

COUNCIL ASSESSMENT PANEL MEETING

11 August 2021

AGENDA – 8.3

Applicant: Woodforde JV Stage 3A Pty Ltd	Landowner: Woodforde JV Stage 3A Pty Ltd
Agent: Future Urban	Originating Officer: Doug Samardzija
Development Application:	21/327/473
Application Description: Five storey residential flat building comprising of 57 dwellings, associated car parking, swimming pool & associated safety barriers, fencing (maximum height 2m), landscaping, associated communal facilities & associated earthworks	
Subject Land: Pces:6031-3 Sec: P626 DP:122699 CT:6232/338 (now new Lot 228)	General Location: Buchanan Drive., Kintyre Road and MacIntosh Crescent, Woodforde Attachment – Locality Plan
Development Plan Consolidated : 08 August 2019 Maps AdHi/1, AdHi/11 & AdHi/96	Zone/Policy Area: Residential Zone - Glen Stuart Policy Area
Form of Development: Merit	Site Area: 3108m ²
Public Notice Category: Category 3 Notice published in The Advertiser on 11 June 2021	Representations Received: 2 Representations to be Heard: 0

1. EXECUTIVE SUMMARY

The purpose of this application is to seek consent to construct a five storey residential flat building comprising of 57 dwellings (apartments), with associated car parking, swimming pool, landscaping, associated communal facilities and associated earthworks.

The subject land is located within the Residential Zone - Glen Stuart Policy Area and the proposal is a merit, Category 3 form of development. Two representations in opposition were received during the public notification period.

As per clause 3 of the Policy for the Determination of Development Applications by CAP, the CAP is the relevant authority for applications requested by the Assessment Manager to be determined by CAP.

The main issues relating to the proposal are car parking, bulk and scale, building height, visual impacts, amenity, overlooking and streetscape appeal.

In consideration of all the information presented, and following an assessment against the relevant zone and Council Wide provisions within the Development Plan, staff are recommending that the proposal be **GRANTED** Development Plan Consent, subject to conditions:

2. DESCRIPTION OF THE PROPOSAL

The proposal is for a five storey residential flat building comprising 57 dwellings in the form of an apartment configuration, associated car parking, communal facilities and landscaping on approved lot 228, known as Piece 6031 at the time of lodgement of this development. . The key features of the proposal are:

- Residential flat building containing a total of 57 apartments- consisting of 40 one bedroom, 16 two bedroom and 1 three bedroom (penthouse) apartments
- The proposed building is five storeys in height. First two storeys are made up of apartments facing the primary street, 58 car parking spaces including bicycle storage to the rear of the apartments, associated communal facilities at the ground level featuring a swimming pool, a gymnasium and a kiosk, a lobby with lift and staircase and storage/facility areas and a sales office. The remain three levels are just for the single and two bedroom apartments with the exception of the fifth level which also includes a single three storey apartment
- Based on the indicated roof level of RL 183.40 and the floor level of the gymnasium at RL 165.50, the overall building height is approximately 17.9m
- The proposed residential flat building has a total floor area of 2205m², which is made up of 1080m² of car parking area and 804m² devoted to the remainder of the building
- The one bedroom apartments are 53m² in area with 12m² balconies, the two bedroom apartments range in area from 74 -87m² with 10-18m² balconies and the three bedroom apartment is 184m² in area with a 110m² balcony
- The building is predominantly setback 2m from the front allotment boundary at the ground level terrace area and 3.8m to the main face of the building. The building setback from the boundary with the vacant residential allotment to the east is 3m. The car park is setback 3m from the rear boundary at ground level increasing to 14.1m at the second level. The rear boundary is shared with the vacant allotments fronting Kintyre Road. The building setback from the north/western boundary is 28.6m to the wall of the building and the swimming pool is setback 6m from this boundary
- The design includes communal areas to the west of the building featuring a swimming pool, deck, landscaping, a gymnasium and a kiosk. These areas are designed to be used solely by the occupants of the building
- The original ground level had a fall from north/east to south/west but was excavated as part of the land division bulk earthworks and the north/east section of the building which will predominantly contain car parking is proposed to be approximately 4.9m below the natural ground level. At the same time the south/east section of the building is going to be 1.3m below the natural ground level
- The building is proposed to be finished in concrete render painted white with flat bar metal balcony balustrade, balcony planter boxes and a tiled terrace, and the surrounds will include landscaping along the street frontage

The proposed plans are included as **Attachment – Proposal Plans** with other information included as **Attachment – Application Information** and **Attachment – Applicant’s Professional Reports**.

3. BACKGROUND AND HISTORY

As part of the master plan this area was originally identified for five Torrens title allotments ranging in size from 300m² to 360m² whilst the original super lot was proposed further west of the subject site. Through different variations of the plan of division the super lot site was changed to be in the location nominated for the development whilst the original was changed into singular allotments. The site is now one of the three nominated sites set aside for higher density residential development within the estate as originally envisaged with the master plan.

4. REFERRAL RESPONSES

- **ENGINEERING**

Council's Engineering Department provided comments as follows:

- Stormwater management: Engineering Department accepted confirmation from project engineers that the stormwater infrastructure has been installed as part of land division works which would be able to cater for stormwater discharge from the proposed development. A condition has been recommended seeking final stormwater calculations and a stormwater management plan prior to Building Consent being granted (refer recommended Condition 14).
- Car parking requirements: Engineering have accepted the shortfall of car parking considering 52 bicycle parking spaces are nominated as part of the development and considering that an adequate number of on street parking spaces could be provided along Macintosh Crescent.

5. CONSULTATION

The application was categorised as a Category 3 form of development in accordance with Section 38(2) (c) of the Development Act 1993 requiring formal public notification and a public notice. The authority has not considered the proposal to be minor and the proposal is not Category 2 as it is for a building that is greater than 2 storeys in height that comprises dwellings (residential flat building).

Two (2) representations were received opposing the proposal they do not wish to be heard in support of their representation. Both were from adjacent and nearby properties.

The applicant and their representative – Fabian Barone from Future Urban may be in attendance.

The issues contained in the representations can be briefly summarised as follows:

- Building height
- Traffic volumes and car parking
- Inequity of distribution of affordable housing across the development

These issues are discussed in detail in the following sections of the report.

A copy of the submission is included as **Attachment – Representations** and the response is provided in **Attachment – Applicant's Response to Representations**.

6. PLANNING & TECHNICAL CONSIDERATIONS

This application has been evaluated in accordance with the following matters:

- i. The Site's Physical Characteristics

The subject land of this proposal is approved and created lot 228 within Stage 3A of the Hamilton Hill land division. At the time of lodgement the property was identified as part of the super lot comprising pieces 6031, 6032 and 6033, forming the one allotment. This approved allotment is 3108m² with an original fall from north/east to south/west. The levels provided in the accompanying drawings depict the existing levels following the site being excavated as part of the bulk earthworks. The allotment has a direct

frontage and access from the recently created Macintosh Crescent with direct views towards the Council reserve immediately across the road from the subject land.

ii. The Surrounding Area

The subject land is within Stage 3A and opposite the Council reserve to the south of the subject land. Further south of the subject land and across the Council reserve is the existing five story apartment building (Kelso Apartments) approved as part of Development Application 17/272/473. Immediately to the east and north and abutting the subject land is a further residential allotment approved as part of the Hamilton Hill estate for single and two storey detached dwellings.

The greater locality is very expansive. To the north of the estate along Kintyre Road is the Yertabirriti Womma Sports Oval, Rostrevor College, two large SA Water storage tanks and an Early Learning Centre. To the north-east (east of Heather Avenue) is a low density residential area, which generally consists of detached dwelling on allotments of approximately 1000m². To the east of the estate is a very large rural living allotment and to the south-east the Council owned Windmill Reserve.

To the south of the estate on the opposite side of Norton Summit Road is the Council owned Horse Paddock Reserve and detached dwellings within Teringie. These dwellings are positioned on allotments of approximately 2000m² in area, with the exception of a medium density residential community title subdivision to the south-east (at the corner of the Norton Summit Road and Glen Stuart Road).

To the western side of the estate (opposite side of Glen Stuart Road) are low to medium density residential uses within the City of Campbelltown.

iii. Development Plan Policy considerations

a) *Policy Area/Zone Provisions*

The subject land lies within the Residential Zone - Glen Stuart Policy Area and these provisions seek:

- *A residential Policy Area comprising a range of medium density dwellings, including a minimum of 15 percent affordable housing, designed to integrate with areas of open space, neighbouring centres or public transport nodes.*
- *Development that minimises the potential impact of garaging of vehicles on the character of the area.*
- *Development that supports the viability of community services and infrastructure and reflects good residential design principles.*
- *Development that contributes to the desired character of the Policy Area.*

The following are considered to be the relevant Policy Area provisions:

Objectives: 1-4

PDCs: 1, 2, 4, 5, 6, 7, 9, 10, 11, 15, 18, 19, 20 and 26

Desired Character

Relevant sections of the Desired Character Statement have been extracted and are shown below in italics, with comments provided immediately after.

The Desired Character Statement for the Policy Area as well as Objective 1 seeks development which will comprise a range of dwelling types at medium and low densities which respond to the topography of the area. The proposal provides for an alternative dwelling type in the form of an apartment building and is considered to be high density. Whilst the proposal is for a greater density, the development assists to achieve the overall densities envisaged for the Policy Area. In the planning report provided by the applicant's planning consultant it is highlighted that proposal will maintain the overall density of the Hamilton Hill development to 32 dwellings per hectare. This is consistent with PDC 6 which seeks a density of 23 to 45 dwelling per hectare.

Stormwater discharge should be minimised through on-site stormwater capture of individual buildings and capture and harvesting within the road network where practical.

The stormwater network for the overall Hamilton Hill development has been designed with measures to treat and detain stormwater. The project engineer has confirmed that the stormwater infrastructure within Stage 3A has been designed in anticipation of, and to cater for, the proposed development. This confirmation was accepted by Council's Engineering as advised earlier in the report. Notwithstanding this more details would need to be provided to ensure that discharge of stormwater does not cause localised flooding in high rainfall events. As such condition 14 has been recommended requiring that the final stormwater management plan and calculations be provided prior to Building Consent being granted.

A diverse range of dwellings will be developed on a variety of allotment sizes. Development in the western portion of the policy area, on flatter land, will feature higher residential densities than the eastern portion and near Kintyre Road and Norton Summit Road where steeper gradients will require larger allotments.

The five storey residential flat building will definitely contribute to a diverse range of dwelling types being developed within the Policy Area. Whilst the development is being proposed at the eastern portion of the subject land, the location is considered to be a better alternative than the western end due to the overall bulk and scale of the building, and the excavation of the site will further reduce the profile of the building.

Allotment sizes, dwelling forms and height will establish a transition from higher density development near the centre of the Policy Area to the existing low-rise dwellings outside the Policy Area. To achieve this, higher density development will be centrally located and in close proximity to open space to ensure that residents with smaller areas of private open space have easy access to public reserve and that passive surveillance of public open space is promoted.

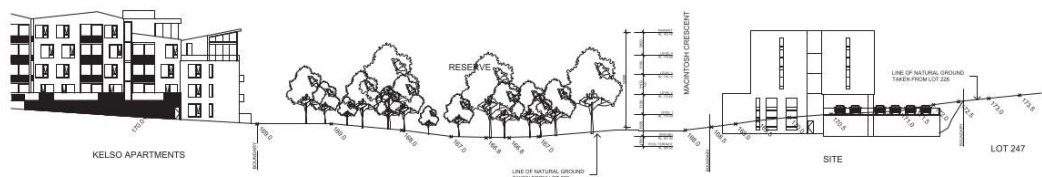
The subject land which is proposed to feature a higher density form of development is appropriately located adjacent to the large open space reserve in the middle of the estate. As mentioned earlier, the existing five storey apartment building is also located on the opposite side of this reserve. View 6 on identified drawing number A7.03 [A1] in **Attachment Proposed Plans** provides a perspective of how the proposed development would sit in reference to the reserve and the existing apartment building (this image is also referred to elsewhere in the report as Figure 1). In addition to the

adjacent open space reserve the proposal includes a communal open space area to the west of the building in the form of a swimming pool, deck and a gymnasium.

Buildings up to three storeys in height will be developed within the Policy Area where potential impact on adjoining properties such as overlooking, overshadowing and traffic movements have been appropriately addressed.

The building is well over 3 storeys in height especially when viewed from the south and west. As mentioned earlier in the report, a large portion of the building is proposed to be cut approximately 4.9m into the slope along the north/east section. As such the building as viewed from the north/eastern portion of Kintyre Road will appear 3 or 4 storey in nature. Views from Kintyre Road when approaching the site from the west will vary with some views being of the full five storey building, whilst other views will be obscured by the existing large concrete water tank and gum trees fronting the road. Internal to the site the building will present as five storey in nature but as shown by the existing apartment building, this is not considered to be detrimental to the character of the locality.

As depicted in the elevation drawings and perspective drawings, the biggest impacts of the bulk and scale of the building is going to be on the immediate proposed allotment to the east of the subject land. In reference to the existing built form, the image below clearly illustrates the bulk and scale of the proposed apartment building in reference to the existing apartment building located on the other side of the reserve. The image illustrates that the profile of the proposed building is lower due to the topography of the land and also due to the fact that the development will be located on an excavated rather than a filled site.



The shadow diagrams provided illustrate that the future allotment 237 immediately to the east of the subject land will be overshadowed between the hours of 12pm and 3pm during the winter solstice. The plan shows that the private open space of this allotment will continue to receive access to sunlight for at least 6 hours of the day. There will however be impacts on any potential future solar panels that might be positioned on the dwelling being that it is located south of the residential flat building and will be overshadowed for at least 3 hours during the winter solstice.

Buildings should be sufficiently separated to provide visual interest while also providing visual and acoustic privacy, as well as adequate sunlight to dwellings.

The building is well separated from the adjoining allotment to the rear with a 14m setback proposed to the main face of the building at the second level and above and is also from the western boundary with a 28m setback. Setback to the eastern allotment boundary is only proposed to be 3 metres. Based on the separation distance between the building and the allotment boundaries, acoustic privacy from the occupation of the building is not considered to be of concern. Some noise concerns may result from the use of the communal area, however considering that the use of these areas is for the

occupiers of the property and swimming pools are envisaged development in residential areas, the hours of pool use would be regulated by the strata management and the impacts would be minimal.

There is potential for some acoustic impact associated with the use of the car park but this would be no different to the noise levels associated with the use of cars on public roads and within the control of the strata management.

There were concerns raised about potential overlooking from the rear facing balconies into the private open space areas of the allotments fronting Kintyre Road. Amended documentation was provided outlining that overlooking concerns are proposed to be managed by planting of mature trees along the rear allotment boundary. See recommended condition 12 seeking planting of mature non-deciduous trees along the rear boundary prior to occupation of the apartments.

Development will provide articulated and varied façades which features balconies, increased setbacks to upper levels and a

The proposal features a mix of materials including finished concrete render painted white with flat bar metal balcony balustrade, balcony planter boxes and a tiled terrace, and the surrounds will include landscaping along the street frontage. The design incorporates balconies at all upper levels of the building which help to break up the mass of the building. There are still elements of the design however that are considered to have not been broken up effectively. In particular, the eastern elevation has a continuous solid wall exceeding 13m in height and 19m in width, and only features small windows to break up the bulk. The view of the eastern elevation will be partially screened by further dwellings on the adjoining allotments. It is also acknowledged that introduction of balconies along this side of the building have potential to result in the overlooking of adjoining allotments.

The visual impact of garaging and driveway crossovers on the streetscape will also be minimised.

Generally the proposal is considered to accord with this element of the Desired Character Statement. One access is proposed from Macintosh Crescent and as such the streetscape presentation of the building ensures that the no part of the car park apart from the direct access is visible from the road. Given that the entire car park is located to the rear and over two levels, small section of it will be visible from Kintyre Road. However the existing large concrete water tank as well as proposed landscaping to the rear of the property will assist to provide substantial screening.

High quality structured landscaping will also be provided to mitigate large scale building facades, provide visual amenity and shade, and help establish a clear hierarchy of vehicle and pedestrian movement pattern across the Policy Area.

There is a high standard of landscaping being provided as part of the land division in the road verges as well as in the reserve directly across from the subject land. Additional landscaping along the street frontage has also been proposed with the development as indicated on the landscaping plan provided with the documentation.

Policy Area provisions

Based on the above assessment of the proposal against the Desired Character Statement, it is considered that the proposal is mostly consistent with the overall intent of the Policy Area. The proposal fails to comply with some key criteria relating to the building heights and visual impacts but is still relatively consistent with Objective 4 and PDC 4.

The proposal is consistent with Objective 1 as it provides for a range of dwelling types and will also contribute towards affordable housing. The visual impacts have not fully been addressed through the overall bulk and scale of the development given the five storey nature of the design. The impact of garaging is considered to have been adequately addressed through the design and a combination of the surrounding development and topography to ensure that only limited views of the car park are available from Kintyre Road. The proposal is therefore consistent with Objective 2.

Height

The proposal is partly consistent with PDC 1. Whilst residential flat buildings are an envisaged form of land use within the Policy Area, they are only envisaged at a height of up to 3 storeys. The proposal aligns with the Residential (Glen Stuart Road) Concept Plan and is therefore consistent with PDC 2.

Whilst the proposed development is considered to be high density in nature, it is still considered to meet the intent of PDC 6 when looked at holistically for the entire estate which seeks medium density development of 23 and 45 dwellings per hectare. The report prepared by the planning consultant states that this proposal will maintain the overall density of Hamilton Hill as a whole to 32 dwellings per hectare. The proposal is therefore consistent with the intent of PDC 6 in achieving the density requirements but is not consistent in the method that the PDC seeks to achieve this considering that the building height should be limited to 2 and 3 storeys.

Building Setbacks

The building setback from the front boundary is staggered. The first two levels of the building are set 3.8m from the front boundary whilst the balconies and terraces protrude another 1.8m forward of the main building line. The proposal is therefore considered to be consistent with PDC 10 which seeks a 3m setback from the primary road frontage but fails to satisfy PDC 7 which seeks that balconies only extend 1m closer to the road than the associated dwelling. In saying that the variation is minimal and the setback of the building from the front boundary increases to 8.3m and to 6.5m to the balcony from the third storey upwards. On balance therefore it is considered that the proposal is sufficiently consistent with the intent of PDC 7.

PDC 9 seeks that in the case of multiple dwellings on site that the access be limited to minimal number of common driveways. As mentioned earlier in the report a single access point to the shared garage area is proposed. The proposal is therefore consistent with PDC 9.

As mentioned above the proposal satisfies part of PDC 10 relating to the setback from primary road frontage. In relation to the side boundary setback the PDC does not require a setback however the proposed development has provided a 3m setback from the eastern boundary and a 25m setback from the western boundary. Minimum setback requirement from the rear boundary is 4m which the proposal easily satisfies

if measuring to the main face of the building with a 14.1m setback proposed from level 1. However the building setback from the car parking levels to the rear boundary is 3m, but the 1m shortfall is not detrimental to the proposal given that a large portion of the car parking is below the ground level of the properties fronting Kintyre Road.

Site Coverage

Maximum site coverage sought by the PDC 10 is 60% whilst the maximum building height was 3 storeys. As mentioned earlier in the report the proposal fails to satisfy the building height requirements and as such is not consistent with this aspect of PDC 10. In relation to the site coverage, total site coverage proposed (excluding the swimming pool area is 1868.80m² on a 3108m² allotment and as such the proposal is considered to be accord with the 60% maximum site coverage requirements. The proposal is therefore considered to be relatively consistent with the quantitative site coverage requirements of PDC 10.

Affordable Housing

The planning report accompanying the application indicates that all 40 of the 1 bedroom apartments are going to be offered as affordable housing which will go towards the required 15% target or 63 dwellings that are required to be put towards affordable housing as mandated by the State Government for Hamilton Hill. Thus far as indicated by the planning consultant 23 dwellings have been offered as affordable housing. All of the 23 dwellings are within the existing five storey apartment building. The proposal offers a further 40 dwellings, and a total of 63 dwellings and the proposal is therefore consistent with PDC 18.

The proposal however fails to satisfy PDC 19 which seeks that affordable housing is distributed throughout the Policy Area to avoid over-concentration of similar types of housing in a particular area. As mentioned in the paragraph above, the 23 dwellings so far offered for the affordable housing market are within the existing apartment complex and are all 1 bedroom apartments. In saying that, the two buildings are two different stages of development and are also separated by a large road reserve. Furthermore the 23 existing affordable housing units as well as the proposed 40 are spread throughout the buildings minimising the concentration of affordable housing in one area.

Open Space

PDC 11 seeks that private open space for residential flat buildings (excluding affordable housing) be provided at a rate of 8m² for each 1 bedroom dwelling plus 3m² for each additional bedroom with the area included needing to be 2m x 2m in area. Of the 16 two bedroom apartments proposed, 9 of them marginally fail to satisfy this requirement considering that the balconies proposed are to be used as part of the private open space do not fully satisfy the minimum dimension requirements given that they are proposed to be 1.8m in depth rather than 2m. Notwithstanding the shortfall in the depth of the balcony which is minor in nature, the overall floor area of all of the balconies associated with the 2 bedroom apartment are in excess of the 8m² minimum area required for private open space with the exception of 1 apartment which fails to satisfy the minimum area by 1m². The proposal is therefore considered to be reasonably consistent with PDC 11 notwithstanding the minor shortfalls.

In relation to private open space requirements for affordable housing or in this instance all of the 1 bedroom apartments, PDC 20 seeks that the private open space requirements for dwelling at ground level are 20m² unlike the 8m² for the above

ground apartments. In total there are five 1 bedroom apartments at ground level, which do not fully satisfy PDC 20 given that they do not provide the minimum of 20m² of private open space as required. Despite the shortfall, these apartment unlike the above ground apartments have access to the communal area as well as the public reserve immediately across from the site.

PDC 15 seeks that average site area for a dwelling within a residential flat building (excluding affordable housing) be 120m². The proposal is considered to fail to meet this PDC considering that the average site area per dwelling is 75m². PDC 20 on the other hand seeks that an average site coverage for dwelling constituting affordable housing is 100m². The proposal also fails to satisfy the average site area for affordable housing considering that all of the 1 bedroom apartments allocated towards affordable housing have an average site coverage of 53m². The proposal therefore fails to satisfy site coverage aspects of PDCs 15 and 20. It should be noted the site area on average is consistent with that of the existing five storey apartment building.

Car Parking Provision

As mentioned earlier in the report, the majority of the apartments which includes all of the 1 bedroom apartments are allocated towards affordable housing. PDC 20 seeks that one car parking space be provided for each of the affordable housing units. On the other hand the remaining apartments are applied residential flat building car parking requirements as stipulated in Table AdHi/4. Based on the combined calculations the total number of on-site car parking spaces required including visitor parking is 74. The proposal therefore fails to satisfy PDC 20 and Table AdHi/4 for on-site parking requirements given that the total number of parking spaces proposed are 58 which is a shortfall of 16 spaces. In comparison the shortfall that was accepted with the original five storey apartment building was 15 spaces. The traffic report prepared however argues that whilst there is a shortfall under the Development Plan car parking demands, the proposal does satisfy the empirical parking requirements which are adopted by Transport for New South Wales "Guide to Traffic Generating Developments. The report further argues that there are 30 on street parking spaces along Macintosh Crescent to cater for the shortfall in on-site parking numbers. Councils Engineering Department has also reviewed the report and are not objecting to the shortfall considering that 52 bicycle spaces have been provided as part of the development which is more than double that provided with the original five storey building and considering that Macintosh Crescent is able to account for the shortfall in the on-site car parking spaces.

Suitability of the site for intended use

PDC 26 states that development should not occur where site contamination has occurred unless the site has been assessed and remediated as necessary to ensure that it is suitable and safe for the proposed use. A Site Contamination Auditor Report was prepared in relation to Stages 3A and 3C of the Hamilton Hill Development. The report concluded that allotments within Stage 3A are proposed for sensitive use – residential with minimal opportunities for soil access; including dwellings with fully and permanently paved yard space such as high-rise buildings and apartments, are not permitted to have a basement. Given that the proposed development does not include a basement it is considered to accord with the recommendation in the report. Further confirmation was sought from the site contamination auditor in relation to the timing of the investigation considering that the subject land has been excavated and is not at the natural ground level. The Site Contamination Auditor has confirmed that the levels as shown in the McMahon Services drawing dated July 2019 titled "As-built Finish Level" and submitted with documentation associated with the proposed development

are current and the ground gas assessment was undertaken from November 2019 through portion of 2020, therefore the existing levels were considered as part of the audit overall assessment.

Zone provisions

The subject land is within the Residential Zone and these provisions seek:

- *A residential zone comprising a range of dwelling types , including 15 per cent affordable housing*
- *Increased dwelling densities in close proximity to centres, public transport routes and public open spaces.*

The following are considered to be the relevant Zone provisions:

Objectives: 1, 3 and 4

PDCs: 1, 3, 6, 7, 9, 11, 12 and 13

Accordance with Zone

The proposal is for a five storey residential flat building comprising 57 dwelling in an apartment style living with the majority allocated towards affordable housing. This is the second residential flat building of its type within the Hamilton Hill estate which is generally defined by a mixture of single, two storey and 3 storey dwellings. The proposal is therefore considered to accord with Objective 1 of the zone as well as the Desired Character Statement which seek a range of dwelling types. The proposal is also consistent with PDC 6 which states that development should not be undertaken unless it is consistent with the desired character for the Zone.

The proposal is for a high density development that is proposed adjacent to a large open reserve of approximately 5.4 hectares. The proposal is therefore in accordance with Objective 4.

Form of Development

PDC 1 of the zone lists the forms of development generally envisaged for the zone, and whilst the zone doesn't specifically list a residential flat building it does envisage dwellings and affordable housing. The proposal is therefore considered to be consistent with PDC 1.

Similar to some of the Policy Area provisions, PDC 8 of the Zone seeks that development of more than one storey in height should take account of the height and the bulk of the building relative to adjoining buildings by incorporating stepped design and setting the upper storey of the dwelling a greater distance from the side and rear boundaries. As mentioned earlier in the report, the land division master plan envisaged that allotments be set aside to be developed with a more-dense residential product. The site selected for this building is considered to be appropriate in that it is well separated to ensure that its bulk and scale minimises impacts on adjoining properties, both through the sitting of those properties but also the topography of the land. The bulk and scale of the building is broken up through the use of different colours and material but also through the use of balconies. Furthermore the front facing facade has been stepped by increasing the setback of the upper levels from the front boundary. The biggest impact will however be on the immediate adjoining property to the east due to the design of

the eastern elevation. However this impact is minimised by the 3m setback from the side boundary, noting the Policy Area has no requirements for side setback and 3m is also greater than the 1m setback anticipated in PDC 9 of the Zone. The proposal is therefore considered to be sufficiently consistent with PDC 7.

As discussed elsewhere in the report, the affordable housing target of 15% or 63 houses is achieved through the proposal. The proposal is therefore consistent with PDC 12.

PDC 13 seeks that affordable housing should be distributed throughout the Zone to avoid over concentration of similar types of housing in particular area. So far 23 of the existing affordable housing has been provided in the existing apartment building, which was developed as part of stage 2. Whilst this apartment building is in close proximity to the proposed development, it is separated by the large reserve within the estate. Furthermore the 1 bedroom apartments have been spread throughout the residential flat building to avoid concentration on a particular level within the apartment building. As such, whilst affordable housing has not been provided throughout the entire estate, it has been proposed over two different stages of development and spread throughout the building.

b) Council Wide provisions

The Council Wide provisions of relevance to this proposal seek (in summary):

- Orderly and economic development
- Development of a high design and appearance
- A diverse range of dwelling types and sizes to cater for a changing demographic

Design and Appearance

Objectives: 1

PDCs: 1, 2, 3, 4, 5, 7, 9, 17, 18, 20, 21, 22, 27 and 28

Objective 1 seeks that the development is of high design standard and appearance, whilst PDC 1 seeks that buildings should reflect the desired character of the locality incorporating contemporary designs that have regards to building height, external finishes, façade articulation and detailing. As mentioned earlier in the report, the overall bulk and scale of the building is not consistent with the desired character of the Zone and Policy Area which seek buildings of up to 3 storey in height. In saying that, the land division for the estate has foreseen high density developments of this nature with one similar style apartment building already approved and built as part of stage 2 of the Hamilton Hill estate. Furthermore the use of different colours, materials and integration of balconies within the contemporary design has ensured that the overall bulk and scale of the building is minimised. With the exception of the eastern facing wall, all other parts of the building have been broken up through the use of balconies and stepping of the building façade. The increased setback of 3m from the eastern boundary should ensure that the overall bulk and scale impacts on the adjoining property are reduced. The proposal is therefore considered to be consistent with Objective 1 and PDCs 1, 2(a), 5, 20 and 22.

Despite the five storey nature of the building there will be no loss of sunlight or views from existing development. Due to the topography of the land, the fact that the building will be located on an excavated rather than filled site will ensure that existing views from neighbouring properties are maintained. This is also demonstrated in the drawing provided as part of the response to the representation which illustrates that the views enjoyed from the balcony of 2 Kintyre Road are maintained. The proposal is therefore consistent with PDC 7(a).

A maximum of 4.9m of excavation is included along the north/east end of the site. PDC 9 seeks that development takes place in a manner which will result in minimal alteration to the existing land form. In this instance deviation from this PDC is considered acceptable considering that the excavation of the site will result in a reduction of the overall profile of the building and that the excavated area is either going to be screened from view by the built form, or landscaped.

Overshadowing and Overlooking Impacts

The shadow diagrams provided illustrate that the future allotment 237 immediately to the east of the subject land will be overshadowed between the hours of 12pm and 3pm during the winter solstice. Given that this is vacant land at the moment it is unclear if this would impact any internal living areas, however it is clear that based on the drawings that the private open space of this allotment will continue to receive access to sunlight for at least 6 hours of the day. There could be future limitations on any solar panels on the adjoining property given the northerly orientation. Notwithstanding this the proposal is considered to sufficiently consistent with PDC 17.

Primary concerns relating to overlooking was identified in relation to the allotment along the rear boundary and potential overlooking from the rear facing balconies. To address overlooking concerns the applicant has offered to plant mature trees along the rear boundary and this has been demonstrated in drawing number A3.03 [A2]. Recommended condition 12 seeks planting of mature non-deciduous trees which include a mixture of *Tristanopsis laurina* 'Luscious' (Kanooka Gum) and *Corymbia citriodora* 'Scentuous' (Lemon Scented Gum) along the rear boundary prior to occupation of the apartments. The proposal is therefore consistent with PDC 18.

Waste Storage

Location of the waste storage area has been integrated internally within the building ensuring that this is not visible from public view. The proposal is therefore consistent with PDC 27.

Infrastructure

Objectives: 3 and 4

PDCs: 1 and 5

The stormwater network for the overall Hamilton Hill development has been designed with measures to treat and detain stormwater. In addition, the project engineer has confirmed that the stormwater infrastructure within Stage 3A has been designed in anticipation to cater for the proposed development and this confirmation was accepted by Council's Engineering. Notwithstanding this and whilst there is an overall stormwater network design for the estate more details would need to be provided to ensure that discharge of stormwater does not cause localised flooding in high rainfall

events. As such condition 13 has been recommended requiring that the final stormwater management plan and be provided prior to building consent being granted. The proposal is therefore considered to be consistent with Objectives 3 and 4 and PDCs 1 and 5.

Landscaping, fence and walls

Objectives: 1 and 2

PDCs: 1, 2 and 3

Objective 1 seeks that amenity of the land and development is enhanced through appropriate landscaping using locally indigenous species. This is also further enforced by PDCs 1, 2 and 3 which seek planting of vegetation which is oriented towards the street, reduces the visual impact of large buildings, minimises hard paved surfaces but which doesn't restrict solar access to adjoining properties or cause damage. The Landscaping Plan along with the tree species plan has been provided illustrating the extent of landscaping proposed along the front of the building, around the communal open space and also along the back of the property. The landscaping proposed will help in minimising the bulk and scale of the building and minimise the hard paved areas around the communal space. The trees proposed along the rear boundary are proposed to serve a dual purpose given that they will also serve as screening for the adjoining property to the rear and minimise overlooking from the rear facing balconies. The proposal is therefore considered to be consistent with Objective 1 and PDCs 1, 2 and 3.

Orderly and Sustainable Development

Objectives: 1, 2, 4 and 6

PDCs: 1, 4, 5, 9 and 14

The proposal is consistent with the masterplan of the estate as well as the Policy Area which envisages a range of housing types to meet the needs of the community and achieve the median density targets within the Policy Area. The development is the second of its type proposed within the locality with the earlier five storey apartment developed as part of Stage 2 of the land division. The site is connected to mains sewer and water whilst a private waste collection contractor will service the site. All of the other network infrastructure such as the stormwater, the road and street lighting have been developed in association with the land division to cater for these types of developments. Some additional details relating to stormwater management however will be required prior to building consent being granted. The proposal is therefore consistent with Objective 1, 2, 4 and 6 and PDCs 1, 4, 5, 9 and 14.

Residential Development

Objectives: 1, 2, 3 and 5

PDCs: 3, 4, 5, 8, 9, 10, 11, 17, 18, 25, 26, 27, 28 and 30

Council Wide Residential Development Objectives and PDCs primarily repeat the requirements stipulated within the Policy Area as well as the Zone relating to the development providing a range of housing designs, addressing affordable housing and housing density, site coverage, private open space requirements, overlooking impacts, and ensuring that the development does not exceed the existing capacity of the roads and other network infrastructures. As mentioned earlier in the report the proposed

development adequately provides for a range of housing designs and options within the estate which range from single storey to five storey buildings. The proposal also ensures that the overall density of the estate meets the intended target of 32 dwellings per hectare to ensure compliance with the intended density requirements for the Policy Area. Overlooking concerns from rear facing balconies have been addressed through implementation of landscape screening along the rear boundaries. The design of the building has adequately addressed the street frontage by stepping the building design and incorporating balconies and terraces which overlook public spaces. Site coverage requirements have been met whilst private open space requirements are generally consistent with the exception of some minor shortfalls. The proposal is therefore considered to be consistent with Objectives 1, 2, 3 and 5 and PDCs 3, 4, 5, 8, 9, 10, 11, 17, 18 and 25.

The proposed development includes communal areas in the form of a swimming pool, gymnasium and a kiosk at ground level along the western end of the building. PDC 25 seeks that communal spaces be shared by more than one dwelling and not be publically accessible. The proposed development is therefore considered to be in accordance with PDC 25. On the other hand PDC 26 seeks that communal places to be located on elevated gardens or roof tops whilst ensuring that they minimise overlooking, address acoustic, safety, security and wind effects, and integrate landscaping in the overall design of the building. Whilst the communal area is not proposed on elevated gardens or roof tops and therefore fails to satisfy this aspect of the PDC, the location of the area at ground level and to the side of the building ensures that there are no overlooking concerns. The noise impacts are also minimised given that it is at ground level and closer to the Council reserve as well as the Oval and therefore grouping the noise generating activities. The proposal is therefore considered to still satisfy the intent of PDC 26.

Sitting and Visibility

Objectives: -

PDCs: 2, 4 and 6

Although greater than three storeys in height, the building has a central location within the estate on an excavated site. It will not be directly visible from Glen Stuart Road whilst views from Kintyre Road are obscured by a large SA Water concrete tank and large gum trees on the approach from the west whilst, on the approach from the east it will be screened by future two storey dwellings that will front Kintyre Road as part of further development of the Hamilton Hill estate. The proposal is therefore unlikely to impact on the residential amenity of existing dwellings in the locality outside of the estate as depicted on the drawing number A7.02[A1] in **Attachment 1 Proposed Plans**. Furthermore, as noted earlier in the report the profile of the proposed building is lower than that of the existing apartment building due to the topography of the land and also due to the fact that the development will be located on an excavated rather than a filled site. Whilst a three storey dwelling would be more in keeping with the established residential area, the location of this five storey building has been well selected to ensure impacts on other single and two storey dwellings in the estate are minimised whilst the views from existing development outside the estate are not impaired, as demonstrated on drawing number A3.03 [A2] provided as part of the response to the representations. The proposal is therefore considered to be consistent with PDCs 2, 4 and 6.

Transportation and Access

Objectives: 2

PDCs: 2, 5, 11, 14, 23, 25, 34, 35, 42, 45, 46 and 47

As mentioned earlier in the report the Policy Area seeks a density of 23 to 45 dwelling per hectare. The master plan for the estate has set aside three sites for higher density residential development and the development of this site would ensure that a density of 32 dwellings per hectare is achieved in accordance with the Policy Area requirements. As such during land division design and civil works it was ensured that road infrastructure is in place to satisfy the density requirements and whilst not relevant for this application it is important to note that potential congestion on Glen Stuart Road intersections was a matter assessed in the approved land division. The provision of a single access point to the car parking area also improves safety and minimises amenity impacts resulting from multiple crossovers. The proposal is considered to be consistent with Objective 2 and PDCs 11 and 25.

A more detailed car parking assessment has been provided in the Policy Area assessment section of this report. The proposal is therefore considered to be consistent with PDCs 23, 34, 42, 45, 46 and 47.

The traffic report prepared with the application looked at the car parking layout, movement of vehicles as well as waste collection. The report concluded that the layout and the turning paths in and out of the car park are in accordance with the standards and therefore acceptable. The proposal is therefore considered to be consistent with PDC 35. In relation to waste collection, this is to be undertaken through a private collection service using rear loading trucks to access the site. The report also encourages installation of parking controls adjacent to the proposed driveway to accommodate the waste collection vehicles during collection. This will be a matter for the developer to discuss with Council after construction.

7. SUMMARY & CONCLUSION

The proposal is for a residential flat building comprising 57 dwellings in the form of 1, 2 and 3 bedroom apartments with all of the 1 bedroom apartments proposed as affordable housing. The development provides associated car parking and communal areas in the form of a swimming pool, a gymnasium and a kiosk all which are to be used exclusively by the occupants of the dwellings. The subject site is considered particularly suitable for a residential flat building development given it abuts the large Council reserve, is set well back from and, not in direct view from Glen Stuart Road whilst being relatively well screened from Kintyre Road. Whilst the proposal will contribute to the desired density of the estate, the proposal does fail to satisfy some of the quantitative requirements for the Policy Area, mainly in relation to the building height and the minimum on-site car parking requirements. Despite failure to meet these quantitative outcomes, qualitatively the proposal is considered to be consistent with the intent of the Policy Area. Shortfall in the car parking numbers has been considered and deemed acceptable considering the number of bicycle parking spaces allocated to encourage different modes of transport and also given Macintosh Crescent has adequate capacity for on street parking.

The bulk and scale of the building has been reduced through incorporation of balconies, the use of a mixture of colours and materials, landscaping and through stepping of the building levels. The design of the building adequately addresses the streetscape and the adjacent reserve, whilst the car parking area is relatively well screened from view. The development is also proposed on an

excavated rather than a filled site and is proposed to be nestled amongst the existing development, including the adjacent large SA Water concrete tank. It will also be flanked by future development of vacant allotments fronting Kintyre Road and Macintosh Crescent in the form of two storey dwellings.

The proposal is sufficiently consistent with the relevant provisions of the Development Plan, and it is considered the proposal is not seriously at variance with the Development Plan. In the view of staff, the proposal has sufficient merit to warrant consent. Staff therefore recommend that Development Plan Consent be **GRANTED**, subject to conditions.

8. RECOMMENDATION

That the Council Assessment Panel considers that the proposal is not seriously at variance with the relevant provisions of the Adelaide Hills Council Development Plan, and GRANTS Development Plan Consent to Development Application 21/327/473 by Woodforde JV Stage 3A Pty Ltd for Five storey residential flat building comprising of 57 dwellings, associated car parking, swimming pool & associated safety barriers, fencing (maximum height 2m), landscaping, associated communal facilities & associated earthworks at pieces 6031, 6032 and 6033 Buchanan Drive., Kintyre Road and MacIntosh Crescent, Woodforde (now created Lot 228 Macintosh Crescent, Woodforde) subject to the following conditions:

(1) Development In Accordance With The Plans

The development herein approved shall be undertaken in accordance with the following plans, details and written submissions accompanying the application, unless varied by a separate condition:

- Amended site selection plan prepared by Enzo Caroscio Architecture, drawing number A01.02 [A1] dated 15/03/21 and date stamped by Council 26/05/2021
- Amended site analysis plan prepared by Enzo Caroscio Architecture, drawing number A01.04 [A1] dated 15/03/21 and date stamped by Council 26/05/2021
- Site survey plan prepared by McMahon Services dated July 2019 and date stamped by council 26/05/2021
- Amended ground floor plan prepared by Enzo Caroscio Architecture, drawing number A02.00 [A2] dated 12/05/21 and date stamped by Council 26/05/2021
- Amended level 1 floor plan prepared by Enzo Caroscio Architecture, drawing number A02.01 [A2] dated 12/05/21 and date stamped by Council 26/05/2021
- Amended level 2 floor plan prepared by Enzo Caroscio Architecture, drawing number A02.02 [A2] dated 12/05/21 and date stamped by Council 26/05/2021
- Amended level 3 floor plan prepared by Enzo Caroscio Architecture, drawing number A02.03 [A3] dated 12/05/21 and date stamped by Council 26/05/2021
- Amended level 4 floor plan prepared by Enzo Caroscio Architecture, drawing number A02.04 [A2] dated 12/05/21 and date stamped by Council 26/05/2021
- Amended roof plan prepared by Enzo Caroscio Architecture, drawing number A02.05 [A2] dated 12/05/21 and date stamped by Council 26/05/2021
- Amended elevation 01 drawings prepared by Enzo Caroscio Architecture, drawing number A03.00 [A2] dated 12/05/21 and date stamped by Council 26/05/2021
- Amended elevation 02 drawings prepared by Enzo Caroscio Architecture, drawing number A03.01 [A2] dated 12/05/21 and date stamped by Council 26/05/2021

- Amended elevation-site context 01 drawings prepared by Enzo Caroscio Architecture, drawing number A03.02 [A2] dated 12/05/21 and date stamped by Council 26/05/2021
- Amended elevation-Macintosh Crescent drawing prepared by Enzo Caroscio Architecture, drawing number A03.10 [A2] dated 15/03/21 and date stamped by Council 26/05/2021
- Amended elevation east drawing prepared by Enzo Caroscio Architecture, drawing number A03.11 [A2] dated 15/03/21 and date stamped by Council 26/05/2021
- Amended elevation north drawing prepared by Enzo Caroscio Architecture, drawing number A03.12 [A2] dated 15/03/21 and date stamped by Council 26/05/2021
- Amended elevation west drawing prepared by Enzo Caroscio Architecture, drawing number A03.13 [A2] dated 15/03/21 and date stamped by Council 26/05/2021
- Amended swimming pool elevation drawing prepared by Enzo Caroscio Architecture, drawing number A03.14 [A2] dated 12/05/21 and date stamped by Council 26/05/2021
- Amended section AA drawing prepared by Enzo Caroscio Architecture, drawing number A03.20 dated 15/03/21 and date stamped by Council 26/05/2021
- Amended ground floor setback plan prepared by Enzo Caroscio Architecture, drawing number A04.00 [A2] dated 12/05/21 and date stamped by Council 26/05/2021
- Amended level 2 to 4 setback plan prepared by Enzo Caroscio Architecture, drawing number A04.01 [A2] dated 12/05/21 and date stamped by Council 26/05/2021
- Amended apartment plans prepared by Enzo Caroscio Architecture, drawing numbers A05.00 [A2], A05.01 [A2] and A05.02 [A2] dated 12/05/21 and date stamped by Council 26/05/2021
- Amended 3D perspective drawings prepared by Enzo Caroscio Architecture, drawing number A06.00 [A1] and A07.01 [A1] dated 22/04/21 and date stamped by Council 26/05/2021
- Camera location view plan prepared by Enzo Caroscio Architecture, drawing number A07.00 [A1] dated 22/04/21 and date stamped by Council 26/05/2021
- Comparison view drawings prepared by Enzo Caroscio Architecture, drawing number A07.01 [A1], A07.02 [A1] and A07.03 [A1] dated 22/04/21 and date stamped by Council 26/05/2021
- Perspective drawings prepared by Enzo Caroscio Architecture, drawing number A07.10 [A1] and A07.11 [A1] dated 22/04/21 and date stamped by Council 26/05/2021
- Material and finishes drawing prepared by Enzo Caroscio Architecture, drawing number A08.00 [A1] dated 15/03/21 and date stamped by Council 26/05/2021
- Amended shadow diagrams prepared by Enzo Caroscio Architecture, drawing number A09.00 [A2] dated 15/03/21 and date stamped by Council 26/05/2021
- Landscaping plan prepared by Landskap and date stamped by Council 26/05/2021
- Tree species plan prepared by Landskap and date stamped by Council 26/05/2021

(2) Vehicle Access Point(s) Line Of Sight

The vehicle access point(s) and cross-over(s) shall be kept free of any obstructions that may obscure the line of sight of a driver e.g. vegetation, letterboxes, fences.

(3) Sealing Of Vehicle Access

The vehicle and cross-over shall be sealed in Hotmix bitumen or concrete, from the edge of the sealed carriageway of Macintosh Crescent to the property boundary.

NOTE: The access shall be constructed to ensure no construction materials are deposited onto the carriageway of Macintosh Crescent.

(4) Residential Lighting

All external lighting shall be directed away from adjacent residential development and, shielded if necessary to prevent light spill causing nuisance to the occupiers of those residential properties.

(5) External Finishes

The external finishes to the building herein approved shall be in accordance with the Materials and Finishes Plan, drawing number A08.00[A1] prepared by Enzo Caroscio Architecture.

(6) Car Parking Designed In Accordance With Australian Standard AS 2890.1:2004

All car parking spaces, driveways and manoeuvring areas shall be designed, constructed, drained and line-marked in accordance with Australian Standard AS 2890.1:2004. Line marking and directional arrows shall be clearly visible and maintained in good condition at all times. Driveways, vehicle manoeuvring and parking areas shall be constructed of bitumen or concrete prior to occupation of the use and maintained in good condition at all times to the reasonable satisfaction of the Council.

(7) Unloading and Storage Of Materials And Goods

All materials and goods shall at all times be loaded and unloaded within the confines of the subject land. Materials and goods shall not be stored on the land in areas delineated for use as car parking.

(8) Car Parking Directional Signage

Directional signs indicating the location of car parking spaces shall be provided on the subject land and maintained in a clear and legible condition at all times.

(9) Soil Erosion Control

Prior to construction of the approved development straw bales (or other soil erosion control methods as approved by Council) shall be placed and secured below areas of excavation and fill to prevent soil moving off the site during periods of rainfall.

(10) Prior To Building Consent Being Granted- Requirement for Construction Environment Management Plan (CEMP)

Prior to Building Consent being granted a Construction Environment Management Plan (CEMP) shall be prepared in accordance with current industry standards and submitted to Council. The industry standards include the EPA publications "Handbook for Pollution Avoidance on Commercial and Residential Building Sites – Second Edition" and, where applicable, "Environmental Management of On-site Remediation" – to minimise environmental harm and disturbance during construction. The plan shall be implemented prior to the commencement of construction.

(11) Installation of Automatic Watering System

An automatic watering system shall be installed that provides sufficient water supply to ensure the on-going growth and survival of the landscape plantings established in accordance with the approved plans.

(12) Timeframe For Landscaping To Be Planted

Landscaping, detailed in the landscaping plan shall be planted prior to occupation and maintained in good health and condition at all times. Any such vegetation shall be replaced in the next planting season if and when it dies or becomes seriously diseased.

(13) Planting of Trees Along The Rear Boundary

Mature non-deciduous trees shall be planted along the rear boundary prior to occupation of the apartments. The trees shall be a mixture of *Tristanopsis laurina* 'Luscious' (Kanooka Gum) and *Corymbia citriodora* 'Scentuous' (Lemon Scented Gum) F

(14) Prior to Building Consent Being Granted - Requirement For Stormwater Calculations

Prior to Building Consent being granted all hydrological and hydraulic stormwater calculations shall be provided together with the final stormwater management drainage plan to the reasonable satisfaction of Council.

(15) Stormwater Overflow Directed To Street

All roof runoff generated by the development hereby approved shall be directed to the street (via a pump if necessary) to the reasonable satisfaction of Council within one month of the roof cladding being installed. All roof and hard paved water runoff shall be managed to prevent trespass onto adjoining properties to the reasonable satisfaction of Council.

NOTES

(1) Development Plan Consent Expiry

This Development Plan Consent (DPC) is valid for a period of twenty-four (24) months commencing from the date of the decision.

Building Consent must be applied for prior to the expiry of the DPC and lodged through the PlanSA portal unless a private certifier was engaged prior to 19 March 2021.

Further details in relation to the Planning Reforms can be found
https://www.saplanningportal.sa.gov.au/planning_reforms

(2) Footpath and Kerb Alterations

The footpath and kerb alterations shall be reinstated in a manner so as to ensure no road water runoff enters the crossover point and to the satisfaction of Council in order to prevent scouring or flooding on the footpath or road verge area.

(3) EPA Environmental Duty

The applicant is reminded of his/her general environmental duty, as required by Section 25 of the Environment Protection Act 1993, to take all reasonable and practical measures to ensure that the activities on the whole site, including during construction, do not pollute the environment in a way which causes, or may cause, environmental harm.

(4) Erosion Control During Construction

Management of the property during construction shall be undertaken in such a manner as to prevent denudation, erosion or pollution of the environment.

9. ATTACHMENTS

Locality Plan
Proposal Plans
Application Information
Applicant's Professional Reports
Representation
Applicant's response to representations

Respectfully submitted

Concurrence

Doug Samardzija
Statutory Planner

Deryn Atkinson
Assessment Manager

[illegible]

Representors land

Subject Land

employees and servants expressly disclaim all liability or responsibility to any person using the information or advice contained herein. ©

100 m



AMENDED 26/05/2021

ADELAIDE HILLS COUNCIL
RECEIVED 26/05/2021

PLANNING APPLICATION HAMILTON HILL CLUB APARTMENTS

ADDRESS:
WOODFORDE SA

PREPARED FOR:
STARFISH DEVELOPMENTS

DATE:
12.05.2021

REVISION:
[A2] PLANNING AMENDMENT

PROJECT TEAM

CLIENT:
STARFISH DEVELOPMENTS

PLANNING ADVISOR:
FUTURE URBAN

ARCHITECT:
ENZO CAROSCIO ARCHITECTURE & DESIGN

SERVICES:
MEIN HARD GROUP

TRAFFIC CONSULTANT:
GTA CONSULTANTS







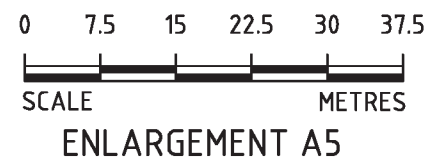
ENZO CARO SCIO ARCHITECTURE

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enzo@enzocaroscio.com
p. 08 8155 6063

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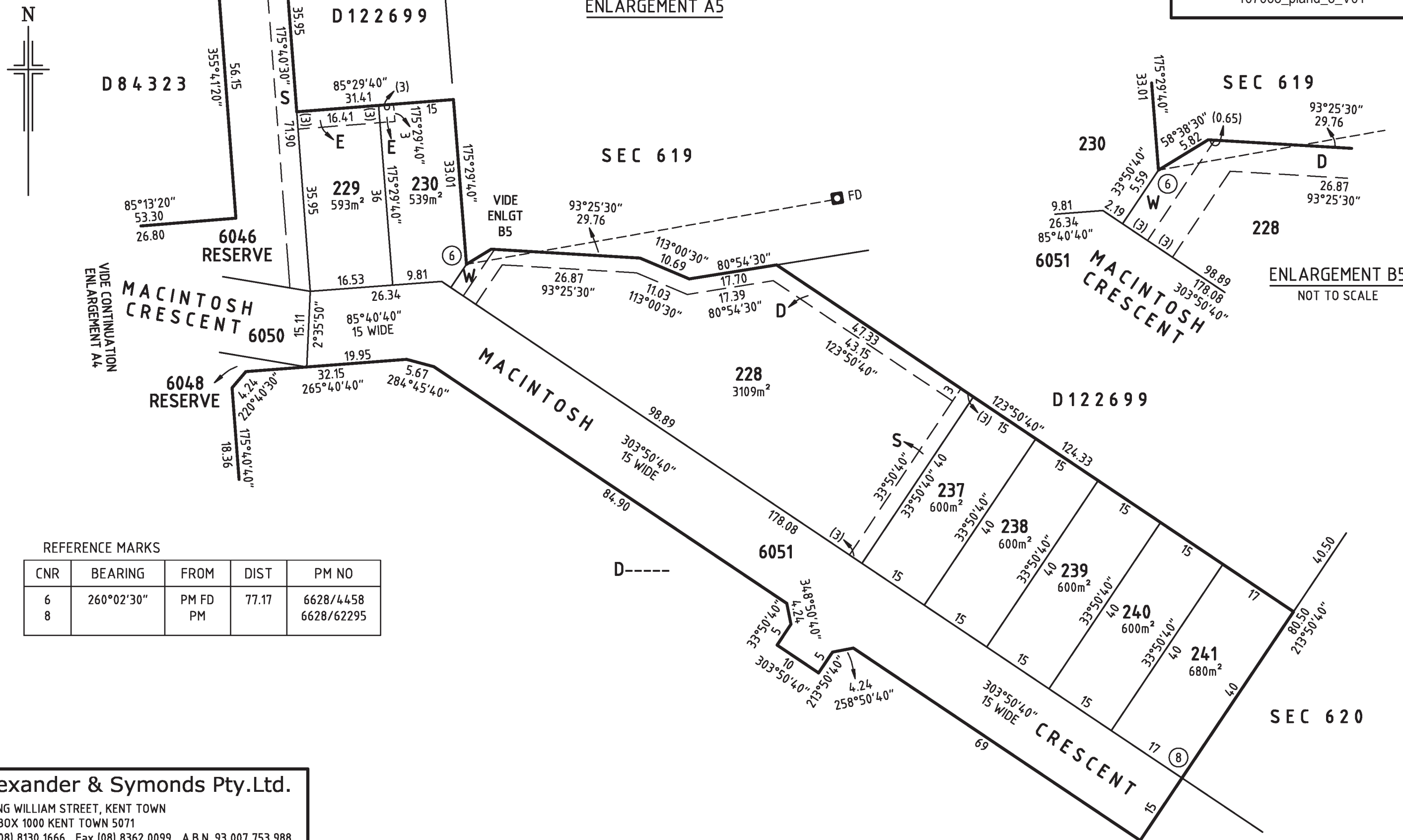
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SHEET 5 OF 5

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NOT TO SCALE

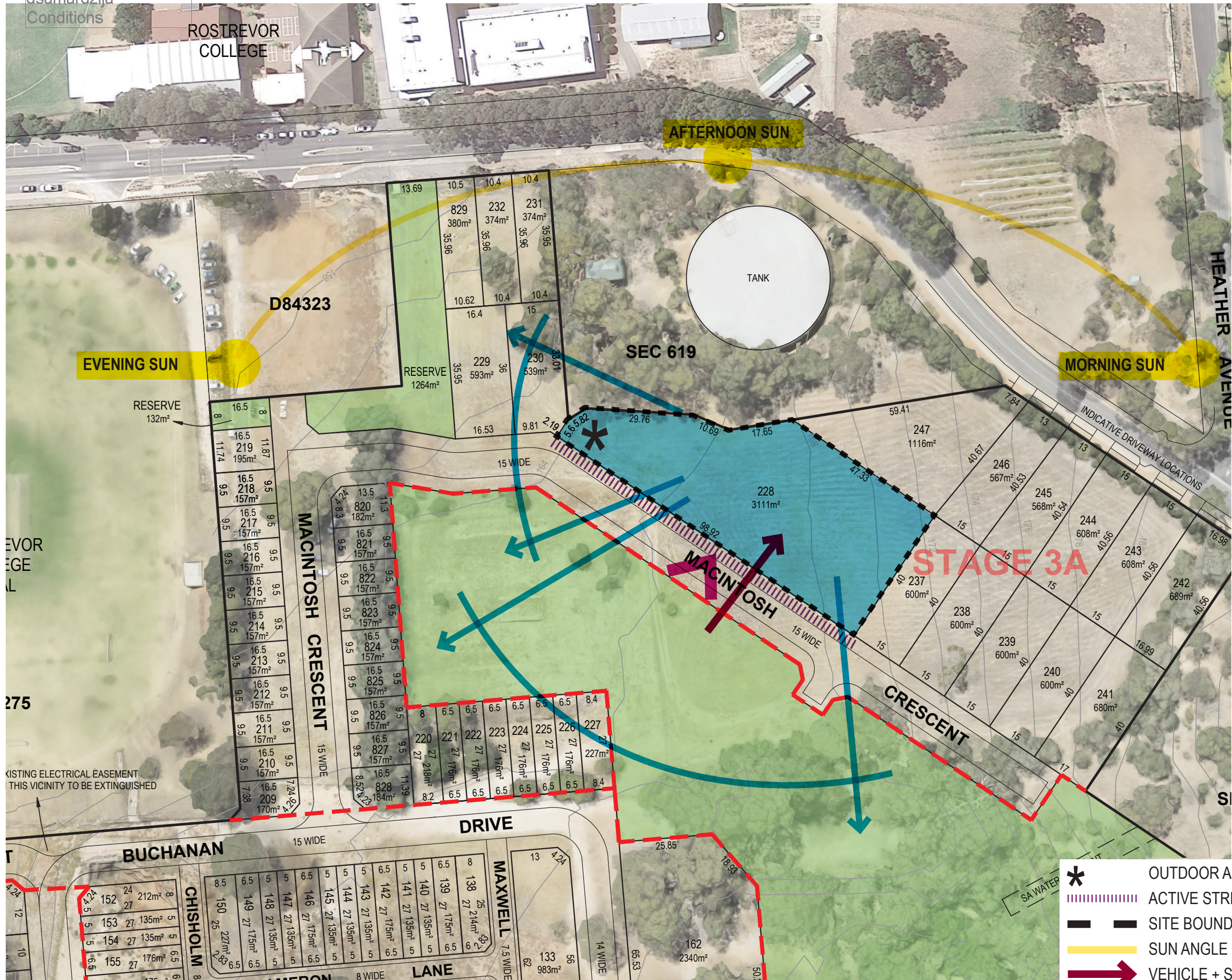
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CNR	BEARING	FROM	DIST	PM NO
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8		PM		6628/62295

Alexander & Symonds Pty.Ltd.

11 KING WILLIAM STREET, KENT TOWN
P.O. BOX 1000 KENT TOWN 5071
Tel (08) 8130 1666 Fax (08) 8362 0099 A.B.N. 93 007 753 988

REFERENCE 20A2705LTO-3A2(A)	HAMILTON HILL
PAP 24/02/2021	STAGE 3A2



- * OUTDOOR AMENITY
- ACTIVE STREET FRONTAGE
- SITE BOUNDARY
- SUN ANGLE
- VEHICLE + SERVICE ACCESS
- ↗ LOBBY ENTRANCE
- ↗ CITY SKYLINE + PARK VIEWS

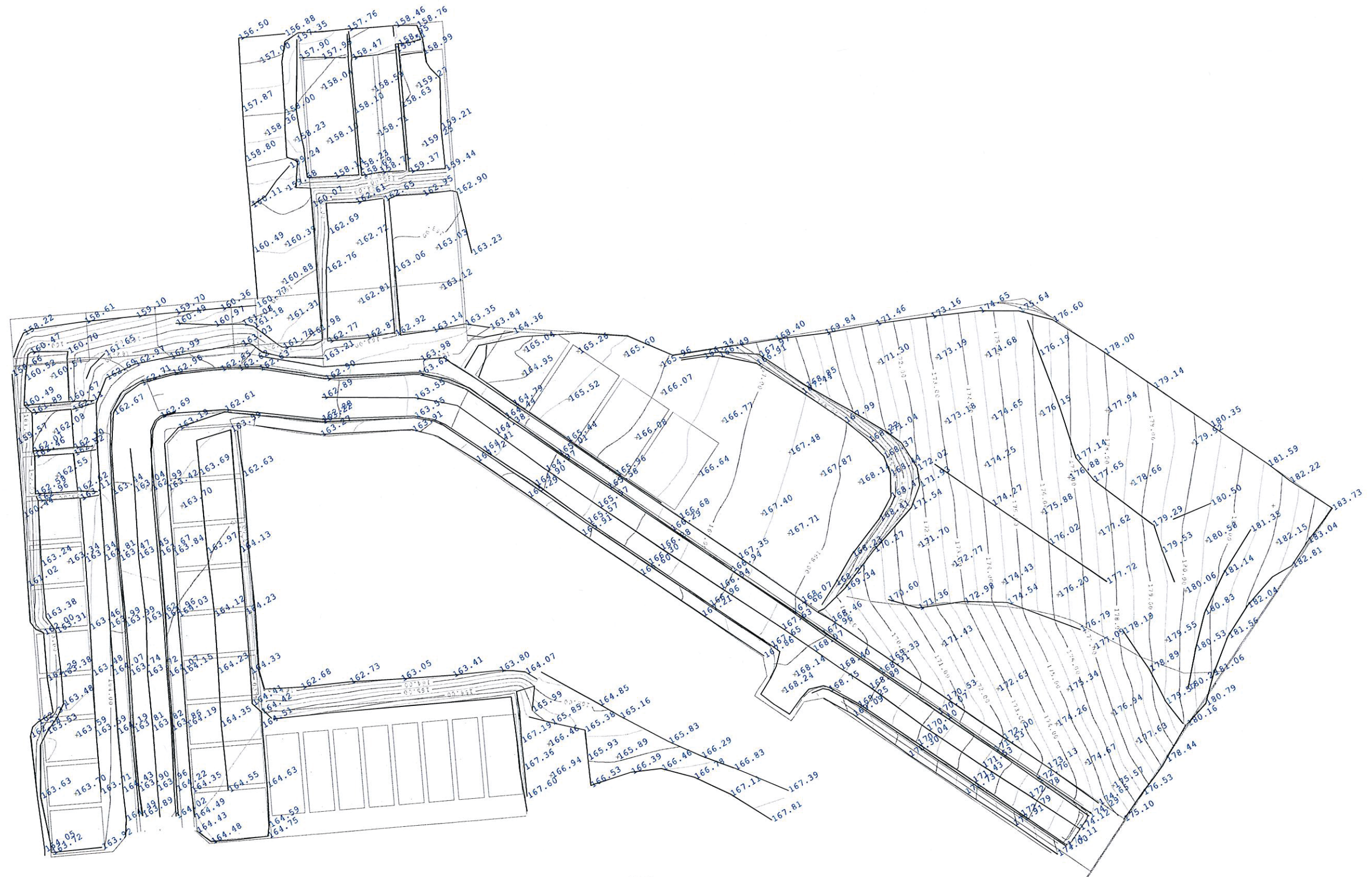
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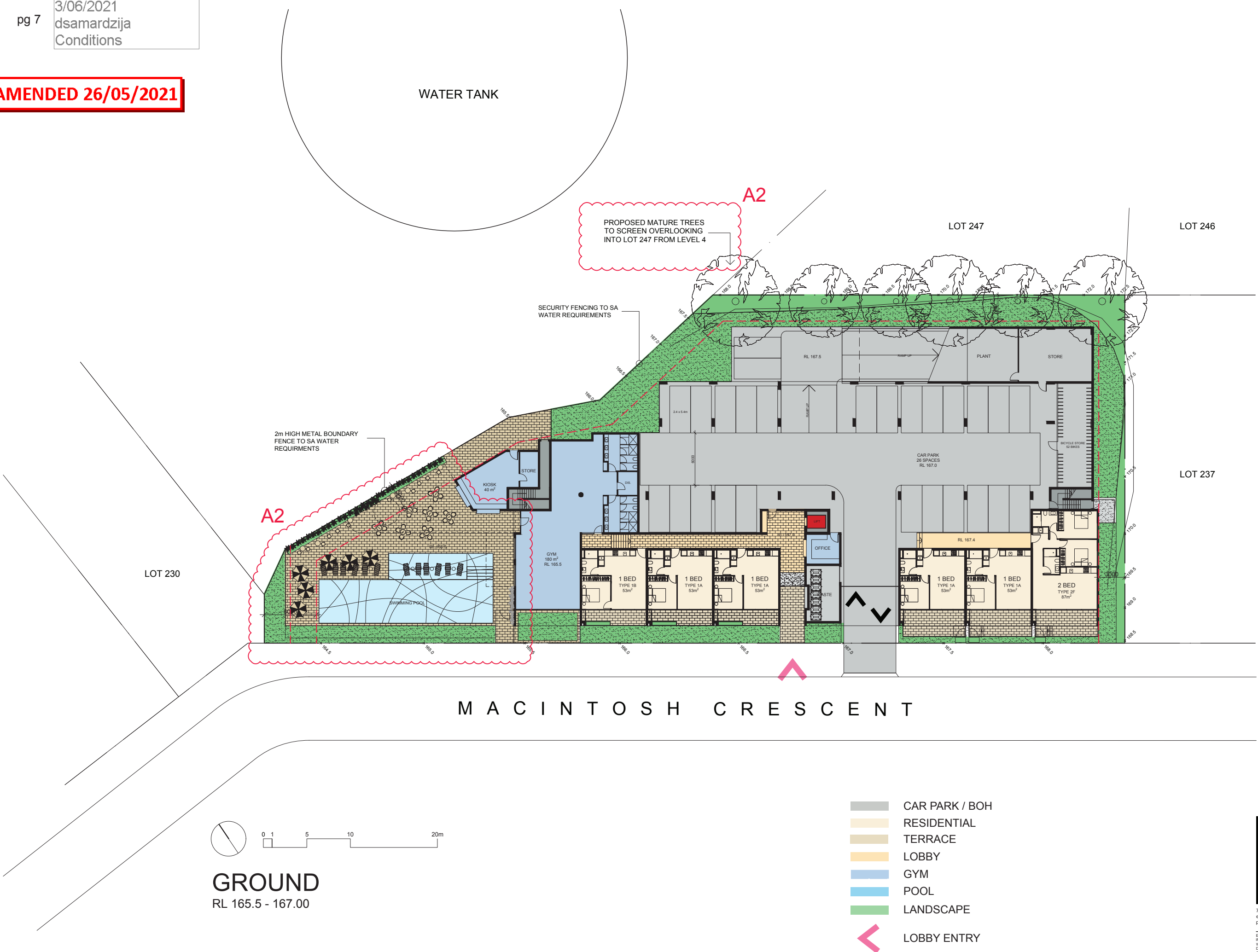
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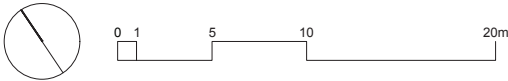
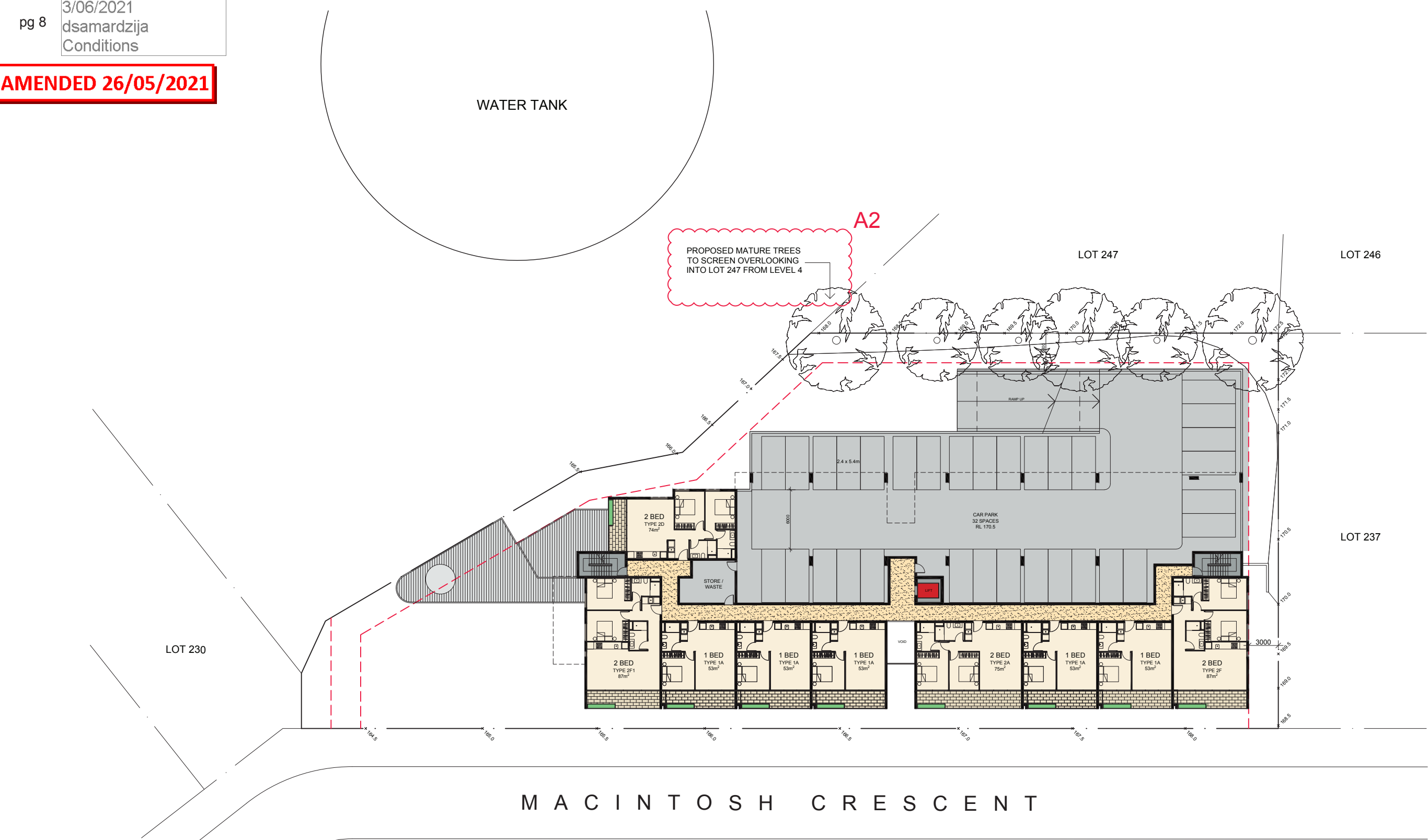
GROUND
RL 165.5 - 167.00

- CAR PARK / BOH
- RESIDENTIAL
- TERRACE
- LOBBY
- GYM
- POOL
- LANDSCAPE
- LOBBY ENTRY

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AMENDED 26/05/2021

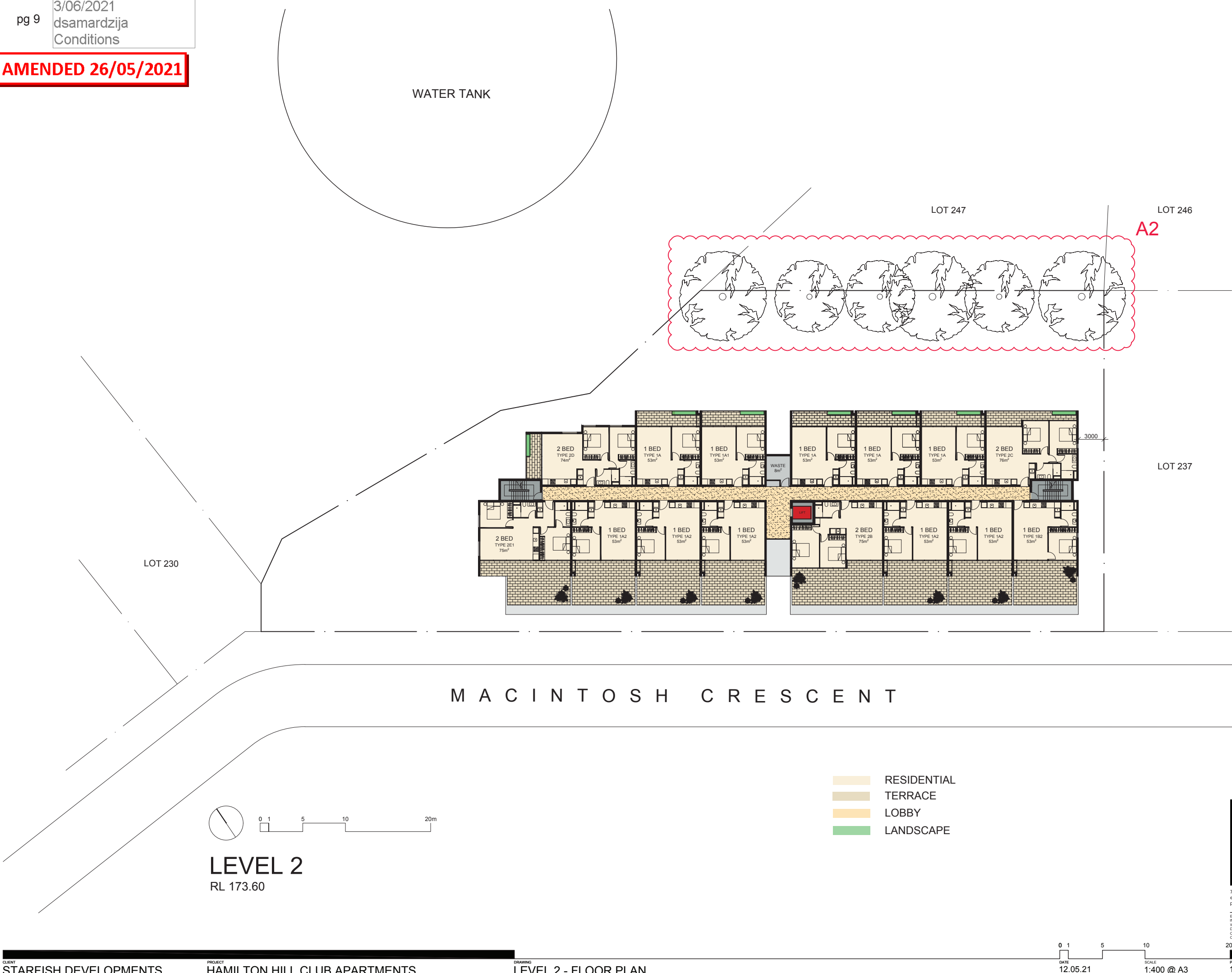


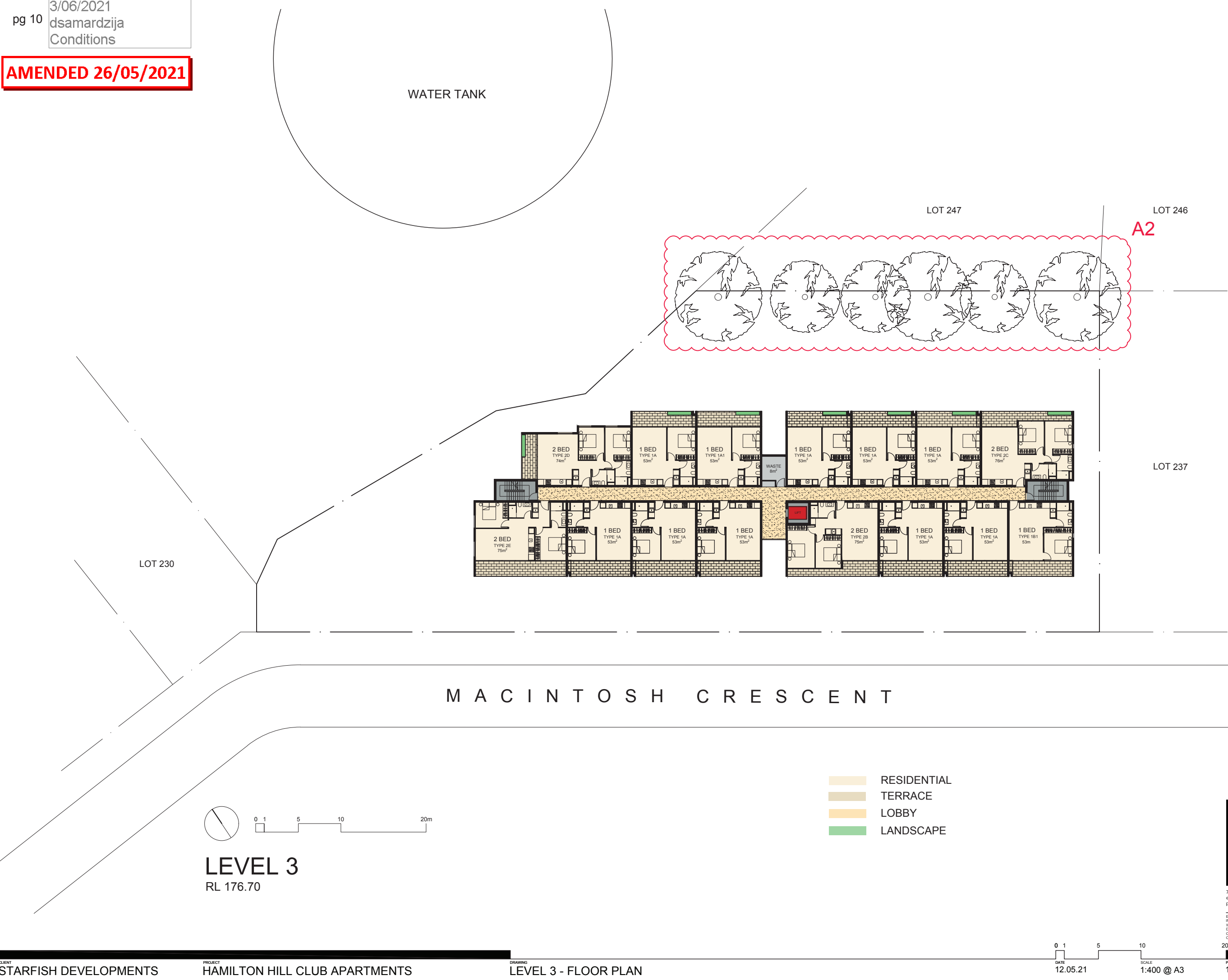
LEVEL 1
RL 170.50

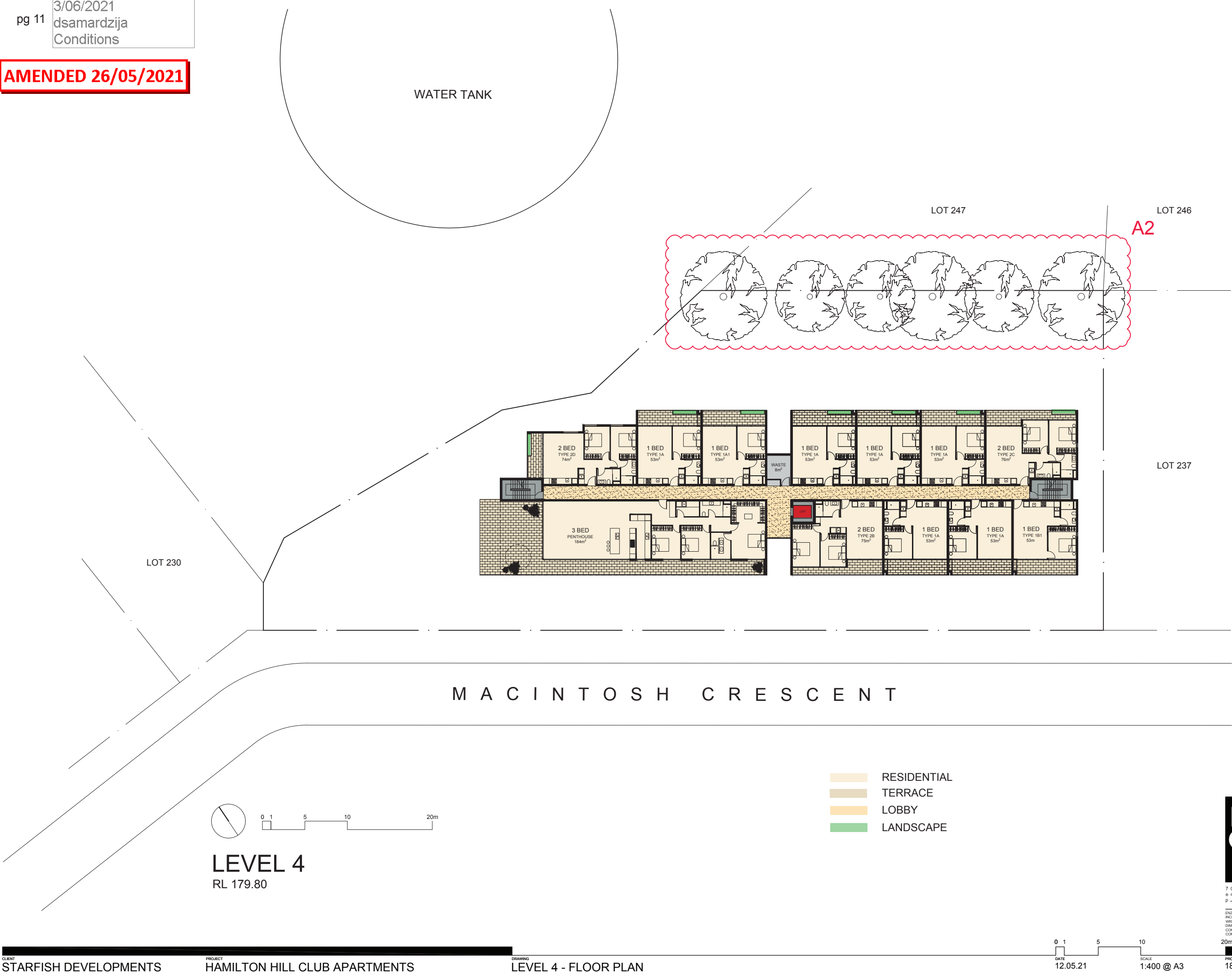
- CAR PARK / BOH
- RESIDENTIAL
- TERRACE
- LOBBY
- LANDSCAPE

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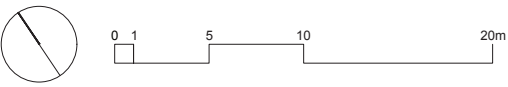
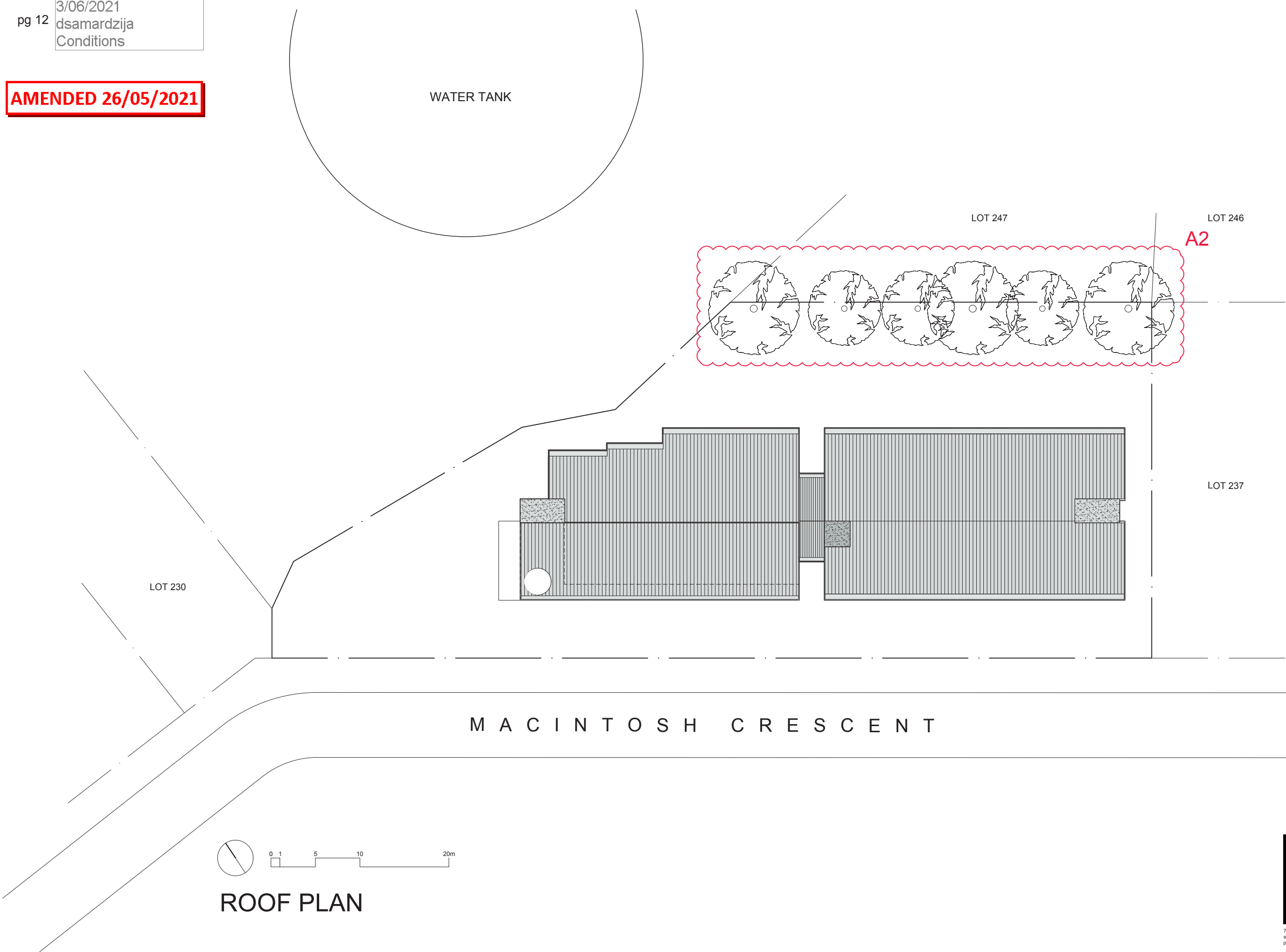
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AMENDED 26/05/2021



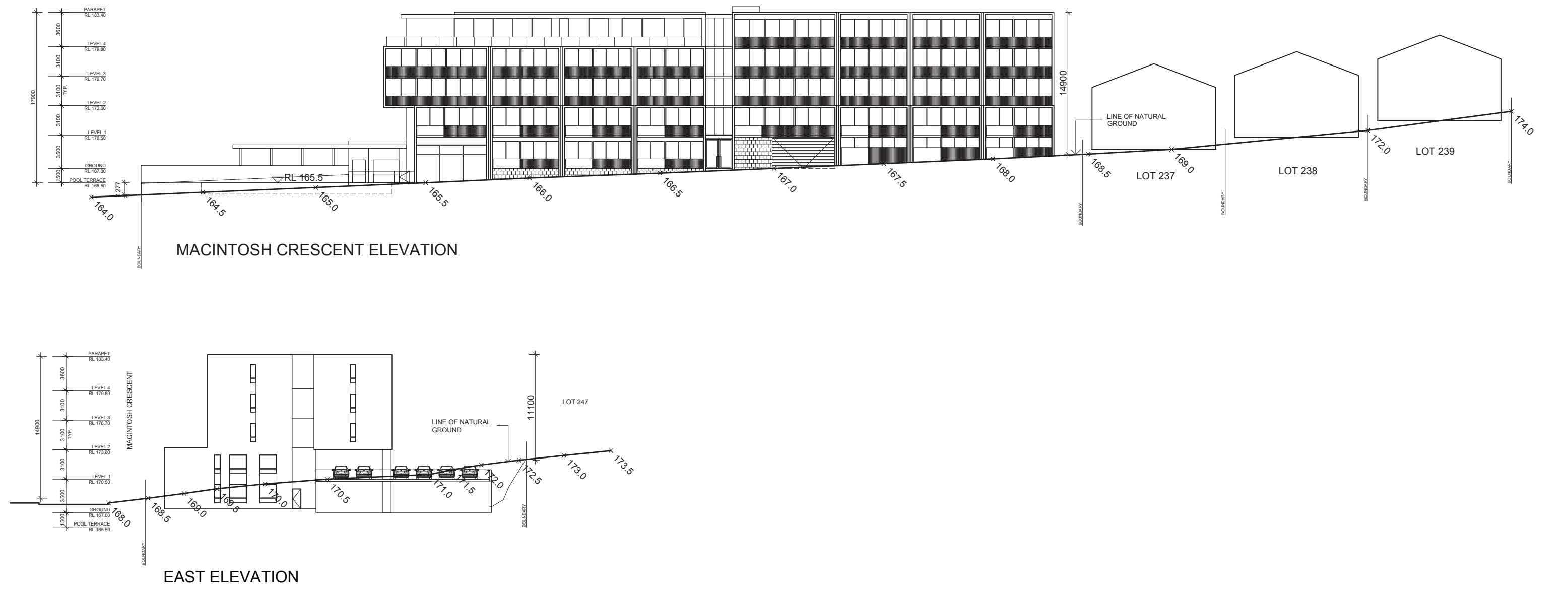
ROOF PLAN

ENZO
CARO
SCIO

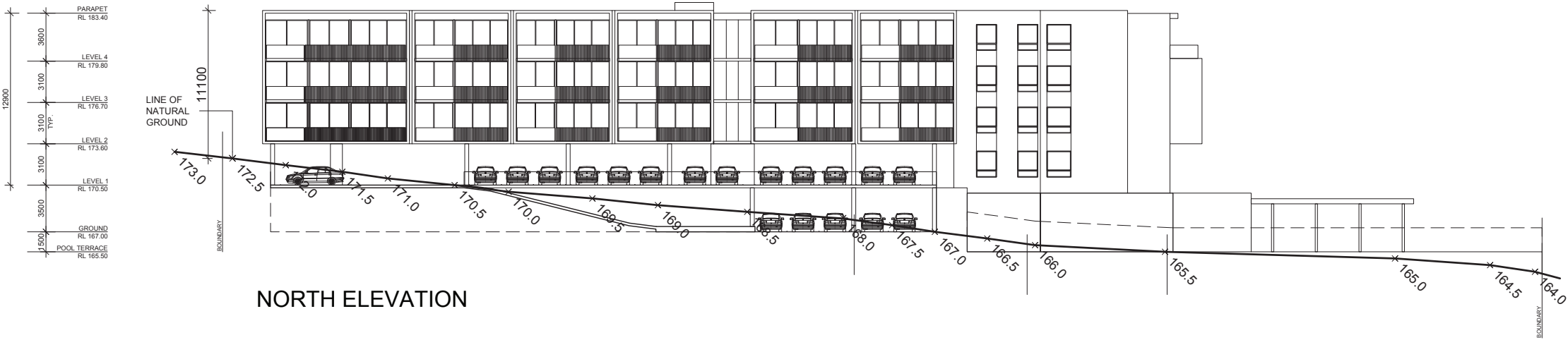
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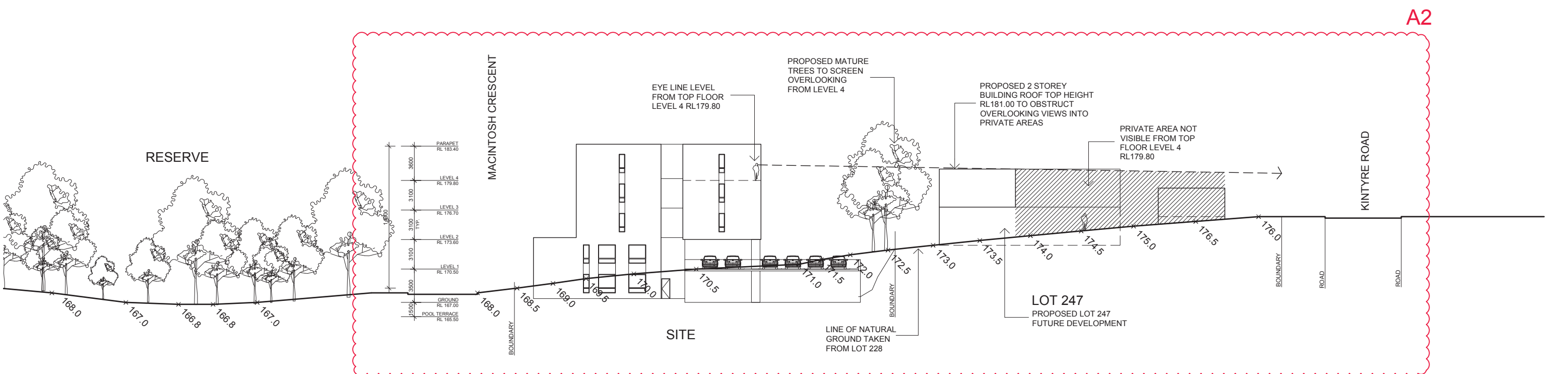
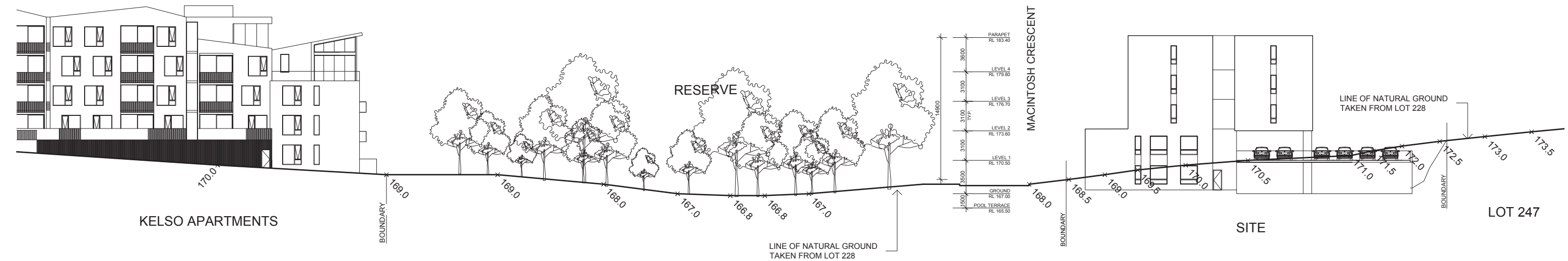


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Last plan superseded
3/06/2021
dsamardzija
Conditions

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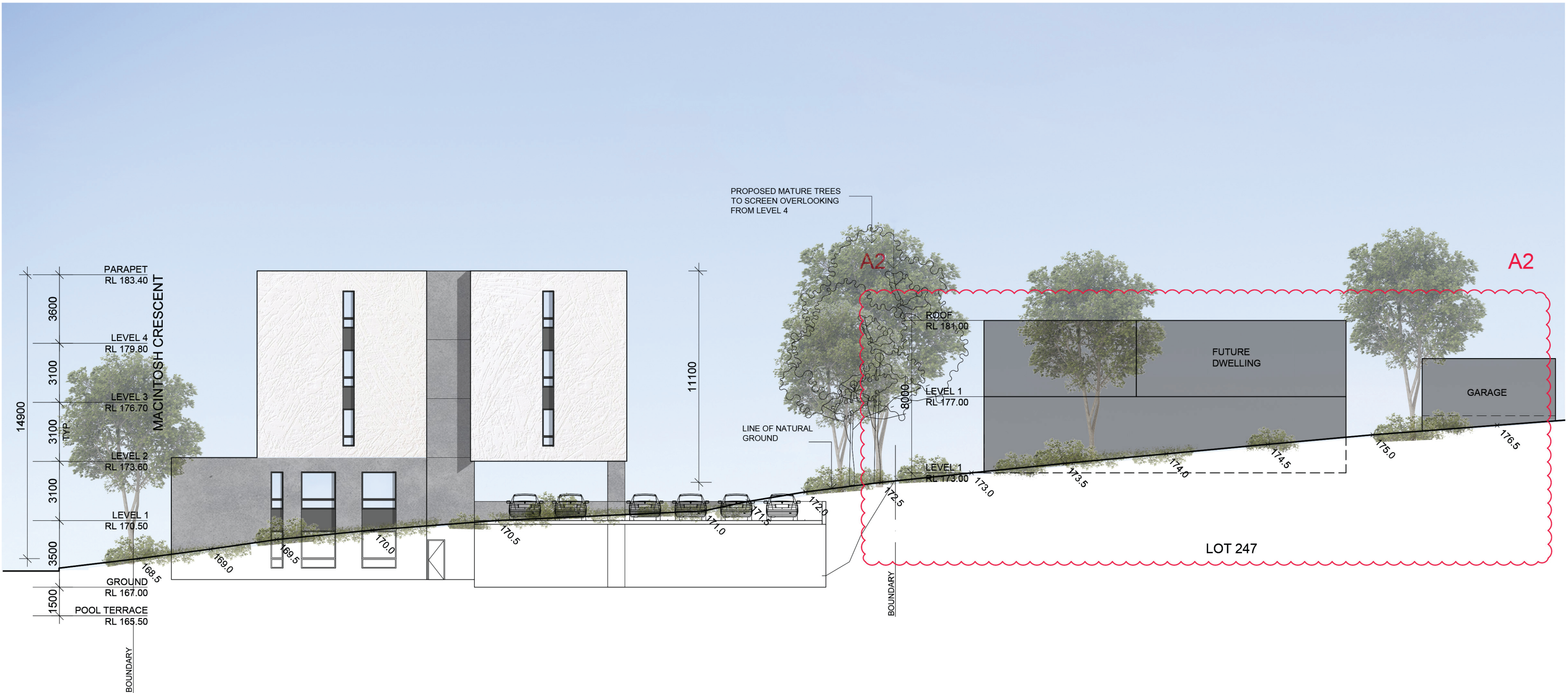
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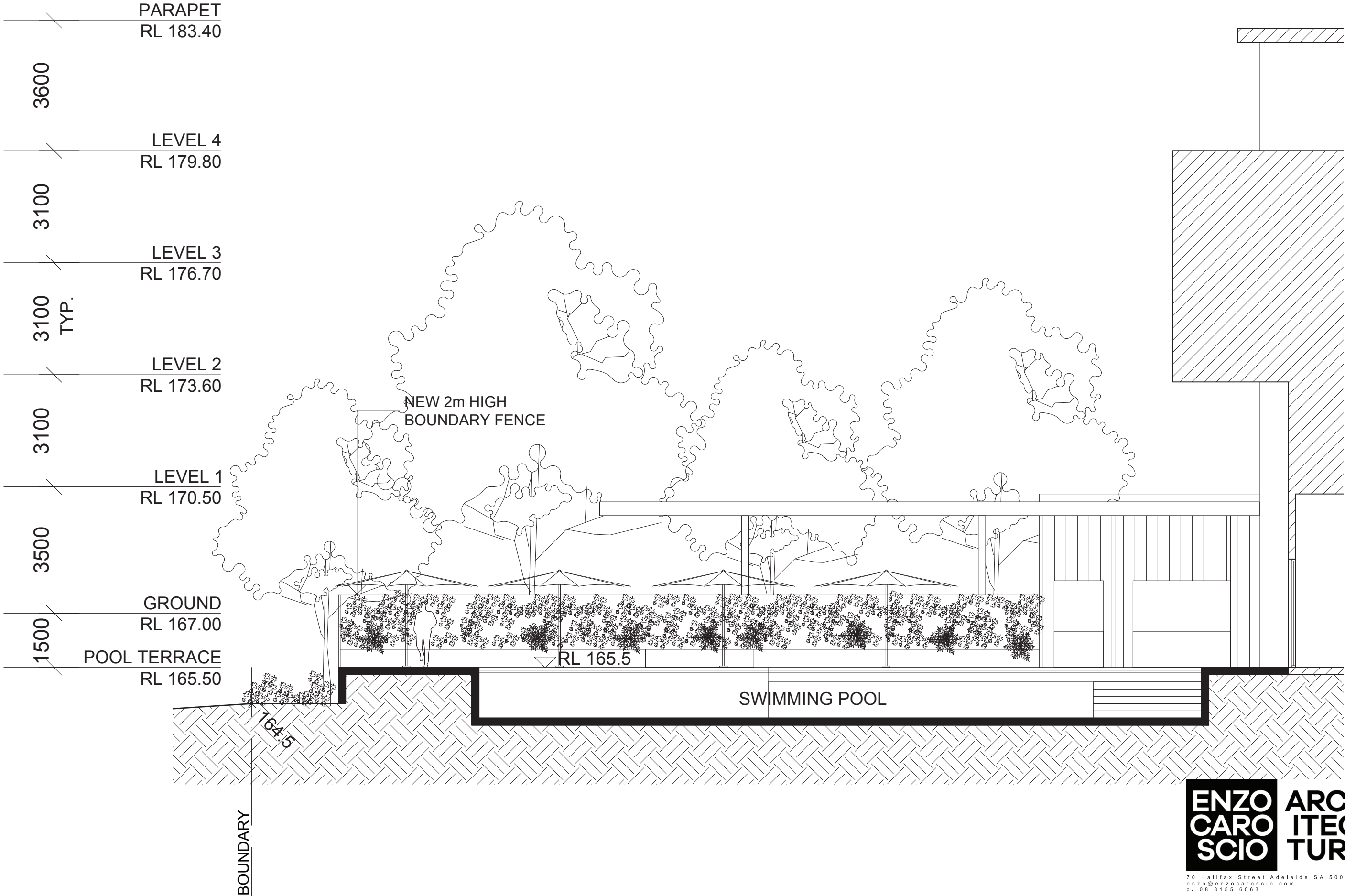


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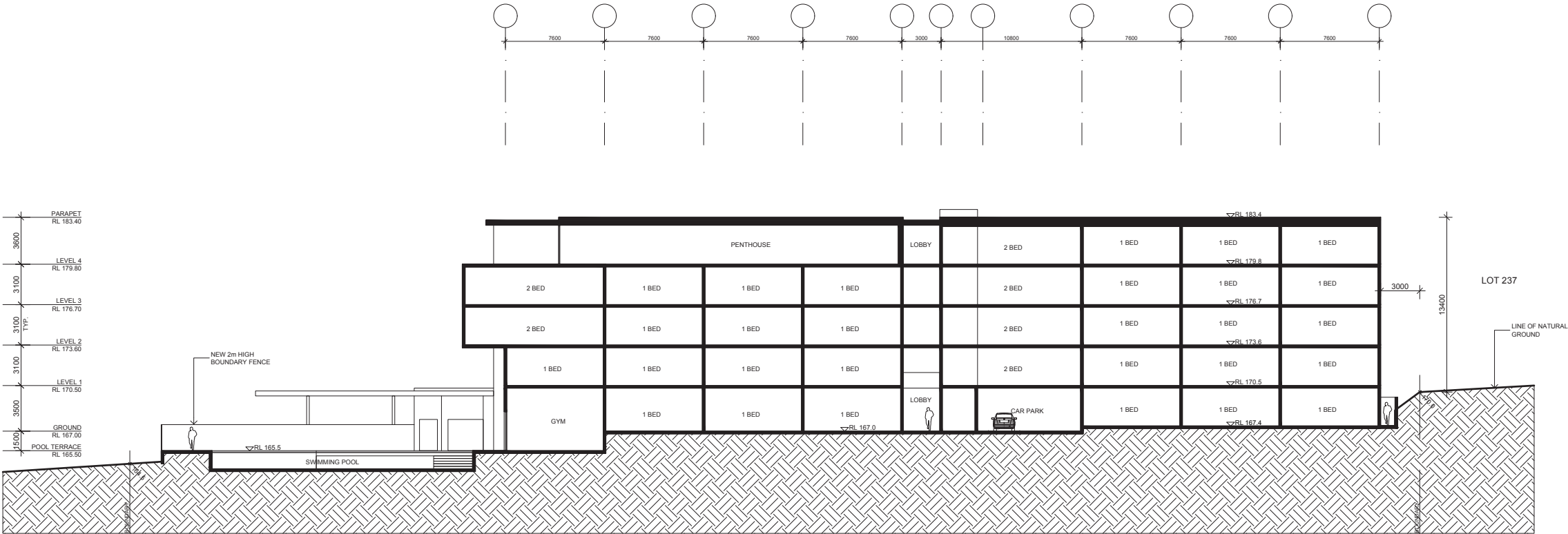
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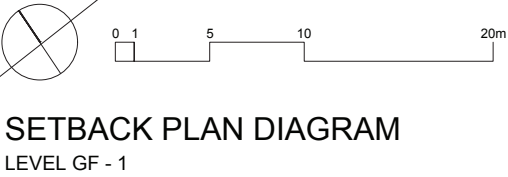
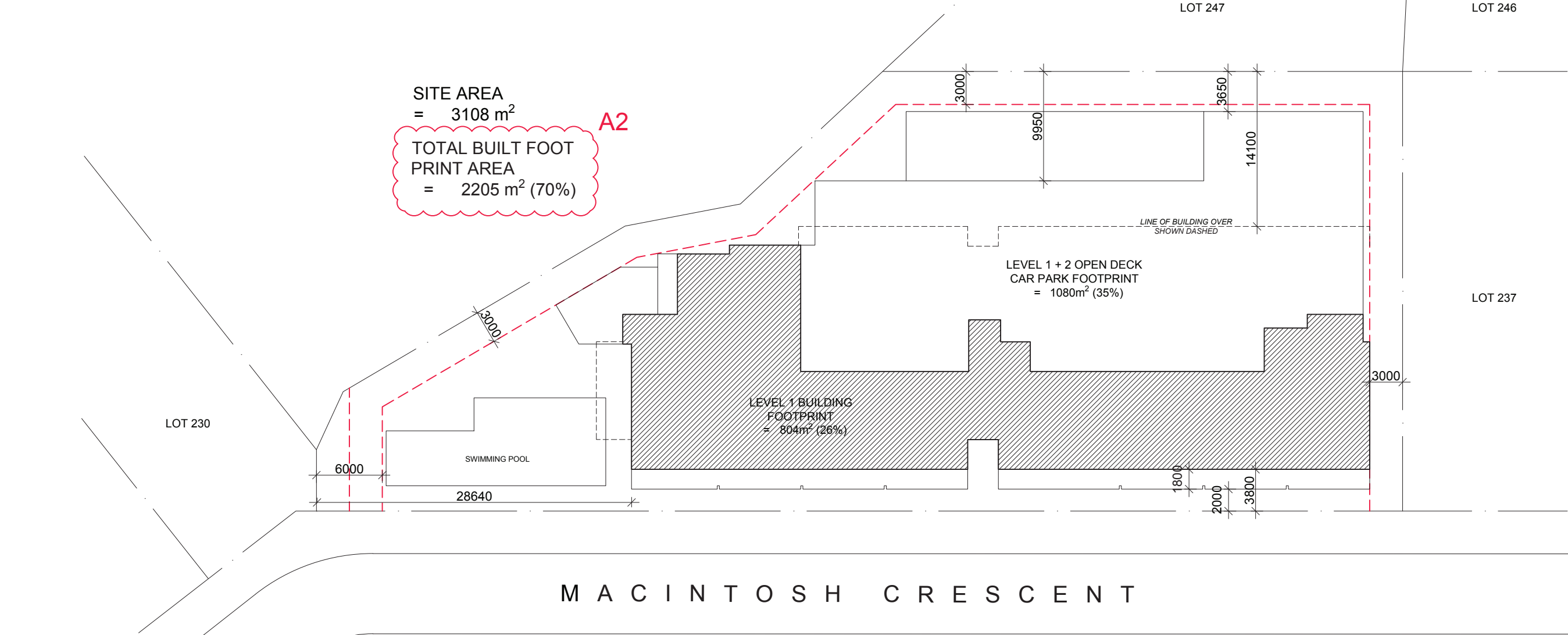
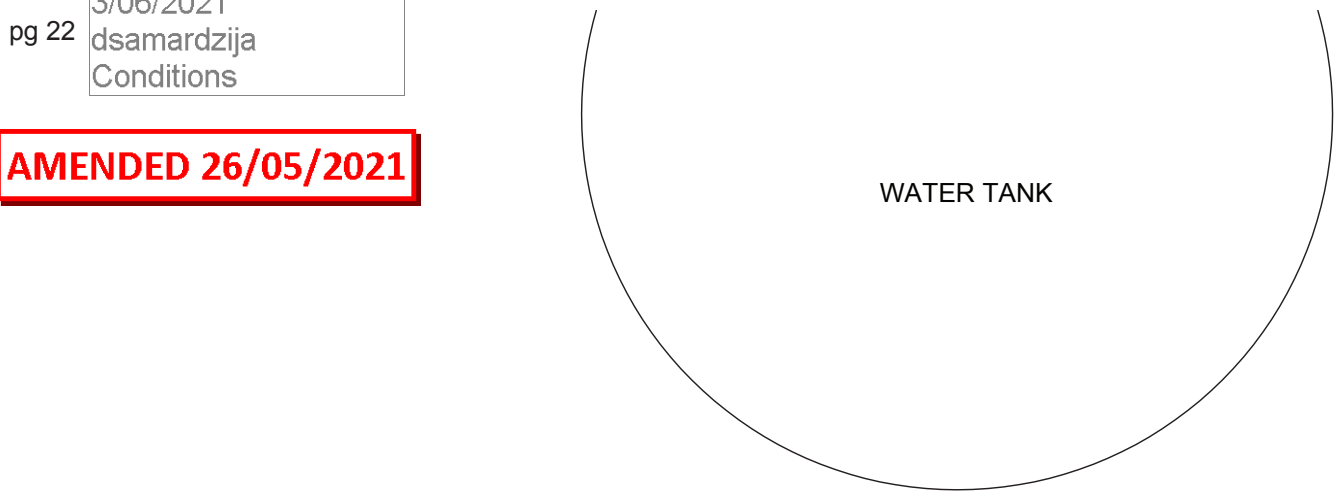
AREAS			APARTMENT NUMBERS				COMMERCIAL RETAIL	CAR PARK		
LEVEL	RL	GFA m2	Terraces m2	NSA m2	1 Bed	2 Bed	3 Bed	TOTAL	NLA m2	Car Spaces No.
Ground	166.9				5	1		6		26
Level 1	170.0				5	4		9		32
Level 2	173.1				11	4		15		
Level 3	176.2				11	4		15		
Level 4	179.3				8	3	1	12		
Roof Parapet										
TOTAL		0	0	0	40	16	1	57	0	58
					70%	28%	2%			

Notes:

These areas are estimates only and are based on preliminary Design drawings by ECA



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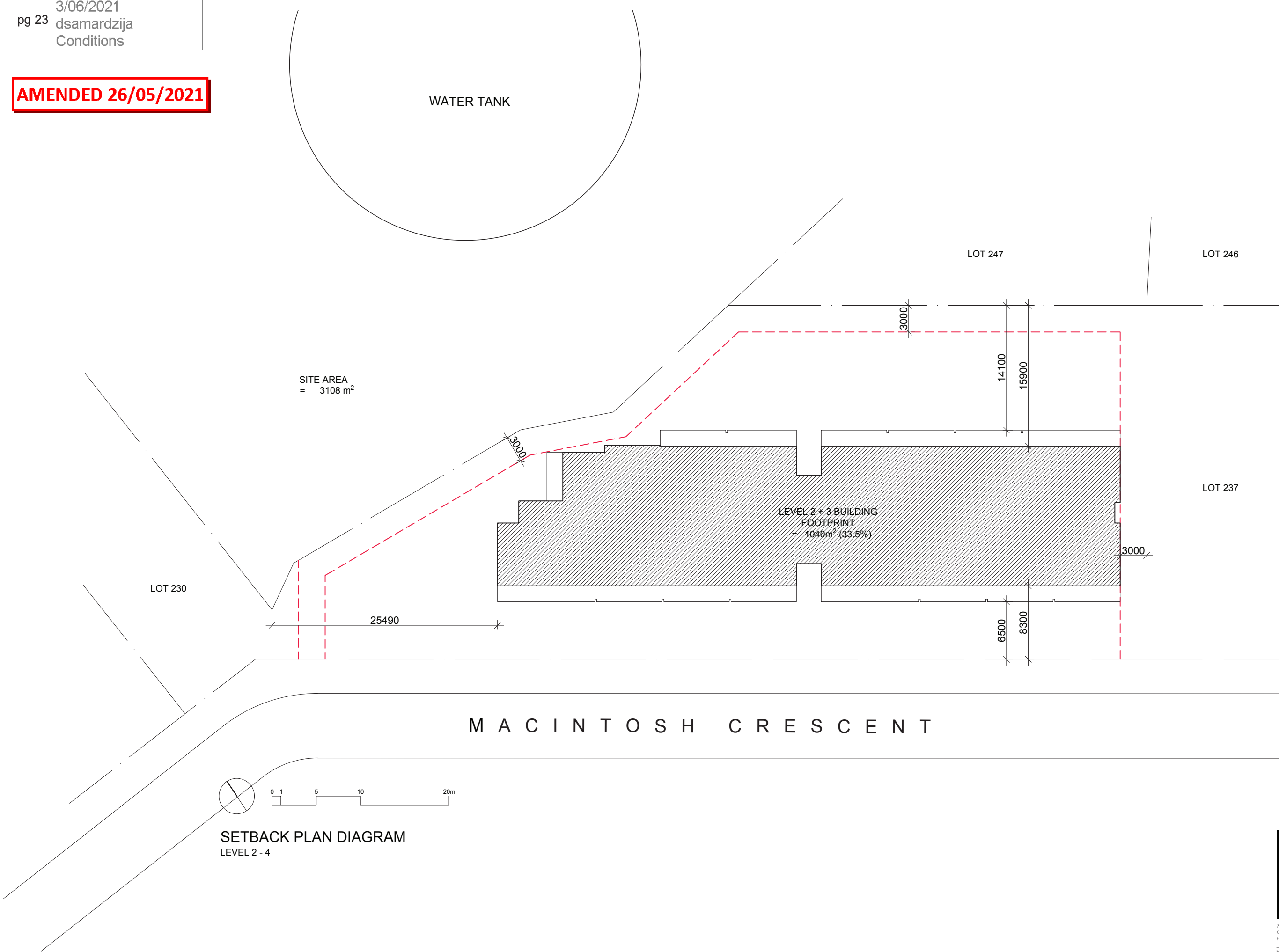
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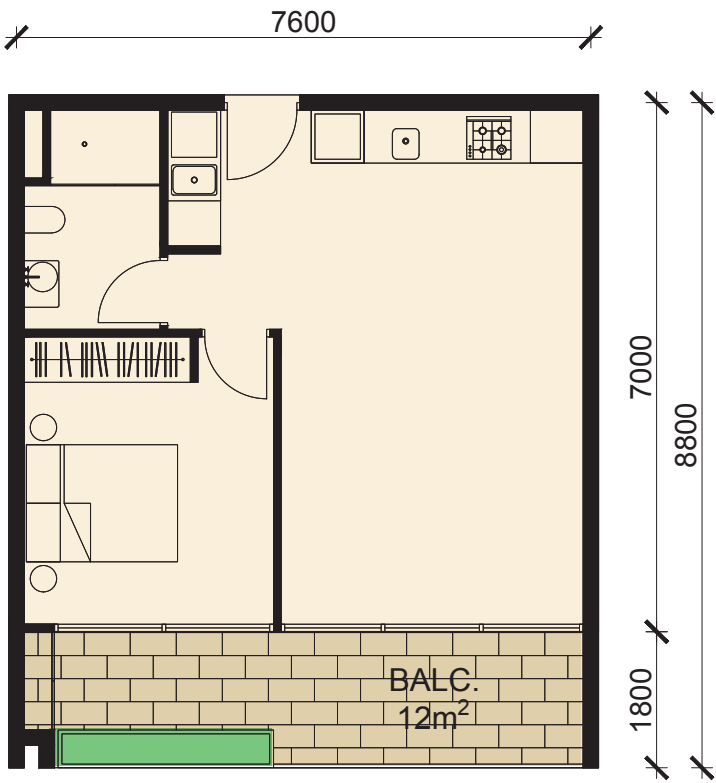
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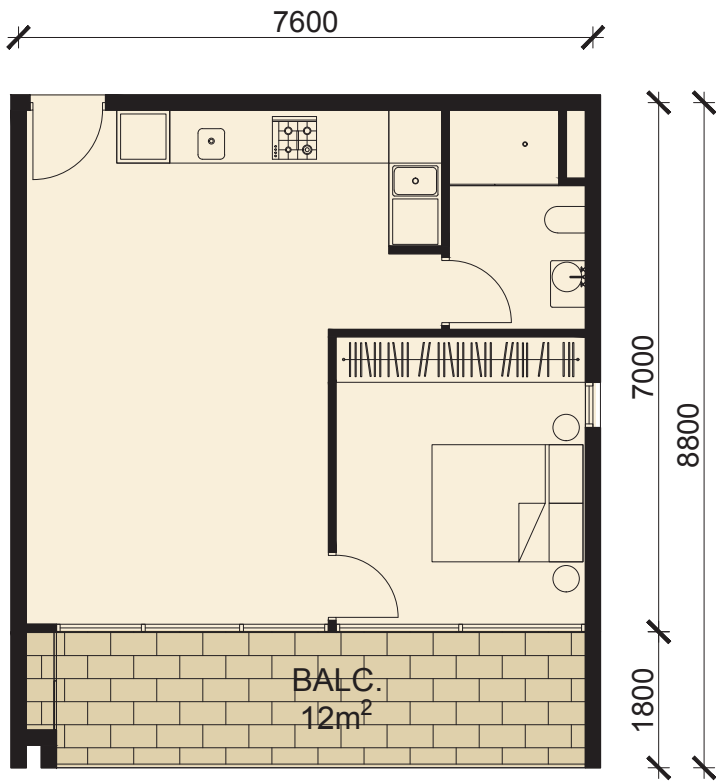
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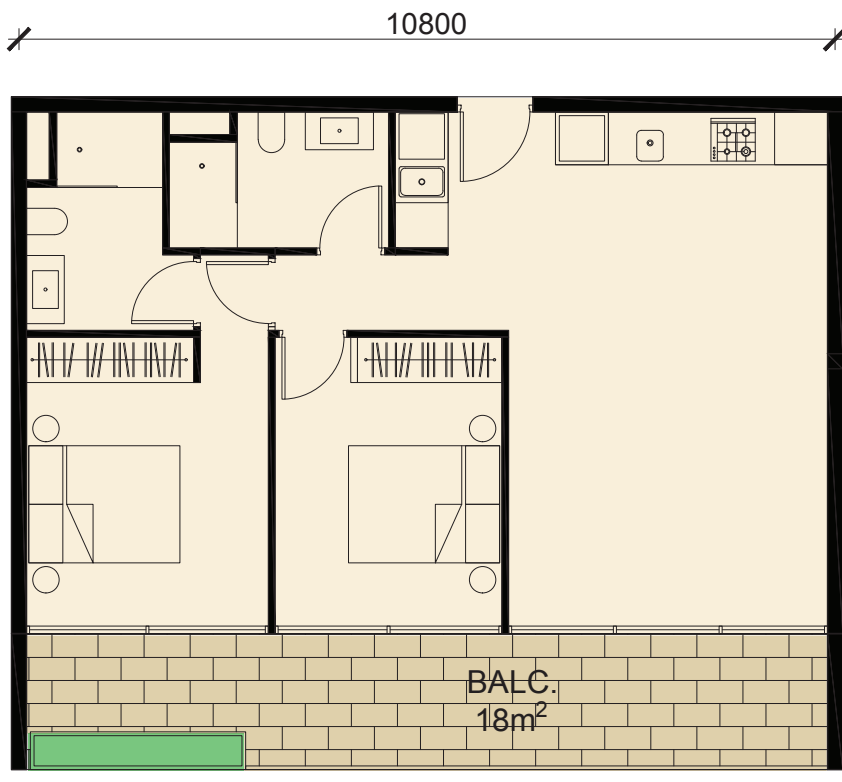
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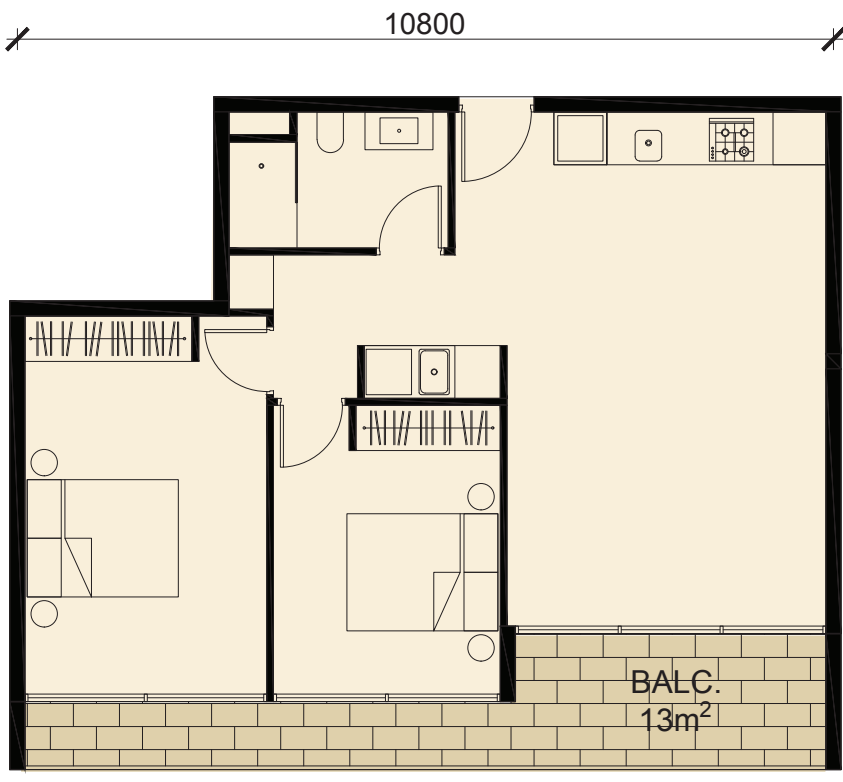
1 BED
TYPE 1A
53m²



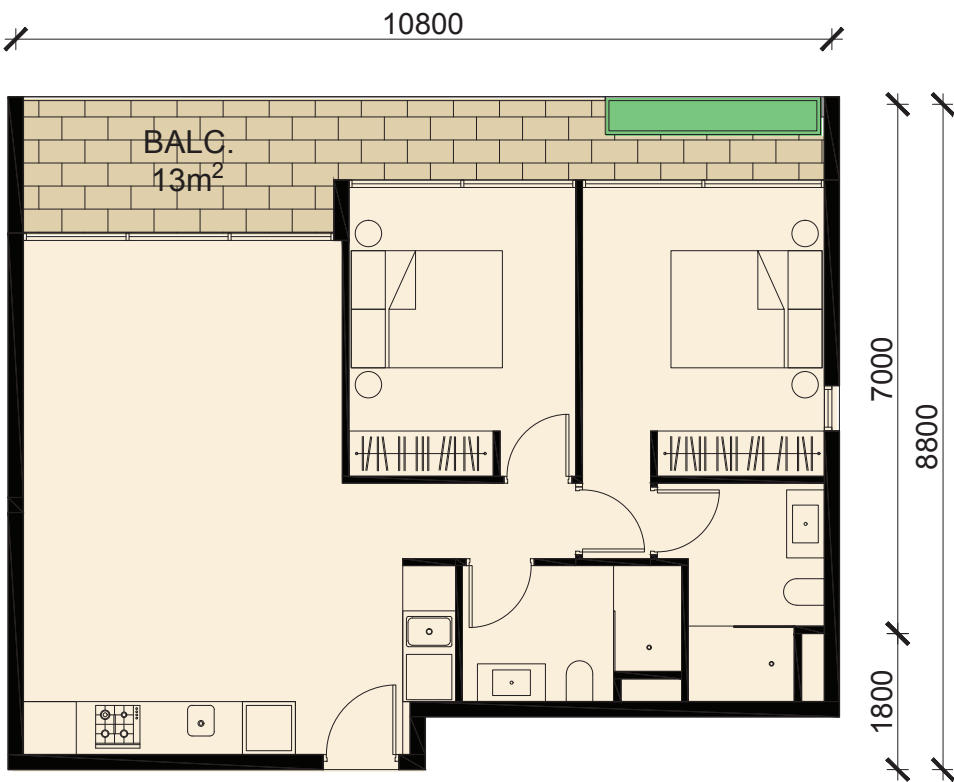
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TYPE 1B
53m²



2 BED
TYPE 2A
75m²

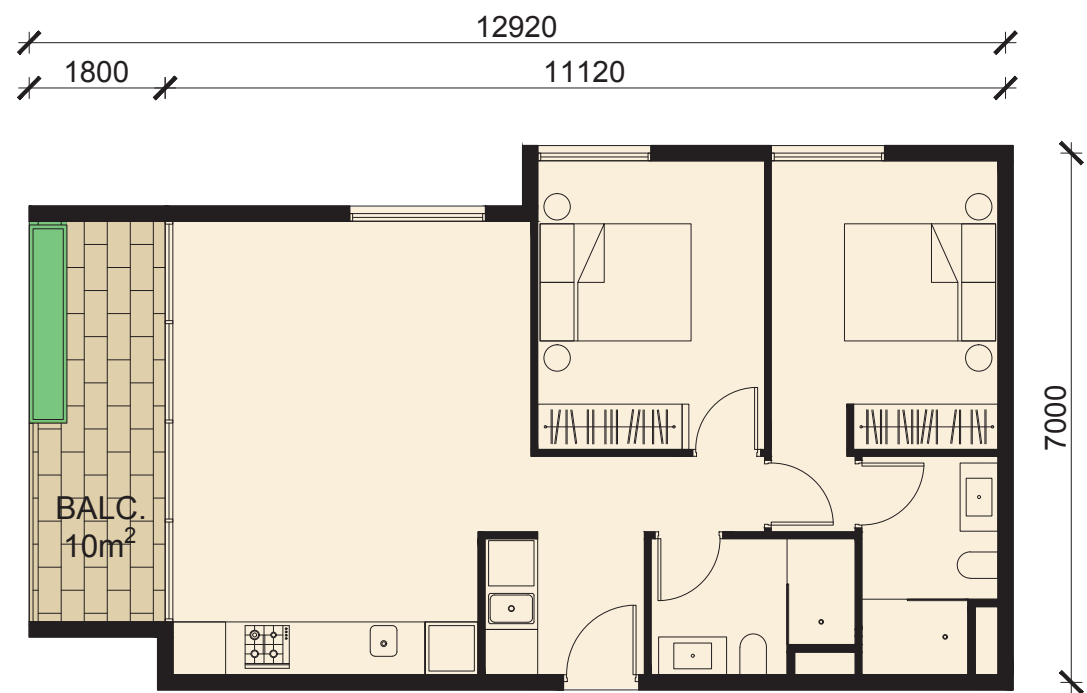


2 BED
TYPE 2B
75m²

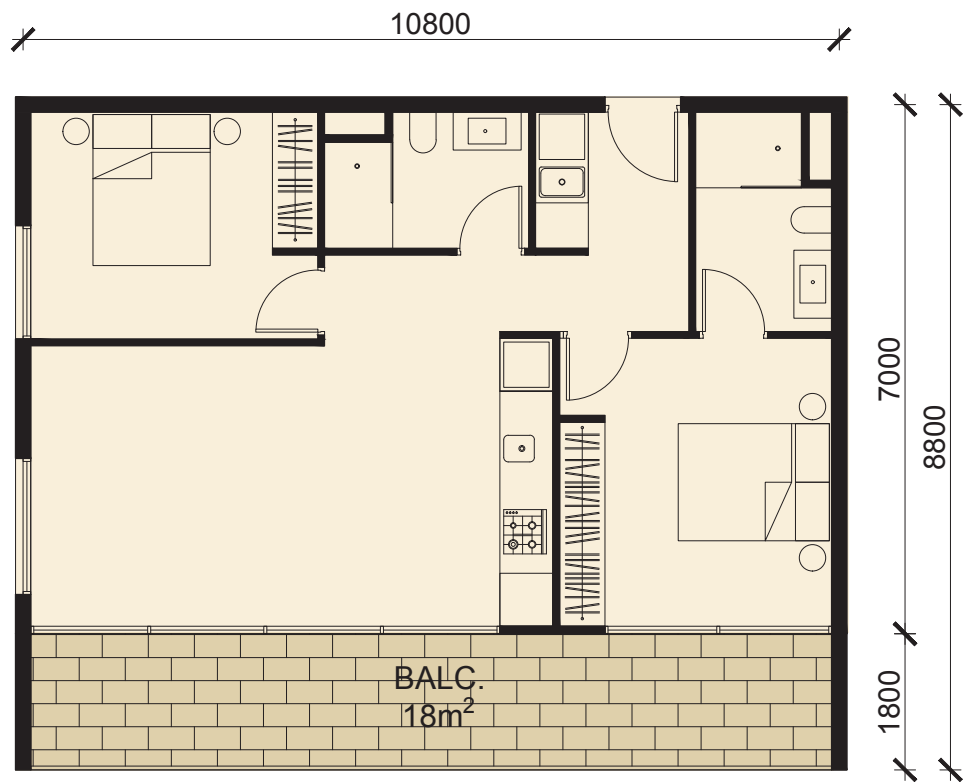


2 BED
TYPE 2C
75m²

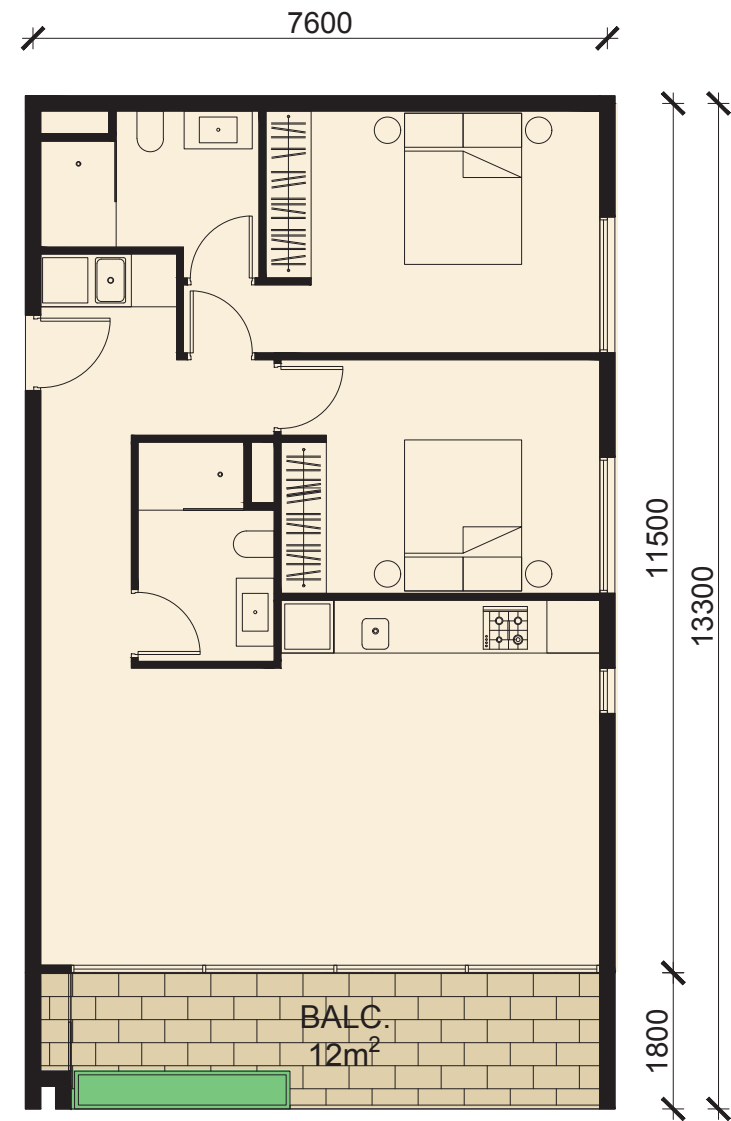
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2 BED
TYPE 2D
74m²

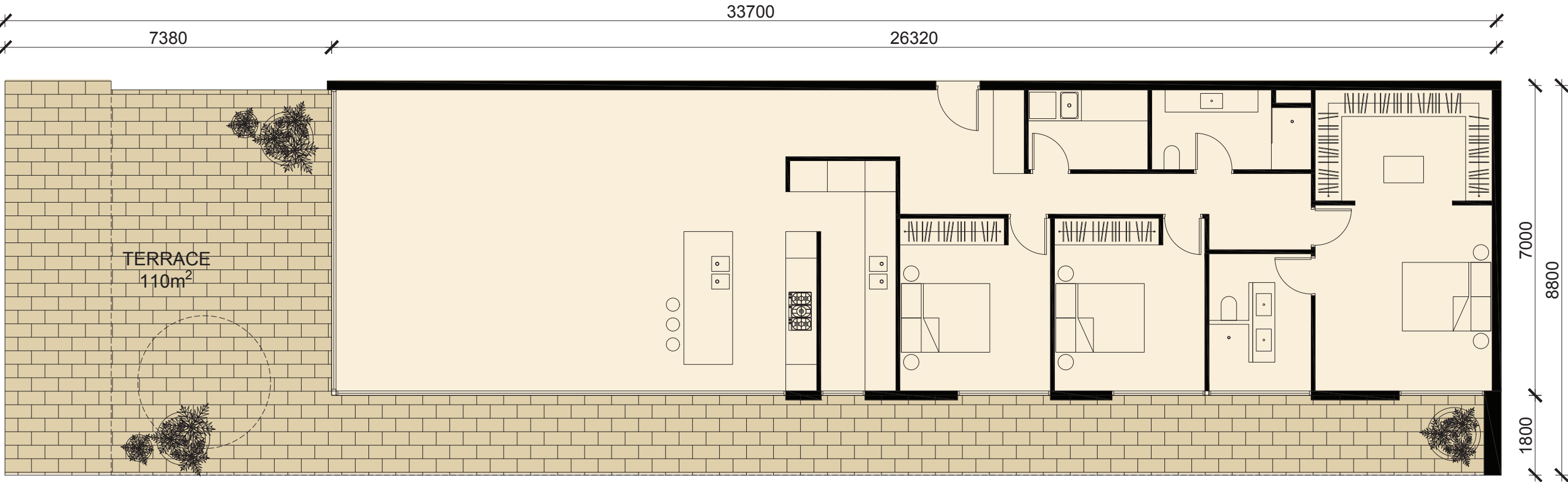


2 BED
TYPE 2E
75m²



2 BED
TYPE 2F
87m²

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PENTHOUSE
TYPE 3A
184m²

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EXISTING



VIEW 1 - Camera RL 163.55



VIEW 2 - Camera RL 168.24

PROPOSED



VIEW 1 - Model RL 163.55



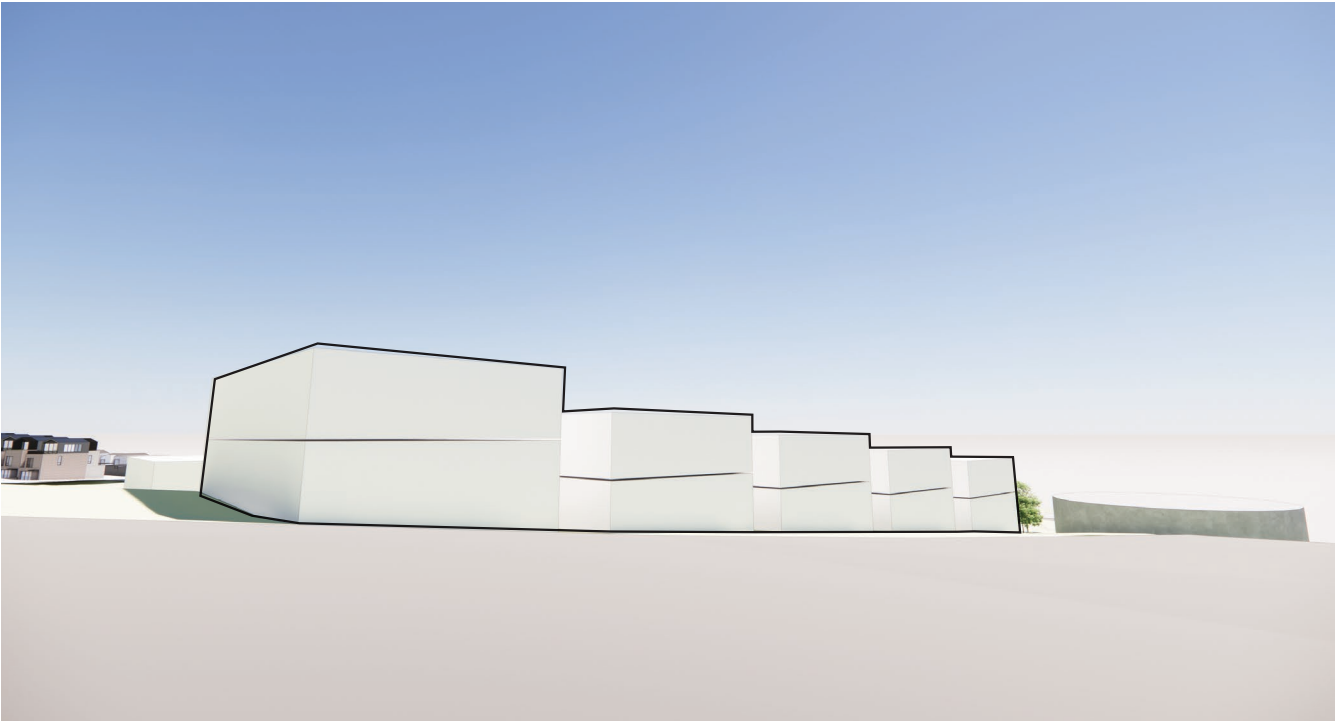
VIEW 2 - Model RL 168.24

EXISTING



VIEW 3 - Camera RL 181.59

PROPOSED



VIEW 3 - Model RL 181.59



VIEW 4 - Camera RL 175.64



VIEW 4 - Model RL 175.64

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PROPOSED



WATER TANK

VIEW 5 - Camera RL 158.46



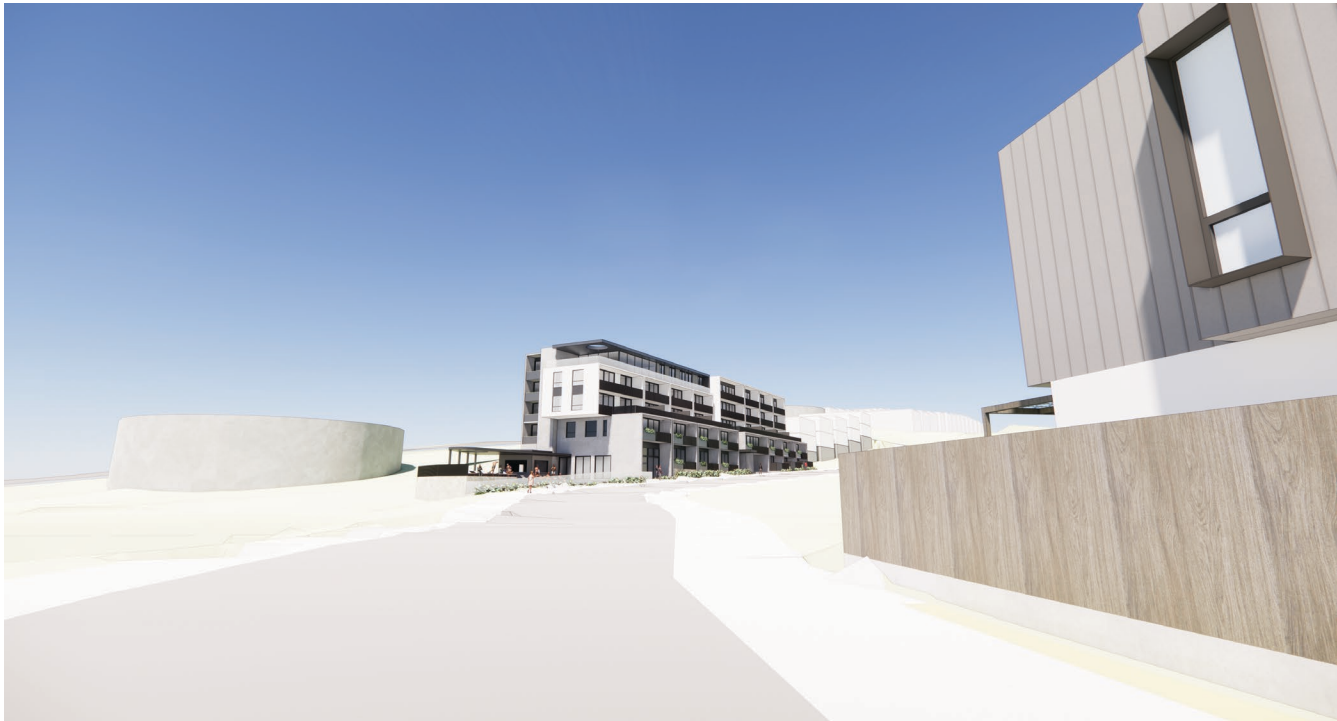
VIEW 5 - Model RL 158.46



WATER TANK

KELSO
APARTMENTS

VIEW 6 - Camera RL 162.69



VIEW 6 - Model RL 162.69

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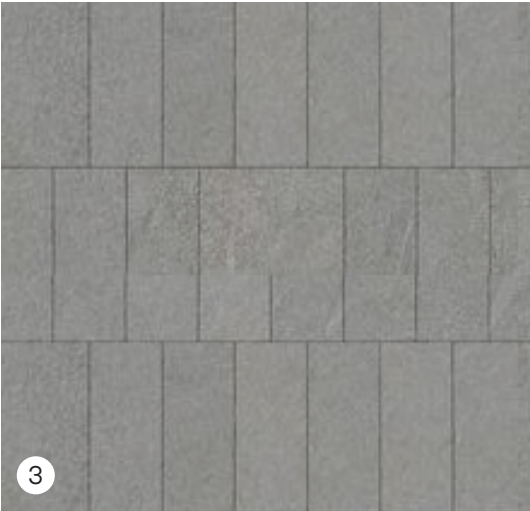
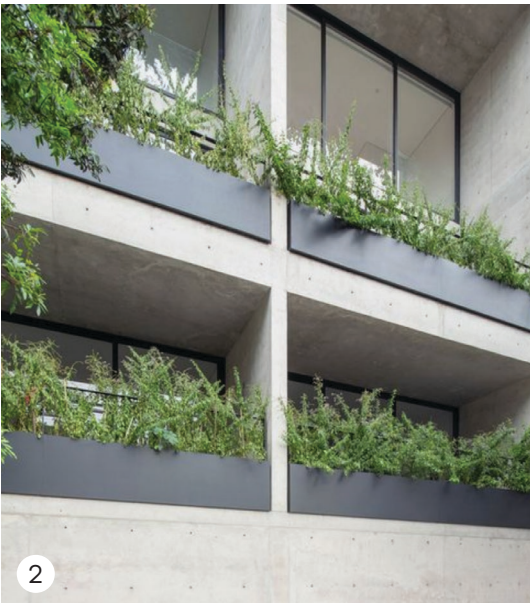


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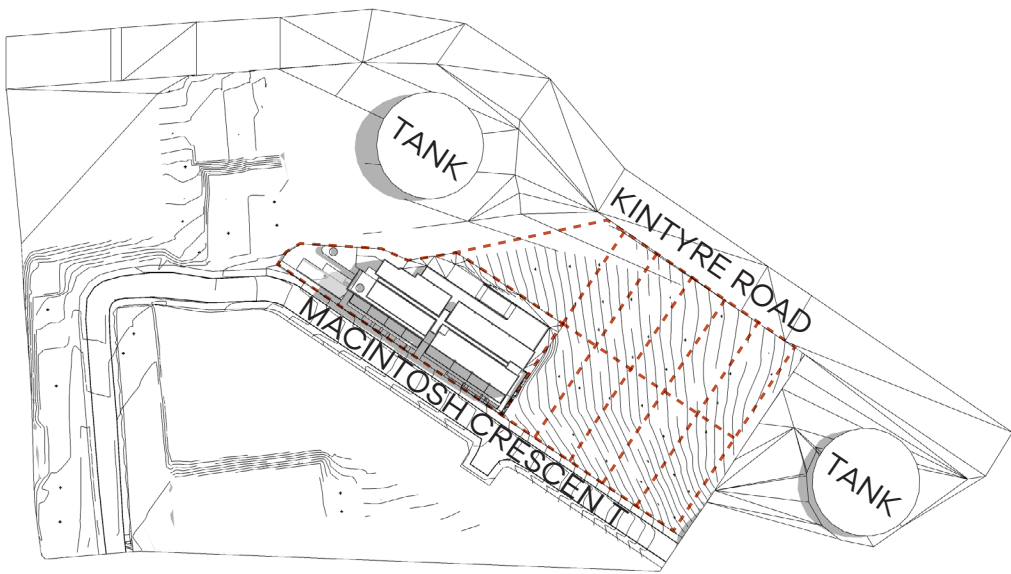
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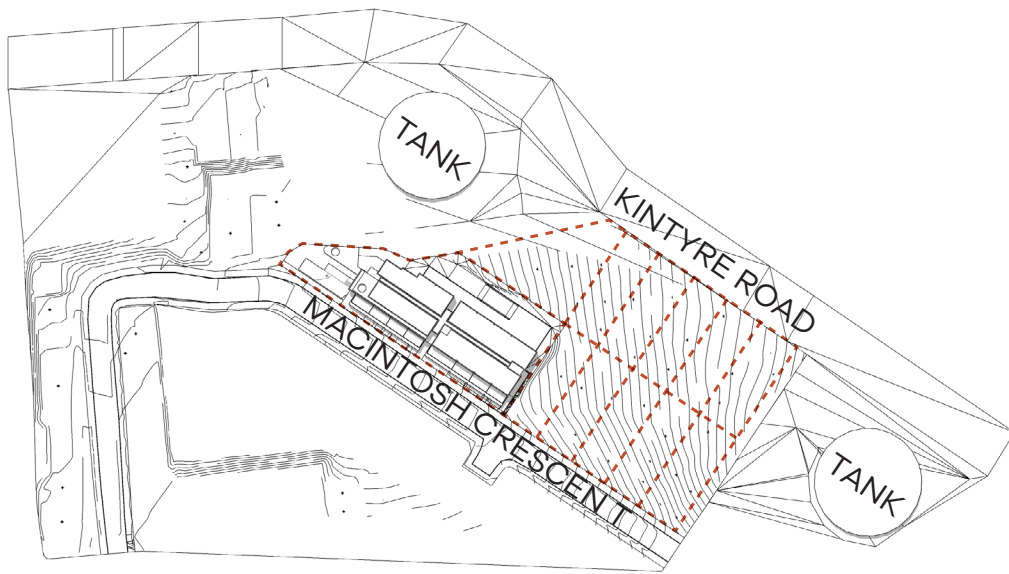


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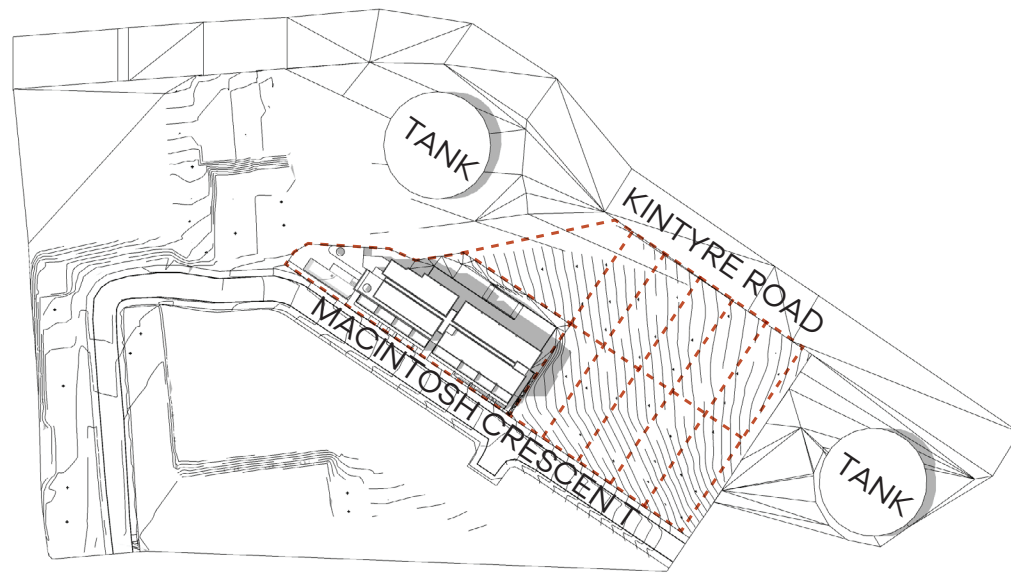
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- 2 BALCONY PLANTER BOX
- 3 TERRACE TILING
- 4 POOL AND GROUND COVER
- 5 WINDOW AND DOOR - DOMINO OR SIMILAR
- 6 FLAT BAR METAL BALCONY BALUSTRADES
- 7 STREETScape LANDSCAPING



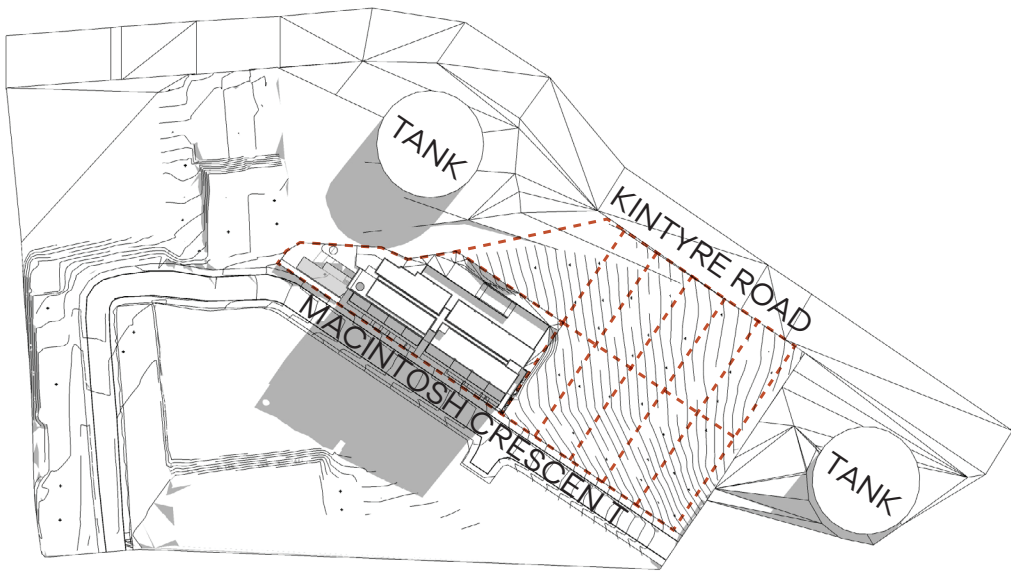
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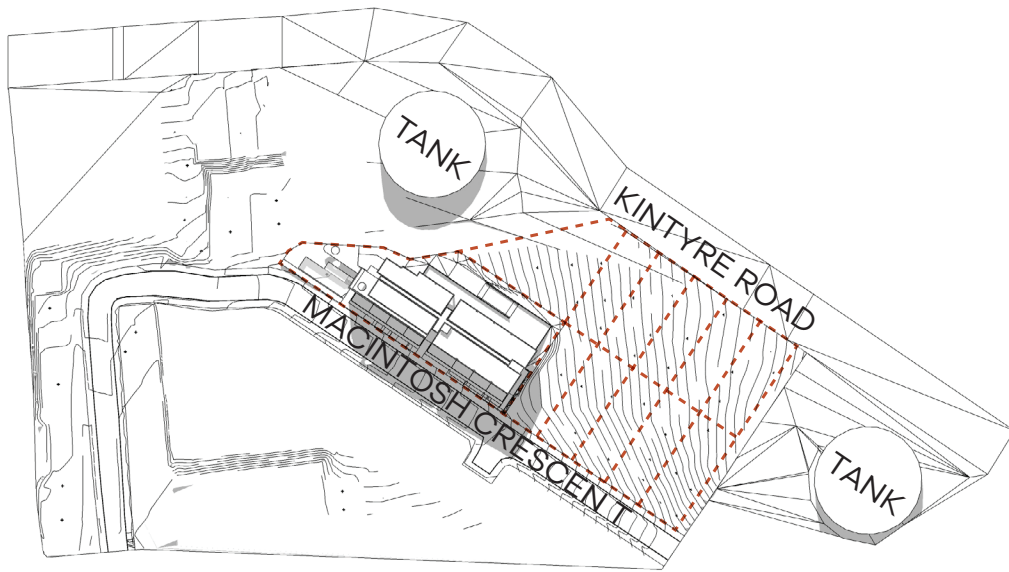
SUMMER SOLSTICE DECEMBER 22 - 12PM



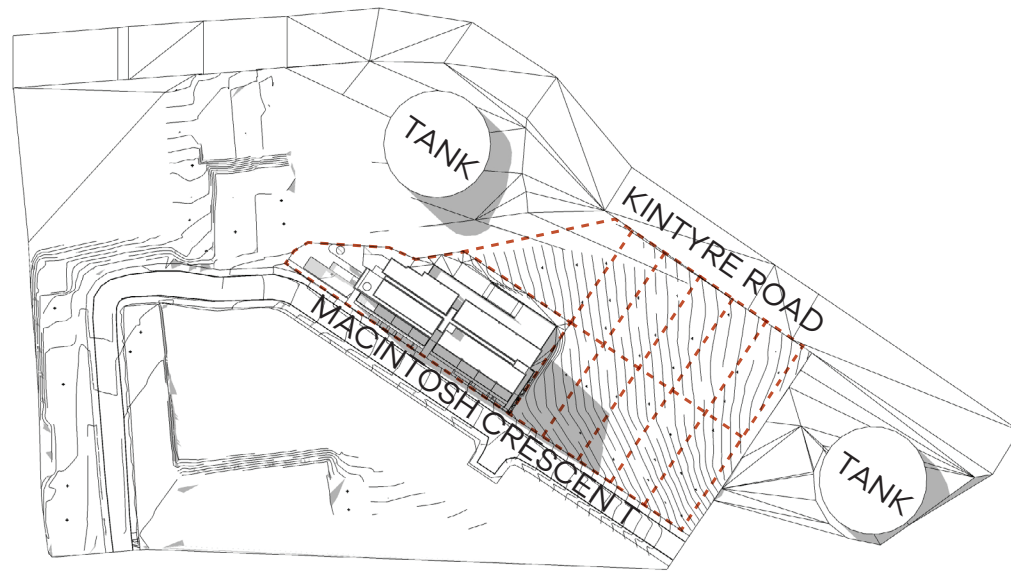
SUMMER SOLSTICE DECEMBER 22 - 3PM



WINTER SOLSTICE JUNE 21 - 9AM



WINTER SOLSTICE JUNE 21 - 12PM



WINTER SOLSTICE JUNE 21 - 3PM

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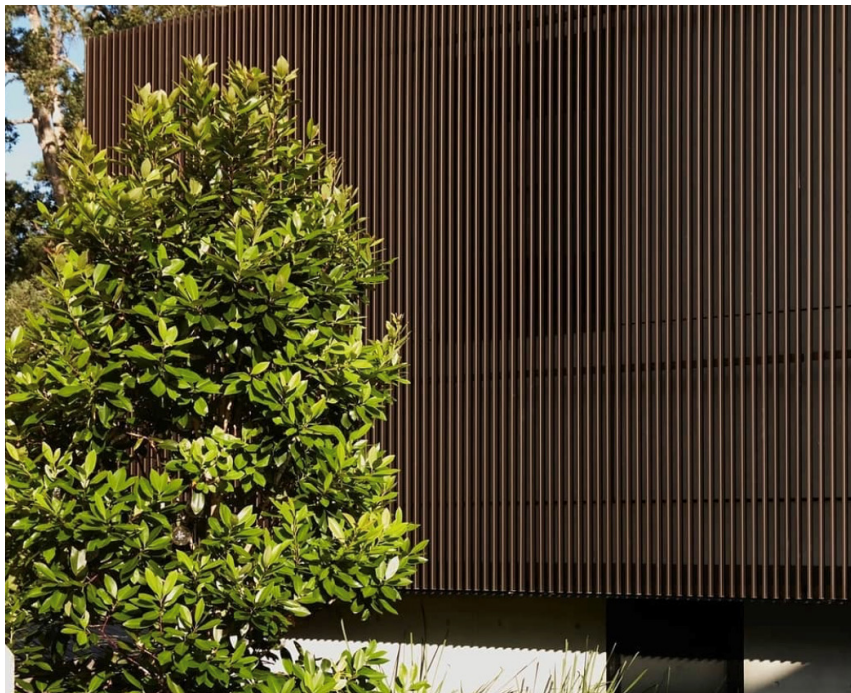
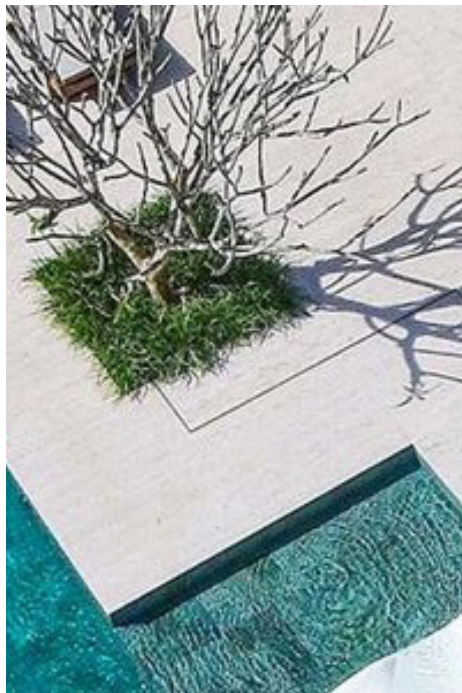
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- 1 Pool deck
- 2 Buffer planting
- 3 Area shown clear for fire egress
- 4 Private balconies
- 5 Possible future street trees shown indicatively
- 6 Existing footpath
- 7 Planted street frontage
- 8 Existing vegetation shown indicatively





SCREENING

POOL DECK

STREET FRONTAGE



***Tristaniopsis laurina*, 'Luscious'**
Glossy evergreen
H 7m W 5m



***Corymbia citriodora* 'Scentuous'**
Dwarf lemon scented gum
H 7m W 3m



***Plumeria obtusa*, Franginpani**
Ornamental, white flowers
H 4m W 4m



***Olea europaea*, 'Tolley's Upright'**
Hardy fruitless evergreen
H 4m W 3m



***Lagerstroemia natchez*, Crepe Myrtle**
Small deciduous, white flowers
H 5m W 4m

May 24, 2021

Mr Doug Samardzija
Statutory Planner
Development and Regulatory Services
Adelaide Hills Council
Via email: dsamardzija@ahc.sa.gov.au

Dear Doug,

RE: DEVELOPMENT APPLICATION 21/327/473

We have been instructed by the Applicant to respond to your request for additional information by letter dated April 14, 2021. Our response is set out in numerical order below.

1. We have been advised by the Applicant that the approved plan of division has been lodged with the Lands Titles Office. The attached confirmation of registration attests to this.
2. The existing contours and spot levels are shown on the drawing produced by McMahon Services – see Sheet 5 of the amended drawing set. The finished floor levels are also shown on Drawings A2.00[A2], A3.02[A2] and A3.10[A1].
3. Further to our meeting on-site, we confirm that the Applicant intends to capture and subsequently release stormwater to the existing stormwater drainage network (i.e. Macintosh Crescent and the adjacent detention basin which functions as a pseudo public reserve during the drier months of the year). If the proposed development is consented to, the Applicant would not oppose the imposition of a condition which requires the requested plan to be produced prior to development approval being granted by the Adelaide Hills Council.
4. The findings of the traffic review undertaken by Mr Paul Morris of Stantec are attached.
5. Although the adjoining allotment to the north-east of the site (Allotment 247) is presently vacant, the Applicant has sought to minimise the opportunity for overlooking by planting a row of mature evergreens along the north-eastern (rear) boundary of the site. Drawings A2.00[A2] and A3.02[A2] best depict this.
6. The shadow diagrams have been updated and now show the residential allotments on the north-eastern and south-eastern sides of the site. It is clear from these diagrams that the proposed building will not overshadow Allotments 240 to 247, and that the rear half or thereabouts of Allotments 237 to 239 will continue to receive access to sunlight for six consecutive hours (between 9:00 am and 3:00 pm) on the winter solstice. This is where the private open spaces are likely to be situated.
7. The requested model is in the process of being created and will be furnished prior to the meeting at which this matter will be considered and determined.
8. The materials selected by the Applicant are now shown on Drawing A8.00[A1].
9. The proposed waste storage and collection methods are summarised on the penultimate page of Mr Morris' traffic review.

10. All 40 of the one-bedroom dwellings within the proposed building will, in the first instance, be released to the affordable housing market, as the Applicant has been mandated by the State Government to set aside at least 15 percent/63 of the dwellings within the confines of Hamilton Hill as 'affordable housing'. At present, there are only 23 such dwellings.
11. The perimeter fencing associated with the outdoor swimming pool is shown on Drawings A2.00[A2], A6.00[A1], A7.10[A1] and A7.11[A1].
12. The outdoor swimming pool, kiosk and gymnasium are all ancillary and subservient features of the proposed building, and will only be available to the prospective residents and their guests for the foreseeable future.
13. A detailed landscaping plan for the curtilage of the proposed building has been prepared by Mr Alex Game of Landskap and is attached for your consideration.
14. Drawing A3.14[A2] contains an elevation of the verandah associated with the outdoor swimming pool.
15. The requested streetscape elevation can be found at the top of Drawing A3.00[A2].
16. The perspective on the right-hand side of Drawing A7.11[A1] shows just how little of the proposed building will be visible from Kintyre Road once the adjacent two-storey townhouses to the north-east and south-east of the site have been constructed. It also demonstrates that the Central Business District and coastline will continue to be visible from this public road and beyond.
17. The site and floor plans have been updated, and now show the requested dimensions.
18. It is clear from Drawing A4.00[A2] that the proposed building will occupy approximately 2,205 square metres or 70 percent of the area of the site.
19. 'View 6' in the bottom left-hand corner of Drawing A7.03[A1] and the perspective on the right-hand side of Drawing A7.11[A1] show the scale relationship between the existing and proposed five-storey buildings within the confines of Hamilton Hill.

We trust that you now have everything you reasonably require to notify the public of the proposed development.

Yours sincerely,



Fabian Barone
Director



PLANNING REPORT

FIVE (5) STOREY RESIDENTIAL FLAT BUILDING CONTAINING 57 DWELLINGS, COMMUNAL GYMNASIUM AND SWIMMING POOL AND ASSOCIATED CAR PARKING AND LANDSCAPING

HAMILTON HILL, WOODFORDE

Prepared for:
WOODFORDE JV STAGE 3A PTY LTD

Date:
24.05.2021

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Document Control

Revision	Description	Author	Date
V1	Draft	AK	01.04.2021
V2	Review	FB	01.04.2021
V3	Final	AK	01.04.2021



CONTENTS

1. INTRODUCTION	1
2. THE SUBJECT LAND AND LOCALITY	2
3. THE PROPOSAL	3
4. ASSESSMENT	4
4.1 Land Use and Zoning	5
4.2 Building Height	5
4.3 Site Coverage	7
4.4 Access, Parking and Traffic	7
5. CONCLUSION	8

APPENDICES

- APPENDIX 1. CERTIFICATE OF TITLE
APPENDIX 2. ARCHITECTURAL DRAWINGS
APPENDIX 3. TRAFFIC REVIEW

1. INTRODUCTION

We act for Woodforde JV Stage 3A Pty Ltd ('the Applicant').

This report is submitted in support of the development application lodged on March 15, 2021 for the construction and completion of a five (5) storey residential flat building containing 57 dwellings, together with a communal gymnasium and swimming pool and associated car parking and landscaping.

In preparing this report we have:

- inspected the subject land and its locality;
- reviewed the compendium of architectural drawings;
- reviewed the relevant version of the Adelaide Hills Council Development Plan ('the Development Plan'); and
- had regard to Stantec's Traffic Review.

This report includes our description of the subject land, its locality and the proposal, as well as our assessment of the proposal against what we consider the most relevant provisions of the Development Plan.

2. THE SUBJECT LAND AND LOCALITY

The subject irregular shaped vacant land, which forms part of the master-planned Hamilton Hill development, is located on the northern side of Macintosh Crescent, immediately to the south/south-east of, and below, the first of the two water tanks encountered when travelling in an easterly direction along Kintyre Road from Glen Stuart Road, directly opposite Rostrevor College.

The subject land has a frontage of 98.89 metres to Macintosh Crescent, varying depths of between 11.5 and 40 metres, and an area of 3,111 square metres. 3.0 metre wide service easement(s) for drainage and sewerage purposes extend along the northern, eastern and western boundaries of the subject land.

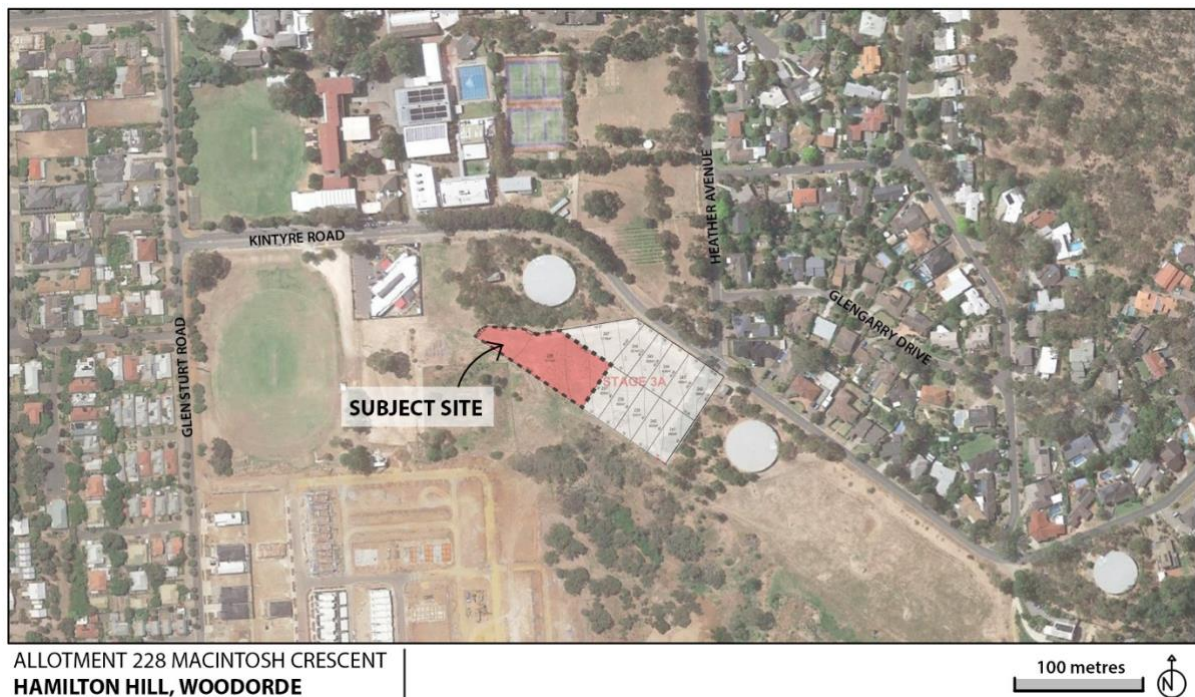
The subject land has been part benched and retained (levelled-out strategically) noting that the adjoining lands immediately to the north/north-east have a much steeper slope.

The subject land is directly opposite a large public reserve of some 5.484 ha and approximately 100 metres to the east of the Rostrevor College Oval. There is a recently completed five (5) storey, part four (4) storey residential flat building approximately 70 metres to the south-west of the subject land on the opposite side of the public reserve. The lands further to the south have been developed predominantly for two (2) storey abutting dwellings.

The water tanks are prominent features of the immediate locality.

The subject land in relation to its surroundings is shown in Figure 2.1 below.

Figure 2.1: The Locality



3. THE PROPOSAL

The Applicant seeks development plan consent from the Adelaide Hills Council to construct and complete a five (5) storey residential flat building containing 57 dwellings together with a communal gymnasium and swimming pool and associated car parking and landscaping.

The proposal is summarised as follows:

Ground/Undercroft Level

- five (5), one-bedroom dwellings and one (1), two-bedroom dwelling;
- gymnasium, swimming pool and associated kiosk;
- entry lobby;
- undercroft parking for 26 cars and 52 bicycles;
- plant room;
- store; and
- waste bin enclosure.

Level 1

- five (5), one-bedroom dwellings and four (4), two-bedroom dwellings; and
- part undercroft/deck car parking for a total of 32 cars.

Levels 2-3

- 11, one-bedroom dwellings and four (4), two-bedroom dwellings noting that the street fronting dwellings on Level 2 have extended balcony/terrace areas.

Level 4

- eight (8), one-bedroom dwellings, three (3), two-bedroom dwellings and a three-bedroom penthouse with extended balcony/terrace area.

Whilst the proposal is more fully detailed within the compendium of architectural drawings at Appendix 1, it is important to note, for the purposes of our assessment, that all 40 of the one-bedroom dwellings will, in the first instance, be released to the affordable housing market, as the Applicant has been mandated by the State Government to set aside at least 15 percent/63 of the dwellings within the confines of Hamilton Hill as 'affordable housing'. At present, there are only 23 such dwellings.

4. ASSESSMENT

The subject land is within the Residential Zone and, more particularly, the Glen Stuart Road Policy Area under the version of the Development Plan that was consolidated on August 8, 2019, within which the proposal is neither complying nor non-complying and, accordingly, is for consideration on its merits.

The following provisions of the Development Plan have been taken into consideration in the preparation of this report.

Council Wide	
Crime Prevention	Objective: 1 PDCs: 1, 2, 3, 5, 6, 7 and 8.
Design and Appearance	Objectives: 1 and 2. PDCs: 1, 3, 5, 7, 9, 17, 18, 20, 21, 22, 23, 28 and 29.
Energy Efficiency	Objectives: 1 and 2. PDCs: 1, 2 and 3.
Infrastructure	Objectives: 1, 2 and 3. PDCs: 1, 2, 3, 4, 5, 6, 8, 14, 19 and 20.
Interface Between Land Uses	Objectives: 1, 2 and 3. PDCs: 1, 2 and 4.
Landscaping, Fences and Walls	Objectives: 1 and 2. PDCs: 1, 2, 3 and 4.
Medium Density Development	Objectives: 1, 2 and 4. PDCs: 1, 2, 3, 4, 5, 6, 8, 9, 11, 12 and 13.
Natural Resources	Objectives: 5, 6 and 7. PDCs: 1, 2, 8, 10, 11, 13, 14, 16, 17, 18 and 22.
Orderly and Sustainable Development	Objectives: 1, 2, 3, 4 and 6. PDCs: 1, 3, 4, 5, 7, 8, 9 and 14.
Residential Development	Objectives: 1, 2, 3 and 5. PDCs: 3, 4, 5, 7, 8, 9, 10, 11, 16, 17, 18, 21, 22, 23, 24, 25, 27 and 30.
Siting and Visibility	Objective: 1 PDCs: 1, 2, 4, 5, 6, 7 and 10.
Sloping Land	Objective: 1 PDC: 2
Transportation and Access	Objectives: 2 and 4.

Council Wide	
	PDCs: 8, 9, 10, 11, 15, 18, 19, 22, 23, 25, 26, 34, 35, 36, 38, 39, 41, 42, 48 and 52.
Zone	
Residential Zone	Objectives: 1, 2, 3 and 4. PDCs: 1, 2, 3, 6, 7, 9, 12 and 13.
Policy Area	
Glen Stuart Road Policy Area	Objectives; 1, 2, 3 and 4. PDCs: 1, 2, 4, 6, 7, 8, 9, 10, 11, 15, 18, 19 and 20.

In consideration of the above, the following have been identified as the primary matters to be addressed by this report:

- Land Use and Zoning;
- Building Height;
- Site Coverage; and
- Access, Parking and Traffic.

Generally speaking, the proposal respects the relevant quantitative and qualitative provisions of the Development Plan.

4.1 Land Use and Zoning

Residential flat buildings, including affordable housing within such buildings, are an envisaged form of development in the Zone and Policy Area, noting that the Desired Character Statement for the Policy Area calls for a range of dwelling types at medium and low densities which respond to the topography of the area and Policy Area PDC 6 provides that:

- 6 In those parts of the Policy Area where the topography permits, medium density development that achieves gross densities of between 23 and 45 dwellings per hectare (which translates to net densities of between 40 and 67 dwellings per hectare) should be in the form of 2 to 3 storey buildings.**

The original master plan for Stage 3A envisaged two such buildings which have now been combined into one.

The net density of the present proposal equates to 183 dwellings per hectare however, this needs to be considered and assessed as part of the Hamilton Hill development as a whole, which, including the present proposal, will maintain an overall site density of approximately 32 dwellings per hectare.

4.2 Building Height

Policy Area PDC 10 provides that development should not exceed a maximum building height (from natural ground level) of three (3) storeys. For this purpose, building height means the maximum vertical distance between natural or finished ground level at any point of any part of a building and the finished roof height at its highest point, ignoring any antenna, aerial, chimney, flagpole or the like.

As noted in *Pawmac (No 1) P/L v Corp. of City of Adelaide No ERD-98-1235 SAERDC 539 (24 December 1998)*... "It is important to keep in mind the purpose for which a building height limit is prescribed."

There are various reasons height limits are prescribed, including, but not necessarily limited to:

- reinforce the established character of an area;
- maximise sunlight penetration to streets, public places and general pedestrian areas;
- provide appropriate transition of building heights, particularly at a sensitive interface;
- protection of vistas, views and important landmarks;
- manage wind tunnelling effects;
- minimise overshadowing; and
- aircraft safety.

Obviously, these are guidelines as there is no strict doctrine, as such.

Building height is but one factor to be considered when determining whether or not planning consent should be granted and building height alone may not be detrimental to the amenity or character of a locality. It is well established that the zoning intentions and existing/desired character of a locality are to be properly balanced and a proposed development must be judged in its historical and factual context. A conclusion that a proposal is not consistent with a particular (numerical) development standard is not necessarily decisive of the matter.

In this instance, it is understood that the height limit was set primarily to ensure, as far as is reasonable and practicable, that development would complement the undulating nature of the topography of the Glen Stuart Road Policy Area. However, in this instance, it is considered that there are reasonable grounds to support a departure from the recommended three (3) storey height limit in that:

- the precedent has already been set by the approval and completion of the existing five (5) storey residential flat building, approximately 70 metres to the south-west of the subject land and, like the existing building, the proposed building will not be readily visible from outside the Glen Stuart Road Policy Area;
- the additional height sought will allow the Applicant to fulfill the State Government's affordable housing mandate across two stages, noting, of course, that Zone PDC 13 advises that such housing "*should be distributed throughout the Zone to avoid over-concentration of similar types of housing in a particular area*";
- in consideration of the natural slope of the lands to the rear of the subject land and the spatial relationships created by the public reserve directly opposite, the proposed building is not over-imposing and will not unnecessarily dominate the immediate locality;
- the visually obtrusive water tanks will, to some extent, now be suitably screened by the proposed building;
- overshadowing is minimised, as the subject land is located on the north-eastern side of Macintosh Crescent;
- the perspective on the right-hand side of Drawing A7.11[A1] shows just how little of the proposed building will be visible from Kintyre Road once the adjacent two-storey townhouses to the north-east and south-east of the subject land have been constructed. It also demonstrates that the Central Business District and coastline will continue to be visible from this public road and beyond;
- the proposed building has adopted various and extensive articulation and modelling techniques, all of which reduce any perceived bulk;
- the composition of the proposed building, its detailing, materials and colours and landscaping frame its street presence in an accomplished manner; and
- the proposed building blends in a coherent manner with its surroundings and reflects the standard of development expected in the locality.

Visual impacts are strongly influenced by the viewer's position, the angle of view and the viewer's movements, described as 'serial vision' – a concept developed by the English Architect and Urban Designer, Gordon Cullen, and used to describe what a pedestrian experiences when moving through built environments. Cullen believed that a place could become more visible in a deeper sense if vivid contrasts could be felt as *"the human mind reacts to difference between things"* or *"the drama of juxtaposition."*

The present proposal incorporates contemporary design elements that relate to the surroundings in a respectfully contextual way and the visual impacts that pedestrians will experience when moving through the locality will be positively influenced by the proposed development and be *more visible in a deeper sense*.

4.3 Site Coverage

The proposed building and its impervious curtilage will account for approximately 70% of the area of the subject which exceeds the 60% recommended by PDC 10 of the Glen Stuart Road Policy Area. However, the levels above, which are set back considerable distances from the adjoining boundaries, present a site coverage of less than 40%.

As noted by Commissioner Green in *Juczenko v City of Mitcham (2006)*... *"One must look at the rationale behind a site coverage guideline and not just accept the 40% guideline as an immutable numerical standard."*

Council Wide, Residential Development, PDC 17 provides that site coverage should ensure that sufficient space is provided for:

- a) pedestrian and vehicle access and vehicle parking;
- b) domestic storage;
- c) clothes drying;
- d) rainwater tanks;
- e) private open space and landscaping; and
- f) convenient storage of household waste and recycling receptacles.

The present proposal respects this policy intent.

Commissioner Green also noted that site coverage is only perceived aerially or in three dimensions from external vantage points. As noted above, the upper levels are set back well in excess of the recommended minima and, in effect, visual impacts to adjoining owners will be limited.

4.4 Access, Parking and Traffic

A Traffic Review, prepared by Stantec (formerly GTA Consultants), suitably qualified experts in this field, accompanies this report at Appendix 3. Whilst the Review concludes that all traffic management issues have been appropriately addressed, it is important to note that:

- the proposal, based on empirical data, generates a theoretical demand for 40 resident car parking spaces;
- there will be a theoretical surplus of 18 resident car parking spaces, as the car park will contain 58 car parking spaces (one space for every one to two-bedroom dwelling and two spaces for the three-bedroom dwelling);
- the visitor parking demand generated by the proposal can be accommodated within the confines of the surrounding road network, according to Stantec; and
- the traffic associated with the proposal *"will not affect the operation or capacity of the internal and [sic] external road network to the Hamilton Hill development"*.

5. CONCLUSION

Having due regard to the nature of the subject land and its factual context, and to the relevant provisions of the Development Plan, it is considered that the proposed development is not seriously at variance, and is sufficiently compliant, with the provisions of the Development Plan, and is a reasonable form of development that:

- is orderly and sustainable, and envisaged from a land use perspective;
- is well designed and sited in respect to its contextual setting;
- has due regard to its neighbours and the locality more broadly;
- does not prejudice the attainment of the provisions of the Development Plan in general and will not hinder the development of adjacent lands; and
- is in general accord with the overall intents and purposes of the Zone and Policy Area.

The departures from the recommended building height and site coverage guidelines are considered sufficiently justified in the particular circumstances of the case.

For these reasons, it is considered that the proposed development warrants consent.

APPENDIX 1. CERTIFICATE OF TITLE

CONFIRMATION OF REGISTRATION

Certificate of Title - Volume 6254 Folio 729

Estate Type

FEE SIMPLE

Registered Proprietor(s)

WOODFORDE JV STAGE 3A PTY. LTD. (ACN: 631 620 249)
OF CARE 254 ANGAS STREET ADELAIDE SA 5000

Description of Land

ALLOTMENTS 228, 6042 AND 6043 DEPOSITED PLAN 126862
IN THE AREA NAMED WOODFORDE
HUNDRED OF ADELAIDE

Easements

SUBJECT TO SERVICE EASEMENT(S) OVER PORTION OF ALLOTMENT 228 MARKED D ON D126862 FOR DRAINAGE PURPOSES TO THE COUNCIL FOR THE AREA (223LG RPA)

SUBJECT TO SERVICE EASEMENT(S) OVER PORTION OF ALLOTMENT 228 MARKED S ON D126862 FOR SEWERAGE PURPOSES TO SOUTH AUSTRALIAN WATER CORPORATION (223LG RPA)

SUBJECT TO SERVICE EASEMENT(S) OVER PORTION OF ALLOTMENT 228 MARKED W ON D126862 FOR WATER SUPPLY PURPOSES TO SOUTH AUSTRALIAN WATER CORPORATION (223LG RPA)

Schedule of Dealings

Dealing Number	Description
12659938	AGREEMENT UNDER DEVELOPMENT ACT, 1993 PURSUANT TO SECTION 57A
13320396	MORTGAGE TO NATIONAL AUSTRALIA BANK LTD. (ACN: 004 044 937)

Registrar-General

Lands Titles Office



ADELAIDE HILLS COUNCIL
RECEIVED 26/05/2021

REF: S208740

DATE: 30 March 2021

**ADELAIDE HILLS COUNCIL
RECEIVED 26/05/2021**

Starfish Developments
254 Angas Street
Adelaide SA 5000

Attention: Mr. Craig McRostie

Dear Craig,

RE: PROPOSED RESIDENTIAL FLAT BUILDING – HAMILTON HILL – TRAFFIC REVIEW

This letter provides the findings and conclusions from a traffic and parking review of the proposed development located at Lot 228 Macintosh Crescent in Woodforde, as part of the Hamilton Hill development site.

Subject Site

The subject site is located on Lot 228 Macintosh Crescent in Woodforde, with the site located within the Hamilton Hill development which is in progress with other residential construction. The subject site will have access via the Hamilton Hill road network to and from Glen Stuart Road. It is located at the northern portion of the Hamilton Hill development.

Proposed Development

A residential flat building is proposed on the subject site to include 57 dwellings including:

- 40 one bedroom apartments
- 16 two bedroom apartments
- 1 three bedroom apartments
- 58 car parking spaces
- Parking for 52 bicycles
- Other associated amenities including pool, gymnasium, etc, for use by residents.

Subject Site

The subject site is located on Macintosh Crescent located in the Hamilton Hill development in Woodforde. The subject site is part of a larger residential development which has access to Glen Stuart Road and Kintyre Road. Figure 1 shows the location of the subject site.

Figure 1: Subject Site and Surrounds



Adelaide Hills Development Plan

The subject site is located within a Residential Zone in the Glen Stuart Road Policy Area. Parking requirements for the proposed development are shown in *Table AdHi/4 – Off Street Vehicle Parking Requirements* in the Adelaide Hills Development Plan. These are as follows:

Residential flat buildings (i) an average of 1.5 on-site resident spaces per dwelling (minimum of 1 undercover space) rounded up to the nearest whole number; and
(ii) at least 0.5 on-site visitor spaces per dwelling (rounded up to the nearest whole number)

Based on the Development Plan a total of 86 parking spaces for residents would be required plus 29 visitor parking spaces.

This parking rate is high given the apartments are a mixture of one and two bedrooms (plus one three-bedroom dwelling) based on similar developments in Adelaide and Australia, as well as the provision of affordable housing in the development. A lower parking rate was adopted for the similar Kelso Apartments in the Hamilton Hill development.

Empirical Car Parking Assessment

Applicable car parking rates are set out within the Transport for New South Wales “*Guide to Traffic Generating Developments* (2002, henceforth referred to as the NSW Guide) and are as follows;

High Density Residential Flat Buildings - Metropolitan sub-regional centres

- 0.6 spaces per 1 bedroom unit
- 0.9 spaces per 2 bedroom unit
- 1.40 spaces per 3 bedroom unit
- 1 space per 5 units (visitor parking).

Based on the above rates Table 1 sets out the parking requirements of the proposed development.

Table 1: Empirical Car Parking Assessment

Apartment Type	Number	Car Parking Rate (spaces per dwelling)	Car Parking Demand
One bedroom	40	0.6	24
Two bedroom	16	0.9	14.4
Three bedroom	1	1.4	1.4
TOTAL			40 spaces
Visitors	57	0.25	14.25

The above indicates the proposed development will require in the order of 40 spaces plus 14 spaces for visitor parking.

Matters affecting parking demands

Parking is being influenced by emerging trends in transport modes. These include bicycle use, car sharing (Uber and similar) and public transport. The cost of vehicle ownership is not readily accepted by younger generation of people when entering the workforce or continuing studies, with other modes used in a larger proportion to other generations. This also results in more single car households.

Bicycle

Bicycle parking is proposed on site in the ground level car park for residents. It is noted that some residents will generally store their bicycles in car park storage locker where available and in their apartments for higher security given the higher value of some bicycles. Bicycle racks will be located at the front of the building for visitors, with a total of 52 spaces to be available within a secure parking area.

Public Transport

Bus services are available within a 10 minute walk of the site, with routes operating to and from the city, and Magill, Norwood and Firlie District Centres. These services operate on 15 to 30 minute services for most weekday periods, and 30 minute to 1 hour frequency during weekend periods.

Walking

The site will be integrated into the existing road network which will provide pedestrian connectivity throughout the precinct and link to pedestrian connectivity in the surrounding areas. This provides connectivity to open space, sport and recreational facilities nearby. The site is also located close to the University of South Australia – Magill Campus, which is within a 20 minute walk of the subject site, and is also in walking distance to Rostrevor College.

Car Parking Summary

Based on the above assessments Table 2 summarises the parking requirements based on the above analysis.

Table 2: Car Parking Summary

Method of Assessment	Resident Car Parking Requirement (spaces)	Visitor Car Parking Requirement (spaces)	Total Car Parking Requirement (spaces)
Development Plan	86	28	114
Empirical Assessment	40	14	54

The above shows that the Adelaide Hills Council Development Plan parking requirement is considerably higher than identified parking demands, which suggest 40 spaces would be required for residents and 14 spaces for visitors.

Car Parking Adequacy

Resident Parking

The proposed parking supply of 58 spaces will exceed the parking demand indicated by the NSW Guide of 40 spaces. Whilst it is less than the Development Plan requirement, the proposed parking supply will provide 1 space per dwelling plus 2 spaces for the 3-bedroom apartment which is considered appropriate.

Visitor Parking

The proposed development will utilise on-street parking for visitors to the site. A rate of 1 per 4 dwellings is typically applied to residential flat buildings in similar development in metropolitan Adelaide. This would suggest 14 spaces near the subject site is required. There would be up to 30 spaces available on both sides of Macintosh Crescent along the frontage of the site which would comfortably provide for visitor parking to the proposed development. On-street parking was allowed for in the original development consent for Hamilton Hill with carriageways designed for parking on both sides whilst maintaining a travel lane on the road.

A similar level of visitor parking was provided on-street in the previous Kelso Apartments in the Hamilton Hill development, where on-street parking has not had any adverse impacts on the adjacent streets. However, parking controls could be implemented on-street to manage any long-term parking issues. These could be implemented following review of the parking operation of the precinct.

Car Park Layout

The proposed car park will include 58 parking spaces across two levels, with direct access from Macintosh Crescent. The proposed car park will feature:

- 90 degree angled spaces 2.4 metres wide and 5.4 metres long;
- 6.0 metre wide aisles (minimum width 5.8m required by the Standard);
- Clearance to walls and columns where required by the relevant Standards;
- Parking spaces will be allocated to dwellings, hence no turnaround bay is required in the blind aisle of the car park on level 1 and level 2;
- Blind aisle extensions of 1.0 metres provided in accordance with the Standard;

Turn paths for entry and exit movements at key locations have been reviewed in accordance with the Standard. These are shown in Figure 2 and Figure 3.

These figures indicate minor amendments to kerb alignments to meet the turn path requirements through the car park across ground and level 1, and also give-way controls required on the ground level. These amendments are not significant and can be included in the detailed design.

Figure 2: Turn path review for Ground Level

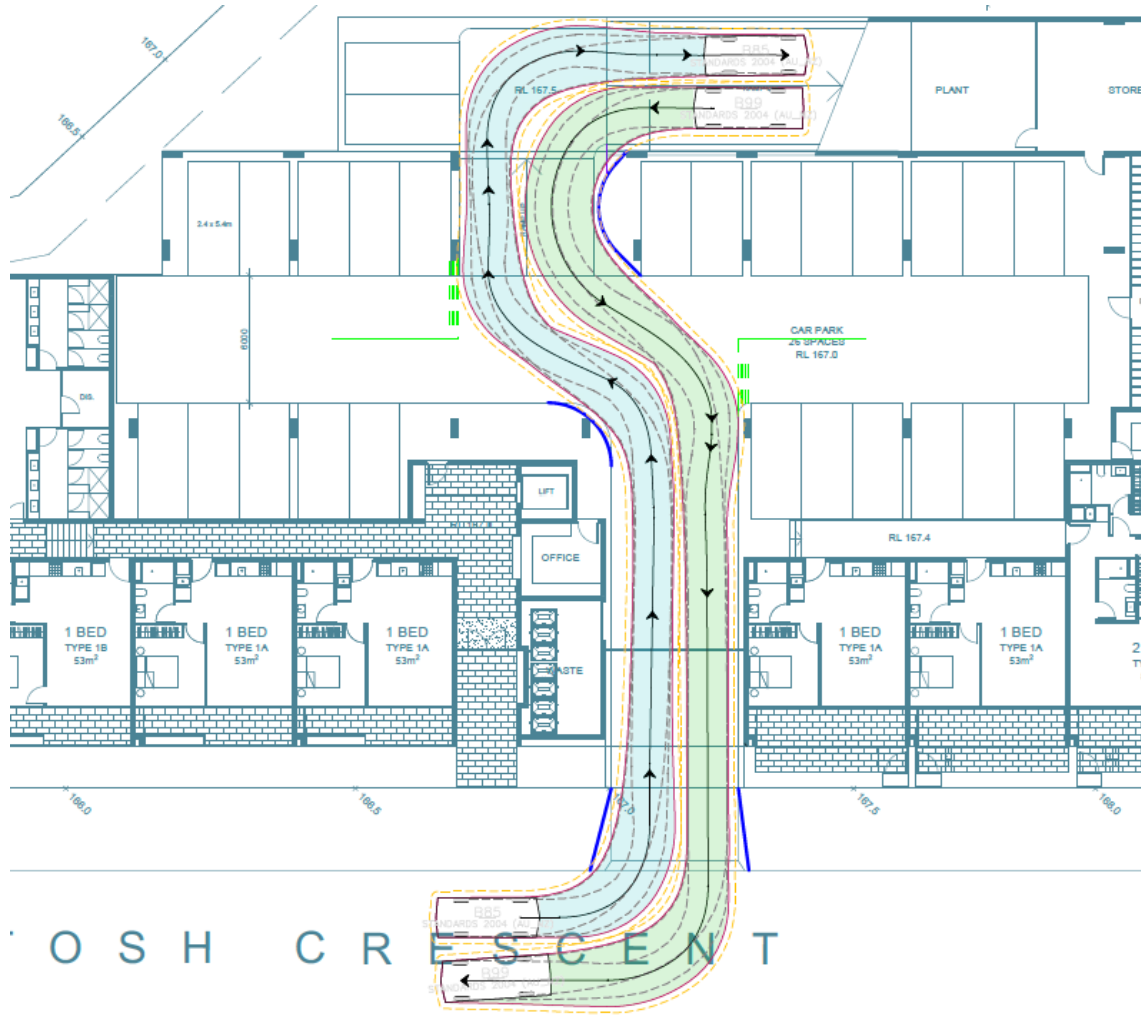
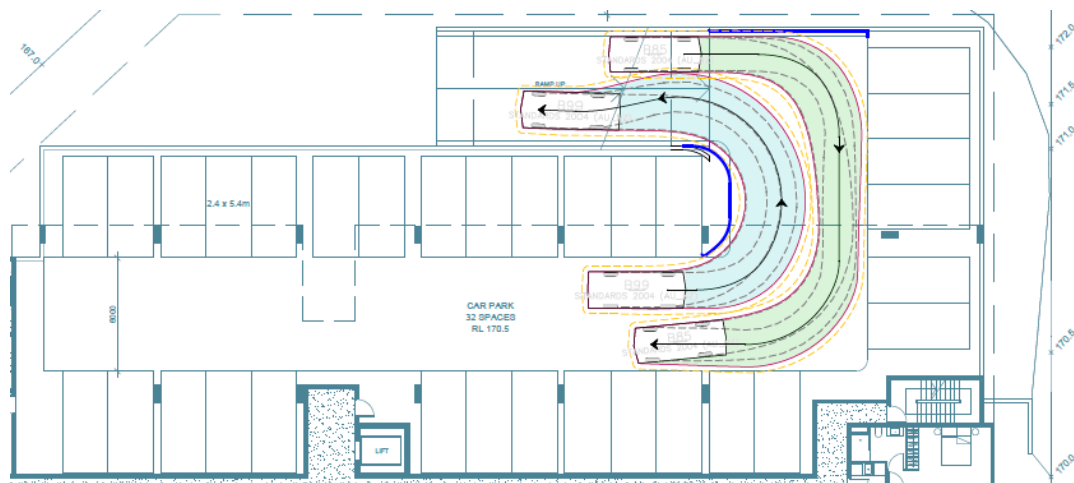


Figure 3: Turn path review for Level 1



Waste Collection

It is understood that a private collection service with a rear loading truck suitable for 1,100 litre bins will access the site. The bins will be moved to the truck via the driveway to enable emptying at the truck. The waste bin storage room is located near to the main driveway entrance which will minimise the transport distance of bins to the truck.

Parking controls (i.e. loading zone or truck zone) could be installed adjacent the proposed driveway to accommodate waste collection vehicles on days of collection (i.e. could be up to 2 times per week). A Loading Zone would also be useful to accommodate deliveries (i.e. UberEats, packages) and collections (Uber, taxi, etc). This assists to reduce private vehicle usage through convenient alternatives for travel to and from the site.

The waste collection will operate on a similar methodology to the previous Kelso Apartments located in the Hamilton Hill development, which has operated successfully since occupation of the building.

Traffic Impact

The proposed apartments are part of the larger Hamilton Hill master plan in the original Development Consent. The traffic generation of this allotment was considered as part of the overall master plan Transport Impact Assessment (prepared by GTA Consultants and dated 20 October 2015).

The master plan report applied traffic generation to the subject site based on 100 residential apartments in total (46 previously approved in Kelso Apartments). Whilst the proposed development comprising 58 apartments, will be higher than previously envisaged, the traffic demands of the proposed apartments will be minor. Based on an additional 4 dwellings, the impact would be minor at approximately 24 trips per day and 2-3 trips in the peak hour. As such the traffic impacts of the subject site are similar to the parameters of the overall masterplan, and will not affect the operation nor capacity of the road network as was originally intended.

Conclusions

Based on the analysis and discussions presented within this report, the following conclusions are made:

1. The proposed development consists of 57 apartments (40 one bedroom, 16 two bedroom and one three bedroom) with car parking across two levels.
2. Based on the Development Plan, the proposed development would require 86 resident parking spaces, however parking demands based on empirical data for higher density developments suggests 40 spaces would be required.
3. The proposed development includes 58 car parking spaces which will cater for the residential car parking demands based on 1 space per dwelling (1-2 bedrooms) and 2 spaces for the 3 bedroom apartment, which meets demands for higher density developments.
4. The proposed car park will be provided across two levels with a ramp connection. The layout of the car parking areas will meet the requirements of the relevant Australian Standards subject to minor amendments for the turn paths as indicated in the letter.
5. Visitor parking based on the Development Plan would require 28 spaces which is considered very high for this type of development. Based on a rate of 1 space per 4 dwellings, a total of 14 visitor spaces would be required which can be accommodated on Macintosh Crescent adjacent the site. This is similar to the parking provided for the previous Kelso Apartment development in Hamilton Hill.

6. Bicycle parking for 52 bicycles in a secure parking area will be provided on the ground level of the car park.
7. Waste collection is proposed to occur on-street adjacent the site with a private collection arrangement, utilising medium size bins which can be transported to and from the street.
8. The traffic impact of the proposed development was considered as part of the Hamilton Hill masterplan, and whilst a slightly higher number of dwellings is proposed that discussed in the masterplan, there would be only a very small difference in terms of traffic demands for the site (less than 24 trips per day and 2-3 trips in the peak hour). This will not affect the operation or capacity of the internal and external road network to the Hamilton Hill development.

Naturally, should you have any questions or require any further information, please do not hesitate to contact me on (08) 8334 3600.

Yours sincerely

GTA , now STANTEC



Paul Morris
Director

M.TransTraff, MAITPM

REF: S208740

DATE: 19 July 2021

Starfish Developments
254 Angas Street
Adelaide SA 5000

Attention: Mr. Craig McRostie

Dear Craig,

RE: PROPOSED RESIDENTIAL FLAT BUILDING – HAMILTON HILL – RESPONSE TO COUNCIL COMMENTS

This is in response to the Adelaide Hills Council request for information regarding the proposed Residential Flat Building located within Hamilton Hill.

The following is Council's comments raised in an email dated 9th July 2021, followed by our response:

- *Total number of car parking shortfalls for the Hamilton Hill associated with the Kelso apartments and the townhouse development is 77 car parking spaces.*
- *Kelso apartment had a shortfall of 15 spaces when factoring in the 7 angled parking spaces to the side of the building. Based on Councils Development Plan car parking ration you are required to provide an average of 1.5 on site spaces per dwelling. Based on the 15 shortfall spaces for Kelso apartment Council accepted the ration of 1.2 spaces per dwelling.*

If Council was to accept the car parking ration numbers as proposed this would result in a total shortfall of 138 car parking spaces over 4 separate developments which is considered as a significant shortfall for this site.

The comparison of the proposal to the overall development site is irrelevant with regards to the planning assessment for this development, as it is not part of the subject site for the development application. Notwithstanding this, general observations within the development (as a whole) has not shown any deficiency in parking for previous developments.

Further to the above, it is our opinion that Council should be providing strategic direction in managing unsustainable transport within new developments through encouragement of other modes of transport as discussed in the traffic report, including public transport, car share, walking and cycling. The constant provision of high levels of parking will not result in any behaviour change for sustainable transport modes in this area.

- *For the proposed apartment building GTA Consultants applied a ratio of 0.7 spaces for dwelling and 0.25 spaces for visitor parking or an average ration of 0.95 spaces per dwelling. This is significant smaller than the 1.5 spaces as anticipated by the Development Plan and is also well below the ration that was applied for the Kelso apartment building.*

Council indication of our assessment for a rate of 0.7 per dwelling is being applied when this is not correct. The rates outlined within the Empirical Parking Assessment were based on typical RTA rates for High Density

Apartment buildings. Notwithstanding, a rate of 1 per dwelling is to be applied as per the advice in the report which justifies the proposed parking rate (extract below):

“The proposed parking supply of 58 spaces will exceed the parking demand indicated by the NSW Guidelines of 40 spaces which is based on empirical evidence from national surveys of residential parking demands. Whilst it is less than the Development Plan requirement, the proposed parking supply will provide 1 space per dwelling plus 2 spaces for the 3-bedroom apartment which is considered appropriate.”

Can you advise why a smaller ration has been applied to the proposed apartment then what has been applied to the Kelso and which would result in the significant shortfall in car parking numbers? Council does not accept the assessment done by GTA Consulting to justify the shortfall. Furthermore, Council is seeking that a ration of at least 1.3 spaces per dwelling be applied so to be more consistent with the requirements identified in the Development Plan but also so that the proposal does not further contribute to the shortfall in car parking numbers which as identified are already significant.

The reduction in car parking provision is further supported by the new parking rates outlined within the Planning and Design Code. If the development were to be lodged under the P&D Code, parking rates of 1 space per 1 or 2 bedroom dwelling in residential flat buildings would be applied to the development. This is much lower than the Development Plan and is in line with current parking demands based on national empirical data.

It is recommended that a lower rate of visitor parking that that of the Development Plan rates be applied to the development. A lower rate of 1 per 4 has been recommended for the site, which is in line with other metropolitan developments in Adelaide. All of the visitor parking can be easily accommodated on-street in the immediate vicinity of the subject site without any impact on other sites in the area. The on-street parking network could theoretically accommodate a higher rate of visitor parking.

The following is Council’s comments raised in an email dated 15th July 2021, followed by our response:

1. *Amended traffic report. As mentioned over the phone it would appear that the traffic report did not take into account the fact that 40 of the units proposed are going to be offered as affordable housing. PDC 20 within the Glen Stuart Road Policy Area speak of the car parking requirements for affordable house to be 1 per dwelling (and should be covered). The traffic report that was prepared references the car parking ratio for residential flat building in Table 4 which is 1.5 per dwelling (one which needs to be covered) and 0.5 per visitor parking. The report therefore does not provide an accurate representation of the required car parking number based on the Development Plan requirements and the justification for any of the shortfalls that would be associated with the development.*

Development Plan Assessment

Below outlines an updated Development Plan parking assessment based on the provision of 40 affordable housing units and 17 apartments:

Table 1: Updated Development Plan Assessment

Use	Size	Development Plan Parking Rate	Development Plan Parking Requirement
Affordable Housing	40 Units	1 space per unit	40 spaces
Residential Flat Building	17 Apartments	1.5 residential spaces per unit	26 spaces
		plus 0.5 visitor spaces per unit	9 spaces

Use	Size	Development Plan Parking Rate	Development Plan Parking Requirement
TOTAL			75 spaces

Based on the updated Development Plan parking assessment, the proposal would generate a parking requirement of 66 resident and 9 visitor parking spaces. Therefore, the inclusion of affordable housing will have a lower Development Plan parking requirement when compared to the previous assessment within our report (86 resident and 29 visitor spaces) .

Empirical Parking Assessment

Applying our empirical assessment, car parking rates have been sourced from the Transport for New South Wales "Guide to Traffic Generating Developments (2002, henceforth referred to as the NSW Guide) and our own parking Database. The applicable rates are as follows;

High Density Residential Flat Buildings - Metropolitan sub-regional centres (Source: RTA Guide)

0.9 spaces per 2 bedroom unit

1.40 spaces per 3 bedroom unit

1 space per 5 units (visitor parking)

Affordable Housing Units (Source: Our Database)

Rounded to 0.5 spaces per dwelling (data indicates 0.44-0.46 spaces per unit)

Based on the above rates, Table 1 sets out the parking requirements of the proposed development.

Table 2: Updated Empirical Parking Assessment

Use	Size	Empirical Parking Rate	Empirical Parking Requirement
Affordable Housing	40 Units	0.5 spaces per unit	20 spaces
Residential Flat Building	17 Apartments	0.9 spaces per 2 bedroom unit	15 spaces
	- 16 Two bedroom	1.40 spaces per 3 bedroom unit	2 spaces
	- 1 Three bedroom	0.25 visitor spaces per unit	4 spaces
	TOTAL		41 spaces

The above indicates the updated empirical parking assessment will require in the order of 37 resident spaces plus 4 spaces for visitor parking. As a comparison, the previous empirical assessment had a requirement of 40 resident parking and 15 visitor spaces.

Based on the above assessments, the Table below summarises the parking requirements based on the above analysis.

Table 3: Car Parking Summary

Method of Assessment	Resident Car Parking Requirement	Visitor Car Parking Spaces	Total Car Parking Requirement
Development Plan	66 spaces	9 spaces	75 spaces
Empirical Assessment	37 spaces	4 spaces	41 spaces

The above shows that the Adelaide Hills Council Development Plan parking requirement is considerably higher than identified parking demands, which suggest 37 spaces would be required for residents and 4 spaces for visitors.

Adequacy of Parking Supply

The proposed parking supply of 58 spaces will exceed the parking demand indicated by the empirical assessment of 37 spaces. Whilst it is less than the Development Plan requirement, the proposed parking supply will provide 1 space per dwelling plus 2 spaces for the 3-bedroom apartment which is considered appropriate.

The proposed development will utilise on-street parking for visitors to the site. There would be up to 30 spaces available on both sides of Macintosh Crescent along the frontage of the site which would adequately provide for parking to the proposed development.

Therefore, the proposed parking provision associated with the proposed development is considered to be appropriate in catering for the anticipated parking demands.

Naturally, should you have any questions or require any further information, please do not hesitate to contact me on (08) 8334 3600.

Yours sincerely

GTA, NOW STANTEC



David Kwong
Director

South Australian Development Act 1993
REPRESENTATION ON APPLICATION - Category 3 Notification

Development Number: 21/327/473

My Name: Simon Davis.....

Postal Address: 2 Kintyre Rd Woodforde.....

Contact No:

Email:
(by providing an email address you agree to receive any related future correspondence electronically)

This representation is in relation to the application by: **Woodforde JV Stage 3A Pty Ltd**

Nature of Development: **Five storey residential flat building comprising of 57 dwellings, associated car parking, swimming pool & associated safety barriers, fencing (maximum height 2m), landscaping, associated communal facilities & associated earthworks**

Proposed to be located at: **Piece 6031 Buchanan Drive, Piece 6032 Kintyre Road & Piece 6033 MacIntyre Brae Woodforde**

My representation: ~~supports the proposed development~~ **OR** opposes the proposed development
(cross out whichever does not apply)

My interests are: ~~owner of local property OR occupier of local property~~
~~a representative of a company OR Other~~
~~organisation affected by the proposal OR a private citizen~~
(cross out whichever does not apply)

The address of the property affected is:

2 Kintyre WoodfordePostcode: 5072.....

The specific aspects of the application to which I make representation are:

1. The building height, 5 stories is not consistent with the development plan for the area.
2. Inequity of distribution of affordable housing across the development, 40 affordable housing properties in one building is too high and doesn't equally distribute affordable housing across the entire development.
3. Traffic volumes, car parking and on street parking. 57 apartments is far too dense for an allotment of this size and the surrounds.

My objections (if any) could be overcome by:

1. Reducing the height of the building from 5 stories to 3 as per the policy area.
2. Equally distributing the affordable housing across the whole development. Concentrating the affordable housing in one area is not the intent of State Governments Affordable Housing Policy. This needs to be addressed. Affordable housing can be accommodated at this site and others throughout the development.
3. Reducing the height of the building will reduce the density and go some way to reducing the parking issues at this site.....

(cross out whichever does not apply)

~~I do wish to be heard in support of my representation by appearing personally~~
~~or by being represented by the following person.....~~

OR

I do not wish to be heard in support of my representation.

Date: 26/6/2021.....

Signature: .....

The closing time and date for Representations is 5.00pm on 28 June 2021 & Representations can only be received during the period 11 June 2021 to 28 June 2021

South Australian Development Act 1993
REPRESENTATION ON APPLICATION - Category 3 Notification

Development Number: 21/327/473

My Name:..Maureen Davis.....

Postal Address: .2 Kintyre Rd Woodforde.....

Contact No:

Email:
(by providing an email address you agree to receive any related future correspondence electronically)

This representation is in relation to the application by: **Woodforde JV Stage 3A Pty Ltd**

Nature of Development: **Five storey residential flat building comprising of 57 dwellings, associated car parking, swimming pool & associated safety barriers, fencing (maximum height 2m), landscaping, associated communal facilities & associated earthworks**

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My representation: . ~~supports the proposed development~~ **OR** opposes the proposed development
(cross out whichever does not apply)

My interests are: . owner of local property OR occupier of local property
a representative of a company OR Other
~~organisation affected by the proposal OR a private citizen~~
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3. Reducing the height of the building will reduce the density and go some way to reducing the parking issues at this site.....

(cross out whichever does not apply)

~~I do wish to be heard in support of my representation by appearing personally
or by being represented by the following person.....~~

OR

I do not wish to be heard in support of my representation.

Date: 26/6/21.....

Signature:

The closing time and date for Representations is 5.00pm on 28 June 2021 & Representations can only be received during the period 11 June 2021 to 28 June 2021

July 5, 2021

Mr Doug Samardzija
Statutory Planner
Development and Regulatory Services
Adelaide Hills Council
Via email: mail@ahc.sa.gov.au

Dear Doug,

RE: DEVELOPMENT APPLICATION 21/327/473

We have been instructed by the Applicant to respond to the representors' concerns.

Before doing so, we wish to highlight that:

- only two representations were submitted during the prescribed time for such purposes;
- the representations are identical and originate from the same property (2 Kintyre Road, Woodforde);
- the representors' property is:
 - » located on the eastern corner of the T – junction of Heather Avenue and Kintyre Road, and approximately 90 metres to the east of the site of the proposed development ('site'); and
 - » perched approximately 14.5 metres above the site; and
- both representors are opposed to the proposed development, however neither wishes to appear before the Council Assessment Panel ('CAP') in relation to this matter.

Our responses are set out below.

Density

The representors have asserted that the proposed development is too dense.

We respectfully disagree with this assertion for several reasons.

Firstly, the proposed development must be considered and assessed as part of the master-planned estate to which it relates, not in isolation.

Secondly, the net density of the master-planned estate to which the proposed development relates will, upon completion of the proposed building, only rise to 32 dwellings per hectare and remain, therefore, at the lower end of the medium density scale (23 to 45 dwellings per hectare).

Thirdly, Objective 1 of the Glen Stuart Policy Area ('Policy Area') calls for the provision of "*a range of medium density dwellings.*"

Finally, the Desired Character Statement for the Policy Area advises, in part, that "*higher density development will be centrally located and in close proximity to open space to ensure residents with smaller areas of private open space have easy access to public reserves and that passive surveillance of public open space is promoted.*"

Building Height

The representors have asserted that the proposed building is too tall.

Whilst we acknowledge that the proposed building exceeds the maximum guideline that has been prescribed for this part of the Residential Zone ('Zone'), we do not consider the exceedance to be insurmountable for the following reasons:

- There is another five-storey apartment building approximately 70 metres to the south of the site. In other words, the proposed building will not be the first of its kind in this locality.
- The additional height sought by the Applicant will enable it to fulfill the State Government's affordable housing mandate across two stages, noting, of course, that Principle of Development Control ('PDC') 13 of the Zone advises that such housing "*should be distributed throughout the Zone to avoid over-concentration of similar types of housing in a particular area.*"
- Notwithstanding the vast difference in levels between the site and the representors' property, the perspective on the right-hand side of Drawing A7.11[A1] shows just how little of the proposed building will be visible from Kintyre Road once the adjacent two-storey townhouses to the north-east and south-east of the site have been constructed. It also demonstrates that the Central Business District and coastline will continue to be visible from the high side of this public road.
- The attached elevations show that the proposed building will:
 - » be lower than the adjacent five-storey apartment building to the south of the site; and
 - » sit beneath the finished floor level of the representors' west-facing balcony.
- The Applicant's Architect has adopted numerous articulation and modelling techniques, all of which combine to temper the mass of the proposed building.
- The proposed building will screen, to some extent, the visually obtrusive water tanks to the north and east of the site.
- Macintosh Crescent and the adjacent public reserve will absorb the bulk of the shadow that is likely to be cast by the proposed building.

Affordable Housing

The representors have asserted that the affordable housing component has not been equally distributed across the estate.

The Applicant has complied with the State Government's mandate by providing affordable housing across two of the development stages. Indeed, the staged provision of affordable housing has successfully circumvented an over-concentration of this type of housing, as sought by PDC 13 of the Zone.

In addition, we note that the Applicant has, by virtue of consolidating such housing into one larger building as opposed to spreading it across two smaller buildings within the same stage, also been able to offer the prospective occupants of the proposed building a higher degree of amenity through the provision of access to facilities like the ancillary and subservient swimming pool and gymnasium on the ground floor level, as it is not so constrained by costs. The site is also ideally positioned adjacent to the public reserve on the opposite side of Macintosh Crescent which will no doubt be used as a supplement to the private open spaces.

Car Parking

The representors are concerned that the proposed development will increase the current demand for on-street car parking.

The representors need not be concerned about this aspect of the proposed development for several reasons.

Firstly, each one and two-bedroom apartment will come with one on-site car parking space whilst the three-bedroom apartment will come with two on-site car parking spaces.

Secondly, the prospective occupants of the proposed building will also have access to a shared bicycle storage facility which has been designed to accommodate up to 52 bicycles at any one time.

Thirdly, Paul Morris of Stantec, a qualified, experienced and independent traffic engineer, has assessed the proposed car parking arrangements and subsequently determined that:

- the proposed development generates, on the basis of his empirical assessment, a demand for 40 'resident' spaces and 14 'visitor' spaces;
- a total of 58 'resident' spaces will be provided within the confines of the site; and
- the 'visitor' car parking shortfall can be accommodated by Macintosh Crescent, as *"there would be up to 30 spaces available on both sides of Macintosh Crescent along the frontage of the site"* and the carriageway of Macintosh Crescent has been designed and constructed to facilitate *"parking on both sides whilst maintaining a travel lane on the road."*

Finally, nobody in their right mind is likely to park near the representors' property, as they would then need to walk approximately 1.0 kilometre to access the site.

Traffic

The representors are concerned that the proposed development will generate an appreciable volume of traffic.

The representors need not be concerned about this aspect of the proposed development either, as Paul Morris has also concluded, as part of his assessment, that the proposed development *"will not affect the operation or capacity of the internal and [sic] external road network."*

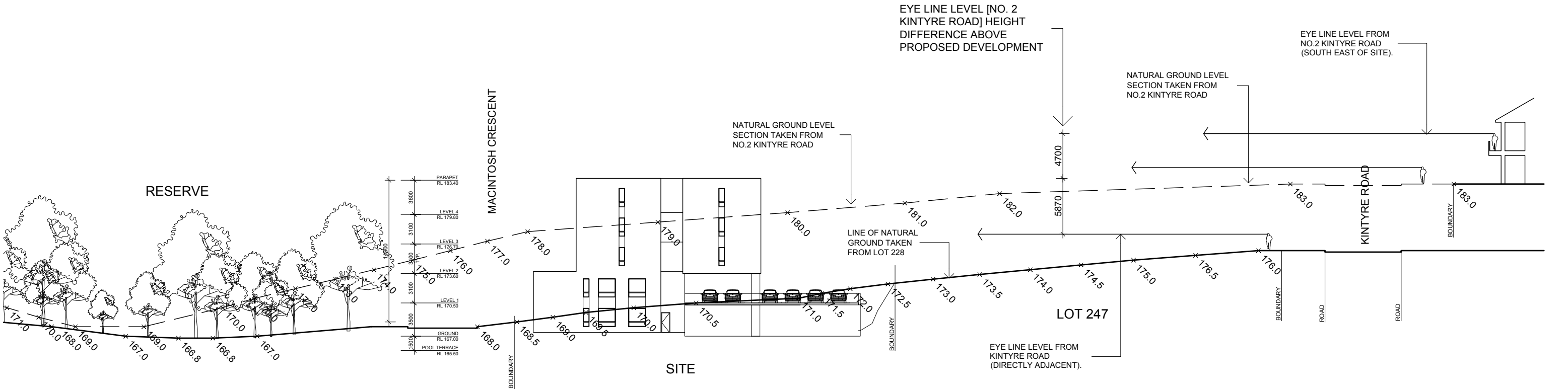
As an aside, we note that the representors have not furnished any specialist advice to substantiate this particular concern.

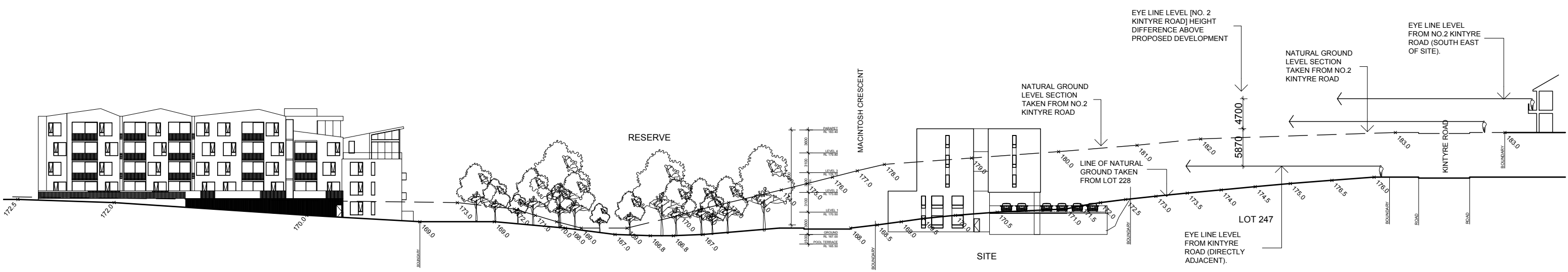
Whilst neither representor wishes to appear before the CAP in relation to this matter, please note that the Applicant and their representatives will still attend the forthcoming meeting. If, in the interim, you have any queries and/or concerns regarding this matter, please do not hesitate to contact the undersigned.

Yours sincerely,



Fabian Barone
Director





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p. 08 8155 6063

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