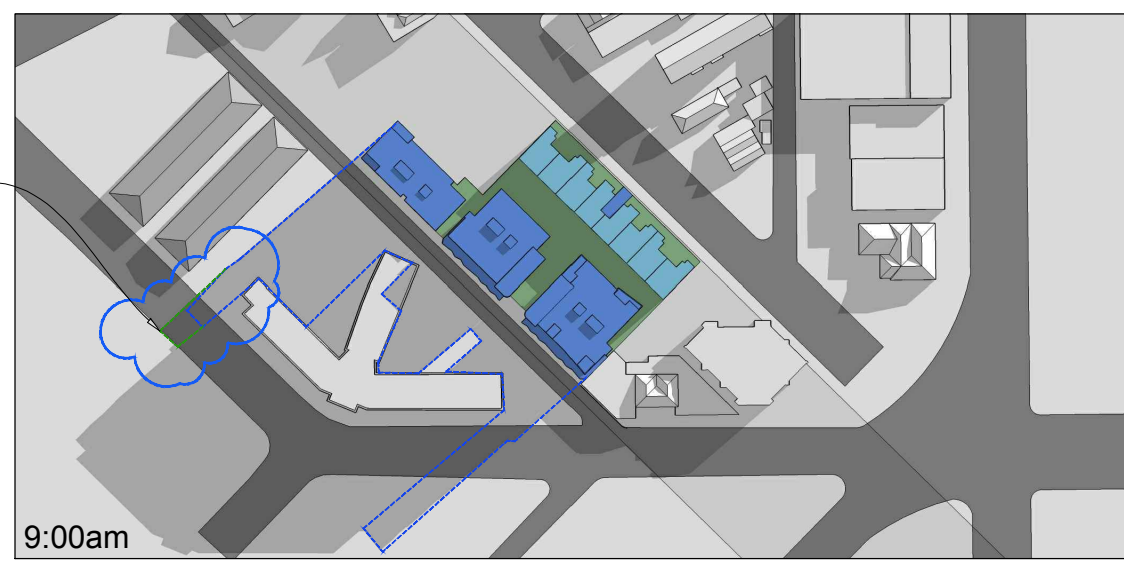
9:00am



JUNE 21 PROPOSED

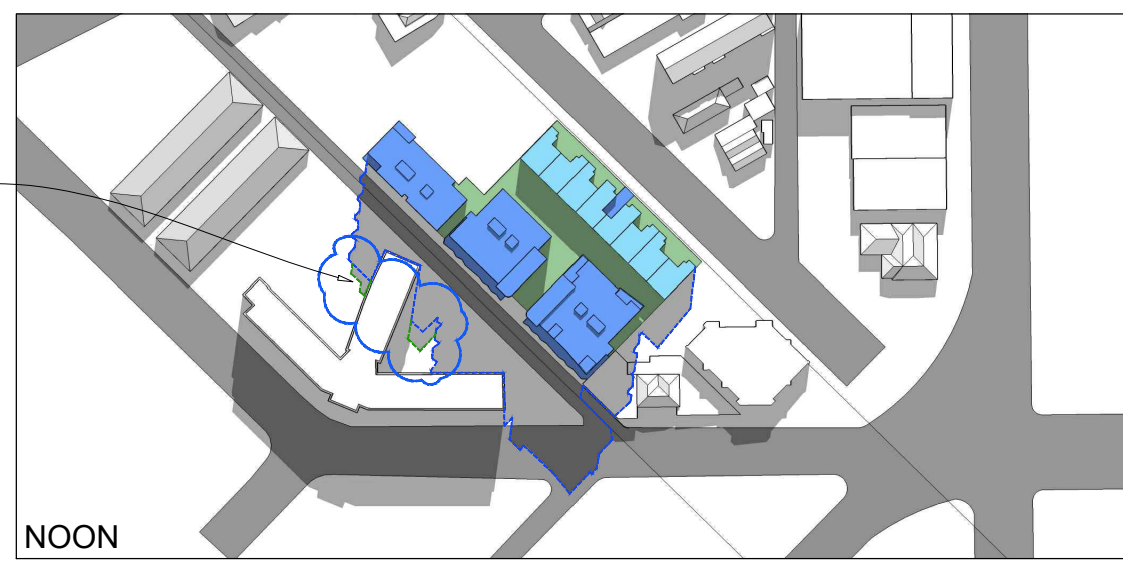
9:00am

NEW PORTION OF SHADOW  
FALLOUT OUTSIDE SUBJECT SITE  
SHOWN IN GREEN.



JUNE 21 EXISTING

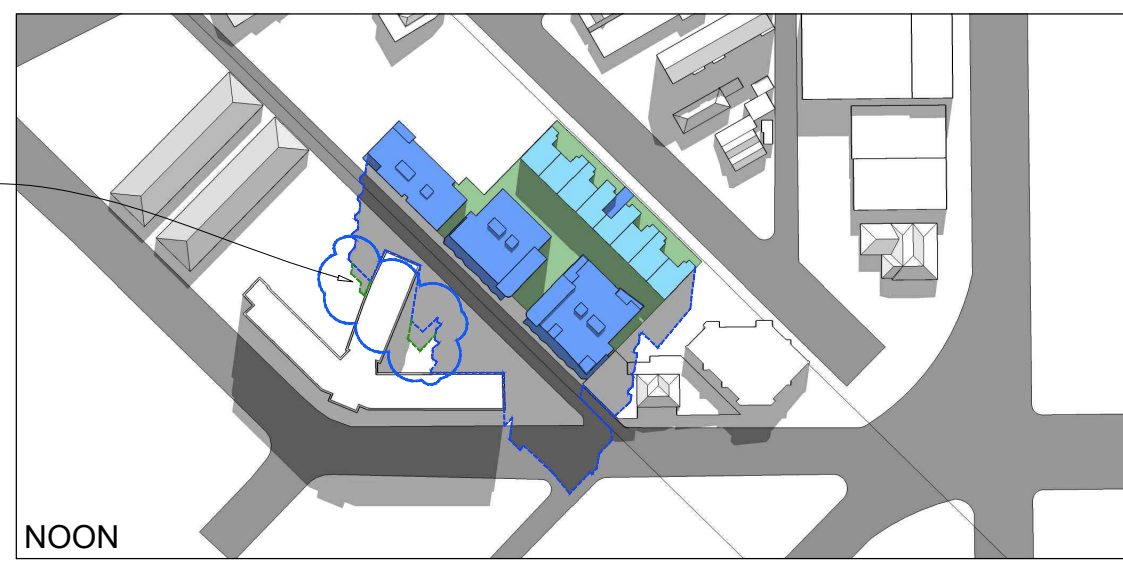
NOON



JUNE 21 PROPOSED

NOON

NEW PORTION OF SHADOW  
FALLOUT OUTSIDE SUBJECT SITE  
SHOWN IN GREEN.



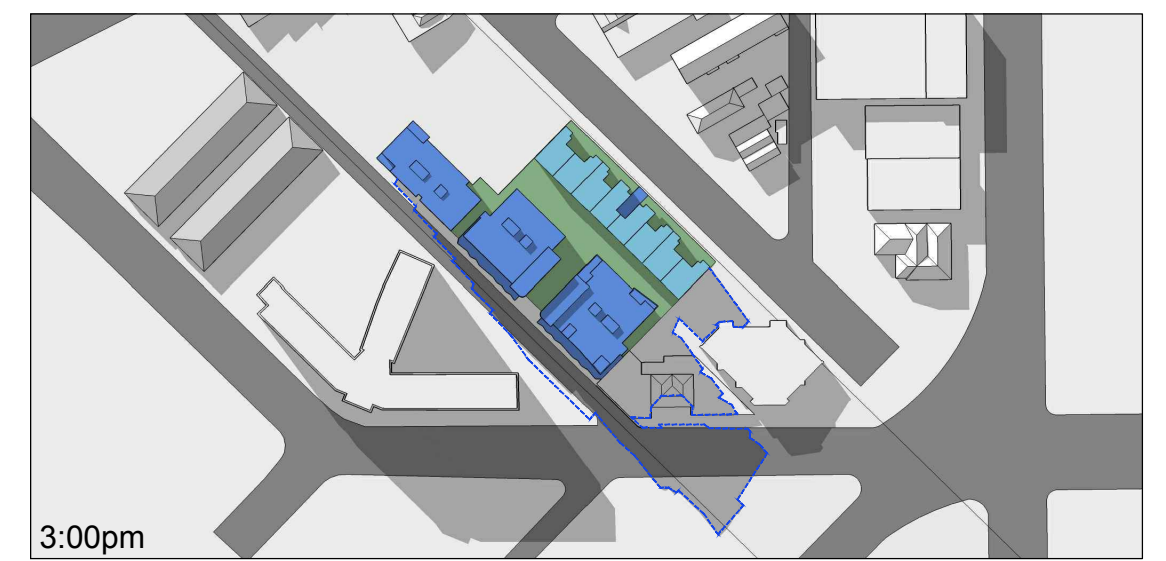
JUNE 21 EXISTING

3:00pm



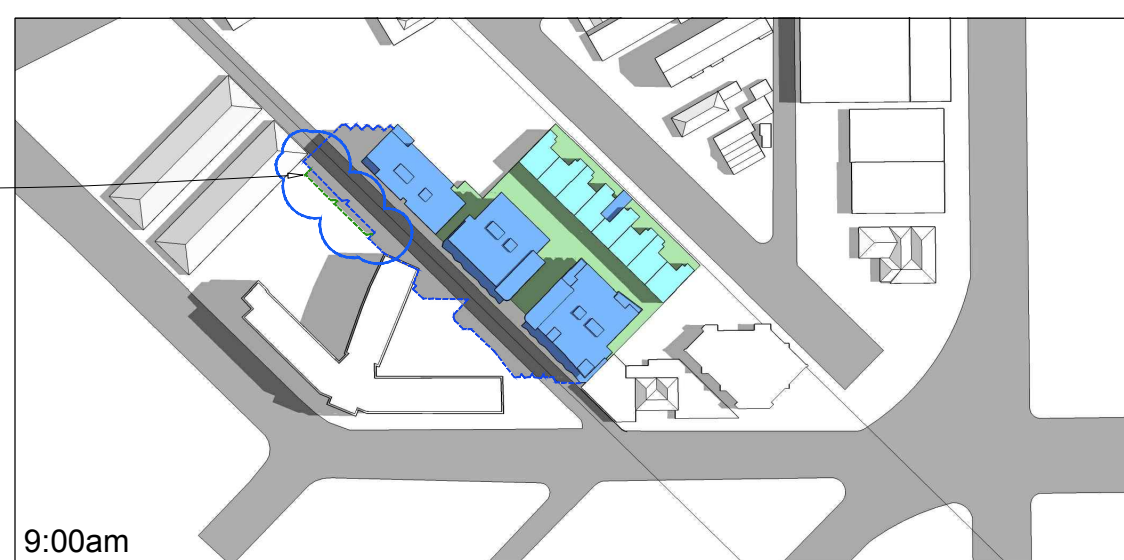
JUNE 21 PROPOSED

3:00pm



DECEMBER 21 EXISTING

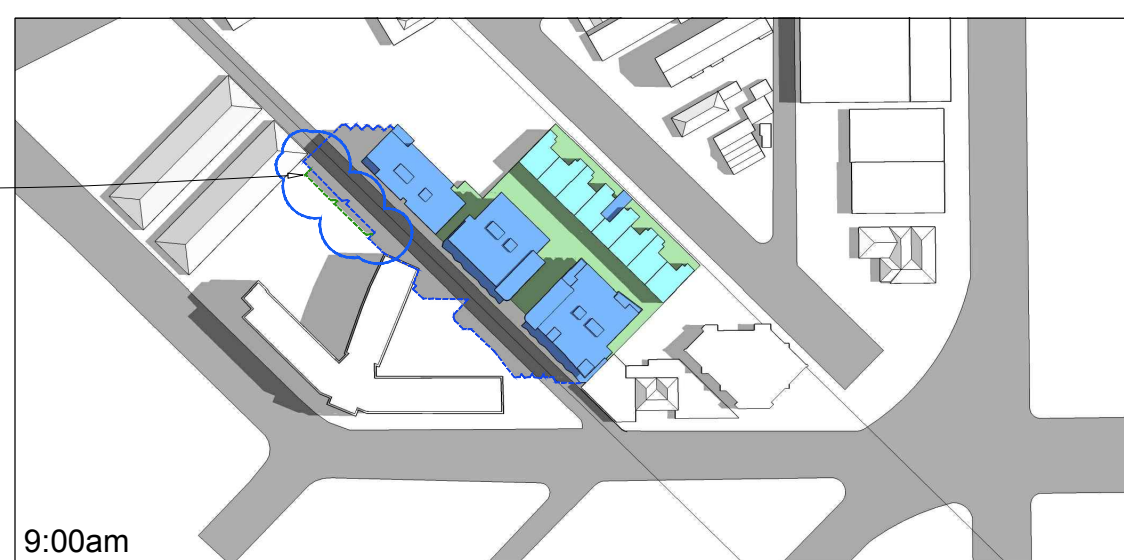
9:00am



DECEMBER 21 PROPOSED

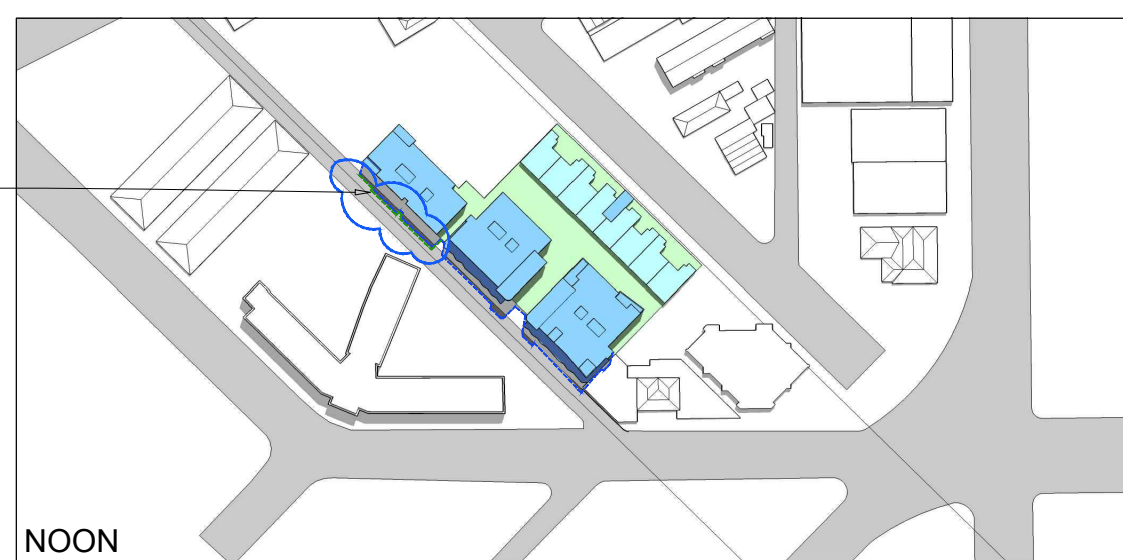
9:00am

NEW PORTION OF SHADOW  
FALLOUT OUTSIDE SUBJECT SITE  
SHOWN IN GREEN.



DECEMBER 21 EXISTING

NOON



DECEMBER 21 PROPOSED

NOON

NEW PORTION OF SHADOW  
FALLOUT OUTSIDE SUBJECT SITE  
SHOWN IN GREEN.



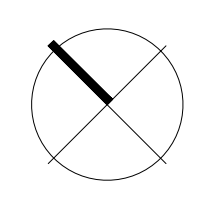
DECEMBER 21 EXISTING

3:00pm



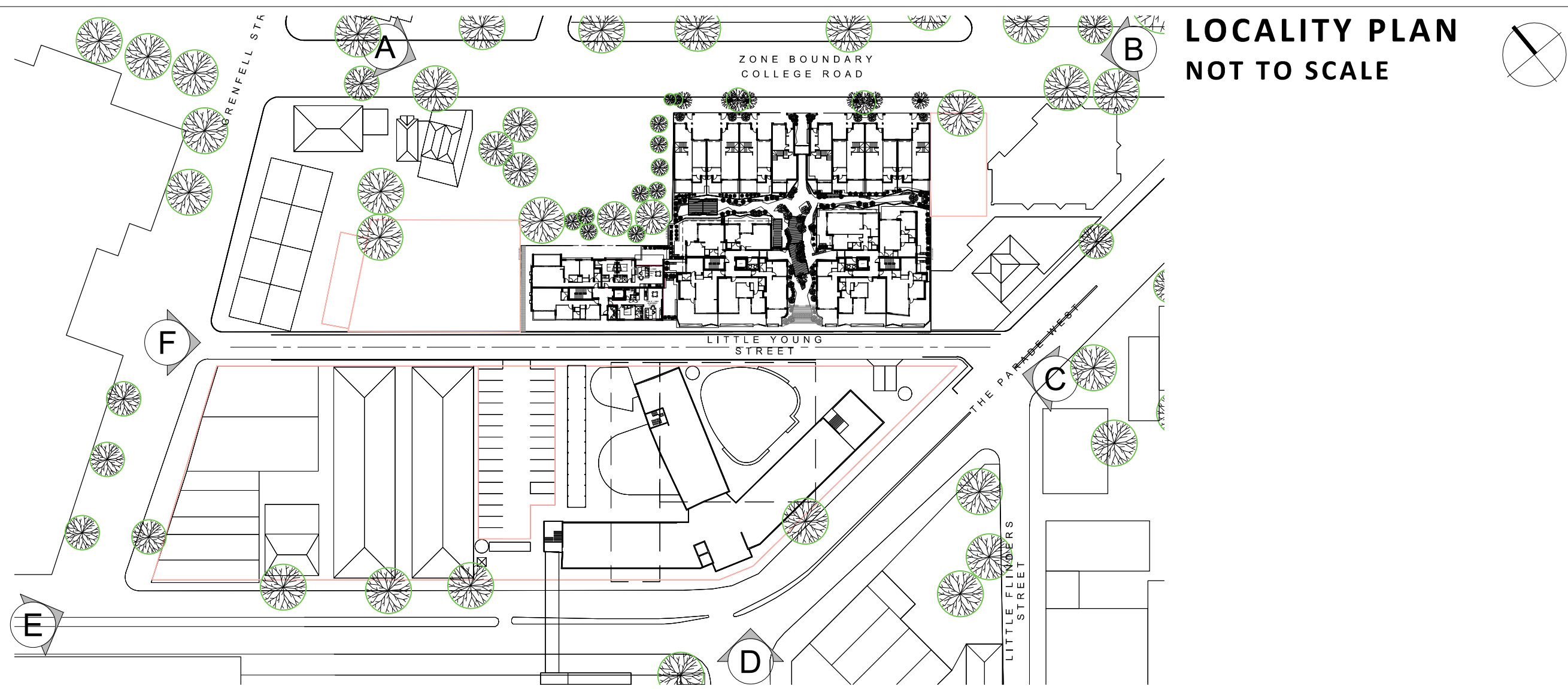
DECEMBER 21 PROPOSED

3:00pm



Clouded areas relate to planning variation.  
Non-clouded areas received development approval  
08 MAY 2019 - DA 155/M006/17 (REG 47A UPDATE)





**PROPOSED VIEW**  
VIEW A



**PROPOSED VIEW**  
VIEW B



**DEVELOPMENT POTENTIAL**  
VIEW A

DEVELOPMENT PLAN ALLOWANCE FOR NEIGHBOURING PROPERTIES.



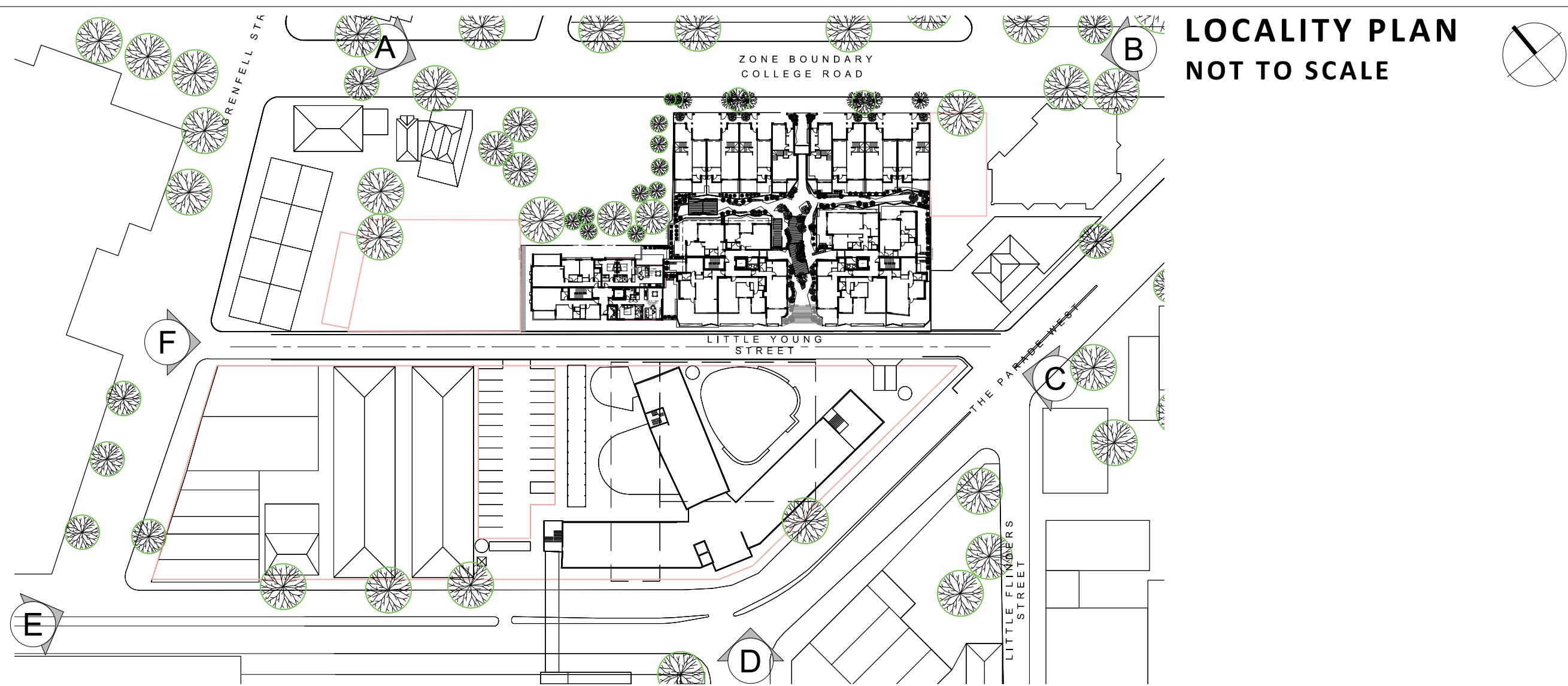
**DEVELOPMENT POTENTIAL**  
VIEW B

DEVELOPMENT PLAN ALLOWANCE FOR NEIGHBOURING PROPERTIES.

CLOUDED AREAS RELATE TO PLANNING VARIATION.  
NON-CLOUDED AREAS RECEIVED DEVELOPMENT APPROVAL  
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**PROPOSED VIEW**  
VIEW C



**PROPOSED VIEW**  
VIEW E



**PROPOSED VIEW**  
VIEW D

DEVELOPMENT PLAN ALLOWANCE  
FOR NEIGHBOURING PROPERTIES.



**DEVELOPMENT POTENTIAL**  
VIEW E

CLOUDED AREAS RELATE TO PLANNING VARIATION.  
NON-CLOUDED AREAS RECEIVED DEVELOPMENT APPROVAL  
08 MAY 2019 - DA 155/M006/17 (REG 47A UPDATE)

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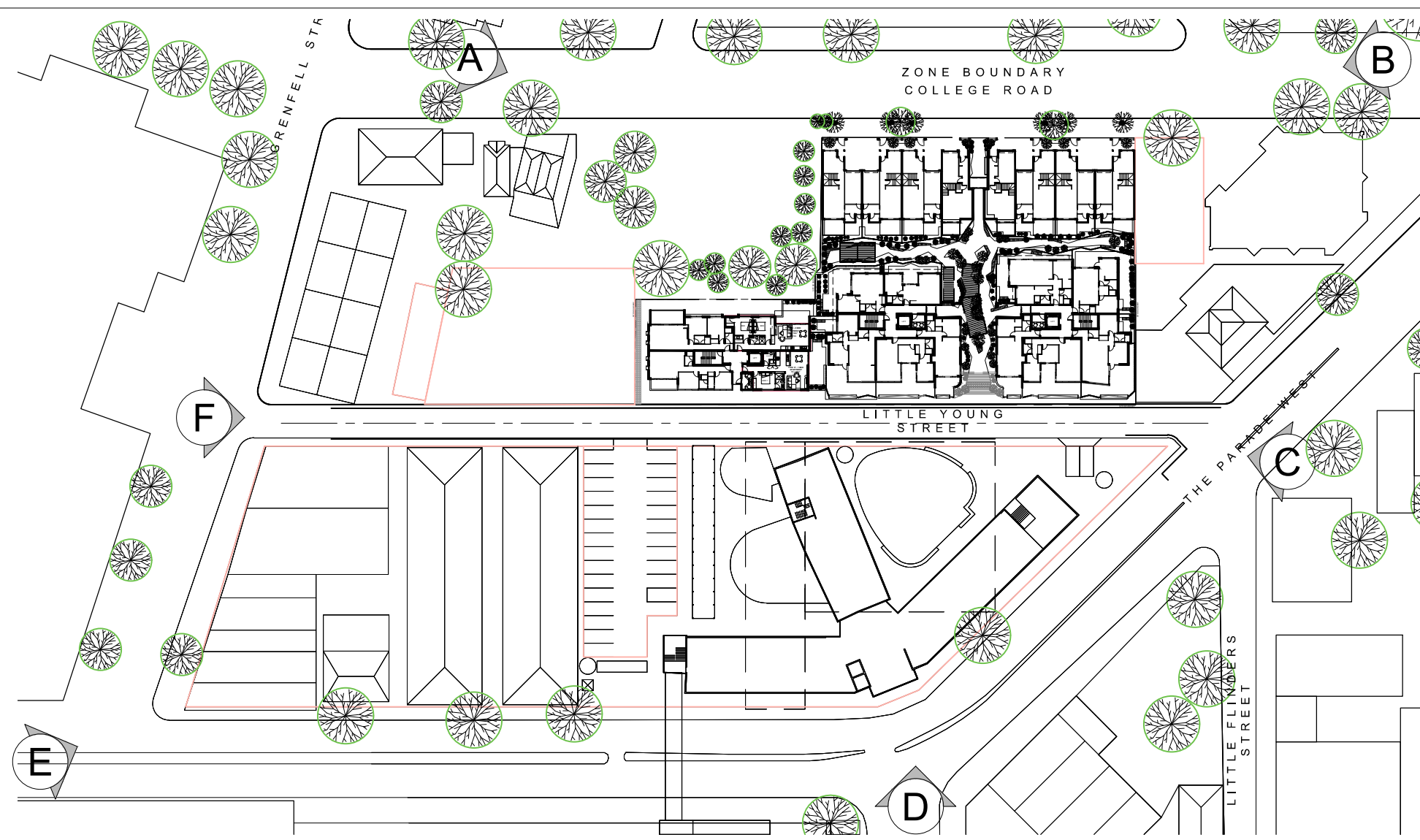
**17**

25 COLLEGE ROAD - VARIATION TO DA 155/M006/17

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**LOCALITY PLAN**  
NOT TO SCALE



**PROPOSED VIEW**  
VIEW F

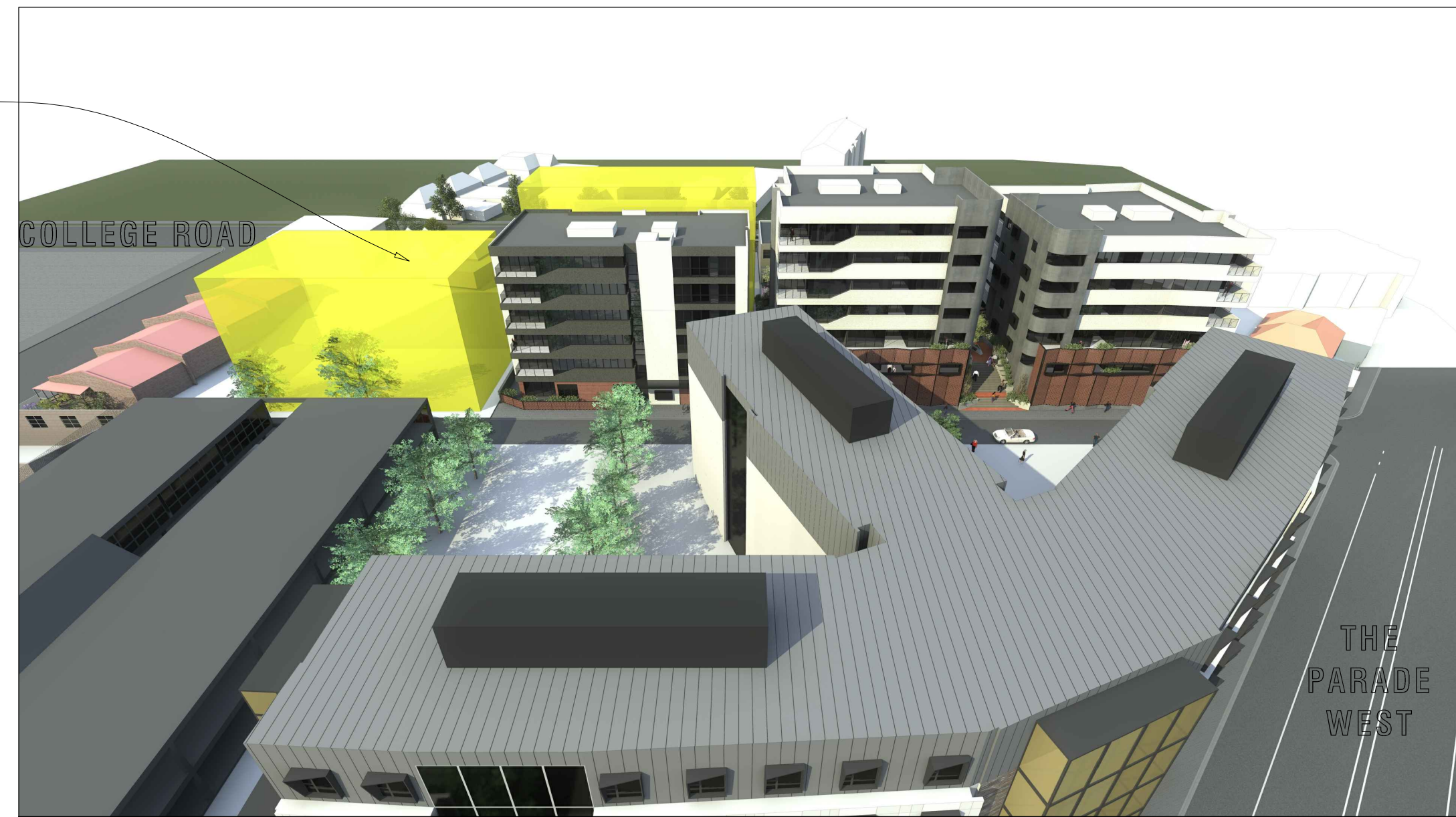


**DEVELOPMENT POTENTIAL**  
VIEW F



**DEVELOPMENT POTENTIAL**  
OVERHEAD NORTH SIDE

DEVELOPMENT PLAN ALLOWANCE FOR NEIGHBOURING PROPERTIES.



**DEVELOPMENT POTENTIAL**  
OVERHEAD SOUTH SIDE

DEVELOPMENT PLAN ALLOWANCE FOR NEIGHBOURING PROPERTIES.

CLOUDED AREAS RELATE TO PLANNING VARIATION.  
NON-CLOUDED AREAS RECEIVED DEVELOPMENT APPROVAL  
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**18**

25 COLLEGE ROAD - VARIATION TO DA 155/M006/17

**PACT** pruszinski PACT architects





Project

**25 College Road**

Project No.

16649

Document No.

**WMS 004**

Date

28 May 2019

## Waste Management Statement

The proposed development at 25 College Road Kent Town is a mixed residential development situated on land between the south side of College Road and north side of Little Young Street. The use mix consists of a multi storey residential building with 67 Apartments and a series of 8 two storey Town Houses along College Road Using the Design Guide for Residential Recycling appendix 2: Waste Resource Generation Rates, produced by the Adelaide City Council, the following waste management solutions are provided.

**Table 1:** Calculations of average waste generation is based on the following information:

67 Apartments/Households (10x 1 Bed Apts, 51x 2 Bed Apts, 6x 3 Bed Apts = 67 Apartments  
130 Beds total) – Type B – Medium/High Density  
8 Townhouses – Type A – Low Density

Floor	Land Use	WASTE (excluding food)	CO-MINGLED RECYCLING	GREEN ORGANICS (including food)
Townhouses College Road	Town Houses (low density dwellings) Total Week:	Red – 140L MB / dwelling 8 Red Bins	Yellow – 240L MB / dwelling 8 Yellow Bins	Green – 240L MB / dwelling 8 Green Bins
Building 1 Residential 18 Apartments 38 Beds	Apartments (high density dwellings) Total Day: Total Week: eWaste Component Total Year:	30 litres / bed / week Blue Bin 162.8 litres / day 1140 litres / week 0.77m <sup>3</sup> / household / year 13.85m <sup>3</sup> / year	20 litres / bed / week Yellow Bin 108.5 litres / day 760 litres / week	10 litres / bed / week Green Bin 54.2 litres / day 380 litres / week
Building 2 Residential 24 Apartments 44 Beds	Apartments (high density dwellings) Total Day: Total Week: eWaste Component Total Year:	30 litres / bed / week 188.5 litres / day 1320 litres / week 0.77m <sup>3</sup> / household / year 18.5m <sup>3</sup> / year	20 litres / bed / week 126.0 litres / day 880 litres / week	10 litres / bed / week 63.0 litres / day 440 litres / week
Building 3 Residential 25 Apartments 48 Beds	Apartments (high density dwellings) Total Day: Total Week: eWaste Component Total Year:	30 litres / bed / week 206.0 litres / day 1440 litres / week 0.77m <sup>3</sup> / household / year 20m <sup>3</sup> / year	20 litres / bed / week 137.5 litres / day 960 litres / week	10 litres / bed / week 68.5 litres / day 480 litres / week
Total Residential Apartments	Total Day: Total Week: eWaste Component Total Year:	557 litres / day 3900 litres / week 0.77m <sup>3</sup> / household / year 52.3m <sup>3</sup> / year	375 litres / day 2600 litres / week	186 litres / day 1300 litres / week

General Waste, Co-Mingled Recycling and Green Organics for Town Houses are stored at each dwelling and operate as per standard suburban housing.

General Waste and Co-Mingled Recycling are transported down onto the ground floor waste room of each building via separate bin chutes from the residential floors. Waste chutes reduce the requirement to take waste into the passenger lifts. Green organics are moved manually into their respective ground floor storage areas by users at which point Facilities Maintenance will move bins to ground floor storage that are collected weekly by council or contractor.

The information gathered from table 1 indicates the need for the following requirements for waste bins in the complex. 660L MGB's are used for their capacity, ease of manoeuvrability, speed of pick-up and minimal size of waste truck required (better for manoeuvrability and on site height restriction of 3300mm refer traffic engineers report).

660L General Waste Bin (blue):	9 Bins provide >10 days of service
660L Recyclable Materials (yellow):	6 Bins provide >10 days of service
660L Organic Waste (green):	3 Bins provide >10 days of service

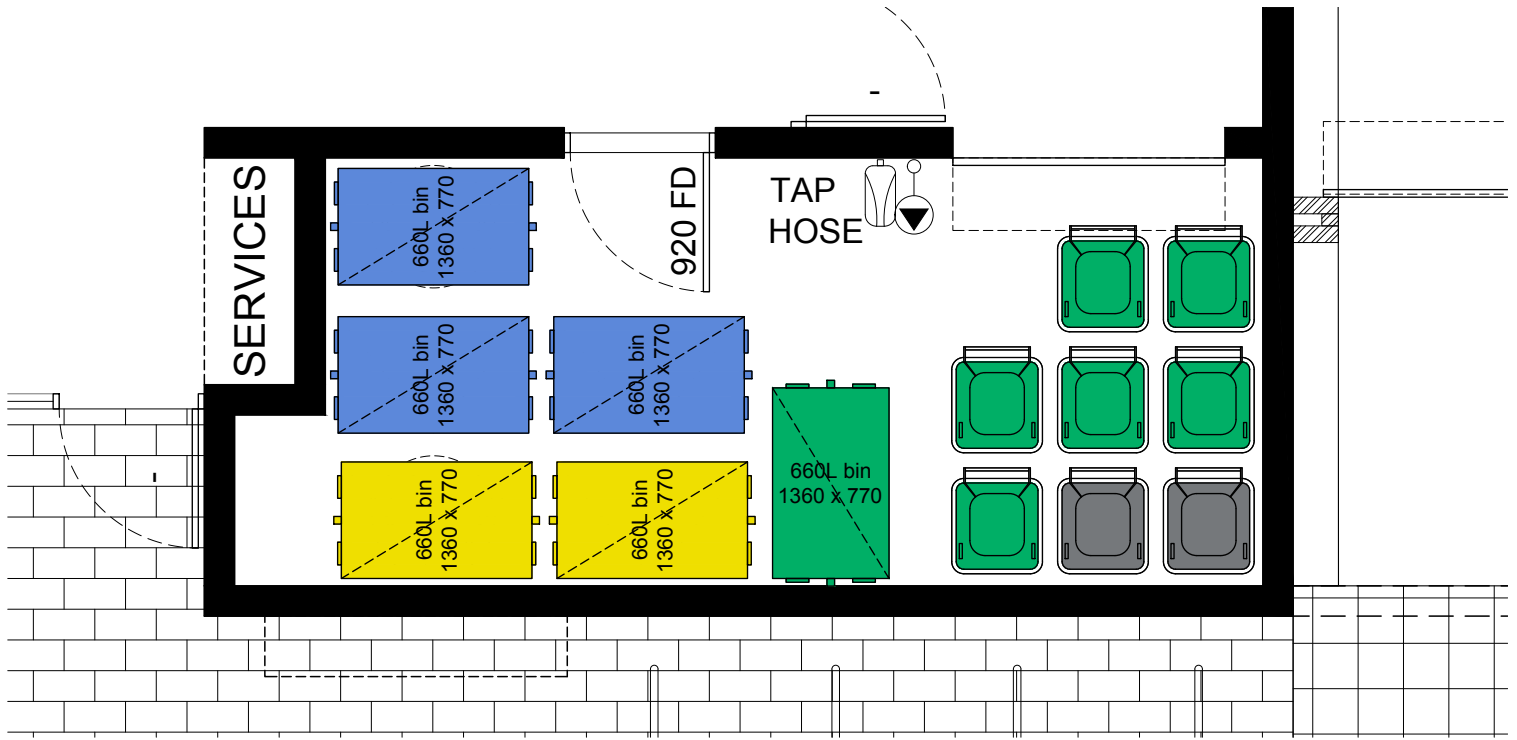
An additional allowance has been made for green waste associated with maintenance of the level 1 community areas. This allowance is provided with additional 240L MGB's for ease of manual handling around the gardens and communal space.

240L MGB Organic Waste (green):	6 Bins (min)
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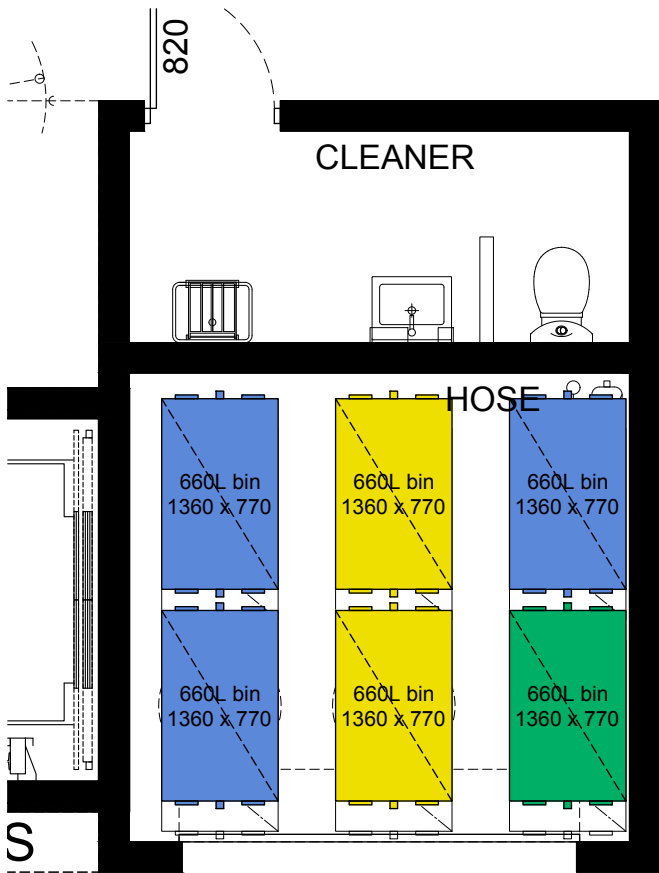
A waste removal company will be contracted by the Tenancy Strata Corporation to manage waste and empty bins from the ground floor, in accordance with the frequency outlined in this report.

We expect the tenancy strata to remove all waste types from the building once a week as required and swap full bins for empty bins under each chute as required (every 3 days). Waste is expected to be collected during the day at a similar time to local council collection in the area.

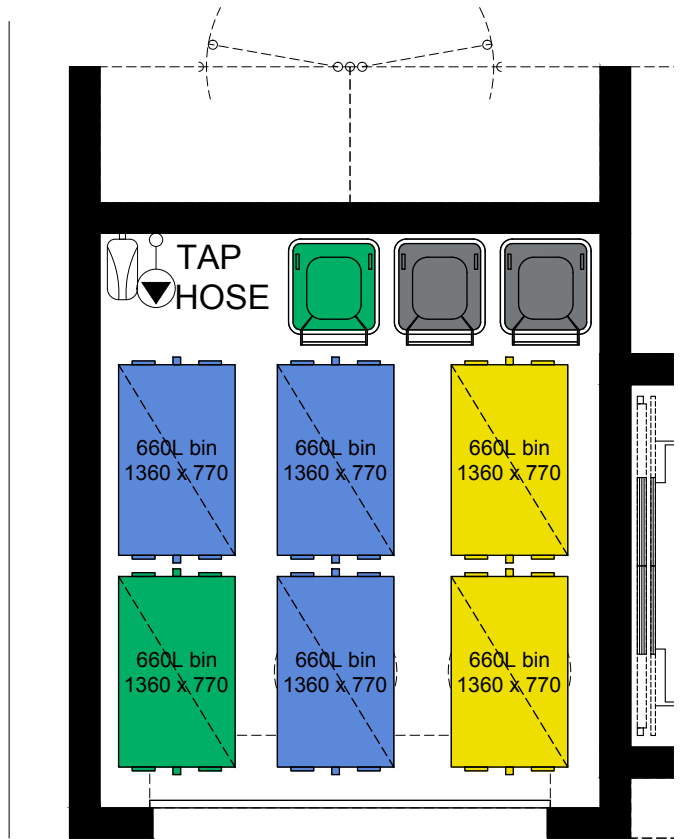
The ground floor storage rooms have more adequate capacity for the buildings load requirements.



REFUSE ROOM BUILDING 1  
SCALE 1:50



REFUSE ROOM BUILDING 2  
SCALE 1:50



REFUSE ROOM BUILDING 3  
SCALE 1:50