

APPLICATION ON NOTIFICATION (Re-Notified) –211/M015/19

Applicant:	Plympton Apartments Pty Ltd C/Future Urban
Development Number:	211/M015/19
Nature of Development:	Demolition of existing structures and construction of a seven level residential flat building comprising 35 dwellings and associated car parking
Development Type:	Merit
Subject Land:	1 & 1A Glenburnie Terrace, Plympton
Development Plan:	West Torrens Council, consolidated 12 July 2018
Zone / Policy Area:	Urban Corridor Zone/ Boulevard Policy Area 34
Contact Officer:	Janaki Benson
Phone Number:	08 8343 2339
Consultation Start Date:	26 March 2020
Consultation Close Date:	5pm 08 April 2020
<p>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).</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

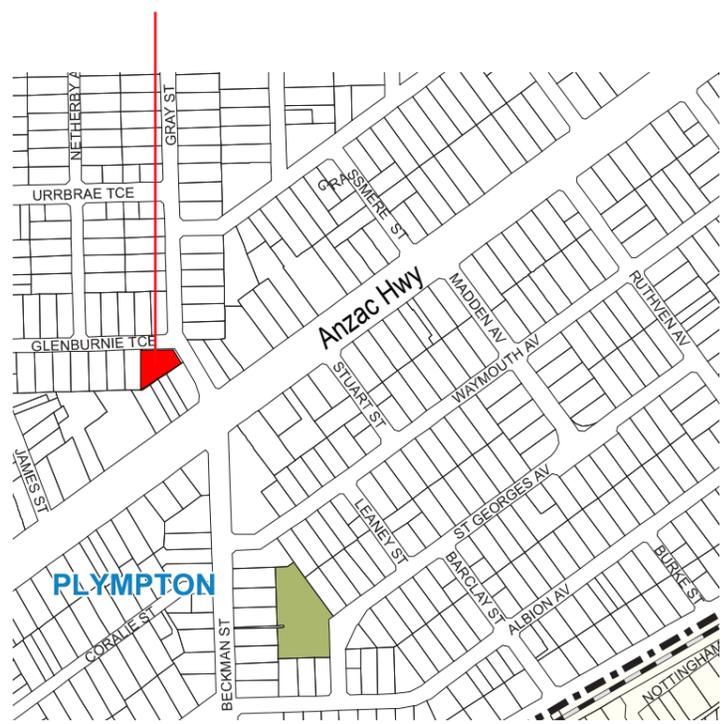


PLANNING APPLICATION

Proposed apartments

1 Glenburnie Terrace PLYMPTON

THE SITE



- PL-00 COVER
- PL-01 Site Plans
- PL-02 Ground - Level Parking
- PL-03 Carpark Mezzanine
- PL-04 Podium - Level 1 Apartments
- PL-05 Upper floors - Levels 2-5 Apartments
- PL-06 Roof Top - Part Section 1.
- PL-07 Elevations 1
- PL-08 Elevations 2
- PL-09 Elevations 3
- PL-10 Elevations 4
- PL-11 Human Interface
- PL-12 Streetscape
- PL-13 Environmentally Sustainable Design
- PL-14 Planning Areas
- PL-15 Shadow Diagrams
- PL-16 Study - Existing Built Environment

REV.	DATE	DESCRIPTION
G	09-12-19	For Re-submission
F	17-10-19	Revisions for Discussion
E	27-6-19	For Planning Submission
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Griffin
Ground Floor, 180 Newcastle St,
Northbridge, WA 6003
TEL: +61 8 9221 1144
WEB: griffin-group.com.au

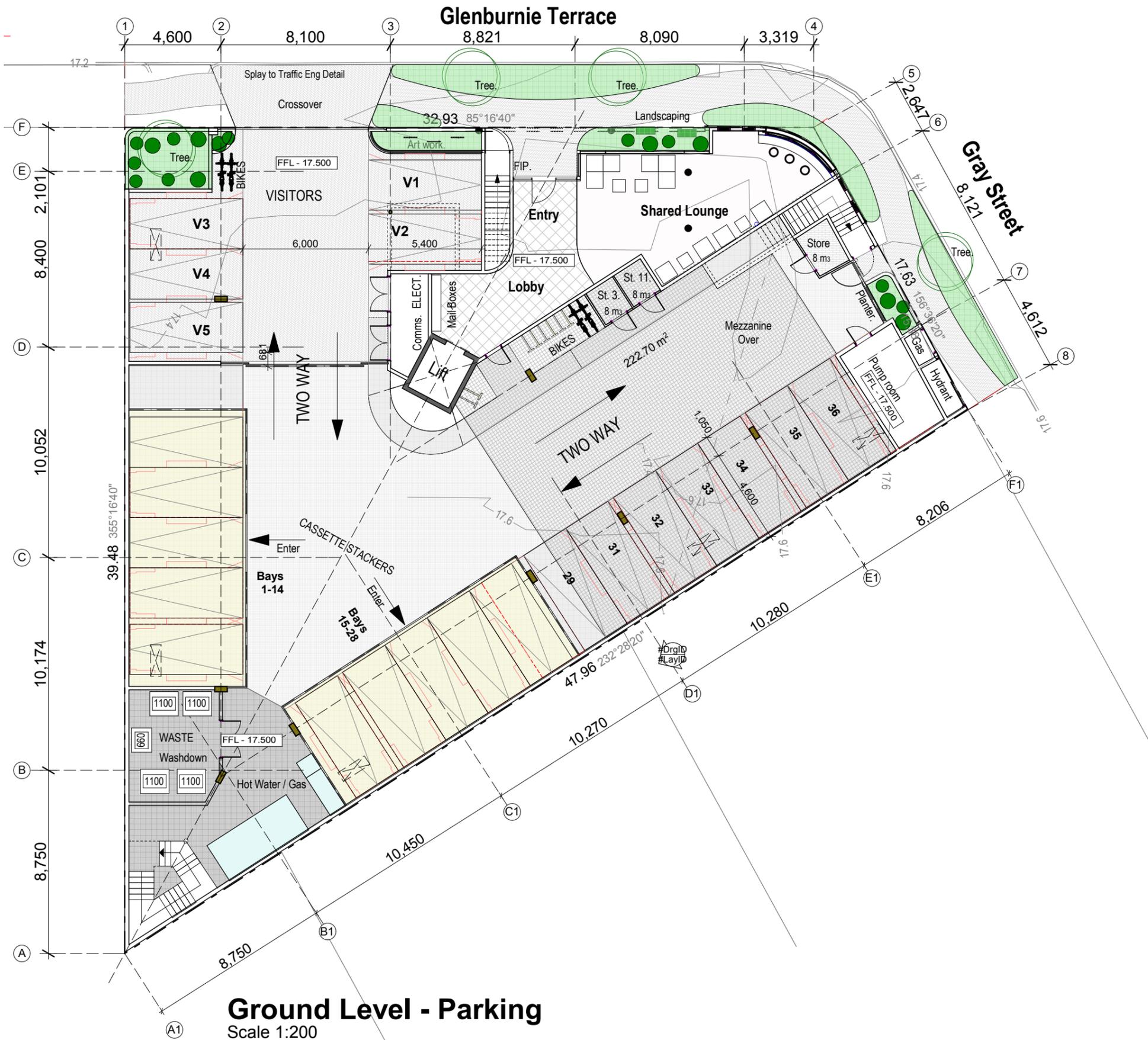
1 (Lot 181) Glenburnie Tce Plympton
35 Apartments
for The Griffin Group.

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PLANNING APPLICATION

URBANize
ARCHITECT
PTY. LTD. A.B.N. 21 093 044 427
TEL. 9388 1988 FAX. 9382 8477
233 BAGOT RD SUBIACO 6008
PO Box 1940 SUBIACO 6904



Ground Level - Parking
Scale 1:200

REFER THIRD PARTY REPORTS for:

1. Landscaping
2. Traffic Management
3. Waste Management

Parking Study

Provided	41 Bays
Secured -	36 Bays
Off street -	5 Bays
being:	
Residents -	36 Bays
Visitors	5 Bays
Bike racks	
Wall hung brackets	12 Bikes

Landscaping.
 24sqm on site landscaping
 150sqm public realm landscaping
 174sqm Total this level



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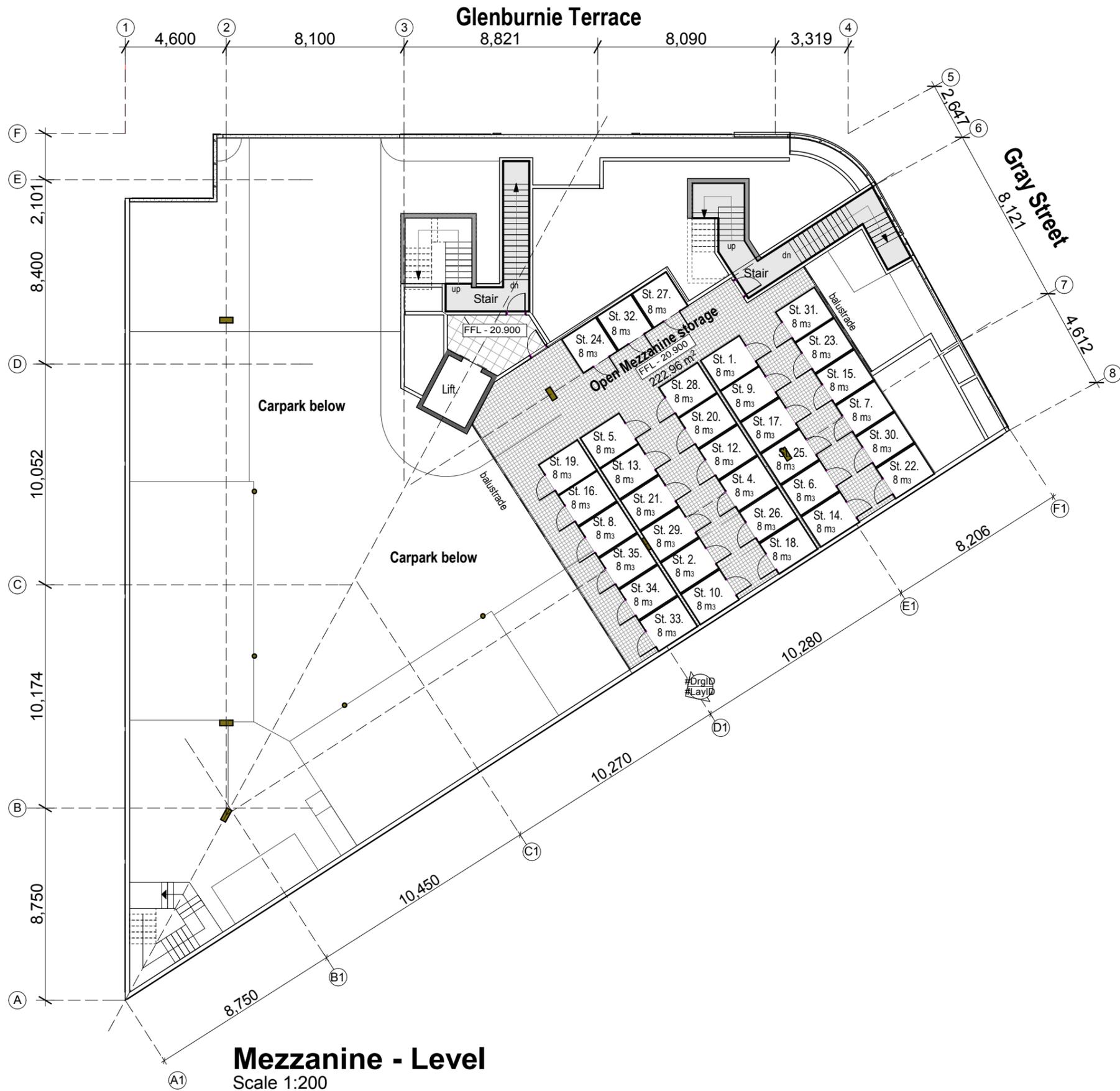


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PLANNING APPLICATION

PL-02 Ground - Parking

Print Date - 13/01/2020



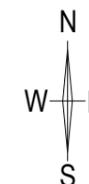
Mezzanine - Level
Scale 1:200

Apartment Storerooms
Minimum volume 8 cubic meters

Apartments 3,11
On ground storerooms at carpark level.
Direct access from carpark.

Remaining 33 Apartments
Mezzanine level storerooms
Access via lift or fire stairs.

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Level 1 - Podium Apartments
Scale 1:200

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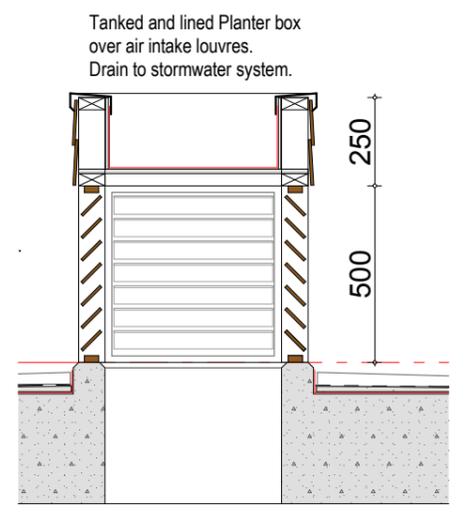
Dwellings this level - 7

Minimum strata areas

Living area -	75 sqm
Balcony -	11 sqm
Plus store -	8 cm
carbay -	13 sqm

Min Total Strata 99 sqm

Landscaping.
180sqm External landscaping
22sqm Internal landscaping
202sqm Total this level



CARPARK
Podium Planter/Vent
Scale 1:20

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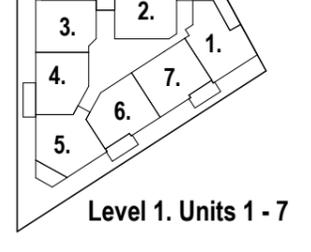
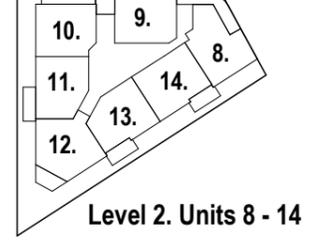
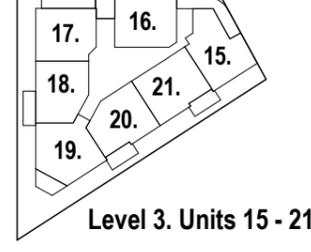
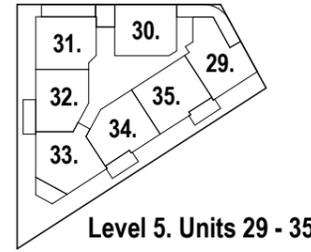
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PLANNING APPLICATION



Levels 2-5 - Upper floors
Scale 1:200

**Dwellings levels 2,3,4 & 5
7 per level**

Minimum strata areas

Living area -	75 sqm
Balcony -	11 sqm
Plus store -	8 cm
carbay -	13 sqm
Min Total Strata	99 sqm

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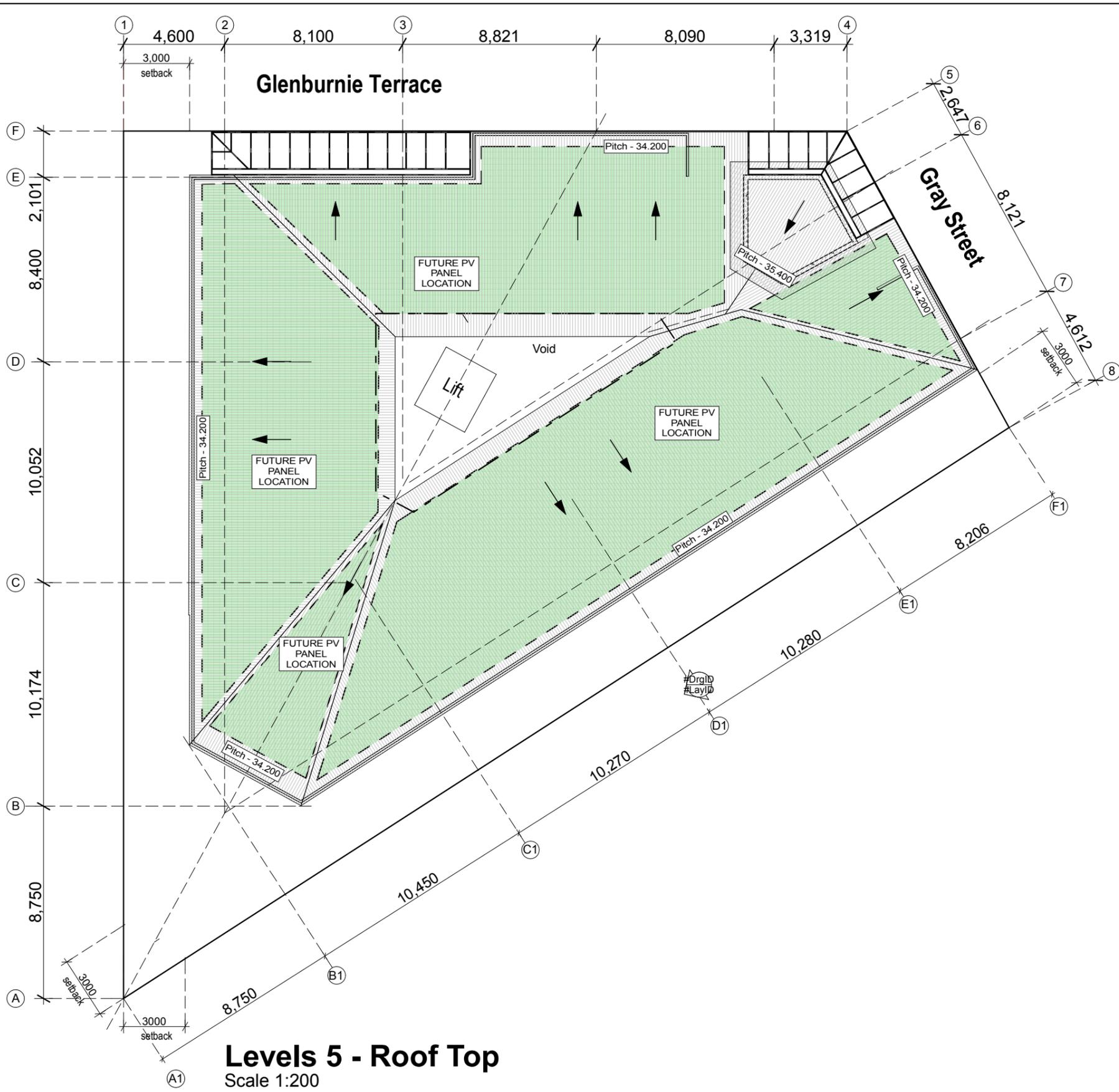
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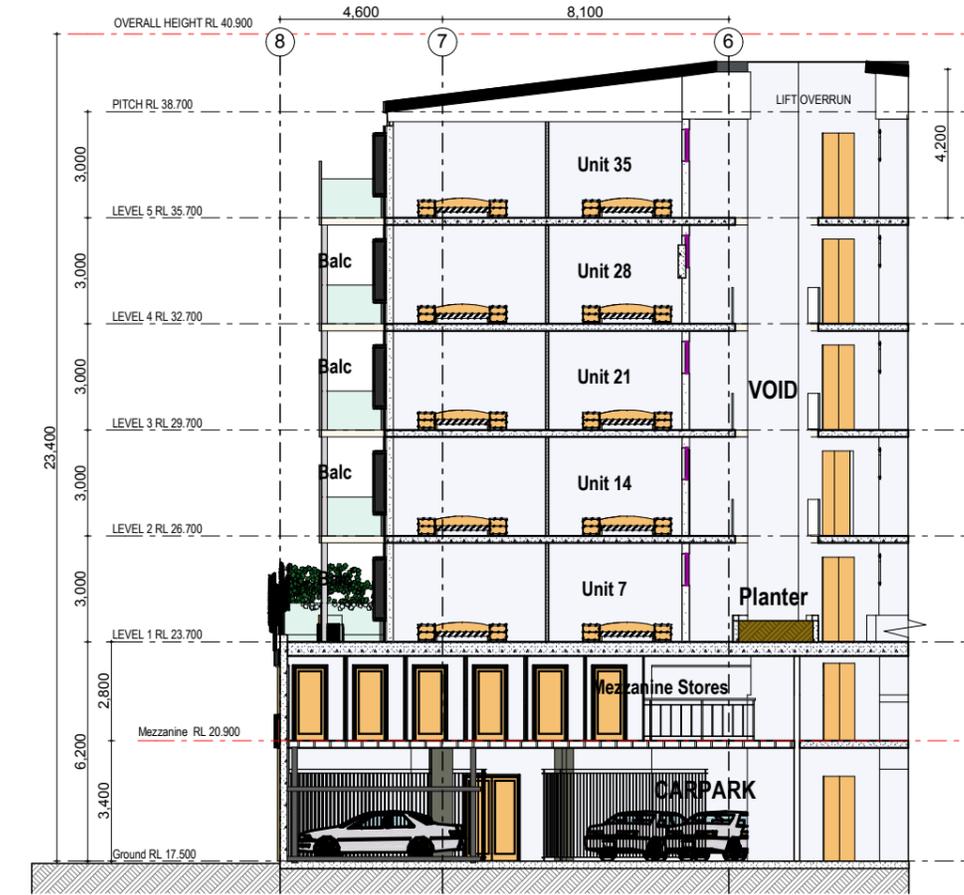
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Levels 5 - Roof Top
Scale 1:200



S01 - Part Section 1
Scale 1:200

EMBEDDED CLEAN TECHNOLOGY INFRASTRUCTURE
supplies:
Energy, Hot water, Heating and Cooling

ROOF TOP SOLAR PANELS

Shaded area indicates space allocated for Solar system.
Structural, electrical and access design to allow for installation.

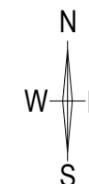
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PLANNING APPLICATION

PL-06 Roof Top - Part Section

Print Date - 13/01/2020

Material Study



Glass and Steel Canopy

Provides shelter and light to the street front balconies. Clear views to the sky help open up the elevation from a street perspective. A modern take on the verandah roofing of the exist residential stock.



Full Height Metal Wall Slats

Defines and turn the corners of the building. Provides a change point for the variation in the horizontal facade treatments



Feature Blades

Cemintel Barestone panels, a raw concrete look with expressed joints and fixings. These Blades frame up the feature corner elevation which will be prominent to vehicles / pedestrians traveling south on Grey Street.



Walls General

Prefinished, Concrete panelling
Textured, coloured with expressed joints to reflect the finish and scale of the predominantly rendered walls of the existing residential stock. The project floor slab picks up the balcony lines helping to 'wrap' and reinforcing the horizontal scale of the building.



Painted timber balcony soffits

Softens the surface finishes and lightens the colour palette. Reflective of traditional porch / verandah linings.



Face Brick Podium

Two distinct local brick selections and bonding patterns with feature edge corbelling. Selected to strengthen the podium level of the development and focus the pedestrian experience on the lower levels. Face brickwork with brick corbelling represents the second most prominent wall finishes to the existing residential stock

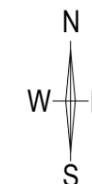


Glass and Steel Awnings

Provides practical protection to pedestrians from the elements. While reinforcing the effective scale of the podium level, the awnings, along with the built and landscaped elements of the lower facade and the sculpted landscaping of the verge design, help to frame up the pedestrian experience when moving around the development.



GREY STREET ELEVATION



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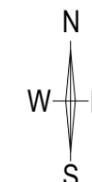


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GLENBURNIE TERRACE ELEVATION



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PLANNING APPLICATION

Material Study



Patch fixed glass balustrading
Provides maximum transparency to emphasis articulation of elevations



Obscured Screening
Effective screening with minimal bulk and reduction of amenity area.



Windows and Shade screens
Classically scaled windows with minimalist shade structures are reflective of the existing residential building stock. Multiple groupings of the windows within the shade structure framework assist in reinforcing the horizontal emphasis of the building



Walls General
Prefinished, Concrete panelling
Textured, coloured with expressed joints to reflect the finish and scale of the predominantly rendered walls of the existing residential stock. The project floor slab picks up the balcony lines helping to 'wrap' and reinforcing the horizontal scale of the building.



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Softens the surface finishes and lightens the colour palette. Reflective of traditional porch / verandah linings.



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WESTERN ELEVATION

- WINDOWS**
Powdercoat commercial frames - Colour Selection W1.
- RAINHEADS & DOWNPIPES**
Colorbond to match windows - Colour Selection W1.
- ALUMINIUM FENCING PANELS, GATES**
Powdercoat to match windows - Colour Selection W1.
- AWNING STRUCTURE**
Galv. painted to match windows - Colour Selection W1.

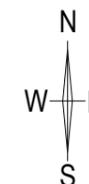
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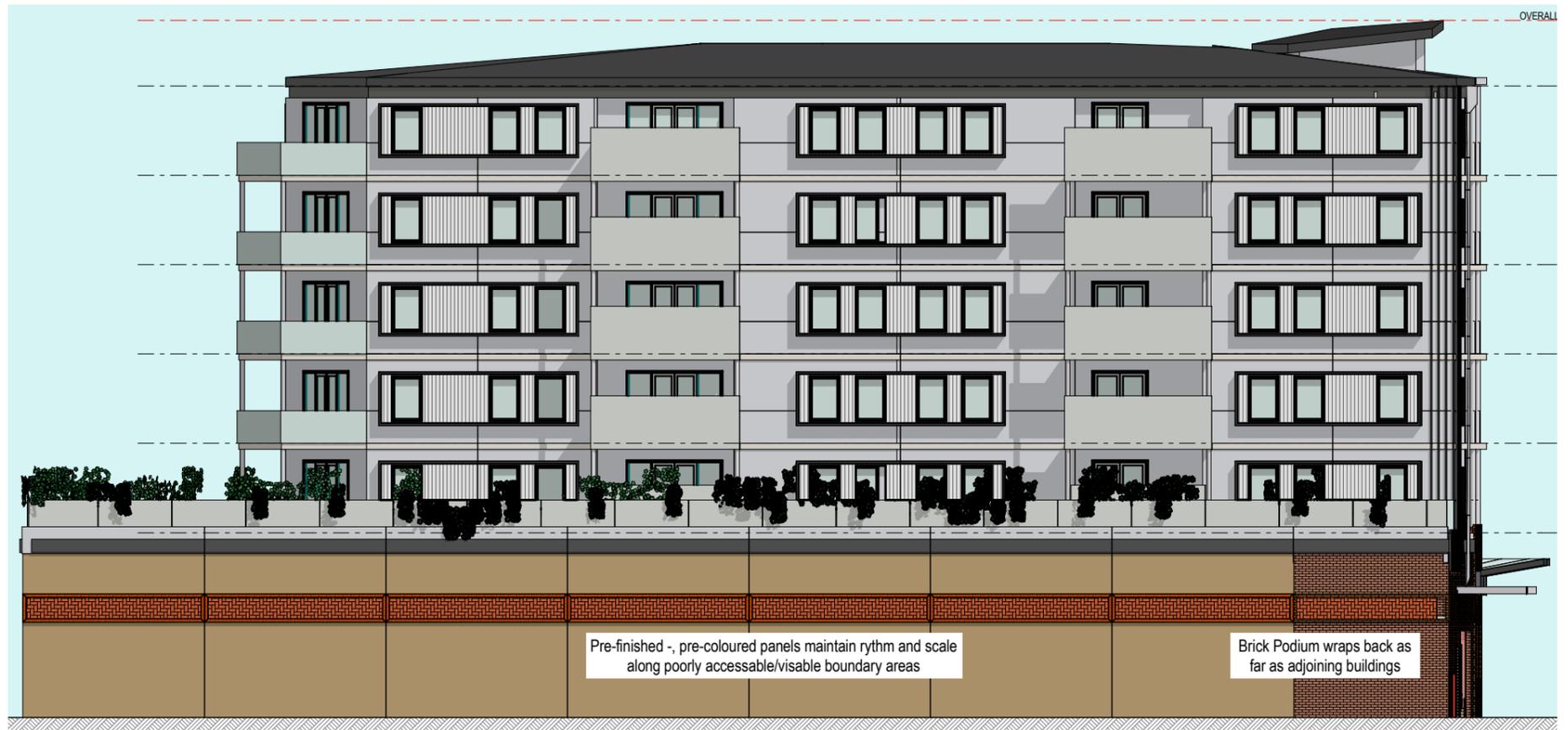
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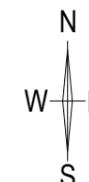
SOUTHERN ELEVATION



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HUMAN INTERFACE

Public

Situated on a prominent corner in a location where the zoning transitions from three storey medium density to 8 story multiple dwellings.

The building proposes a feature corner presentation about which the building and future development can wrap around the corner of this larger scale zoning. As Grey Street turns as it gets to the building site, this corner presentation will be visible for a considerable portion of the journey South along Grey street to Anzac Highway.

Observed from a pedestrian scale, the distinct podium level, the extensive landscaping at street and podium level, along with the 'softer' residential levels above provides visual interest. Although in a modern composition, the materials have been carefully selected to respect those common to the locality.

The expressed concrete slabs wrapping around the building create horizontal lines across all facades.

Pedestrians are framed by the familiar textures and finishes of the podium level, the awnings and the landscaping, creating the feel of moving within a two storey environment.

Visual and tactile experiences of the lower level finishes, landscaping and artwork enhance the pedestrian journey. Visual access to the lounge, lobby with the podium landscaping above provide further interest..

Residents

Resident arriving at the site by car or bike access the site off Glenburnie Tce. Security gates are operated by remote. Cars will pull up completely on site while waiting for gates to open etc. Residents access the lobby and lift directly from the carpark.

Car bays, central services, bins, stores can all be accessed by the carpark and lifts.

The buildings articulated design and street level landscaping directs pedestrian traffic to the main entry doors. Security and privacy is maintained via the video intercom system.

Floor finishes and wall mounted artwork direct movement through the lobby to the lift.

The adjacent lounge is available as a secondary relaxation area. It also provides a convenient place to greet visitors without the need to invite them up to the apartment.

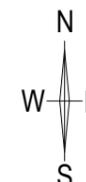
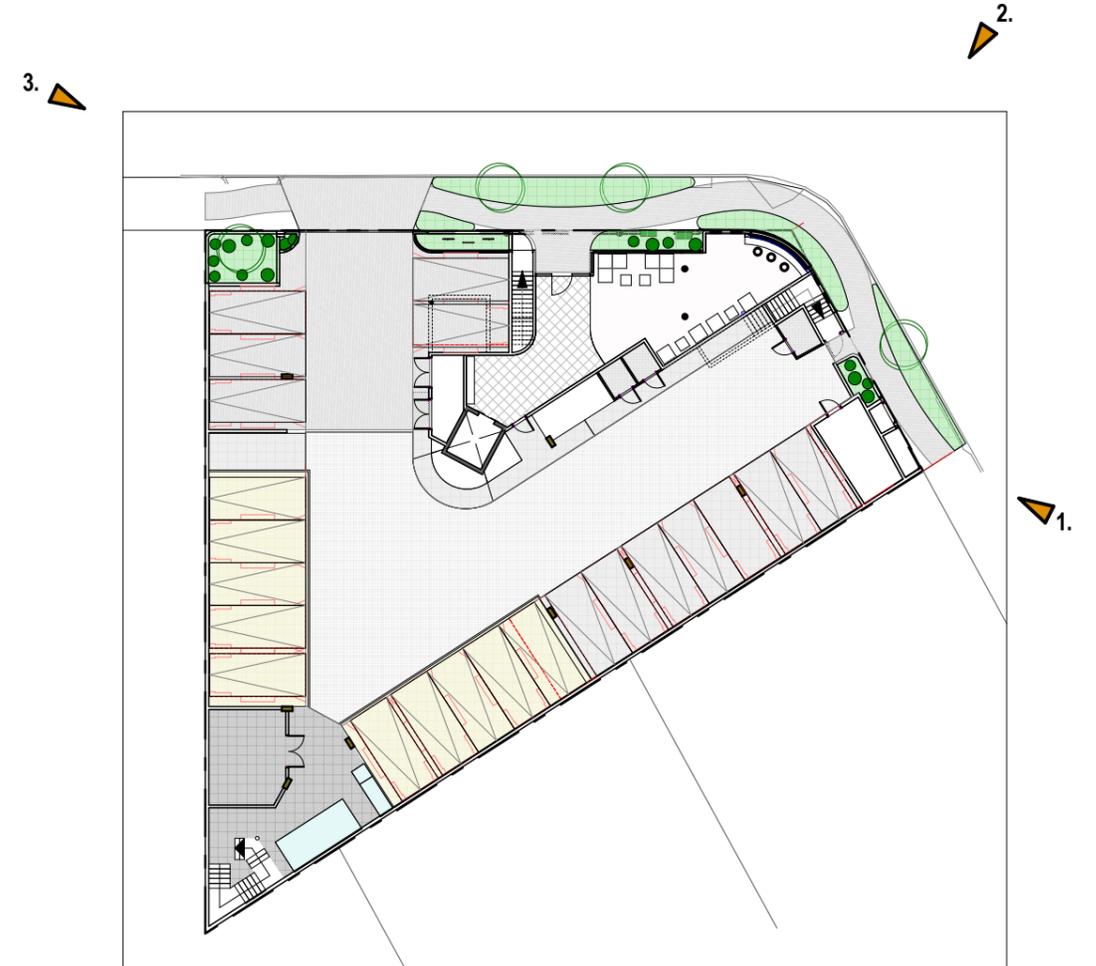
The lift which provides access to each residential is located within an open atrium.

A high level of amenity is provided to the apartments.

- Large open plan living areas that open directly onto generous balconies.
- A bathroom for each bedroom allows the occupants to live with the level of privacy and autonomy they choose.
- Clean technology infrastructure ensures residents can live in knowledge that they are doing so with the smallest energy footprint possible.
- This technology also removes the need for apartment level air-conditioning condensers to be housed on balconies.

Visitors

The building's architecture, the hard and soft street landscaping direct visitors firstly to the covered visitors parking and bike racks. The journey by foot from the parking past the public artwork area and landscaping to the buildings main entry is protected awnings and framed by the proposed large scale street trees. Video intercom contacts the resident then the visitor can be directed to the lift and apartment or met downstairs in the lounge. Visitor lift access is restricted to the floor of the residents apartment.



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STREETSCAPE

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The building proposes a feature corner presentation about which the building and future development can wrap around the corner of this larger scale zoning. As Grey Street turns as it gets to the building site, this corner presentation will be visible for a considerable portion of the journey South along Grey street to Anzac Highway.

Observed from a pedestrian scale, the distinct podium level, the extensive landscaping at street and podium level, along with the 'softer' residential levels above provides visual interest. Although in a modern composition, the materials have been carefully selected to respect those common to the locality.

The expressed concrete slabs wrapping around the building create horizontal lines across all facades.

The current neighbourhood is predominantly single storey bungalows. There are some large multiple storey unit developments off Anzac highway to the South West of the development site.

It should be noted that the land on the South side of Glenburnie Terrace and the East side of Grey Street is zoned 8 storey multiple dwellings. The land to the north of Glenburnie Terrace is zone 3 Storey multiple dwellings.

It is expect that the current bungalows will be replaced in time with building stock more suitable to those zonings in a scale and nature similar to this proposal.

Existing Streetscape

The strong podium level, the framed pedestrian journey around the building along with the introduction of extensive landscaping. All contribute to creating an effective scale and presence sympathetic to the established built and landscaped environment.

The podium detailing is wrapped around the side boundaries as far as the existing neighbouring construction will practically allow . The established rhythm and colour palette is then continued through pre finished pre coloured panels.

Setbacks to adjoining properties are set at 3.0m above podium level with balconies are screened, respectful of the adjoining outdoor activity areas.

Materials repeatedly experienced in the current built environment are reflected in the proposed design

- Prefinished wall panels are representative of the rendered wall.
- Face brickwork is also prominent in the area.
- The size and scale of the residential windows is adopted.
- Minimalistic header shading details and express window sills are regular features
- Simplistic planar porch roofs.

The elemental scale of the wall panels, windows and frames is reflective of the scale of the single storey wall compositions of the existing housing.

Future Streetscape

While providing the 'gateway' presentation to the future high density zoning we also expect the design to provide the cornerstone to that zoning as it wraps around the street corner. A visual journey that establishes the scale of the developed area, the podium and landscaped area within that and set up the expected adjoining street setbacks.

We'd like the building to set precedence for the future development of the adjoining sites.

- Design and finishes
- Street interaction
- Innovative landscaping provisions
- Resident and visitor amenity
- Environmentally sustainable design principles through the adoption of clean technologies.
- Quality housing at an affordable level.

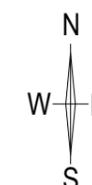


Existing Built Environment



Potential Built Environment

REV.	DATE	DESCRIPTION
G	09-12-19	For Re-submission
F	17-10-19	Revisions for Discussion
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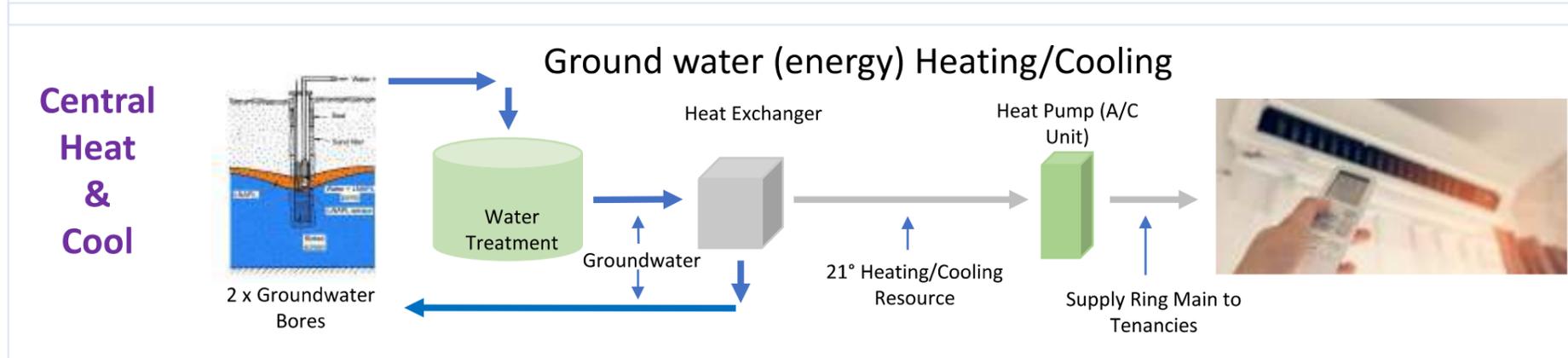
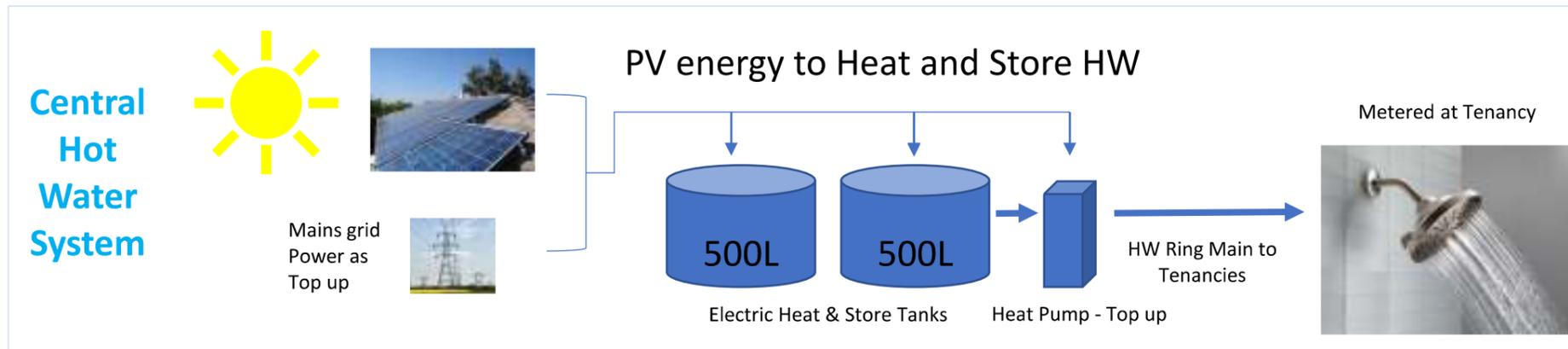
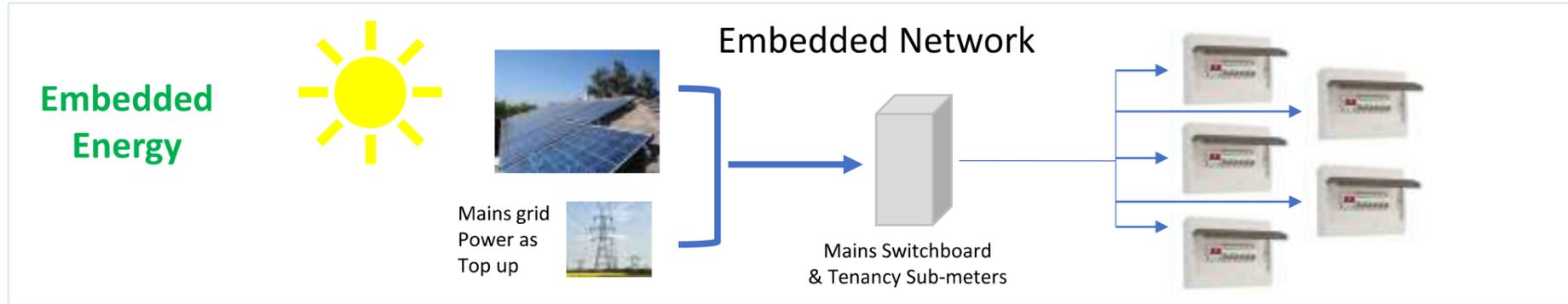
1 (Lot 181) Glenburnie Tce Plympton
35 Apartments
for The Griffin Group.

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Embedded Network Schematic - Energy, Hot water, Heating and Cooling

THE BUILDING
Preliminary investigations indicated the apartments will have an average star rating of better than 6.5

Walls and floors
The proposed Load Transfer Construction Method (LTCM) , a discontinuous load bearing method, provides energy and acoustic ratings well in excess of deemed to comply BCA requirements.

Windows and Doors
Double glazed joinery, generally set back within balconies or assisted with light weight awnings.

Roofs
Insulated roof construction is further protect from direct sunlight by the water cooled solar panel installation.

Central Open Court
Provides fresh air and light to the inward rooms of the apartments. Assists in the cross ventilation of the rooms.

EMBEDDED CLEAN TECHNOLOGY INFRASTRUCTURE (CTI)
Incorporating solar, ground water and hot water storage systems the ' whole of development' infrastructure provides services to each apartment while maintaining a minimal energy footprint. Each apartment receives from the system:

- Energy supply - lighting and appliances
- Hot water supply
- Mechanical heating and cooling - Note: No requirement for condensers on balconies.

Building performance and life cycle systems



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PLANNING APPLICATION

1 Glenburnie Terrace, Plympton. 32 Apartments
Areas shown are nominal.

Level 1 Units 1-7

UNIT 1	Living Space	Balconies
2 Bed 2 Bath	80	25

Total Area	105 sqm
-------------------	----------------

plus

UNIT 8	Living Space	Balconies
2 Bed 2 Bath	80	25

Total Area	105 sqm
-------------------	----------------

UNIT 2	Living Space	Balconies
2 Bed 2 Bath	75	11

Total Area	86 sqm
-------------------	---------------

plus

UNIT 9	Living Space	Balconies
2 Bed 2 Bath	75	11

Total Area	86 sqm
-------------------	---------------

UNIT 3	Living Space	Balconies
2 Bed 2 Bath	75	17

Total Area	92 sqm
-------------------	---------------

plus

UNIT 10	Living Space	Balconies
2 Bed 2 Bath	75	17

Total Area	92 sqm
-------------------	---------------

UNIT 4	Living Space	Balconies
2 Bed 2 Bath	75	11

Total Area	86 sqm
-------------------	---------------

plus

UNIT 11	Living Space	Balconies
2 Bed 2 Bath	75	11

Total Area	86 sqm
-------------------	---------------

UNIT 5	Living Space	Balconies
2 Bed 2 Bath	80	11 3

Total Area	94 sqm
-------------------	---------------

plus

UNIT 12	Living Space	Balconies
2 Bed 2 Bath	80	11 3

Total Area	94 sqm
-------------------	---------------

UNIT 6	Living Space	Balconies
2 Bed 2 Bath	75	11 3

Total Area	89 sqm
-------------------	---------------

plus

UNIT 13	Living Space	Balconies
2 Bed 2 Bath	75	11 3

Total Area	89 sqm
-------------------	---------------

UNIT 7	Living Space	Balconies
2 Bed 2 Bath	80	11

Total Area	91 sqm
-------------------	---------------

plus

UNIT 14	Living Space	Balconies
2 Bed 2 Bath	80	11

Total Area	91 sqm
-------------------	---------------

SUB TOTAL AREAS LEVEL 2	645
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SUB TOTAL AREAS LEVEL 3	645
--------------------------------	------------

Level 3 Units 15-21

UNIT 15	Living Space	Balconies
2 Bed 2 Bath	80	25

Total Area	105 sqm
-------------------	----------------

UNIT 16	Living Space	Balconies
2 Bed 2 Bath	75	11

Total Area	86 sqm
-------------------	---------------

UNIT 17	Living Space	Balconies
2 Bed 2 Bath	75	17

Total Area	92 sqm
-------------------	---------------

UNIT 18	Living Space	Balconies
2 Bed 2 Bath	75	11

Total Area	86 sqm
-------------------	---------------

UNIT 19	Living Space	Balconies
2 Bed 2 Bath	80	11 3

Total Area	94 sqm
-------------------	---------------

UNIT 20	Living Space	Balconies
2 Bed 2 Bath	75	11 3

Total Area	89 sqm
-------------------	---------------

UNIT 21	Living Space	Balconies
2 Bed 2 Bath	80	11

Total Area	91 sqm
-------------------	---------------

SUB TOTAL AREAS LEVEL 3	645
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Level 4 Units 22-28

UNIT 22	Living Space	Balconies
2 Bed 2 Bath	80	25

Total Area	105 sqm
-------------------	----------------

UNIT 23	Living Space	Balconies
2 Bed 2 Bath	75	11

Total Area	86 sqm
-------------------	---------------

UNIT 24	Living Space	Balconies
2 Bed 2 Bath	75	17

Total Area	92 sqm
-------------------	---------------

UNIT 25	Living Space	Balconies
2 Bed 2 Bath	75	11

Total Area	86 sqm
-------------------	---------------

UNIT 26	Living Space	Balconies
2 Bed 2 Bath	80	11 3

Total Area	94 sqm
-------------------	---------------

UNIT 27	Living Space	Balconies
2 Bed 2 Bath	75	11 3

Total Area	89 sqm
-------------------	---------------

UNIT 28	Living Space	Balconies
2 Bed 2 Bath	80	11

Total Area	91 sqm
-------------------	---------------

SUB TOTAL AREAS LEVEL 4	645
--------------------------------	------------

Level 5 Units 29-35

UNIT 29	Living Space	Balconies
2 Bed 2 Bath	80	25

Total Area	105 sqm
-------------------	----------------

UNIT 30	Living Space	Balconies
2 Bed 2 Bath	75	11

Total Area	86 sqm
-------------------	---------------

UNIT 31	Living Space	Balconies
2 Bed 2 Bath	75	17

Total Area	92 sqm
-------------------	---------------

UNIT 32	Living Space	Balconies
2 Bed 2 Bath	75	11

Total Area	86 sqm
-------------------	---------------

UNIT 33	Living Space	Balconies
2 Bed 2 Bath	80	11 3

Total Area	94 sqm
-------------------	---------------

UNIT 34	Living Space	Balconies
2 Bed 2 Bath	75	11 3

Total Area	89 sqm
-------------------	---------------

UNIT 35	Living Space	Balconies
2 Bed 2 Bath	80	11

Total Area	91 sqm
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SUB TOTAL AREAS LEVEL 5	645
--------------------------------	------------

TOTAL STRATA AREAS	3224
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Level 5. Units 29 - 35



Level 4. Units 22 - 28



Level 3. Units 15 - 21



Level 2. Units 8 - 14



Level 1. Units 1 - 7

1 Glenburnie Terrace, Plympton. 32 Apartments

SITE AREA	1018 sqm
BUILT AREA	
Ground.- Lobby, Services and Parking	1016 sqm
Mezzanine	212 sqm
Level 1 Units 1-7	
Footprint	770 sqm
Landscaping	202 sqm
Total	972 sqm
Level 2 Units 8-14	770 sqm
Level 3 Units 15-21	770 sqm
Level 4 Units 22-28	770 sqm
Level 5 Units 29-35	770 sqm
TOTAL BUILT AREA	5280 sqm



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233 BAGOT RD SUBIACO 6008
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JUNE 21 - 9AM



JUNE 21 - 10AM



JUNE 21 - 11AM



JUNE 21 - 12PM



JUNE 21 - 1PM



JUNE 21 - 2PM



JUNE 21 - 3PM



JUNE 21 - 4PM



JUNE 21 - 5PM



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WEB: griffin-group.com.au

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PLANNING APPLICATION



1 Glenburnie Tce



3 Glenburnie Tce



5 Glenburnie Tce



7 Glenburnie Tce



9 Glenburnie Tce



11 Glenburnie Tce



13 Glenburnie Tce



15 Glenburnie Tce



17 Glenburnie Tce

Glenburnie Terrace South



2 Glenburnie Tce



4 Glenburnie Tce



6 Glenburnie Tce



8 Glenburnie Tce



10 Glenburnie Tce



12 Glenburnie Tce



14 Glenburnie Tce



16 Glenburnie Tce



18 Glenburnie Tce



1&3 Gray St



5 Gray St

Glenburnie Terrace North

Grey Street

STUDY - EXISTING BUILT ENVIRONMENT

Walls

Predominantly rendered though some brickwork. Minimalistic feature corbelling.

Windows

Classically scaled in configurations of 1,2 or 3. Protruding concrete headers and sills quite common.

Roofs

Usually pitched, tiled, some colourbond.

Porch / verandah

Mix of flat concrete and traditionally pitched awnings.

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TEL. 9388 1988 FAX. 9382 8477
233 BAGOT RD SUBIACO 6008
PO Box 1940 SUBIACO 6904

PLANNING APPLICATION



Ground Floor,
89 King William Street
GPO Box 2403
Adelaide SA 5001
PH: 08 8221 5511
W: www.futureurbangroup.com
E: info@futureurbangroup.com
ABN: 34 452 110 398

24 January 2020

Ms Janaki Benson
Senior Planning Officer
Department of Planning, Transport and Infrastructure
Level 5, 50 Flinders Street
ADELAIDE SA 5000

Dear Janaki,

**RESPONSE TO REQUEST FOR FURTHER INFORMATION AND REFERRAL
COMMENTS RECEIVED IN RELATION TO DA 211/M015/19 AT
1 AND 1A GLENBURNIE TERRACE, PLYMPTON.**

On behalf of the applicant, Plympton Apartments Pty Ltd, we provide the following response to correspondence received from the agencies listed below:

- referral comments received from the Government Architect, dated 2 September 2019;
- referral comments received from the City of West Torrens (“Council”), dated 4 September 2019; and
- a request for further information received from the Department of Planning, Transport and Infrastructure (“DPTI”), via email dated the 5 September 2019.

Representatives of the applicant met with Ms Janaki Benson (Senior Planning Officer – DPTI) and Ms Ellen Liebelt (Senior Design Advisor – ODASA) on the 18 October 2019 to discuss the proposal, the referral response from the Government Architect and the request for further information from DPTI.

Informed by these discussions and the written comments received, the proposal has been amended. These amendments include, but are not limited to, the following:

- removal of a single apartment from each residential level;
- removal of opposite dwelling entrances;
- increased internal floor areas of dwellings;
- increase area of private open space to dwelling 10, 17, 24 and 31;
- increased building height from five to six storeys;
- changes to the external material palette;
- replacement of the transformer (no longer required) with a tree and deep soil area;
- removal of boundary walls above ground level;
- increased setback to balconies;
- increased front setback to the north-western corner of the building;
- improved northern aspect to the lobby and shared lounge;
- relocation of residential storage cages previously located in the southern portion of the site to the mezzanine level;
- inclusion of access stair to Level 1 in the southern corner of the site;

- inclusion of one additional at-grade visitor space; and
- replacement of two at-grade residential car parking spaces with six residential car parking spaces in stackers.

We respond as necessary to each the matters raised by each agency below.

1. RESPONSE TO THE GOVERNMENT ARCHITECT

1.1 *Holistic review of the built form composition and setbacks:*

Urbanize have undertaken a contextual analysis of the existing built environment in the locality. This study is included with the architectural package enclosed.

Notable aspects of the existing locality include:

- single storey detached dwellings along both sides of Glenburnie Terrace (between Gray Street and James Street);
- materials commonly used along Glenburnie Terrace include red brick, lightly-coloured render and stone;
- building styles along Glenburnie Terrace feature pitched roofs, minimalistic feature corbelling, porches and verandahs, and classic windows with concrete headers and sills;
- dwellings along Glenburnie Terrace are setback approximately 8 – 9 metres from the primary road frontage;
- all but three of the properties on the southern side of Glenburnie Terrace (excluding the subject site, between Gray Street and James Street) feature boundary development along one or both side boundaries;
- the Sorrento Meridian Serviced Apartment buildings, of five and nine storeys, fronting Anzac Highway are readily visible from Gray Street, Glenburnie Terrace, James Street and Netherby Street;
- there are three, three storey residential flat buildings (currently under construction) at 137 Anzac Highway, Kurralta Park (adjacent to the east of the subject site);
- there are predominately single storey detached dwellings along both sides of Gray Street (to Mortimer Street), however some more recent developments include two storey detached dwellings, two storey residential flat buildings, and row dwellings;
- materials commonly used along Gray Street are similar to those in Glenburnie Terrace, however more recent developments feature modern materials and colours (e.g. aluminium in a dark grey colouring); and
- building styles along Gray Street are similar to Glenburnie Terrace, however again, more recent develops include modern building styles such as parapet roofs and plain windows without detail.

It is clear that whilst there are common built form elements across Glenburnie Terrace and Gray Street, more recent developments are introducing new materials and building styles to the streetscape. This change in the built form has been influenced by the planning policy.

Whilst we appreciate that the proposed building should have regard to the built form of the locality in some ways (e.g. through materiality), the desired characters for both the Urban Corridor Zone and Boulevard Policy Area 34 envisage a transformation in built form. Specifically, it is envisaged that medium to high density developments of more than three storeys (and up to eight storeys) will replace the existing single storey detached dwellings.

Similarly, Medium Density Policy Area 18 of the Residential Zone (which includes dwellings to the north of Glenburnie Terrace) envisages a transition from low density dwellings to medium density dwellings of up to three storeys.

It should also be acknowledged that many elements of the existing built form are expected, and indeed, envisaged to change. The existing scale and setback of development, for example, is not envisaged to continue long-term.

With regard to the existing and envisaged character of the locality, we believe that the proposed built form and setbacks are appropriate as:

- the brick podium level has been designed to respond to the height and materiality of the existing single storey dwellings in the streetscape and presents a “strong and solid” base to the building;
- the upper levels of the building incorporate pre-finished concrete panelling which is a modern and more durable response to the lightly-coloured rendering commonly used in the streetscape;
- the north-western corner of the building has been setback 2 metres to reduce the extent of building alongside the northern site boundary and concentrate the bulk of the built form to the north-eastern corner;
- through the inclusion of shading devices, expressed concrete slabs, setting back the north-western corner of the building, and extending the balcony on the northern side, further depth has been provided to the building thereby reducing its bulk;
- removal of the transformer from the north-western corner of the site has allowed the front setback to transition from boundary development in the north-eastern corner, to a setback of 2.8 metres at ground level in the north-western corner. This setback will sit comfortably in its context as:
 - » a front setback of 2 metres is envisaged for the neighbouring site to the west; and
 - » it will create a strong built form to the corner of Glenburnie Terrace and Gray Street, as envisaged by the desired character of the Policy Area, which states:

“Development on corner allotments will enhance the gateway function of such corners by providing strong, built-form edges combined with careful detailing at a pedestrian scale to both street frontages.” (our emphasis)
- the proposed height of seven storeys is within the envisaged maximum height of eight storeys for Boulevard Policy Area 34 of the Urban Corridor Zone (Zone PDC 13);
 - » enclosed advice from Adelaide Airport confirm that this height is below the Obstacle Limitation Surface, and therefore no Airspace Approval is required.
- the proposed height in conjunction with the width of Glenburnie Terrace is anticipated to achieve an acceptable transition down to the existing and envisaged (up to three storey) scale of buildings in the adjacent Zone to the north, noting that:
 - » the interface height provision provided by Zone PDC 15 does not strictly apply in this instance, as the Zone boundary is a primary road frontage; and

- » the desired character for the Zone speaks specifically towards minimising impacts on development in adjoining zones (not in the same zone) as per the extracted statement below:

“Impacts on adjoining zones where development is lower in scale and intensity will be minimised through transition of building heights and setbacks, judicious design and location of windows and balconies, and the use of landscaping.” (our emphasis)

A further analysis of the proposed setbacks is provided in Section 3.3.

1.2 Further review of the built form massing to remove the solid wall condition on the side boundaries:

The proposal has been amended to remove all boundary walls above ground level.

We believe that the extent of boundary development proposed is contemplated by the Development Plan. As detailed in Section 3.3, the Development Plan contemplates boundary development on two or three boundaries of the subject site. In particular, development along a side boundary is contemplated up to a height of two storeys and boundary development of up to eight storeys in height is also envisaged along secondary road frontages and rear boundaries.

As previously mentioned, the desired character for the Zone speaks specifically towards minimising impacts of development in adjoining zones. This does not apply to the properties adjoining the subject site, as they are also located within the Urban Corridor Zone.

Whilst the extent of boundary development is deemed acceptable and accords with the Development Plan, the appearance of the boundary walls has been amended to include a combination of brickwork detailing and pre-finished concrete panels. This is intended to provide an element of visual interest and break up the proposed wall height.

Finally, due to the irregular shape of the subject site, the ability to accommodate the required area for vehicle manoeuvrability, services, and resident facilities on the ground floor is limited. In order to facilitate the proposed density, which is envisaged in the Zone and Policy Area, the ground floor needs to be built along the secondary frontage, side and rear boundaries.

1.3 Further review of the site configuration with the view to minimising the visual impact of cars and services on the streetscape presentation:

The proposal has been amended to replace the landscaping adjoining visitor car park 1 (identified as V1 on the plans) with a public art element. This public art will be commissioned during detailed design, but is intended to provide more screening than the landscaping (flowering shrubs and climbing plants) previously proposed.

We note that Zone PDC 22 provides some guidance in relation to the design and appearance of vehicle parking spaces, as extracted below:

- PDC 22 Vehicle parking spaces and multi-level vehicle parking structures within buildings should:*
- (a) enhance active street frontages by providing land uses such as commercial, retail or other non-car park uses along ground floor street frontages*
 - (b) complement the surrounding built form in terms of height, massing and scale*

- (c) *incorporate facade treatments along major street frontages that are sufficiently enclosed and detailed to complement neighbouring buildings consistent with the desired character of the locality.*

Having regard to the above, we note that:

- the lobby and shared lounge area provide an active use in front of the car parking area, which will occupy approximately 37% of the street frontage;
- landscaping and public art will occupy approximately 28% of the street frontage and provide screening to car parking areas, visual interest and softening to the built form;
- services and fire stair access which require street frontage will occupy approximately 21% of the street frontage, and will also assist in screening the car parking areas; and
- the ground/podium level has been designed to complement the scale and materiality of the neighbouring buildings, and will be consistent with the desired character for the locality.

Approximately 13% of the street frontage will be occupied by driveway, through which the visitor car parking spaces will be only partially visible from limited viewing angles on Glenburnie Terrace. We consider that views to the car parking areas have been acceptably minimised in accordance with PDC 22, and that the limited views which are available will not adversely impact the character of the streetscape or pedestrian environment.

1.4 Further review of the composition, articulation and detailing of the building base:

The building base has been reviewed and amended to more clearly reference common elements of the existing built form and streetscape character.

We consider that the proposed building base has been appropriately designed as:

- the brick (two varieties) and corbelling detail are reflective of the common material type in the streetscape;
- the height of this base references the single storey dwelling heights in the locality;
- the regular shaped, black-framed windows provide strength to the building base and reference the regular window frames featured in existing dwellings in the streetscape;
- relief in the built form is provided at pedestrian level by the driveway, lobby entrance, fire-stair exit, and landscaping, thereby improving the pedestrian experience; and
- feature planter boxes create further interest at pedestrian level and provide an identifying feature to the building.

1.5 Holistic review of the architectural expression and materiality of the built form above the base:

The upper levels of the proposed building have been reviewed and amended in the following ways:

- the lightweight cladding system previously proposed for the building's façade has been replaced with pre-finished concrete to improve durability and ensure the high quality presentation of the building for the long-term;
- shading devices of a contrasting colour to the building's façade will be included to windows along the side and rear facades to assist in articulation and minimising heat from the western sun;

- » windows located centrally along the northern façade will not be provided with any external shading, however internal blinds/curtains will allow future residents to control sunlight penetration;
- horizontal banding provided by shading devices, balcony balustrades and expressed concrete slabs between each floor will assist in breaking up the vertical form of the upper levels;
- greater depth will be provided to the northern façade by setting back the north-western corner and extending the proposed balconies to this corner; and
- the projecting balconies along the side and rear facades of the proposed building assist in articulation.

In our opinion, these amendments have further reduced the visual bulk of the levels above the podium and will sit lightly on top of, and in contrast to, the strong and dark brick base.

1.6 *Holistic review of the car parking, bicycle parking, waste and storage strategy for the development:*

A response in relation to the impacts of the car parking arrangement on the streetscape was provided in Section 1.3 above and need not be repeated here.

In relation to the movements of cars, bicycles and waste vehicles, Phil Weaver of Phil Weaver and Associates is of the opinion that any potential for conflict between vehicle and pedestrian traffic is minimal. In forming this opinion, he considered that:

- *“the walking distance between the lift and the waste collection and storage facilities is not significant and would be comparable to that typically applied for other residential developments of a similar nature;*
- *the traffic and parking assessment provided within our report dated 2nd May 2019 identified that at most there would be a maximum of only 10 vehicle movements occurring in peak hour periods, i.e. an average of one such movement every six minutes, with significantly lower levels of movements in other periods;*
- *pedestrian movements within the ground floor car park will also be low and should relate mostly to drivers and passengers walking between cars and the lift;*
- *the speed of traffic entering the car park will also be low given the need for drivers to wait for the access gate to open;*
- *visitors will not access the main car parking area and therefore will not conflict with pedestrian movements within the main body of the car park; and*
- *there are clear sight lines between the likely pedestrian paths and traffic entering / exiting the car park.”*

We concur with Mr Weaver's comments, noting his expertise in this regard.

In relation to the resident storage cages, those previously located in the southern corner of the ground floor have been re-located to the mezzanine level for improved convenience. We believe that the cages provided at mezzanine level will be appropriately accessible as, by virtue of the size of the storage cages, objects of limited height/width/length will be able to be stored in each cage. It is expected that transporting these objects from the lift, through the landing area and into the mezzanine level will be reasonably convenient.

1.7 Further review of the communal lounge design:

In response to the Government Architect's comments, the public artwork previously proposed in the northern corner of the building has been relocated and replaced with glazing in order to increase the northern aspect of this space. Window seating has also been provided to facilitate connectivity and passive surveillance between this area and the public street.

The interior of the lobby and shared area will be confirmed during detailed design, however it is anticipated to incorporate soft furnishings and coffee tables, and create an inviting, warm and multi-purpose area for residents.

1.8 Further review of the entrance lobby design including circulation to the lift and residential mailboxes:

Again, the interior of the lobby will be finalised during detailed design.

It is intended that the area will be designed to create a comfortable and inviting space, encouraging the appropriate pedestrian movement paths.

1.9 Further review of apartment planning:

The proposal has been amended to remove a single apartment from each floor, adding these apartments to an additional level, meaning a six (6) storey building is now proposed.

This change has allowed the opposite entries of Apartments 5 and 6 on each floor to be removed, and has increased the internal floor areas and private open space of some dwellings.

Whilst bedrooms with windows to the internal atrium are still proposed, their amenity will not be compromised as these windows will be double glazed and obscured. This will ensure acceptable noise levels, privacy and natural light for the future occupants of the dwellings.

1.10 Engagement with council regarding the proposed landscape, public realm and public art components of the project:

We met with the City of West Torrens in relation to the proposed verge works on the 15 January 2020.

Council expressed that there are a number of practical issues and further opportunities which would need to be further explored in relation to the proposed landscaping plan. Whilst they are happy to work through these matters with the applicant in order to achieve a mutually satisfactory outcome, it is their preference that such matters be address concurrently with, but separate to, the development assessment process.

As the proposed verge works are external to the subject site, we agree with Council's preferred approach, however as the applicant is committed to landscaping the verge, they will ensure that these discussions continue.

The public art component of the development will be commissioned during detailed design.

1.11 Further consideration of the access strategy to the Level One podium terraces from a privacy, maintenance and servicing perspective:

The proposal has been amended to include access stairs in the southern-most corner of the subject site. These stairs will provide access to the Level 1 landscaped areas for authorised persons only (such as building management, maintenance and landscaping contractors).

The residents at Level 1 will be notified by building management prior to such access being provided to ensure that they are prepared.

1.12 Provision of further detail regarding the servicing strategy:

We can confirm the following in relation to the services associated with the proposal:

- the proposed dwellings will be provided with a central heating/cooling system, which will be located in the southern portion of the ground level; and
- the air intake vents will be screened by landscaping, specifically, the cascading “Licorice Plant” will be planted in boxes above the air vents, and “Indian Hawthorn” and “Turf Lily” (both strappy leaf plants) will be located surrounding, but sufficiently separated from, the vent.

2. RESPONSE TO THE CITY OF WEST TORRENS

We acknowledge that Council are supportive of the following aspects of the proposal:

- the shortfall of four on-site visitor car parking spaces;
- the shortfall of one on-site bicycle parking space;
- the waste collection strategy; and
- design of the car parking areas.

2.1 Changes to the built form to minimise impacts on the streetscape and the existing lower-scale buildings.

This matter is addressed in Section 1.1 above.

2.2 Front setback of two metres is not achieved, therefore deep soil zones are also not provided, contributing to the overall excessive bulk of the building.

Whilst we acknowledge that the proposed development does not provide a continuous front setback of 2 metres, we consider the proposed setback appropriate for the following reasons:

- the desired character for the Policy Area envisages “*Development on corner allotments will enhance the gateway function of such corners by providing strong, built-form edges combined with careful detailing at a pedestrian scale to both street frontages.*”. (our emphasis)
The Gray Street/Glenburnie Terrace intersection provides a gateway from the Residential Zone into the Urban Corridor Zone. On this basis, this prominent corner is deserving of the proposed strong built form on the boundary;

- the proposal provides a transition from the strong built form corner to the recommended front setback of 2 metres which would apply to the adjoining site to the west. Specifically, a setback of 0 metres is proposed in the north-eastern corner, which steps down to 2.8 metres in the north-western corner at ground level; and
- the front setback is adequate to accommodate landscaping at ground level which will contribute positively to pedestrian amenity.

Further to the above, the amended proposal now includes a tree in the north-western corner of the site, which is expected to provide a softening to the built form. In addition, and as outlined in Section 1.5, the bulk of the upper levels has been reduced through a number of design amendments.

Respecting the above, we consider that the proposed front setback is appropriate and does not adversely impact on the amenity of the locality.

2.3 Boundary walls along the south-eastern and western boundaries are expected to have a significant impact on the adjoining neighbours visual amenity.

A response to this matter is provided in Section 1.2 above and Section 3.3 below.

2.4 An acoustic engineer should be engaged to assess the noise levels of vehicles, residents, car stackers, air conditioning units and the like.

The subject site is on the edge of the Noise and Air Emissions Overlay area, does not front Anzac Highway, and presents to a Residential Zone on the northern side of Glenburnie Street. Given this context, the applicant confirms that they will utilise particular construction methods and materials to ensure that the proposed development and neighbouring sites achieve the relevant Environmental Protection Authority noise criteria.

These construction methods and materials will be confirmed during detailed design, however, should the State Commission Assessment Panel consider it appropriate, the applicant would accept a standard condition of consent binding them to satisfy these criteria.

2.5 Provision of the FFL, noting that a minimum of 17.83 is suggested.

A finished floor level of 17.5 is proposed and although 17.83 is suggested by Council, we note that they accept this FFL as appropriate given the ground level uses proposed.

2.6 The proposed stormwater connection should be located a minimum distance of 1m from the crossover.

We confirm that the stormwater connection will be more than 1 metre from the proposed crossover to Glenburnie Terrace, as noted on the amended Stormwater Management and Site Works Plan attached.

2.7 The stormwater connection through to the road verge area should be amended to be in accordance with Council's shape and material requirements.

The applicant confirms that this connection will be provided in accordance with Council's requirements and the enclosed Stormwater Management and Site Works Plan has been amended accordingly.

2.8 *The plans should be amended to indicate that the redundant crossover will be reinstated as kerb at the applicant's expense.*

The applicant confirms that the redundant crossover will be reinstated as kerb at their own expense, and to Council standards.

2.9 *Confirmation that the powerlines with be undergrounded should be provided and shown on the plans. If possible, confirmation from SAPN should be provided endorsing this action.*

The applicant confirms that it is their intention to underground the powerlines running adjacent to the north-eastern boundary of the subject site. Negotiations with SA Power Networks are underway, but have not been concluded at this stage.

2.10 *Plans should be amended to show at least a 600m separation between the canopies and road kerb.*

Plans have been amended to ensure that there is a 600 millimetre separation between the canopies and the road kerb.

2.11 *The existing DPTI sign on the corner of Glenburnie Terrace and Gray St should be relocated if necessary.*

The DPTI sign will not need to be relocated.

2.12 *Review of the landscaping area next to the transformer in order to achieve sightline requirements.*

Mr Phil Weaver of Phil Weaver and Associates has reviewed these sightlines, and has provided the following comments:

Pedestrian vehicle sight line requirements are addressed within the above car parking standard as per Figure 3.3 Minimum Sight Lines For Pedestrian Safety which I have reproduced below:

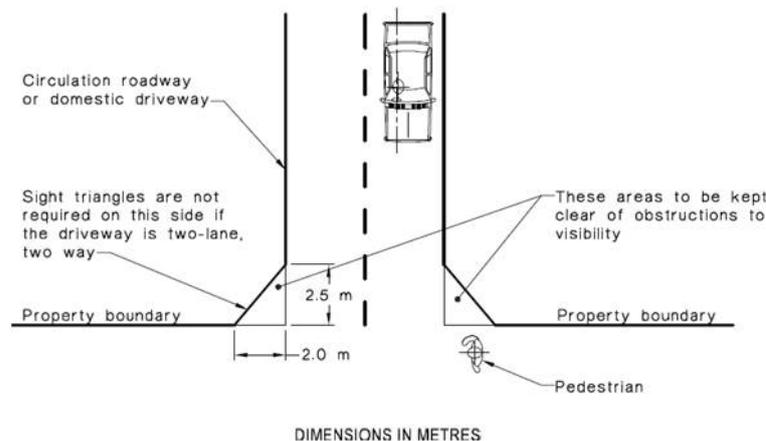
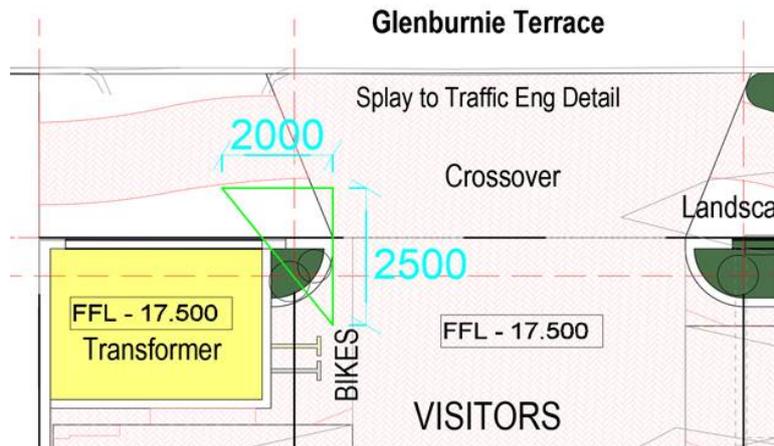


FIGURE 3.3 MINIMUM SIGHT LINES FOR PEDESTRIAN SAFETY

While the above figure suggests that the sight line would need to be measured from the property boundary, in reality, the requirements should be assessed from the edge of the footpath which currently is offset from the boundary of the subject site. Furthermore, the design of the proposed development indicates that the footpath would be relocated even further to the north. On this basis the 2.0 metre wide by 2.5 meter deep sight distance splay could be fully provided as per the figure below.



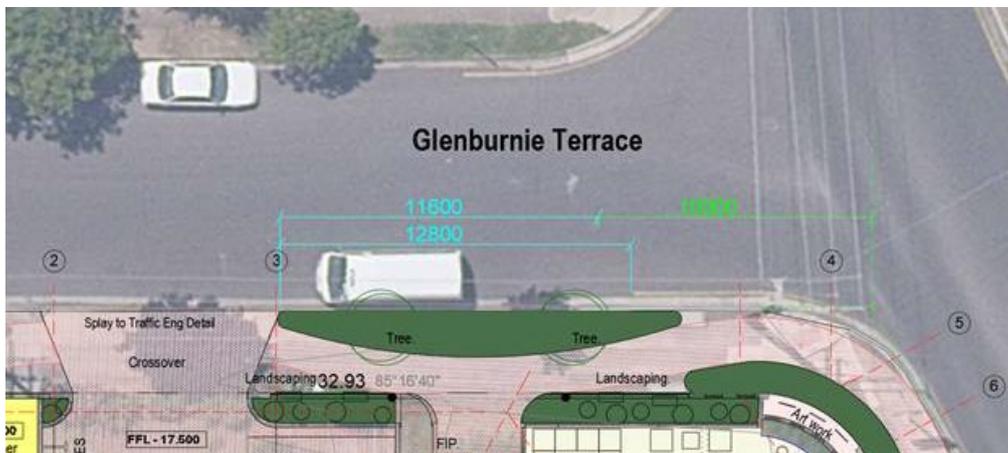
Given that relocation of the footpath would be subject to the agreement of Council it may not be possible to fully meet the sight distance splay requirements based on the current design / footpath location. However, there would appear to be some opportunity, if necessary, to slightly relocate the transformer to the south which would ensure that even in the event that the location of the footpath remains unchanged, appropriate pedestrian vehicle sightlines could still be provided.

Further to Mr Weaver providing this advice, it has been confirmed that the proposal does not require a transformer. As such, should the SCAP consider it necessary, the layout of this building corner can be amended to provide the necessary sightlines to the property boundary, as opposed to the footpath.

2.13 It should be assumed that no car parking will be available in front of the subject site due to the requirement for a 10m separation between the crossover and the intersection and the required waste vehicle turn path.

Again, Mr Phil Weaver reviewed this separation distance, and has provided the following comments:

There would actually be an opportunity to park up to 2 cars in front of the site between the 10 metre prohibited distance from the adjoining side road (Gray Street) and the eastern edge of the proposed crossover given that this length would be approximately 12.8 metres (refer below) or 11.6 metres if the existing 'No Stopping' restriction (yellow line) was extended to the full 10m prohibited distance.



In either case, such a distance would accommodate two on-street car parking spaces given that a minimum 10.8 metres would be provided for these open-ended spaces.

The Australian Road Rules permit on-street parking to occur up to the edge of a crossover and therefore two cars could be parked within this area.

While Richard Tan [Council's Traffic Engineer] has suggested that car parking should not be permitted on the southern side of Glenburnie Terrace directly in front of the site by means of a No Stopping Anytime restriction (solid yellow line), this would be unnecessary and such a parking restriction could be limited only to the periods when waste would be collected from the site. For example, this could be restricted to periods between say 7.00am and 10.00am on weekdays. On this basis parking for up to 2 cars could be provided in this area during periods of anticipated peak visitor parking demand namely in evening periods and on weekends.

In my opinion a permanent prohibition of car parking in front of the site would be unnecessary.

We concur with Mr Weaver's assessment above, and do not consider it necessary that on-street car parking alongside the frontage of the subject site be permanently restricted.

2.14 Stormwater is encouraged to be reused.

Stormwater collected from the subject site is to be reused for irrigation of the landscaped areas in the adjacent verge.

2.15 Details of the stormwater management plan including the levels for the GPT, underground detention tank and pump system should be provided.

The amended Stormwater Management and Site Works Plan enclosed includes additional surface levels within the vicinity of the GPT, underground detention tank and pump system. Invert levels for the GPT have also been detailed.

The invert of the underground detention tank and pump system are dependent on the final product selection, which will be determined during detailed design. As such, these details have not been included at this stage.

3. RESPONSE TO DPTI

3.1 A podium (upper levels setback 2m from front façade) is not included.

The provision recommending a podium setback is Zone PDC 7, which has been extracted below:

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

As stated, the primary intention behind the inclusion of a “podium” element is to “*maintain a pedestrian scale at street level*”.

We acknowledge that the podium proposed does not strictly satisfy part (b), however part (a) of this provision is achieved. The proposed podium element is of a height equivalent to two storeys and has been defined in the built form through the use of contrasting materials. As detailed in Section 1.4, the podium is provided with strength and definition through the use of bricks (two varieties), corbelling and black framed windows. The upper levels are lighter in colour and comprise pre-finished concrete panels and glass which will contrast with the heavy base.

Respecting this, we believe that the proposed podium will “*maintain a pedestrian scale at street level*”, and will be assisted in doing so through:

- the provision of canopies, which will restrict views of the upper levels from pedestrian level; and
- the inclusion of ground level landscaping, including eye-catching plant species and planter boxes which are intended to focus the attention of pedestrians to ground level.

3.2 Front setback (2 metres) is not achieved.

This matter is addressed in Section 2.2 and need not be repeated here.

3.3 Side setback of 3m is not achieved along the western boundary:

The following setbacks are applicable to the side and rear boundaries of the site:

- secondary road: no minimum;
- rear boundary: no minimum;
- side boundary:
 - » for allotments with a frontage width of 20 metres or less: no minimum up to a height of 2 storeys and 3 metres above this height.
 - » for allotments with a frontage width of more than 20 metres: 3 metres.

In order to determine which setbacks apply to each boundary, the primary frontage must first be identified.

It is clear that DPTI have determined Glenburnie Terrace as the primary frontage, however, we note that the definition of “primary street” provided in Clause 1(3)(a) of Schedule 1A to the *Development Regulations 2008* (the “Regulations”) and extracted below, allows that Gray Street may also be determined as the primary street, having regard to part (ii) B.

- (a) *the primary street in relation to an existing or proposed building on a site is—*
- (i) *in the case of a site that has a frontage to only 1 road—that road; or*
 - (ii) *in the case of a site that has a frontage to 2 roads—*
 - A. *if the frontages are identical in length—the road that forms part of the street address of the building, as determined by the council for the relevant area when it is allocating numbers to buildings and allotments under section 220 of the Local Government Act 1999; or*
 - B. *if the frontages are different lengths—the road in relation to which the site has a shorter frontage; or*
 - (iii) *in any other case—the road that forms part of the street address of the building, as determined by the council for the relevant area when it is allocating numbers to buildings and allotments under section 220 of the Local Government Act 1999; and*
- ...
- (our emphasis)

It may validly be argued that in this instance, part (ii) B applies to the subject site, and therefore, Gray Street should be considered as the primary street.

If this were the case, the following setbacks would be applicable:

- Glenburnie Terrace boundary (secondary frontage): no minimum.
- South-eastern boundary (side): no minimum (frontage less than 20 metres in length).
- Western boundary (rear): no minimum.

Respecting the above, it is clear that “boundary-to-boundary” development on the subject site is contemplated by the Development Plan.

Zone PDC 19 (which relates to side setbacks) appears to allow dispensation for sites which are disadvantaged due to their frontage width. We would argue that the subject site is also disadvantaged by virtue of its irregular shape, which significantly restricts its ability for the site to be efficiently re-developed. We believe, therefore, that this same dispensation should be applicable to the subject site.

Further to the above, we also note the development potential of the neighbouring allotments, particularly:

- the neighbouring allotment to the west has the potential to be developed with side setbacks of nil up to a height of 2 storeys under the current Development Plan, as the site’s frontage width is less than 20 metres; and
- the neighbouring properties to the south, have the potential to include rear setbacks of nil in accordance with the Development Plan.

In the particular circumstances of this case, we consider the proposed side setback appropriate.

3.4 *No deep soil zones are provided at ground level.*

As outlined previously, a tree is now proposed where the transformer was previously to be located. This being the case, the development is now provided with one deep soil zone at ground level.

We have considered PDC 8 (b) and PDC 23, both of the Medium and High Rise Development module, as most relevant when considering the quantitative guidelines and envisaged qualitative outcomes applicable to deep soil zones.

PDC 8 states,

PDC 8 Development facing the street should be designed to provide attractive, high quality and pedestrian friendly street frontage(s) by:

...

(b) providing a well landscaped area that contains a deep soil zone space for a medium to large tree in front of the building (except in a High Street Policy Area or other similar location where a continuous ground floor façade aligned with the front property boundary is desired).

One way of achieving this is to provide a 4 metre x 4 metre deep soil zone area in front of the building

(c) ...

(our emphasis)

PDC 23 states, “*Deep soil zones should be provided to retain existing vegetation or provide areas that can accommodate new deep root vegetation, including tall trees with large canopies*”.

Similar to PDC 8, the table to PDC 23 offers one way these deep soil zones can be achieved.

The Development Plan does not say that the table should or will be adopted. Rather, as outlined at the beginning of the Medium and High Rise Development Module, the table is “*a measurable design solution as one way of achieving the intent of the PDC. Where this solution is met, it should be taken as meeting the intent of the principle. Alternative design solutions may also achieve the intent of the PDC and, when proposed should be assessed on their merits.*” (our emphasis).

Although the measurable design solutions suggested in PDC 8 and PDC 23 are not proposed in this circumstance, we have formed the opinion that the intentions of these provisions will be achieved.

In our opinion, the intention of PDC 8 is to encourage the inclusion of well landscaped areas including medium to large trees which will contribute positively to attractive, high quality and pedestrian friendly street frontages.

The desired outcome of PDC 23 is to encourage development that retains existing vegetation and/or accommodates new deep root vegetation to ensure that large trees remain a part of the urban landscape.

3.5 *A minimum setback of 3m is not provided to every balcony, and DPTI suggest this should be achieved to ensure reasonable outlook, ventilation, and access to sunlight is provided to each apartment.*

The relevant provision in relation to the above is PDC 14 of the General Section, Medium and High Rise Development module. This provision has been extracted below:

PDC 14 Residential buildings (or the residential floors of mixed use buildings) should have habitable rooms, windows and balconies designed and positioned with adequate separation and screening from one another to provide visual and acoustic privacy and allow for natural ventilation and the infiltration of daylight into interior and outdoor spaces.

One way of achieving this is to ensure any habitable room windows and/or balconies are separated by at least 6 metres from one another where there is a direct 'line of sight' between them and be at least 3 metres from a side or rear property boundary. Where a lesser separation is proposed, alternative design solutions may be applied (such as changes to orientation, staggering of windows or the provision of screens or blade walls, or locating facing balconies on alternating floors as part of double floor apartments), provided a similar level of occupant visual and acoustic privacy, as well as light access, can be demonstrated.

(our emphasis)

It is important to note that the 3 metre separation is one way, and not the only way, of achieving the desired outcome of PDC 14. As mentioned previously, it is, as defined at the beginning of the Medium and High Rise Development module, “a measurable design solution as one way of achieving the intent of the PDC. Where this solution is met, it should be taken as meeting the intent of the principle. Alternative design solutions may also achieve the intent of the PDC and, when proposed should be assessed on their merits.” (our emphasis).

In the particular circumstances of this case, and in consideration of the constrained nature of the subject site, it is not practical to provide a 3 metre separation to all balconies. A lesser separation distance has been proposed to some balconies, and alternative design solutions have been applied. This approach is explicitly envisaged in PDC 14 as underlined.

The proposed alternative design solution is to project the balconies to within 800 millimetres of the side/rear boundaries and screen their south/south-western and western/south-eastern sides. This screening will comprise obscured glazing at a height of 1.7 metres.

We consider that the alternative design solution proposed results in a better outcome for future occupants, as:

- providing a 3 metre setback to all balconies would produce in-board balconies with limited exposure to sunlight and outlook;
- the obscured glazing and open sides of the proposed balconies will not limit the sunlight exposure into the balcony and indoor areas;
- the proposed screening locations will minimise opportunities for internal overlooking and to neighbouring properties. In additional, they will maximise opportunities for views and outlook in both the short-term and in the future when the neighbouring allotments are developed;
 - » it is important to note the potential for boundary development on neighbouring allotments, which would likely impact the potential for natural sunlight to and views from balconies;

- the 1.7 metre high screening is anticipated to deflect/contain residential noise to an acceptable degree (considering the subject site's location within a Noise and Air Emissions Overlay area).

We consider that the alternative design solution adopted in relation to PDC 14 is acceptable.

3.6 The majority of the ground level frontage at ground level comprises services and car parking which is not envisaged.

The matter of the presentation of car parking to the street has been addressed in Section 1.3.

In relation to services, the applicant has received confirmation that the transformer is not required, and as such this element has been removed, and landscaping (including a tree) has been included in its place.

The remaining services located along the site's frontage are the fire access stairs, gas and hydrant. These services, by virtue of each service's respective standards, are required to be accessible from the street. As such, the applicant has limited the number of visible services as much as possible.

We also note PDC 8 (d) of the Medium and High Rise Development module, which encourages "*positioning services, plant and mechanical equipment (such as substations, transformers, pumphooms and hydrant boosters, car park ventilation) in discreet locations, screened or integrated with the façade*".

The proposed services are discretely located on the site's shorter boundary and are integrated into the building's façade.

Respecting the above, we do not consider that the services will have an adverse impact on streetscape appearance of the ground level.

3.7 Confirmation of what noise attenuation measures will be provided to each apartment.

This matter has been addressed in Section 2.4.

3.8 Confirmation of indicative air conditioning unit locations.

This matter has been addressed in Section 1.12.

CONCLUSION

We trust that the amended plans accompanied with the above responses address the matters raised by the Government Architect, Council and DPTI.

Should you wish to discuss any of the matters raised above further, please do not hesitate to contact the undersigned on (08) 8221 5511.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Milly Nott', with a stylized flourish at the end.

Milly Nott
Planner