Taplin Group C/- URPS

Partial demolition and alteration of existing retail tenancies and construction of an eight (8) storey mixed use building comprising ground floor retail, residential apartments and car parking

124-132 Jetty Road, Glenelg (Corner of Jetty Road & Partridge Street)

DA 110/M010/16

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OVERVIEW

| | |
|---|---|
| Application No | 110/M010/16 |
| Unique ID/KNET ID | 2016/21241/01 (Knet No. 11280129) |
| Applicant | Taplin Group |
| Proposal | Partial demolition and alterations to existing structures and construction of an 8-storey mixed use building comprising ground floor retail, retail and car parking above ground and residential apartments over levels 3-8 |
| Subject Land | Corner of Jetty Road and Partridge Street, Glenelg (124-132 Jetty Road) |
| Zone/Policy Area | District Centre Zone – Glenelg Policy Area 2 |
| Relevant Authority | State Commission Assessment Panel |
| Lodgement Date | 23 December 2016 |
| Council | Holdfast Bay Council |
| Development Plan | Holdfast Bay Council consolidated 2 June 2016 |
| Type of Development | Consent on Merit |
| Public Notification | Category 1 |
| Representations | N/A |
| Referral Agencies | Associate Government Architect |
| Report Author | Ben Scholes, Planning Officer |
| RECOMMENDATION | Development Plan Consent subject to conditions |

EXECUTIVE SUMMARY

This application involves the construction of an eight (8) storey mixed use building comprising ground floor retail, residential apartments and car parking at the corner of Jetty Road and Partridge Street, Glenelg. The existing retail tenancies are proposed to be retained fronting Jetty Road.

The application is a merit, Category 1 form of development which is subject to a mandatory referral to the Government Architect.

New development of up to 5-storeys in height is generally envisaged along Jetty Road, other than where a development site exceeds 1,500 square metres and qualifies as a strategic development site. At approximately 1,630 square metres the subject land meets the criteria of a strategic development site, allowing development of up to 7-storeys or 25.5 metres in height above ground.

At 8-storeys, the proposal exceeds the Development Plan's anticipated maximum height by 3.3 metres (to the top of the upper-most parapet).

The proposal has been subject to several iterations throughout the pre-lodgement and assessment phases to respond to matters raised by the Associate Government Architect, Holdfast Bay Council and the Department of Planning, Transport and Infrastructure. Council's concerns primarily relate to excessive height, servicing and site access, although these are considered to have be substantially resolved.

Overall the applicant has adequately addressed key planning, design and technical issues through design adaptation and accordingly the application is deemed to warrant Development Plan Consent, subject to conditions.

ASSESSMENT REPORT

## 1. BACKGROUND

On 26 May 2016, the Minister for Planning approved the Glenelg District Centre (Jetty Road) and Residential High Density Zone Review Development Plan Amendment (DPA) to the Holdfast Bay Council Development Plan.

### 1.1 Strategic Context

The Ministerial DPA sought to capitalise on initial successes in newly-zoned Urban Corridor areas by encouraging development uplift in proximity to high frequency public transport services through changes to built form policy applying to the District Centre Zone and the Residential High Density Zone, allowing:

- Medium and/or high rise development, depending on location;
- Extensions of each zone; and
- New interface policy to minimise impacts on adjacent residential properties that directly abut development sites.

Notably, the policy amendment has enabled an increase in the maximum building height recommended for the subject land to 7 storeys.

### 1.2 Pre-Lodgement Process

The applicant participated in a total of 2 pre-lodgement meetings convened in September and December 2016, and 1 design review session in November 2016.

Following the design review session, the applicant was encouraged by the Associate Government Architect (AGA) to reconsider the ground floor configuration to strengthen the relationship between the development and the surrounding facilities and infrastructure. Reconfiguration of apartment layouts was also recommended to provide good residential amenity.

Ultimately, the applicant chose to not materially adopt the Associate Government Architect's recommendations.

## 2. DESCRIPTION OF PROPOSAL

The application is for partial demolition and alterations to existing structures and construction of an 8-level mixed use building comprising ground floor retail, retail and car parking above ground (at level 2) and residential apartments over upper floors at levels 3-8.

Application plans are contained in Attachment 1.

A summary of the proposal is as follows:

| | |
|---|---|
| Land Use Description | Mixed Use Building containing retail on the ground and second floor, car parking on the first floor and residential on floors 3-8 |
| Building Height | 28.9m wall height & 31.3m to top of plant<br>8 storeys (7 levels above ground) |
| Description of levels | Ground (Level 1): Retail tenancies, apartment entry lobby, refuse area and services<br><br>Level 2: Retail, car parking and bicycle parking<br><br>Level 3: 7 apartments (1 one bedroom, 4 two bedrooms, 2 three bedrooms)<br><br>Level 4: 7 apartments (1 one bedroom, 4 two bedrooms, 2 three bedrooms)<br><br>Level 5: 7 apartments (1 one bedroom, 4 two bedrooms, 2 three bedrooms)<br><br>Level 6: 7 apartments (1 one bedroom, 4 two bedrooms, 2 three bedrooms)<br><br>Level 7: 7 apartments (1 one bedroom, 4 two bedrooms, 2 three bedrooms)<br><br>Level 8: 3 apartments (3 three bedrooms) |
| Apartment floor area (excluding balconies) | Level 2-7 varies between 80m$^2$ for 1 bedroom apartment and 240m$^2$ for 3 bedroom apartments.<br>Level 8 apartments are 180m$^2$-295m$^2$ |
| Site Access | Vehicular ramp at south-western corner of development access via a right of way from Cowper Street and apartment lobby off Partridge Street. |
| Car and Bicycle Parking | • 47 car spaces on Level 2 (3 stacked bays)<br>• 14 bicycle spaces in Level 2 carpark area |
| Encroachments | Canopies to Jetty Road and Partridge Street frontages over footpath |

## 3. SITE AND LOCALITY

### 3.1 Site Description

The subject land is comprised of 12 contiguous allotments encompassing approximately 1,630 square metres, formally described in the following table:

| Lot No | Plan No | Street | Suburb | Hundred | Title |
|---|---|---|---|---|---|
| A1 | D115855 | Jetty Road | Glenelg | Noarlunga | 6193/52 |
| A2 | D115855 | Jetty Road | Glenelg | Noarlunga | 6193/53 |
| A3 | D115855 | Jetty Road | Glenelg | Noarlunga | 6193/54 |
| A4 | D115855 | Jetty Road | Glenelg | Noarlunga | 6193/55 |
| A5 | D115855 | Jetty Road | Glenelg | Noarlunga | 6193/56 |
| A6 | D115855 | Jetty Road | Glenelg | Noarlunga | 6193/57 |
| A7 | D115855 | Jetty Road | Glenelg | Noarlunga | 6193/58 |
| A8 | D115855 | Jetty Road | Glenelg | Noarlunga | 6193/59 |
| A9 | D115855 | Jetty Road | Glenelg | Noarlunga | 6193/60 |
| A10 | D115855 | Partridge Street | Glenelg | Noarlunga | 6193/61 |

| | | | | | |
|---|---|---|---|---|---|
| A11 | D115855 | Partridge Street | Glenelg | Noarlunga | 6193/62 |
| A12 | D115855 | Partridge Street | Glenelg | Noarlunga | 6193/63 |

The subject site is located at the south west corner of the signalised intersection of Jetty Road and Partridge Street, with roadway frontages of approximately 44.6 metres and 37.6 metres respectively. It should be noted the subject land was comprised of only 2 contiguous allotments at the time of lodgement, which were subsequently subdivided as per the table above.

The subject land currently contains multi-tenanted retail premises reaching 2 stories in scale at frontages to Partridge Street and the adjacent intersection decreasing to a single storey structure tenanted by 2 separate businesses to the west. 2 additional retail tenancies are located immediately west of the subject land and are not incorporated in the development.

The subject land and adjacent retail tenancies are accessed via a laneway to the south aligned parallel with Jetty Road, leading to Cowper Street to the west and connected to Partridge Street to the east via a narrow pedestrian walkway. All allotments have free and unrestricted rights of way over the laneway.

The GU Film House is located to the immediate south of the lane way and pedestrian walkway, presenting as a substantial structure to Partridge Street. A combined bus and tram stop is situated at the western edge of the subject land's frontage to Jetty Road.

There are several single storey retail and restaurant tenancies fronting both Jetty Road and Partridge Street, with back of house/servicing generally at the rear of the subject land. Existing canopies run along street frontages over the footpath. The site is flat and is substantially covered by built form.

Figure 1 – Site Location

3.2 Locality

The locality is characterised by primarily retail and restaurants/cafes along Jetty Road with Partridge Street & Gordon Street also having a range of consulting rooms, offices, retail, cafés and residential uses.

Jetty Road which is characterised by single and 2 storey commercial and retail premises providing a wide range of services, significant pedestrian activity, 2-way vehicle traffic and high frequency public transport in the form of bus and tram services.

The Jetty Road shopping strip is typified by masonry parapet wall detailing or largely solid upper level facades, continuous canopies and inconsistent advertising signage incorporated within a mix of contemporary structures and more established building stock.

On street parking is provided through indented spaces along Jetty Road and paid public car parking is available within a twin-level deck car park at 6 Partridge Street to the southeast of the subject land. Street trees, street furniture, bicycle parking and bollards generally contribute to the roadway's pedestrian scale and amenity.

## 4. COUNCIL COMMENTS/TECHNICAL ADVICE

In summary, the Holdfast Bay Council stated the following:

*While Council supports a high-quality development of appropriate scale and design on the subject site it has concern regarding the height of the proposed building. Council considers that the eight storeys as proposed is not supported by Council's Development Plan and notes that there are no significant and meaningful public realm benefits that might compensate for the additional height.*

*In summary Council recommends that the development be not more than 7 storeys in height and the access/ramp and service/refuse components be substantially amended/enlarged to accommodate safe and convenient traffic movements.*

Council's comment was informed by an independent Traffic Assessment by Frank Siow & Associates (dated 15 March 2017) commissioned by the Council. As part of this assessment it was determined that adequate parking would be provided for the development.

The assessment also highlighted perceived deficiencies relating to car parking layout, bicycle parking, site access/car park entrance, servicing and waste collection and the need to redesign aspects to provide safe and convenient access.

Additional information was provided by the applicant's design team and traffic consultant to address these issues, which is discussed in further detail in section 8 of this report.

Council also recommended conditions relating to technical matters for access, parking and stormwater which have been included where appropriate as conditions of consent.

## 5. STATUTORY REFERRAL BODY COMMENTS

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

### 5.1 Associate Government Architect (AGA)

In summary, the AGA stated the following:

*I support the proposed building height, given the size of the allotment and the unique opportunity it offers. In my opinion the setbacks above the podium level, together with further setback of the top floor level are sufficient to successfully address the scale of the existing streetscape and mitigates the impacts of the over height elements.*

*I strongly recommend a holistic review of the site organisation and the provision of a safe and generous pedestrian access between Cowper Street and Partridge Street incorporating the principles of Crime Prevention through Environmental Design.*

*I support the provision of first floor active use space to the north-east corner to provide some sleeving to the car parking, however, in principle I do not support above ground car parking in this location as it prohibits a meaningful lower level interface to the public realm. My support for screened above ground car parking is contingent on the screen being designed and executed to an exemplary quality appropriate for this prominent location, which in my opinion, is yet to be successfully demonstrated.*

Referral responses are contained in the ATTACHMENTS.

## 6. PUBLIC NOTIFICATION

The application is a Category 1 development, pursuant to Part 1 Clause 6 (h) Schedule 9, the Development Regulations 2008, as the proposal involves development in a District Centre Zone, which is not adjacent to land in a different zone.

Accordingly, public notification was not undertaken in accordance with the Category 1 classification.

## 7. POLICY OVERVIEW

The subject site is within the District Centre Zone, Glenelg Policy Area 2 as described within the City of Holdfast Bay Development Plan Consolidated 2 June 2016.

Relevant planning policies are contained in Attachment 7 and are summarised below.

### 7.1 Glenelg Policy Area 2

This Policy Area seeks:

- a distinctive and attractive shopping strip character based on low-scale buildings, with a predominance of shop windows and entrances, sited close to street frontages;
- an integrated district shopping and business centre that enhances the metropolitan significance of Moseley Square and the foreshore as seaside

recreation, entertainment and leisure places for the broader population and visitors to Adelaide; and

- a high degree of pedestrian activity and a vibrant street-life with well-lit and engaging shop fronts and business displays including alfresco seating and dining facilities and licensed areas.

7.2 District Centre Zone

This Zone generally seeks:

- a range of retail facilities, offices, consulting rooms, and cultural, community, public administration, entertainment, educational, religious and residential facilities to serve the community and visitors within the surrounding district;
- visual and functional cohesiveness;
- medium to high-density residential development in conjunction with non-residential development;
- a distinctive and attractive shopping strip character, with a predominance of shop windows and entrances, sited close to street frontages;
- development of public and private car parking areas located and designed to be convenient to the users of the centres with a minimum of impact upon adjoining residential areas; and
- the provision of facilities to enhance the function and amenity of the zone for pedestrians.

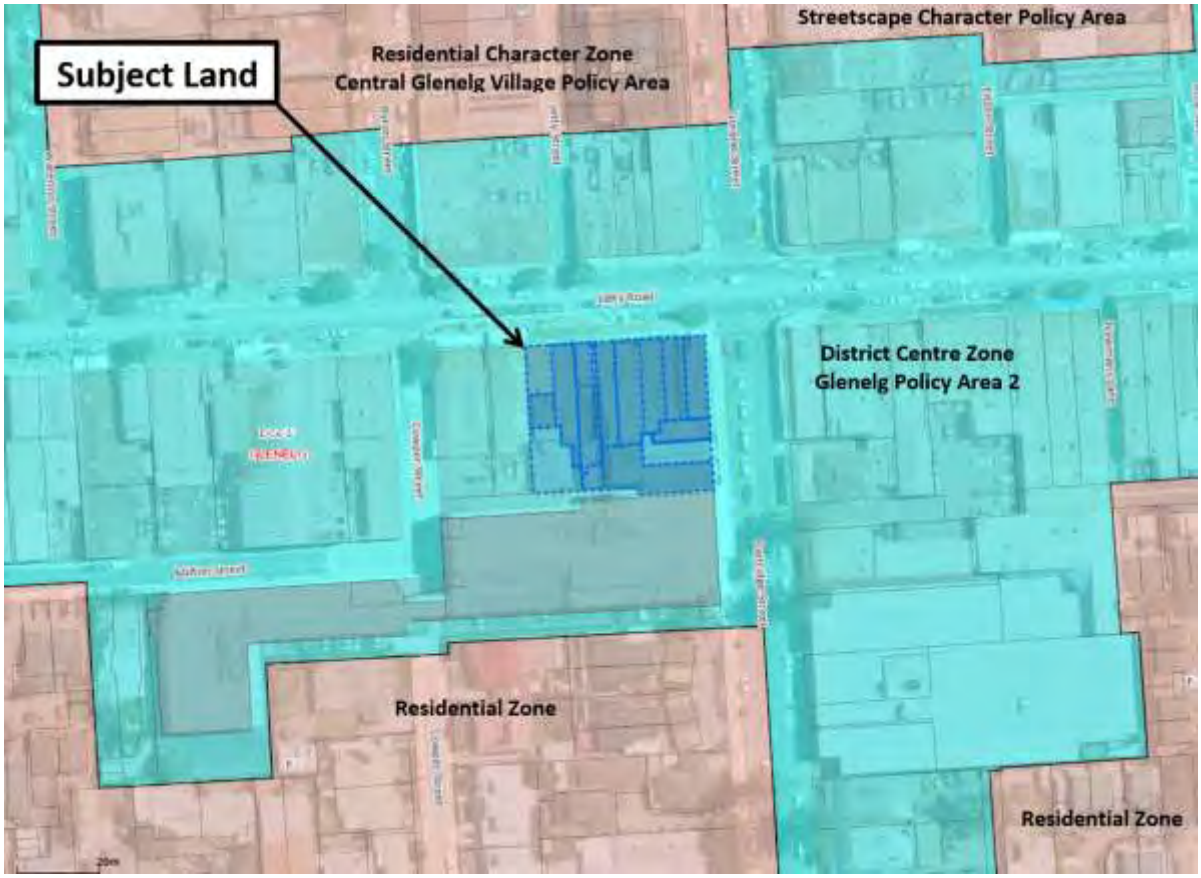


Figure 2 – Zoning Map

### 7.3 Council Wide (General)

Relevant General provisions seek:

- Orderly and economic development;
- Safe and convenient vehicle movements;
- High level of built form design;
- Minimisation of impacts on residential amenity;
- Appropriate car and bicycle parking provision; and
- Appropriate management of impacts from development on state and local heritage places.

### 7.4 Overlays

#### 7.4.1 Affordable Housing

The proposal is subject to the affordable housing overlay which seeks 15 percent affordable housing where more than 20 dwellings are proposed in a development.

#### 7.4.2 Noise and Air Emissions

This site is located within the Urban Emissions Designated Area in relation to an Urban Emissions Rail (being the adjacent Jetty Road tram line) in the Noise and Air Emissions Overlay.

As such the proposal requires assessment against *Minister's Specification SA 78B for Construction Requirements for the Control of External Sound* and policies seek that built form design minimise potential noise intrusion impacts.

## 8. PLANNING ASSESSMENT

The application has been assessed against the relevant provisions of the City of Holdfast Bay Development Plan, which are contained in Attachment 6. The State Commission Assessment Panel is the relevant authority as per Schedule 10 of the Development Regulations 2008:

*4C (1) (c) any part of the area of the City of Holdfast Bay defined in the relevant Development Plan as District Centre Zone, Glenelg Policy Area 2 or Residential High Density Zone*

### 8.1 Quantitative Provisions

| | Development Plan Guideline | Proposed | Guideline Achieved | Comment |
|---|---|---|---|---|
| Site Area | No minimum site area sought for development.<br><br>It is noted that the Zone provides support for | Approximately 1630m$^2$ | YES | Proposed development meets the criteria of a Strategic Development Site, although exceeds anticipated |

| | Development Plan Guideline | Proposed | Guideline Achieved | Comment |
|---|---|---|---|---|
| | buildings being above 5 storeys on a 'Strategic Development Site' - when on a site exceeding 1500m2 and with frontage to Jetty Road. For such sites buildings should not exceed 7 storeys (or 25.5 metres) in height. | | | maximum height |
| Building Height | Should not exceed 7 stories or 25.5m | The building is to be 28.9m to the top of the eighth level (Plan 16-037.PL12.F) The overall height including plant screening is to be 31.3m (Plan 16-037.PL12.F) | NO | Refer Section 8.2 below |
| Land Use | Ground floor uses will be non-residential with upper levels utilised for residential, serviced apartments, tourist accommodation and compatible non-residential uses.<br><br>Affordable Housing overlay seeks 15% affordable housing | Retail land uses on ground floor and second floor with residential apartments in upper levels. | PARTIAL | Land uses accord with Zone/Policy Area.<br><br>There are no details provided in relation to affordable housing agreements or dwelling pricing<br><br>It is noted that 5 one bedroom dwellings form part of the proposed development. |
| Car Parking | Table HoB/1B<br><br>Commercial<br>None required for replacement retail tenancies<br><br>Residential<br>1 park per dwelling up to 2 bedrooms<br>1.25 park per dwelling 3 or more bedrooms<br>0.25 visitor parks per dwelling<br>Equates to a total of: 41.25 resident parks +<br>9.5 visitor parks<br>= 50.75 | 47 car parking spaces | NO | Development Plan Table HoB/1B envisages a lesser car parking rate than prescribed may be applied where justified based on local circumstances. |

| | Development Plan Guideline | Proposed | Guideline Achieved | Comment |
|---|---|---|---|---|
| Bicycle Parking | No minimum outlined however policies generally seek 'adequate' provision | 14 bicycle parks | YES | Provision is consistent with Urban Corridor Zone expectations |
| Road setbacks | No setback for lower levels to create 'street wall'<br><br>Buildings should be sited with little or no set-back from public streets and spaces in order to achieve continuity of building alignments to the street frontages, with the occasional section of building set back at ground level to create outdoor dining areas and opportunities for display of goods, visually interesting building entrances and intimate but active spaces. | Building is to be built to boundaries and setback at upper levels | YES | Road setbacks considered to appropriately match existing building setback and create public realm activation in association with land uses. |
| Rear Setback | None specified | Building is being built predominately to the property boundaries with an area for access and deliveries | YES | |
| Private Open Space | • Studio apartment - no minimum<br>• 1 bedroom apartment – 8m$^2$<br>• 2 bedroom apartment – 11m$^2$<br>• 3+ bedroom apartment – 15m$^2$<br>(minimum 2m dimension) | Dwellings accord with minimum sizes and dimensions e.g. each balcony has sufficient area and at least one dimension of at least 2m | YES | |

8.2 Building Height

The proposed building is to be 28.9 metres in height to the uppermost parapet. The overall height including plant screening is to be 31.3 metres.

Glenelg Policy Area 2 PDC 7 sets out that 'Development should not exceed 5 storeys (or 18.5 metres) in height above natural ground level, except:

(a) *where located on Strategic Development Sites (sites greater than 1500 square metres [which may include one or more allotments] and have a frontage to Jetty Road or Brighton Road)'.*

With respect to the above policy it is noted that:

- the site has primary frontage to Jetty Road;
- the total area of private land included in the application is approximately 1,630m$^2$ in area which exceeds the 1,500m$^2$ criteria, and therefore the site qualifies as a strategic development site; and
- The site is a significant corner location in one SA's premier tourist and shopping destinations.

The above policy is relevant in assessing the merits of whether an 'over height' building could be considered at this site when considering the 'intent' of the strategic development site provisions in the Holdfast Bay Council Development Plan.

The term is generally described in the Policy Area's Desired Character Statement as *"Strategic development sites provide opportunities for integrated developments on large sites to assist in the transformation of a locality. Such developments will facilitate growth in the residential population of the Policy Area, while also activating the public realm and creating a vibrant street feel".*

It is considered that the proposed development meets the intent of this desired policy outcome. The site is surrounded by property within the District Centre Zone in which buildings of 5 storeys (or potentially 7 stories) could be established over time as sought by the Zone.

Whilst the Council's concerns related to additional building height are noted, the applicant has designed the building's upper levels to be 'stepped back' behind the main face of the building with the plant area further recessed towards the centre of the building. Furthermore, the Associate Government Architect has provided support for the built form generally and proposed height, stating:

> *I support the proposed building height, given the size of the allotment and the unique opportunity it offers. In my opinion the setbacks above the podium level, together with further setback of the top floor level are sufficient to successfully address the scale of the existing streetscape and mitigates the impacts of the over height elements.*

Views of the uppermost level will be minimised from long distance views and the additional scale sought by the additional building level is not considered to have a detrimental impact on the visual amenity of the locality.

The application is considered to sufficiently accord with the intent of PDCs 10 and 17 of the Glenelg Policy Area 2 which provides appropriate justification from a departure from the numeric values expressed in applicable policy.

8.3 Land Use

The proposal directly accords with the envisaged land uses sought within the Zone and Policy Area.

*OBJECTIVES*

*1 Centres that accommodate a range of retail facilities, offices, consulting rooms, and cultural, community, public administration, entertainment, educational, religious and residential facilities to serve the community and visitors within the surrounding district.*

*3 Centres accommodating medium to high-density residential development in conjunction with non-residential development*

Commercial and retail land uses are sought on the ground floor with residential land uses on upper levels. It is noted that the intent is to generally replace the long-established ground floor commercial tenancies on a like for like basis.

The Development Plan also calls for 15% affordable housing.

*PDC 1 Development comprising 20 or more dwellings should include a minimum of 15 per cent affordable housing unless the development is to occur in stages and it can be demonstrated that any shortfall in affordable housing from any stage of development will be accommodated in another stage or stages.*

At this stage the applicant does not intend to enter into an affordable housing agreement and this represents a shortfall in the merits of the application. It is noted the proposal includes five 1 bedroom dwellings which may satisfy the affordability financial indicators, however this provision would not achieve the desired 15 percent of overall dwellings even if the single bedroom products qualified for the "affordable housing" price point.

While PDC 1 is not satisfied, the proposed combination of land uses nonetheless accords with relevant policies and objectives of both Glenelg Policy Area 2 and the District Centre Zone, and is considered acceptable.

8.4 Design and Appearance

The Development Plan calls for development to be of a high design standard and to positively contribute to the locality in which it will be located. General Section (Design and Appearance) policy anticipates development of a high design standard and appearance that responds to and reinforces positive aspects of the local environment and built form.

The proposal has been subject to a referral to the Government Architect and has undergone several iterations and revisions as the applicant responded to various matters raised by the Department of Planning, Transport and Infrastructure and the Holdfast Bay Council.

Whilst Council has recommended a building of no more than seven (7) storeys it is considered that the overall architectural design provides a suitable built form outcome. The building height and design is supported in this locality by the Associate Government Architect.

It is considered that final plans now being presented for consideration propose a suitably high level of design and functionality featuring a material selection considered to be appropriate for this setting, including Aluminium Screening Blades with solid infill to obscure the upper level car parking and opaque fritted glass over the east elevation.

As the Associate Government Architect recommends reviewing the balustrade material above the podium, a final review of materials and finishes is proposed to be addressed as a condition of any consent granted to enable detailed design to progress to ascertain this level of detail.

Overall the design and appearance of the development sufficiently accords with policy established for these purposes and the building will provide a contemporary built form addition within this prominent location.

8.5 Traffic Impact, Access and Parking

The Development Plan encourages development to provide equitable access to a range of public, community and private transport modes ensuring a high level of safety and efficiency, integration with existing transport networks and minimal negative impacts on the community and the environment.

The applicant commissioned Phil Weaver & Associates to undertake a traffic and parking assessment which formed part of the application details. Mr Weaver's initial report (dated 15 February 2017) stated that the development would:

- *Provide an adequate level of on-site parking, particularly in respect to the long term parking demands of the residential component of the subject development;*
- *Not result in adverse traffic impacts on the adjoining road network;*
- *Provide a design standard which is appropriate and meets the requirement of the relevant Australian / New Zealand standard for off-street car parking areas; and*
- *Provide a design which would permit waste and refuse to be collected at the rear of the site.*

Upon referral to Council seeking technical advice, the City of Holdfast Bay determined to commission a consulting traffic engineer to independently assess proposed access and parking arrangements.

The applicant's proposal was evaluated by Mr Frank Siow (of Frank Siow & Associates) who considered that adequate parking would be provided for the development to service residents, visitors and retail uses given applicable provisions established in Development Plan Table HoB/1B, and that bicycle parking should be provided to encourage the use of other non-car modes of transport.

Importantly, Council's review also highlighted significant concerns with the proposed design of the car park entrance and ramp with respect to sighting issues and traffic flow issues, due to the constraints posed by the right of way (south west of the proposed development site) being single lane only.

Council also raised concerns with the servicing aspects of the development, in particular the proposal for refuse trucks to reverse to the bin area from Cowper Street and other service vehicles accessing the proposed loading area.

The applicant revised its approach to access and servicing arrangements such that access to the car park entry along the one-way right of way will be managed through:

- A roller door at the base of the car park ramp configured with signal system / passage detector and 'give way' line marking and signage at both the bottom and top of the ramp;
- Closed-circuit television (CCTV) cameras configured with a monitor visible to motorists existing the car park to actively identify the presence of on-coming vehicles in the right of way;
- Convex mirrors and beacons at the eastern and western extents of the right of way, to provide motorists of further warning of vehicle movements within the right of way; and
- Relocation of servicing (waste collection) from the right of way to Milton Street to the west.

In combination these treatments are expected to provide an acceptable means of managing the access constraints posed by the one-way right of way to the development site, particularly in recognition of the low volume of additional vehicle movements anticipated and consequent potential for vehicle conflict and risk to safety. Deliveries to the subject land will continue to be achievable through the use of B99 size vehicles, exiting the right of way via three-point turn.

Although further investigation into or trialling of the solution proposed could be sanctioned as a reserved matter of any consent granted, this is not recommended as the access and servicing strategy is considered to present a workable solution arising from considerable review by 2 independent traffic experts.

#### 8.5.1 Bicycle Parking

No minimum requirement for bicycle parking is provided for development within the Zone or Policy Area. The applicant proposes to include 14 bicycle parking spaces within the level 1 car park, although it should be noted that the provision was as high as 42 prior to the applicant's recent changes to address concerns related to traffic and site access discussed above.

Council's traffic consultant has reviewed typical policy applicable to Urban Corridor Zone bicycle parking requirements to determine that a minimum of 14 spaces should be provided, whilst identifying that the previous configuration of 42 spaces would be difficult to access if cars were parked in adjacent spaces.

Although a more generous allocation of bicycle parking is preferable, Council's satisfaction with the proposed provision is noted as is the opportunity for additional spaces to be included in the level 1 car park during detailed design stages to encourage sustainable modes of transport as sought in the Policy Area.

Overall the proposal is considered to appropriately address the Development Plan's expectations for safe and convenient transport arrangements as an essential component of new development. A final review of bicycle parking provision and a series of recommendations proposed by Council in association with the applicant's access strategy are intended to be addressed as conditions of any consent granted.

## 8.6 Environmental Factors

Development within the Council area should be designed to ensure that community safety and security are maintained, micro-climatic impacts are minimised and the development is compatible with the long term sustainability of the environment.

### 8.6.1 Crime Prevention

The Associate Government Architect's referral response referenced preferred design outcomes, and the need to consider linkages to the broader locality and CPTED principles focusing on pedestrian safety concerns associated with the use of a narrow walkway between the subject land and the adjacent GU Cinema.

The applicant has advised that its existing tenancy agreement with "Lim's Chinese Restaurant" constrains the ability to provide a significant reduction in the floor area of the south-easternmost tenancy on the ground floor plane and thus improve opportunities for passive surveillance of this area.

The applicant asserts that anti-social behaviour will be sufficiently discouraged via restaurant occupants maintaining outlook of the pedestrian corridor through windows along the southern elevation, combined with installation of CCTV and lighting infrastructure along the pedestrian corridor.

Whilst this additional infrastructure is considered an improvement, community perception of pedestrian safety in this environment may present cause for concern and it is recommended that a requirement to prepare a detailed plan for this area to effectively address Crime Prevention principles is included as a condition of any consent granted.

### 8.6.2 Noise Emissions

The proposed development is located within a 'Designated Area' adjacent to the Adelaide to Glenelg Tram Line (on Jetty Road) in the Noise and Air Emissions overlay in the City of Holdfast Bay Development Plan. As the development is within the Air and Noise Emissions Overlay within the Holdfast Bay Council Development Plan, an assessment under the Minister's Specification 78B – Construction requirements for the control of external sound is required for Building Rules Consent.

An independent acoustic report was commissioned by the applicant which assessed the design of the building including proposed construction materials, and in summary concluded that in the event that planning consent is granted, the design of the proposal will be capable of complying with the Minister's Specification. Accordingly, the application is considered to adequately address the Noise Emission Overlay policies.

### 8.6.3 Waste Management

The applicant has commissioned a waste management company to assess requirements for both commercial and residential waste collection associated with the development and determine the most appropriate collection point for private collection of waste.

Waste collection is to occur via private contractor in the existing loading zone on Milton Street some 65 metres to the west of the subject land, with the building managers to be responsible for temporarily positioning waste storage bins for collection in this location.

Although this arrangement is not considered ideal, the waste management proposal is the result of considerable review by independent experts in formulating the applicant's movement and access strategy and is considered the best case scenario given the constraints posed by the one-way right of way available to the subject land.

On this basis and as the proposed waste collection regime will likely result in a comparatively low level of nuisance and risk to safety, this component of the application is considered to adequately address General Section policy related to waste management.

Council has recommended that refuse collection only be undertaken during morning periods only, which will be addressed as a condition of any consent granted.

8.6.4 Energy Efficiency

The proposed design is considered to have appropriate natural light and ventilation to internal habitable spaces. Accordingly, the application is considered to adequately address General Section policy related to energy efficiency and sustainable design principles.

8.6.5 Wind Analysis

The Development Plan seeks that development of 5 or more storeys, or 21 metres or more in building height should be designed to minimise the risk of wind tunnelling effects on adjacent streets by adopting one or more of the following:

(a) a podium at the base of a tall tower and aligned with the street to deflect wind away from the street

(b) substantial verandas around a building to deflect downward travelling wind flows over pedestrian areas

(c) the placement of buildings and use of setbacks to deflect the wind at ground level.

The design of the building appropriately includes these measures by creating upper level setbacks above the street wall (podium base) and in canopies over all footpaths on the road frontages. PDC 10 of the Medium and High Rise Development General Section policy is adequately addressed.

8.6.6 Site Contamination

No concerns are held in relation to potential site contamination given the subject land has in recent history been used for commercial/retail purposes and that is substantially covered by existing built form, much of which will be altered to accommodate additional structure.

8.7 Signage

Signage identifying the site as 'Partridge Street Apartments' is intended via lettering in Alucobond along the northern and eastern façades (near top of level 2) and smaller signage integrated with the entry canopy. The entry canopy signage will be backlit to contribute to the development's sense of address.

One sign is to measure 12.37m long by 625mm high and the other will measure 8.11m long by 400mm height. These signs are considered limited in nature and subtle relative to the overall built form proposed. The Advertisements General Section policy is therefore considered to be adequately addressed.

An advisory note is recommended to indicate that any additional signage would require a separate application and assessment.

8.8 Interface

The proposed building fronts Jetty Road and Partridge Street with the existing GU Film House located to the south which effectively shields the bulk and scale of the development from sensitive uses further to the south.

The potential for the proposed development to impact on adjoining land uses, which are predominantly retail or commercial, is considered to be low. As such the development does not raise concerns related to impacts arising from interface impacts.

## 9. CONCLUSION

Whilst the proposal exceeds the 7-storey height applying to 'strategic development sites' identified by the Holdfast Bay Council Development Plan, it is considered the application exhibits a high level of design and amenity for future occupants and is a positive contribution to the locality in which it will be located.

The proposed mix of land uses accords with relevant policies for the site. It is considered that access and servicing arrangements have been appropriately dealt with following considerable review by Council including review of traffic and access issues by an independent expert.

Although the proposal does not meet the affordable housing requirement and additional bicycle parking spaces are preferable, overall the application is considered to display sufficient merit when assessed against the Holdfast Bay Council Development Plan and warrants Development Plan Consent, subject to conditions.

## 10. RECOMMENDATION

It is recommended that the State Commission Assessment Panel:

1) RESOLVE that the proposed development is NOT seriously at variance with the policies in the Development Plan.

2) RESOLVE that the State Commission Assessment Panel is satisfied that the proposal generally accords with the relevant Objectives and Principles of Development Control of the City of Holdfast Bay Development Plan.

3) RESOLVE to grant Development Plan Consent to the proposal by Taplin Group for alterations to existing structures and construction of an 8-storey mixed use building comprising ground floor retail, above ground retail and car parking and residential apartments over levels 3-8, subject to the following conditions of consent.

PLANNING CONDITIONS

1. That except where minor amendments may be required by other relevant Acts, or by conditions imposed by this application, the development shall be established in strict accordance with the details and following plans submitted in Development Application No 110/M010/16.

Plans by Alexander Brown Architects

| Drawing Title | Drawing No. | Revision |
|---|---|---|
| Site Context | 16-037 – PL05.J | J |
| Floor Plan- Ground | 16-037– PL06.L | L |
| Floor Plan – Level 2 | 16-037– PL07.K | K |
| Floor Plan – Level 3 | 16-037– PL08.H | J |
| Floor Plan – Level 4-7 | 16-037– PL09.H | J |
| Floor Plan – Level 8 | 16-037– PLO10.H | J |
| Roof Plan | 16-037– PL022.A | A |
| Streetscape Elevations | 16-037– PL011.G | H |
| Streetscape Elevations | 16-037– PL012.F | G |
| Ramp Detail | 16-037– PL013.E | F |
| Elevations | 16-037– PL014.B | C |
| Elevations | 16-037– PL015.B | C |
| Streetscape Elevations | 16-037– PL016.B | C |
| Streetscape Elevations | 16-037– PL017.B | C |
| Apartment Plans | 16-037– PL018.B | C |
| Apartment Plans | 16-037– PL019.B | C |
| Apartment Plans | 16-037– PL020.B | C |
| Apartment Plans | 16-037– PL021.B | C |
| Materials Schedule | Pages 1 to 5 - DPC (06 Feb 2017) | - |
| Partridge Street Apartments | 16.037 (Page 1) dated 14.02.2017 | - |
| Partridge Street Apartments | 16.037 (Page 2) dated 14.02.2017 | - |
| Partridge Street Apartments | 16.037 (Page 3) dated 14.02.2017 | - |
| Partridge Street Apartments | 16.037 (Page 4) dated 14.05.2017 | - |
| Partridge Street Apartments | 16.037 (Page 5) dated 14.05.2017 | - |
| Partridge Street Apartments | 16.037 (Page 6) dated 14.05.2017 | - |

Reports and correspondence

- Traffic and Parking Assessment undertaken by Phil Weaver and Associates dated 15 February 2017, File 189-16
- Response to Council Traffic and Parking Assessment undertaken by Phil Weaver and Associates dated 17 May 2017, File 189-16
- Veolia Waste Management Plan, February 2017
- Response to request for information undertaken by URPS dated 5 June 2017
- Traffic Management Plan undertaken by Phil Weaver & Associates dated 21 July 2017.

Vehicle Parking and Access

2. All vehicle car parks, driveways and vehicle entry and manoeuvring areas shall be designed and constructed in accordance with Australian Standards (AS/NZS 2890.1:2004 and AS/NZS 2890.6.2009) and be constructed, drained and paved with bitumen, concrete or paving bricks in accordance with sound engineering practice and appropriately line marked to the reasonable satisfaction of the State Commission Assessment Panel prior to the occupation or use of the development.

3. Each residential apartment shall be allocated one (1) parking space only.

4. A final plan shall be provided to the reasonable satisfaction of the State Commission Assessment Panel indicating provision of bicycle parking spaces within the development prior to the commencement of substructure works.

5. All bicycle parks shall be designed and constructed in accordance with Australian Standard 2890.3-2015 and shall be located to ensure ease of access to users.

6. Vehicles utilising the loading bay to service the development shall be no larger than conventional B99 vehicle size.

Waste Management

7. Refuse collection shall only be undertaken between the hours of 6:00AM and 10:00AM.

Acoustics

8. Air conditioning or air extraction plant or ducting shall be screened such that no unreasonable nuisance or loss of amenity is caused to residents and users of properties in the locality to the reasonable satisfaction of the State Commission Assessment Panel.

Stormwater

9. A plan of the proposed stormwater disposal system shall be prepared in consultation with Holdfast Bay Council and submitted to the State Commission Assessment Panel prior to commencement of superstructure works. The system shall be designed to cater for a 10 year rainfall event with post-development flow not to exceed pre-development flow, with the excess flow being retained on site.

10. All stormwater design and construction shall be in accordance with Australian Standard AS/NZS 3500.3:2015 (Part 3) to ensure that stormwater does not adversely affect any adjoining property or public road.

11. The finished level of the crossovers at the property boundary shall be a minimum of 75mm above the top of kerb in accordance with AS2890.1, and the maximum gradient of the driveway shall not be greater than 5 percent across the footpath, with the invert profile conforming with AS 2876. The footpaths on either side shall be appropriately graded to the driveway preventing tripping hazards at this junction, without any steep grades along the footpath.

12. Stormwater shall not be disposed of over a vehicle crossing place and any connection to the street water table, including remedial works to footpaths, verges or other Council infrastructure, is subject to any necessary approvals from Council and will be at the applicant's cost.

Environmental

13. All external lighting on the site shall be designed and constructed to conform to Australian Standard (AS 4282-1997).

14. A detailed plan of the pedestrian/public space area to the south of the proposed building shall be prepared in consultation with the Associate Government Architect to adequately address Crime Prevention through Environmental Design (CPTED) principles, and shall be submitted to the reasonable satisfaction of the State Commission Assessment Panel prior to commencement of substructure works.

15. A Construction Environment Management Plan (CEMP) shall be prepared and implemented in accordance with current industry standards – including the EPA publications "Handbook for Pollution Avoidance on Commercial and Residential Building Sites – Second Edition" and "Environmental Management of On-site Remediation" – to minimise environmental harm and disturbance during construction.

    The management plan must incorporate, without being limited to, the following matters:
    1) Air quality, including odour and dust;
    2) Surface water including erosion and sediment control;
    3) Soils, including fill importation, stockpile management and prevention of soil contamination;
    4) Groundwater, including prevention of groundwater contamination;
    5) Noise;
    6) Construction traffic; and
    7) Occupational health and safety.

    A copy of the CEMP shall be provided to the State Commission Assessment Panel prior to the commencement of site works. For further information relating to what Site Contamination is, refer to the EPA Guideline: *'Site Contamination – what is site contamination?*': www.epa.sa.gov.au/pdfs/guide_sc_what.pdf

16. All Council, utility or state-agency maintained infrastructure (i.e. roads, kerbs, drains, crossovers, footpaths etc.) that is demolished, altered, removed or damaged during the construction of the development shall be reinstated to Council, utility or state agency specifications. All costs associated with these works shall be met by the proponent.

External Materials

17. Prior to Development Approval for superstructure works, the applicant shall submit a final detailed schedule of external materials and finishes to the reasonable satisfaction of the State Commission Assessment Panel in consultation with the Government Architect.

ADVISORY NOTES

a. This Development Plan Consent will expire after 12 months from the date of this Notification, unless final Development Approval from Council has been received within that period or this Consent has been extended by the State Commission Assessment Panel.

b. The applicant is also advised that any act or work authorised or required by this Notification must be substantially commenced within 1 year of the final Development Approval issued by Council and substantially completed within 3 years of the date of final Development Approval issued by Council, unless that Development Approval is extended by the Council.

c. The applicant has a right of appeal against the conditions which have been imposed on this Development Plan Consent. Such an appeal must be lodged at the Environment, Resources and Development Court within two months from the day of receiving this notice or such longer time as the Court may allow. The applicant is asked to contact the Court if wishing to appeal. The Court is located in the Sir Samuel Way Building, Victoria Square, Adelaide (telephone number 8204 0289).

d. No additional advertising signage shall be displayed upon the subject land other than those identifying the parking area access points and those shown on the approved plans. If any further signs are required, these shall be the subject of a separate application.

e. The applicant should ensure there is no objection from any of the public utilities in respect of underground or overhead services and any alterations that may be required are to be at the applicant's expense.

f. As work is being undertaken on or near the boundary, the applicant should ensure that the boundaries are clearly defined, by a Licensed Surveyor, prior to the commencement of any building work.

g. Any proposed works with the public realm adjacent to the site, including the installation of street furniture, bicycle parking infrastructure and planting of street trees shall be undertaken in consultation with the City of Holdfast Bay. Improvements to the adjacent public realm areas are not part of this planning consent. Additional visitor bicycle parks are encouraged to be explored within the public realm areas in consultation with Council.

h. The City of Holdfast Bay has advised that an authorisation is required under Section 221 of the *Local Government Act 1999* for the encroachment of your structure or building in, on, across, under or over a public road. Please note that the council may charge an annual fee and that the authorisation may be issued on an annual basis for any encroachment that attracts such a fee.

i. The applicant is reminded of its 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.

j. Any changes to the proposal for which planning consent is sought or granted may give rise to heritage impacts requiring further consultation with the Department of Environment, Water and Natural Resources, or an additional referral to the Minister for Sustainability, Environment and Conservation. Such changes would include for example (a) an application to vary the planning consent, or (b) Building Rules documentation that incorporates differences from the proposal as documented in the planning application.

k. You are advised of the following requirements of the *Heritage Places Act 1993.*
   (a) If an archaeological artefact believed to be of heritage significance is encountered during excavation works, disturbance in the vicinity shall cease and the SA Heritage Council shall be notified; and
   (b) Where it is known in advance (or there is reasonable cause to suspect) that significant archaeological artefacts may be encountered, a permit is required prior to commencing excavation works.

l. If Aboriginal sites, objects or remains are discovered during excavation works, the Aboriginal Heritage Branch of the Aboriginal Affairs and Reconciliation Division of the Department of the Premier and Cabinet (as delegate of the Minister) should be notified under Section 20 of the *Aboriginal Heritage Act 1988*.

Ben Scholes
PLANNING OFFICER

ATTACHMENT 1

APPLICATION PLANS

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RETAIL TENANCY 2 STOREYS
RETAIL TENANCY 1 STOREY
RETAIL TENANCY 1 STOREY
RETAIL TENANCY 1 STOREY
RETAIL TENANCIES 1 STOREY
RETAIL TENANCIES 1 STOREY
RETAIL TENANCY 2 STOREYS
RETAIL TENANCY 1 STOREY
RETAIL TENANCIES 1 STOREY

JETTY ROAD

TRAM STOP

RETAIL TENANCY 2 STOREYS
RETAIL TENANCY 2 STOREYS
RETAIL TENANCY 2 STOREYS
RETAIL TENANCY 2 STOREYS
RETAIL TENANCY 2 STOREYS
RETAIL TENANCY 1 STOREY
RETAIL TENANCY 1 STOREY

COWPER STREET

**SUBJECT SITE**
**PROPOSED RETAIL, CARPARK & RESIDENTIAL APARTMENTS**
*SITE AREA = 1,636m²*
*PROPOSED HEIGHT = 8 STOREYS*

RETAIL TENANCY 1 STOREY
RETAIL TENANCY 1 STOREY
RETAIL TENANCY 1 STOREY
RETAIL TENANCY 1 STOREY
RETAIL TENANCY 1 STOREY

PARTRIDGE STREET

MILTON STREET

MIRROR
MIRROR & BEACON
GU FILM HOUSE
*REFER PART PLAN*
CANOPY ABOVE
GU FILM HOUSE

RETAIL TENANCY 1 STOREY

RESIDENCE 1 STOREY
RESIDENCE 1 STOREY
RESIDENCE 2 STOREYS
RESIDENCE 1 STOREY
RESIDENCE 2 STOREYS
RESIDENCE 3 STOREYS
RESIDENCE 1 STOREY
RESIDENCE 1 STOREY
RESIDENCE 2 STOREYS
RESIDENCE 2 STOREYS
RESIDENCE 2 STOREYS

COWPER STREET

PUBLIC CAR PARK
*2 STOREY*

RETAIL TENANCY 1 STOREY

SITE CONTEXT PLAN
1:300 @ A1

N

| | | |
|---|---|---|
| J | 21.07.2017 | ISSUED FOR APPROVAL |
| H | 21.07.2017 | ISSUED FOR APPROVAL |
| G | 13.07.2017 | ISSUED FOR APPROVAL |
| F | 25.05.2017 | ISSUED FOR PLANNING |
| E | 10.02.2017 | ISSUED FOR DPC |
| D | 06.02.2017 | ISSUED FOR DPC |
| C | 12.12.2016 | PLANNING |
| B | 06.12.2016 | PRELIMINARY |
| A | 08.09.2016 | PRELIMINARY |

FOR APPROVAL

**16-037.**PL05.J

PROJECT
**PARTRIDGE STREET**
PARTRIDGE STREET, GLENELG S.A.

CLIENT
**TAPLIN MANAGEMENT**

DRAWING TITLE
**SITE CONTEXT**

DETAILS
Drawn **AB / AS / SS/ JD**
Scale **1: 300 @ A1**
Date **JUL 2017**

ABA

The architect takes no responsibility for dimensions scaled from drawings, contractors to use written dimensions only. Dimensions, levels and all manufactured items to be verified by the builder prior to commencement on site, any discrepancies to be reported to this office immediately & prior any work being undertaken. Drawings to be read in conjunction with the specification.
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JETTY ROAD

REMOVABLE GATIC LID TO RAMP WITH UNDERGROUND TRANSFORMER

TRAM LINE LOW HEIGHT FENCE

A PL13

NEW RETAIL AREA = 126.70m2

NEW RETAIL AREA = 138.60m2

NEW RETAIL AREA = 164.80m2

EX. RETAIL

EXISTING RETAIL

EXISTING RETAIL

EXISTING RETAIL

EXISTING RETAIL

CEILING HEIGHT=3000AFL

RAKED CEILING

CEILING HEIGHT=2400AFL

1:5 RAMP

ROLLER DOOR LOOP DETECTOR

1:8 RAMP

ROLLER DOOR

UP

REFUSE 12.0m²

+500mm

ROLLER DOOR LOOP DETECTOR

125 FALL TO FIRST PIT

DELIVERY BAY

KITCHEN

TOILET

DISABLED TOILET

EXISTING RETAIL

FEATURE WALL

FIRE ISOLATED CORRIDOR

UP

EXISTING RETAIL WET AREAS

LIFT

APARTMENT LOBBY

LETTERBOXES

EXISTING RESTAURANT

6400

SAME INTERNAL DIMENSION AS EXISTING TENANCY

REMOVABLE GATIC LID TO RAMP WITH UNDERGROUND TRANSFORMER

A PL13

+250mm

GIVEWAY LINEMARKING + SIGNAGE

CCTV CAMERA

CCTV CAMERA

PUBLIC THOROUGHFARE

CCTV CAMERA

PUBLIC SPACE WITHIN SUBJECT SITE SHOWN SHADED

PUBLIC THOROUGHFARE

BOUNDARY

MIRROR & BEACON

CINEMA CARPARK

P A R T R I D G E S T R E E T

GROUND FLOOR SITE PLAN
1:100

| | | |
|---|---|---|
| L | 21.07.2017 | ISSUED FOR APPROVAL |
| K | 21.07.2017 | ISSUED FOR APPROVAL |
| J | 13.07.2017 | ISSUED FOR APPROVAL |
| H | 25.05.2016 | ISSUED FOR PLANNING |
| G | 19.05.2016 | PRELIMINARY |
| F | 10.02.2017 | ISSUED FOR DPC |
| E | 06.02.2017 | ISSUED FOR DPC |
| D | 20.12.2016 | PLANNING |
| C | 12.12.2016 | PLANNING |
| B | 06.12.2016 | PLANNING |
| A | 08.09.2016 | PRELIMINARY |

FOR APPROVAL

**16-037.**PL06.L

PROJECT
**PARTRIDGE STREET**
PARTRIDGE STREET, GLENELG S.A.

CLIENT
**TAPLIN MANAGEMENT**

DRAWING TITLE
**FLOORPLAN - GROUND**

DETAILS
Drawn **AB / AS / SS/ JD**
Scale **1: 100 @ A1**
Date **JUL 2017**

ABA

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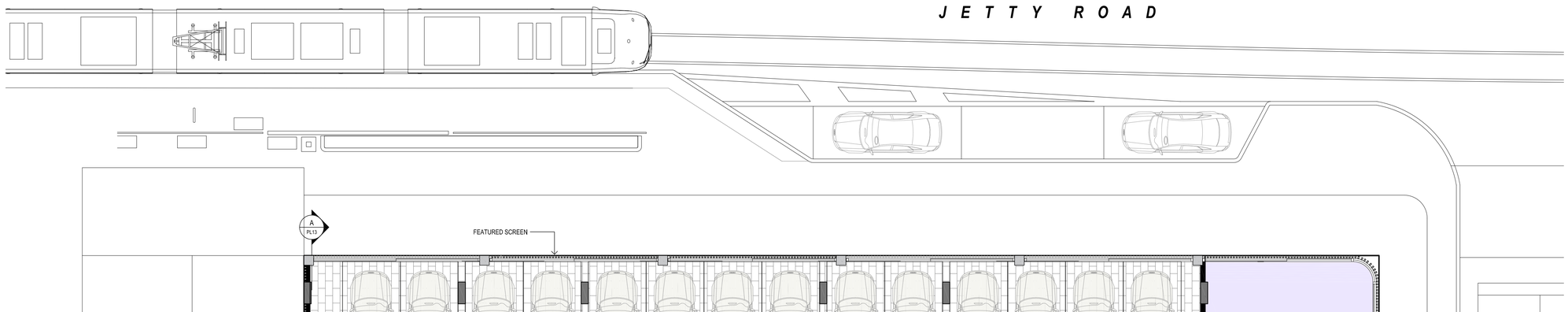


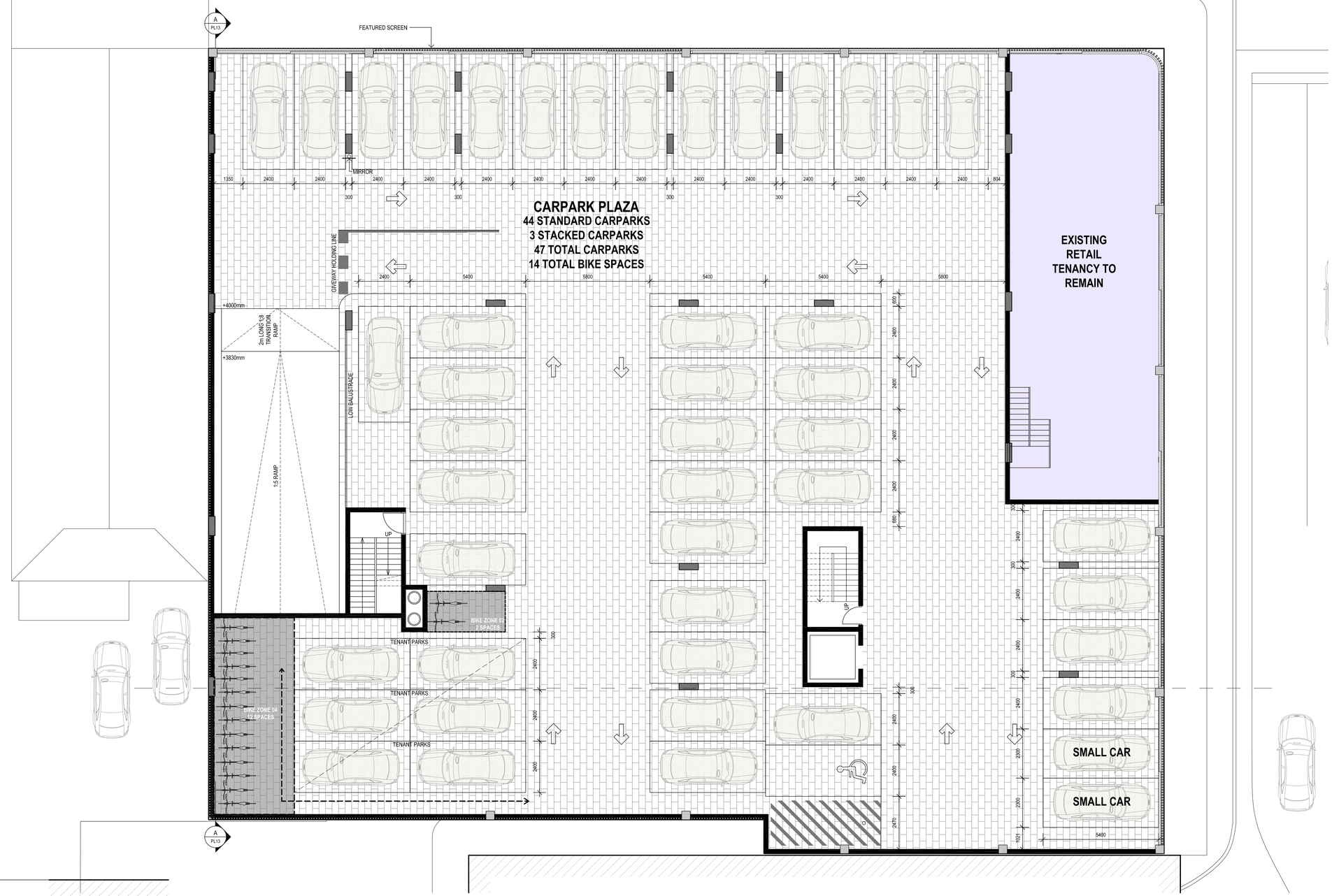


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|---|---|---|
| K | 20.07.2017 | ISSUED FOR APPROVAL |
| J | 13.07.2017 | ISSUED FOR APPROVAL |
| H | 25.05.2017 | ISSUED FOR PLANNING |
| G | 17.03.2017 | ISSUED FOR DPC |
| F | 10.02.2017 | ISSUED FOR DPC |
| E | 06.02.2017 | ISSUED FOR DPC |
| D | 20.12.2016 | PLANNING |
| C | 12.12.2016 | PLANNING |
| B | 06.12.2016 | PLANNING |
| A | 08.09.2016 | PRELIMINARY |

FOR APPROVAL

**16-037.**PL07.K

PROJECT
**PARTRIDGE STREET**
PARTRIDGE STREET, GLENELG S.A.

CLIENT
**TAPLIN MANAGEMENT**

DRAWING TITLE
**FLOORPLAN LEVEL 2**

DETAILS
Drawn **AB / AS / SS/ JD**
Scale **1: 100 @ A1**
Date **JUL 2017**

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JETTY ROAD

IENTS

PARTRIDGE STREET

| | | |
|---|---|---|
| J | 25.05.2017 | ISSUED FOR PLANNING |
| H | 16.03.2017 | ISSUED FOR DPC |
| G | 10.02.2017 | ISSUED FOR DPC |
| F | 06.02.2017 | ISSUED FOR DPC |
| E | 01.02.2017 | PRELIMINARY |
| D | 20.12.2016 | PLANNING |
| C | 12.12.2016 | PLANNING |
| B | 06.12.2016 | PLANNING |
| A | 08.09.2016 | PRELIMINARY |

FOR APPROVAL

16-037.PL08.H

PROJECT
PARTRIDGE STREET
PARTRIDGE STREET, GLENELG S.A.

CLIENT
TAPLIN MANAGEMENT

DRAWING TITLE
FLOORPLAN LEVEL 3

DETAILS
Drawn AB / AS / SS / ZW
Scale 1: 100 @ A1
Date MAR 2017

ABA

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J E T T Y R O A D

TMENTS (TYPICAL)

P A R T R I D G E S T R E E T

| | | |
|---|---|---|
| J | 25.05.2017 | ISSUED FOR PLANNING |
| H | 16.03.2017 | ISSUED FOR DPC |
| G | 10.02.2017 | ISSUED FOR DPC |
| F | 06.02.2017 | ISSUED FOR DPC |
| E | 30.01.2017 | PLANNING |
| D | 20.12.2016 | PLANNING |
| C | 12.12.2016 | PLANNING |
| B | 06.12.2016 | PLANNING |
| A | 08.09.2016 | PRELIMINARY |

FOR APPROVAL

16-037.PL09.H

PROJECT
PARTRIDGE STREET
PARTRIDGE STREET, GLENELG S.A.

CLIENT
TAPLIN MANAGEMENT

DRAWING TITLE
FLOORPLAN LEVEL 4-7

DETAILS
Drawn AB / AS / SS / ZW
Scale 1: 100 @ A1
Date MAR 2017

ABA

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JETTY ROAD

PARTRIDGE STREET

| | | |
|---|---|---|
| J | 25.05.2017 | ISSUED FOR PLANNING |
| H | 16.03.2017 | ISSUED FOR DPC |
| G | 10.02.2017 | ISSUED FOR DPC |
| F | 06.02.2017 | ISSUED FOR DPC |
| E | 01.02.2017 | PRELIMINARY |
| D | 20.12.2016 | PLANNING |
| C | 12.12.2016 | PLANNING |
| B | 06.12.2016 | PLANNING |
| A | - | - |

FOR APPROVAL

16-037.PL10.H

PROJECT
PARTRIDGE STREET
PARTRIDGE STREET, GLENELG S.A.

CLIENT
TAPLIN MANAGEMENT

DRAWING TITLE
FLOORPLAN LEVEL 8

DETAILS
Drawn AB / AS / SS / ZW
Scale 1: 100 @ A1
Date MAR 2017

ABA

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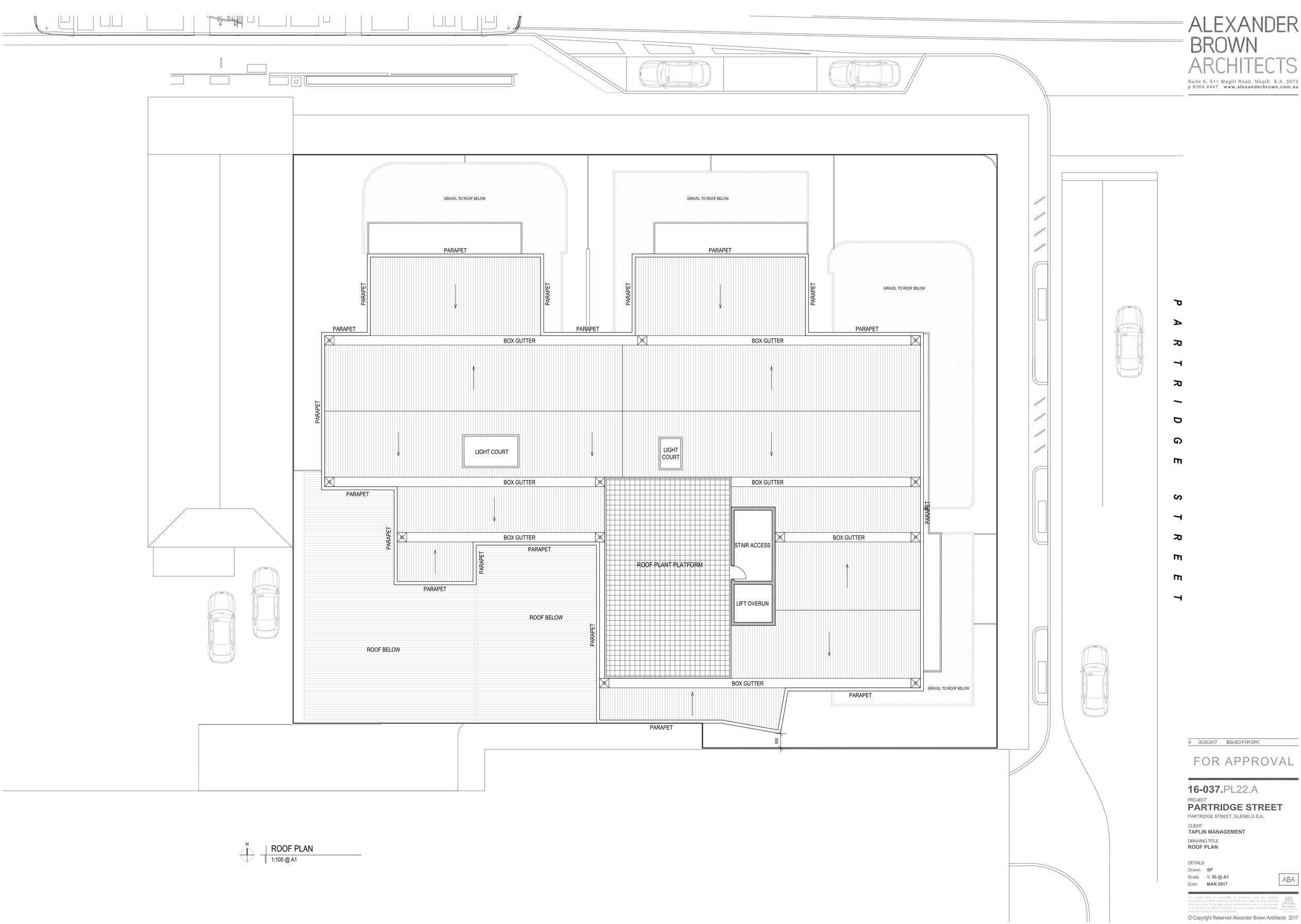


N

## ROOF PLAN
1:100 @ A1

A 30.05.2017 ISSUED FOR DPC

FOR APPROVAL

**16-037.**PL22.A

PROJECT
**PARTRIDGE STREET**
PARTRIDGE STREET, GLENELG S.A.

CLIENT
**TAPLIN MANAGEMENT**

DRAWING TITLE
**ROOF PLAN**

DETAILS
Drawn **SP**
Scale **1: 50 @ A1**
Date **MAR 2017**

ABA

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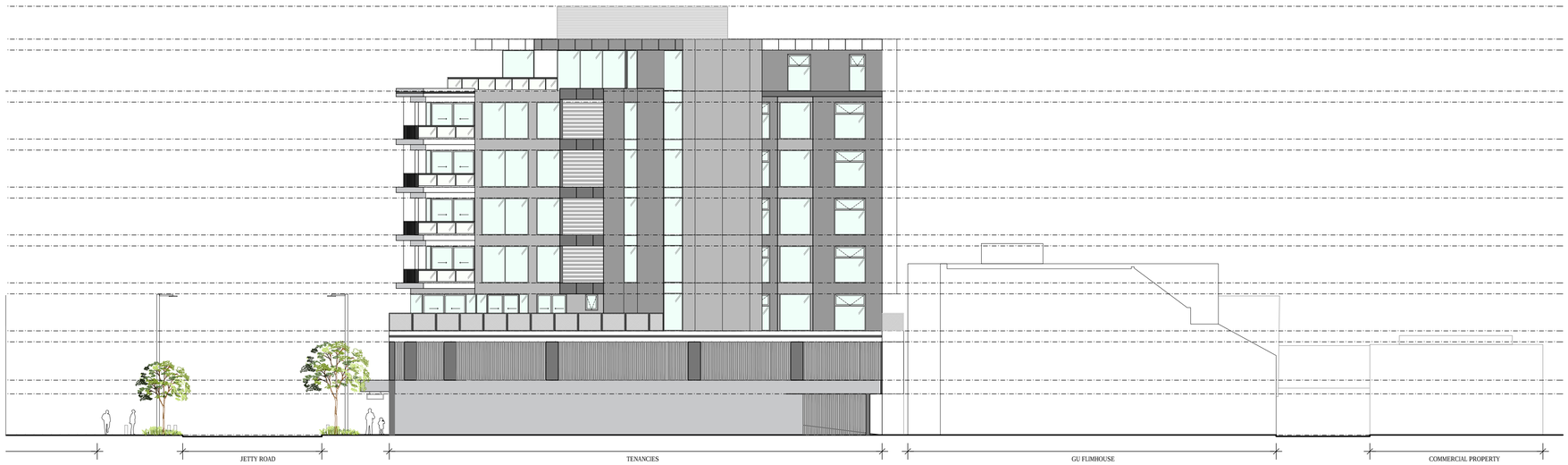


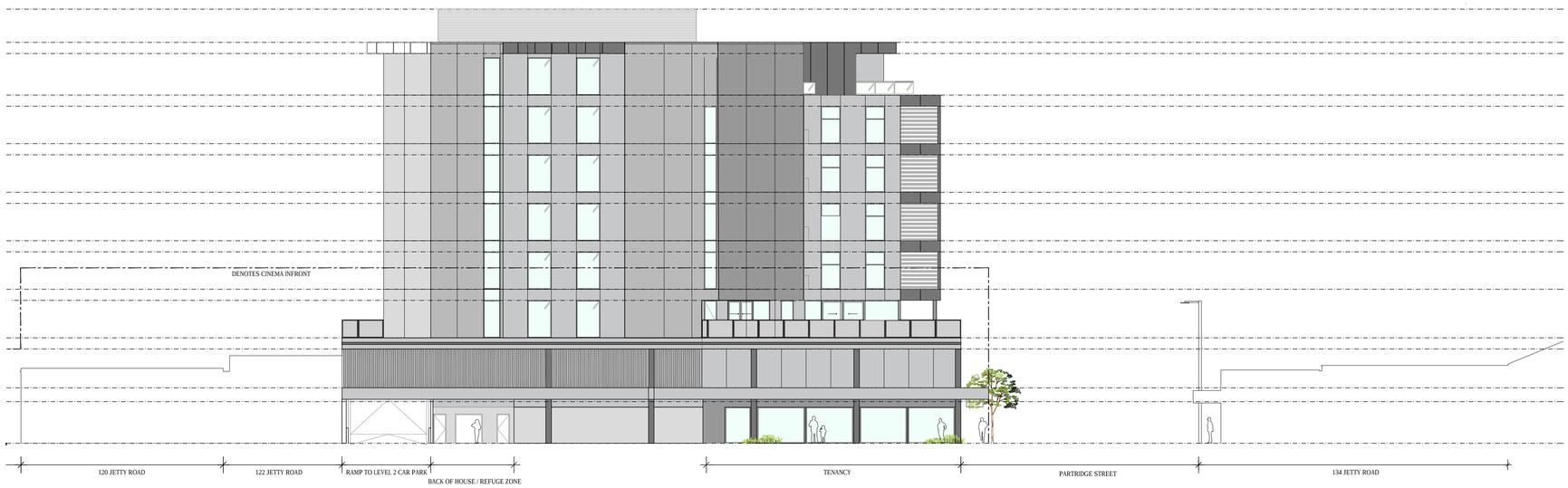


| | | |
|---|---|---|
| H | 25.05.2017 | ISSUED FOR PLANNING |
| G | 16.03.2017 | ISSUED FOR DPC |
| F | 10.02.2017 | ISSUED FOR DPC |
| E | 06.02.2017 | ISSUED FOR DPC |
| D | 20.12.2016 | PLANNING |
| C | 12.12.2016 | PLANNING |
| B | 06.12.2016 | PLANNING |
| A | 08.09.2016 | PRELIMINARY |

FOR APPROVAL

16-037.PL11.G

PROJECT
PARTRIDGE STREET
PARTRIDGE STREET, GLENELG S.A.

CLIENT
TAPLIN MANAGEMENT

DRAWING TITLE
STREETSCAPE ELEVATIONS

DETAILS
Drawn AB / AS / SS
Scale 1: 200 @ A1
Date MAR 2017

ABA

The architect takes no responsibility for dimensions scaled from drawings, contractors to use written dimensions only. Dimensions, levels and all manufactured items to be verified by the builder prior to commencement on site, any discrepancies to be reported to this office immediately & prior any work being undertaken. Drawings to be read in conjunction with the Specification.

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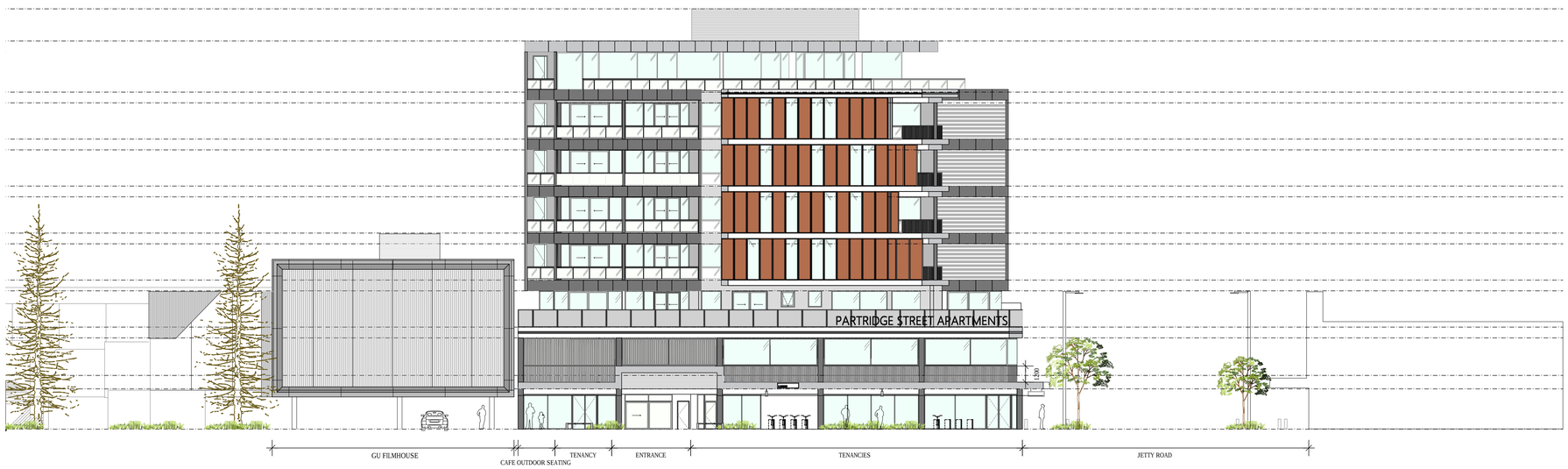


PARTRIDGE STREET APARTMENTS

| | | |
|---|---|---|
| G | 25.05.2017 | ISSUED FOR PLANNING |
| F | 16.03.2017 | ISSUED FOR DPC |
| E | 10.02.2017 | ISSUED FOR DPC |
| D | 06.02.2017 | ISSUED FOR DPC |
| C | 12.12.2016 | PLANNING |
| B | 06.12.2016 | PLANNING |
| A | 08.09.2016 | PRELIMINARY |

FOR APPROVAL

16-037.PL12.F

PROJECT
PARTRIDGE STREET
PARTRIDGE STREET, GLENELG S.A.

CLIENT
TAPLIN MANAGEMENT

DRAWING TITLE
STREETSCAPE ELEVATIONS

DETAILS
Drawn AB / AS / SS
Scale 1: 200 @ A1
Date MAR 2017

ABA

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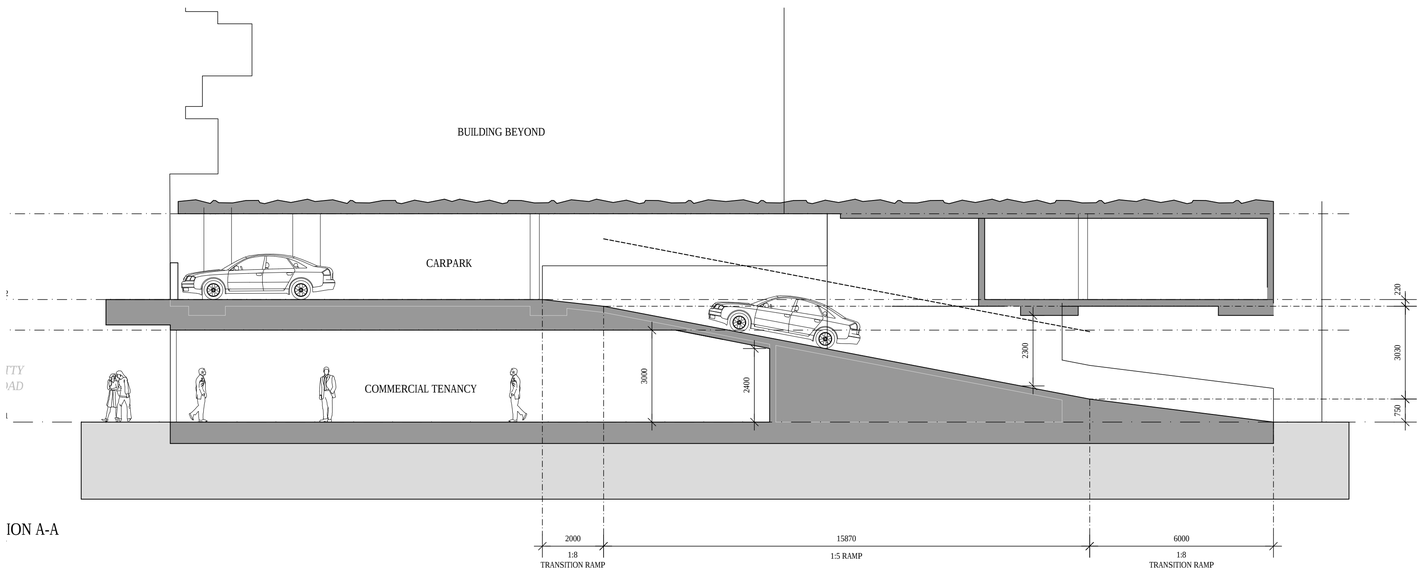
MAIN BUILDING SIGNAGE
1:50 @ A1

ENTRANCE CANOPY SIGNAGE
1:50 @ A1




ION A-A

| | | |
|---|---|---|
| F | 25.05.2017 | ISSUED FOR PLANNING |
| E | 10.02.2017 | ISSUED FOR DPC |
| D | 06.02.2017 | ISSUED FOR DPC |
| C | 12.12.2016 | PLANNING |
| B | 06.12.2016 | PLANNING |
| A | 08.09.2016 | PRELIMINARY |

FOR APPROVAL

16-037.PL13.E

PROJECT
PARTRIDGE STREET
PARTRIDGE STREET, GLENELG S.A.

CLIENT
TAPLIN MANAGEMENT

DRAWING TITLE
RAMP DETAIL

DETAILS
Drawn AB / AS / SS
Scale 1: 100 @ A1
Date DEC 2016

ABA

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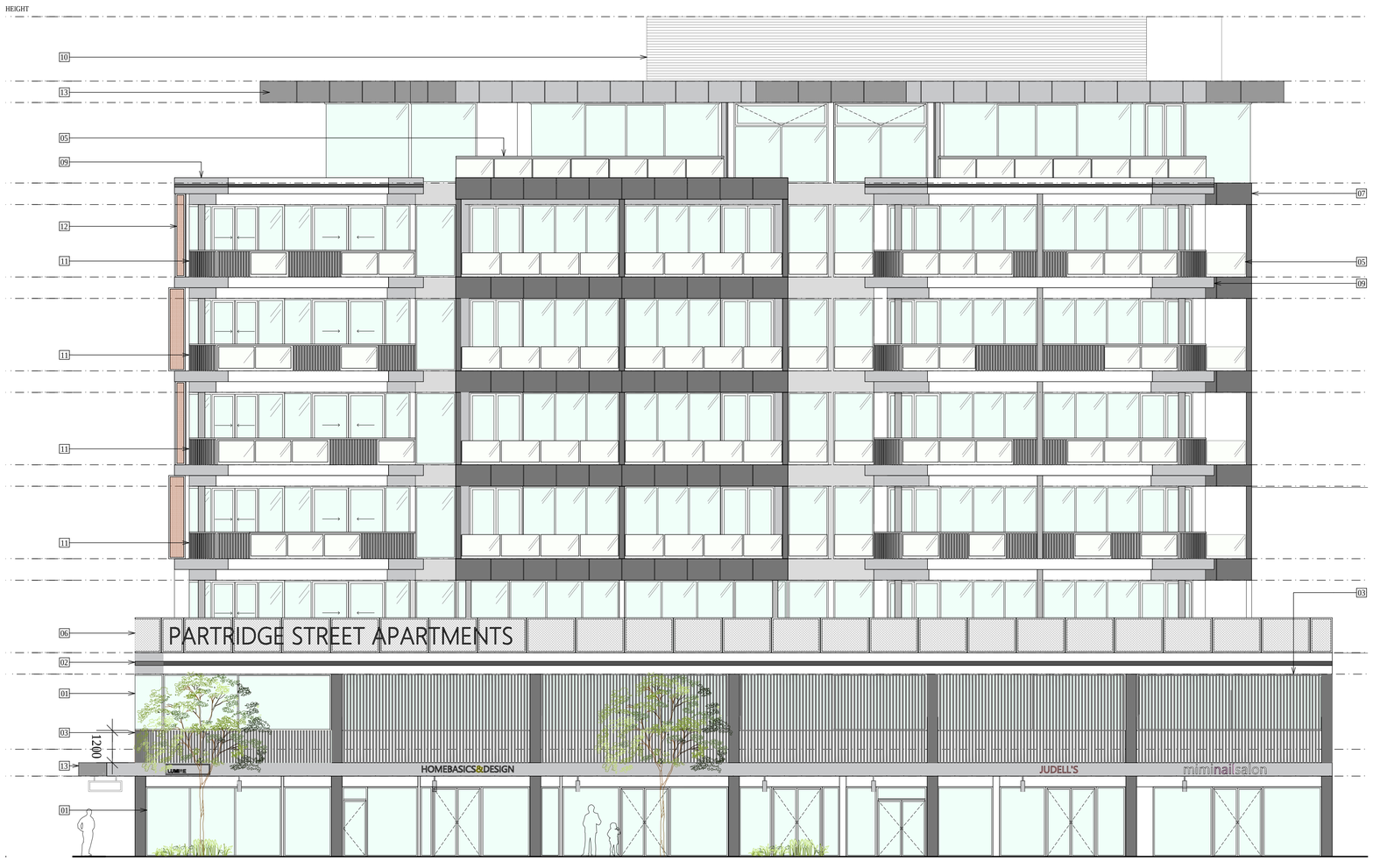


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## EXTERNAL FINISHES SCHEDULE

01 COMMERCIAL POWDER COATED ALUMINIUM WINDOW / DOOR AND SHOPFRONT

02 ALUCOBOND FACADE CLADDING AND SOFFIT TO CANOPY. WHITE WITH SHADOW LINE RECESS

03 ALUMINIUM SCREENING BLADES, POWDERCOATED TO MATCH ALUCOBOND

04 ALUMINIUM SCREENING BLADES, POWDERCOATED WITH SOLID INFILL PANELS TO MATCH ALUCOBOND

05 FRAMELESS GLASS BALUSTRADE

06 50MM STEEL FRAMED MESH SCREENING

07 ALUCOBOND FACADE CLADDING, COLOUR MATTE BLACK

08 WHITE ACID WASH PRE-CAST CONCRETE

09 EXPOSED CONCRETE SLAB EDGE, WHITE ACID WASH FINISH

10 ROOF MOUNTED PLANT PLATFORM, SCREENED FROM VIEW WITH ACOUSTIC LOUVRES TO MEET EPA GUIDELINES - REFER SECTION DETAILS FOR SETBACK OF PLATFORM

11 SLATTED ALUMINUM BALUSTRADE, BLACK POWDER COAT FINISH

12 OPAQUE FRITTERED GLASS - BRONZE FINISH

13 ALUCOBOND CLADDING TO CANOPY AND SOFFIT. COLOUR: DARK GREY

14 HORIZONTAL EXTERNAL VENETIAN BLINDS, COLOUR: BLACK

NOTE: ALL UNDER CANOPY SIGNAGE TO BE ILLUMINATED LIGHT BOXES, TOTAL = 9

| | | |
|---|---|---|
| C | 25.05.2017 | ISSUED FOR PLANNING |
| B | 16.03.2017 | ISSUED FOR DPC |
| A | 10.02.2017 | ISSUED FOR DPC |

FOR APPROVAL

16-037.PL14.B

PROJECT
PARTRIDGE STREET
PARTRIDGE STREET, GLENELG S.A.

CLIENT
TAPLIN MANAGEMENT

DRAWING TITLE
ELEVATIONS

DETAILS
Drawn AB / AS / SS
Scale 1: 200 @ A1
Date MAR 2017

ABA

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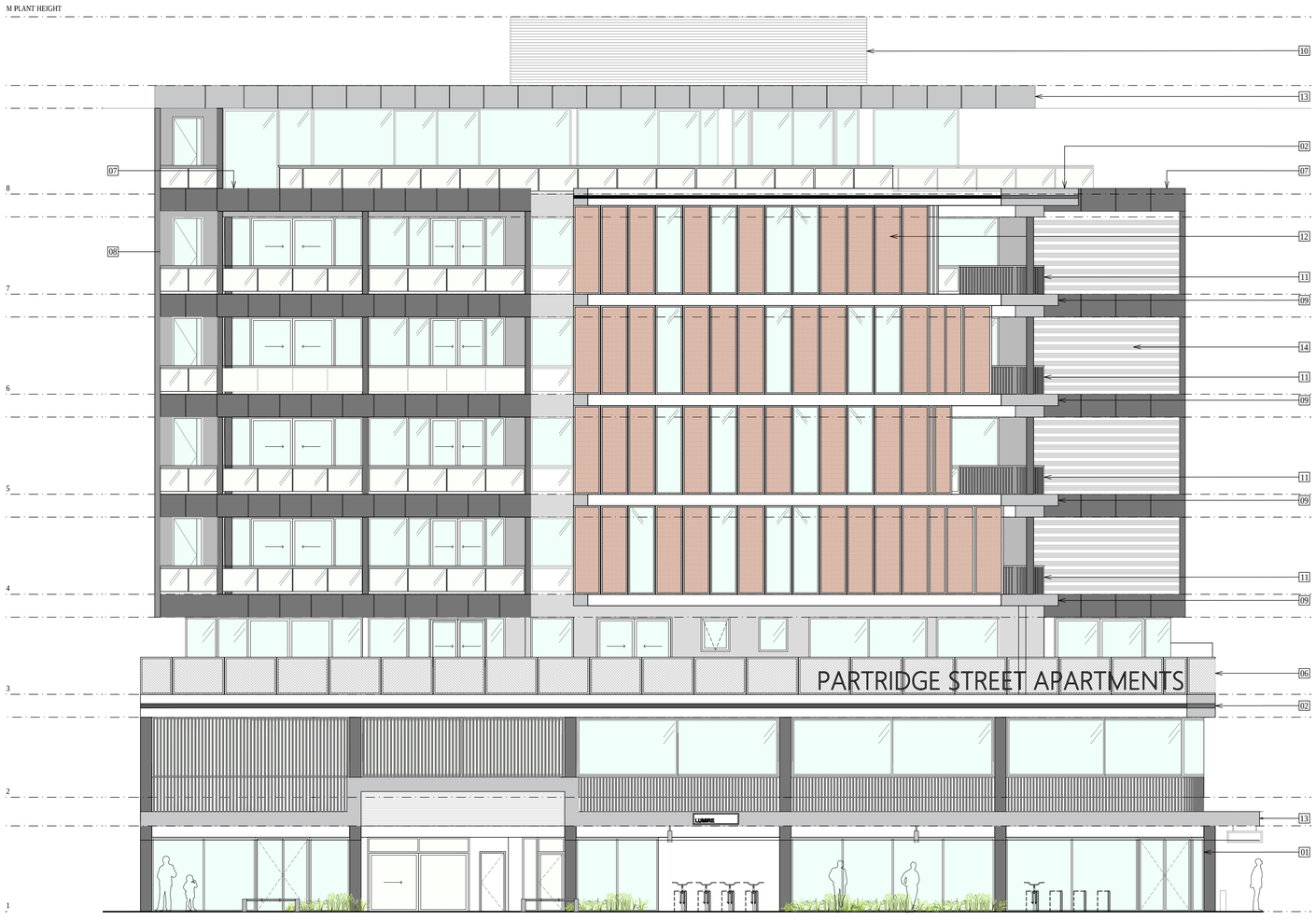


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## EXTERNAL FINISHES SCHEDULE

01 COMMERCIAL POWDER COATED ALUMINIUM WINDOW / DOOR AND SHOPFRONT

02 ALUCOBOND FACADE CLADDING AND SOFFIT TO CANOPY. WHITE WITH SHADOW LINE RECESS

03 ALUMINIUM SCREENING BLADES, POWDERCOATED TO MATCH ALUCOBOND

04 ALUMINIUM SCREENING BLADES, POWDERCOATED WITH SOLID INFILL PANELS TO MATCH ALUCOBOND

05 FRAMELESS GLASS BALUSTRADE

06 50MM STEEL FRAMED MESH SCREENING

07 ALUCOBOND FACADE CLADDING, COLOUR MATTE BLACK

08 WHITE ACID WASH PRE-CAST CONCRETE

09 EXPOSED CONCRETE SLAB EDGE, WHITE ACID WASH FINISH

10 ROOF MOUNTED PLANT PLATFORM, SCREENED FROM VIEW WITH ACOUSTIC LOUVRES TO MEET EPA GUIDELINES - REFER SECTION DETAILS FOR SETBACK OF PLATFORM

11 SLATTED ALUMINIUM BALUSTRADE, BLACK POWDER COAT FINISH

12 OPAQUE FRITTERED GLASS - BRONZE FINISH

13 ALUCOBOND CLADDING TO CANOPY AND SOFFIT. COLOUR: DARK GREY

14 HORIZONTAL EXTERNAL VENETIAN BLINDS, COLOUR: BLACK

NOTE: ALL UNDER CANOPY SIGNAGE TO BE ILLUMINATED LIGHT BOXES, TOTAL = 9

| | | |
|---|---|---|
| C | 25.05.2017 | ISSUED FOR PLANNING |
| B | 16.03.2017 | ISSUED FOR DPC |
| A | 10.02.2017 | ISSUED FOR DPC |

FOR APPROVAL

16-037.PL15.B

PROJECT
PARTRIDGE STREET
PARTRIDGE STREET, GLENELG S.A.

CLIENT
TAPLIN MANAGEMENT

DRAWING TITLE
ELEVATIONS

DETAILS
Drawn AB / AS / SS
Scale 1: 200 @ A1
Date MAR 2017

ABA

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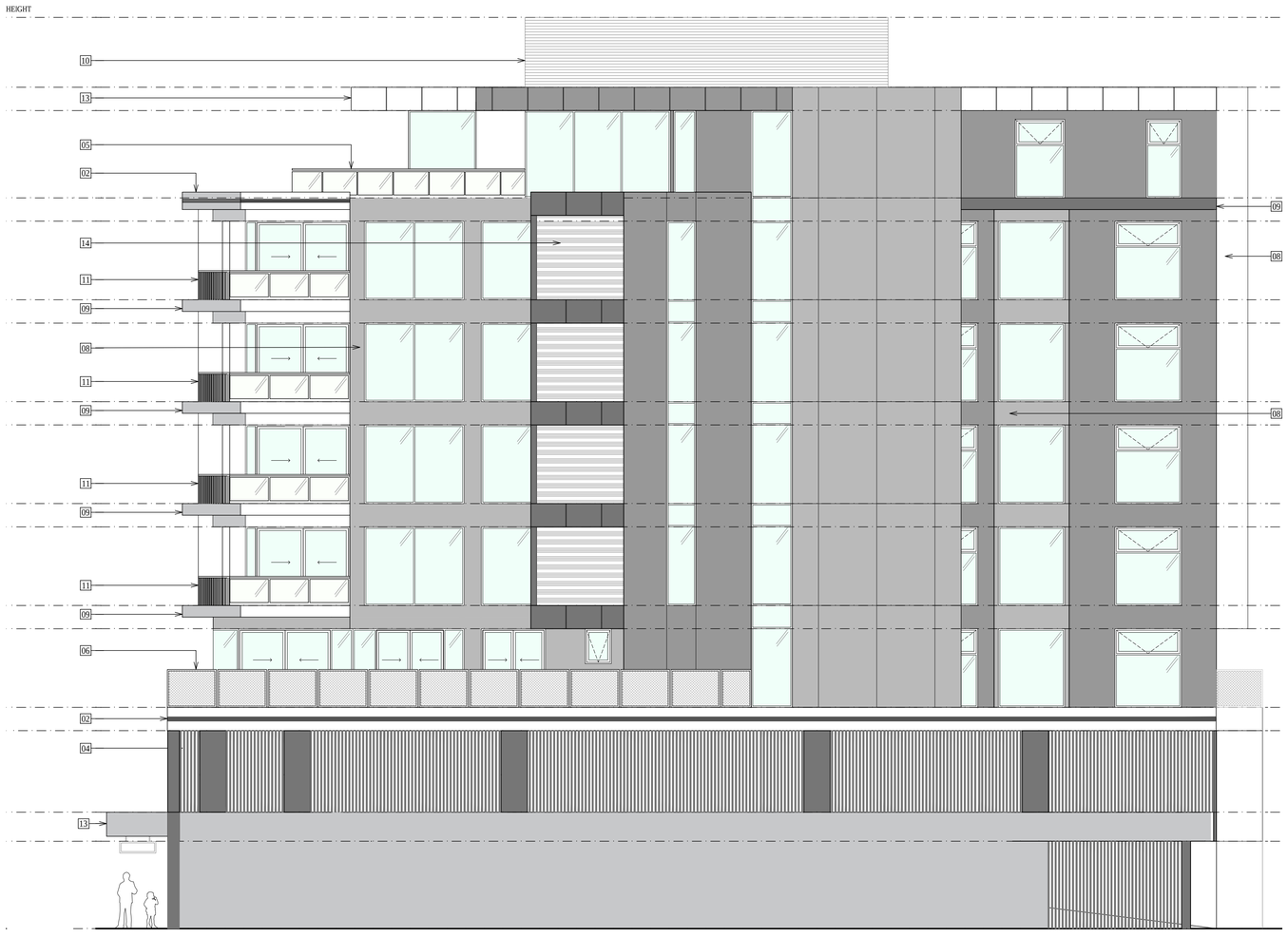


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## EXTERNAL FINISHES SCHEDULE

01 COMMERCIAL POWDER COATED ALUMINIUM WINDOW / DOOR AND SHOPFRONT

02 ALUCOBOND FACADE CLADDING AND SOFFIT TO CANOPY. WHITE WITH SHADOW LINE RECESS

03 ALUMINIUM SCREENING BLADES, POWDERCOATED TO MATCH ALUCOBOND

04 ALUMINIUM SCREENING BLADES, POWDERCOATED WITH SOLID INFILL PANELS TO MATCH ALUCOBOND

05 FRAMELESS GLASS BALUSTRADE

06 50MM STEEL FRAMED MESH SCREENING

07 ALUCOBOND FACADE CLADDING, COLOUR MATTE BLACK

08 WHITE ACID WASH PRE-CAST CONCRETE

09 EXPOSED CONCRETE SLAB EDGE, WHITE ACID WASH FINISH

10 ROOF MOUNTED PLANT PLATFORM, SCREENED FROM VIEW WITH ACOUSTIC LOUVRES TO MEET EPA GUIDELINES - REFER SECTION DETAILS FOR SETBACK OF PLATFORM

11 SLATTED ALUMINIUM BALUSTRADE, BLACK POWDER COAT FINISH

12 OPAQUE FRITTERED GLASS - BRONZE FINISH

13 ALUCOBOND CLADDING TO CANOPY AND SOFFIT. COLOUR: DARK GREY

14 HORIZONTAL EXTERNAL VENETIAN BLINDS, COLOUR: BLACK

NOTE: ALL UNDER CANOPY SIGNAGE TO BE ILLUMINATED LIGHT BOXES, TOTAL = 9

| | | |
|---|---|---|
| C | 25.05.2017 | ISSUED FOR PLANNING |
| B | 16.03.2017 | ISSUED FOR DPC |
| A | 10.02.2017 | ISSUED FOR DPC |

FOR APPROVAL

16-037.PL16.B

PROJECT
PARTRIDGE STREET
PARTRIDGE STREET, GLENELG S.A.

CLIENT
TAPLIN MANAGEMENT

DRAWING TITLE
STREETSCAPE ELEVATIONS

DETAILS
Drawn AB / AS / SS
Scale 1: 200 @ A1
Date MAR 2017

ABA

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## EXTERNAL FINISHES SCHEDULE

01 COMMERCIAL POWDER COATED ALUMINIUM WINDOW / DOOR AND SHOPFRONT

02 ALUCOBOND FACADE CLADDING AND SOFFIT TO CANOPY. WHITE WITH SHADOW LINE RECESS

03 ALUMINIUM SCREENING BLADES, POWDERCOATED TO MATCH ALUCOBOND

04 ALUMINIUM SCREENING BLADES, POWDERCOATED WITH SOLID INFILL PANELS TO MATCH ALUCOBOND

05 FRAMELESS GLASS BALUSTRADE

06 50MM STEEL FRAMED MESH SCREENING

07 ALUCOBOND FACADE CLADDING, COLOUR MATTE BLACK

08 WHITE ACID WASH PRE-CAST CONCRETE

09 EXPOSED CONCRETE SLAB EDGE, WHITE ACID WASH FINISH

10 ROOF MOUNTED PLANT PLATFORM, SCREENED FROM VIEW WITH ACOUSTIC LOUVRES TO MEET EPA GUIDELINES - REFER SECTION DETAILS FOR SETBACK OF PLATFORM

11 SLATTED ALUMINIUM BALUSTRADE, BLACK POWDER COAT FINISH

12 OPAQUE FRITTERED GLASS - BRONZE FINISH

13 ALUCOBOND CLADDING TO CANOPY AND SOFFIT. COLOUR: DARK GREY

14 HORIZONTAL EXTERNAL VENETIAN BLINDS, COLOUR: BLACK

NOTE: ALL UNDER CANOPY SIGNAGE TO BE ILLUMINATED LIGHT BOXES, TOTAL = 9

| | | |
|---|---|---|
| C | 25.05.2017 | ISSUED FOR PLANNING |
| B | 16.03.2017 | ISSUED FOR DPC |
| A | 10.02.2017 | ISSUED FOR DPC |

FOR APPROVAL

16-037.PL17.B

PROJECT
PARTRIDGE STREET
PARTRIDGE STREET, GLENELG S.A.

CLIENT
TAPLIN MANAGEMENT

DRAWING TITLE
STREETSCAPE ELEVATIONS

DETAILS
Drawn AB / AS / SS
Scale 1: 200 @ A1
Date MAR 2017

ABA

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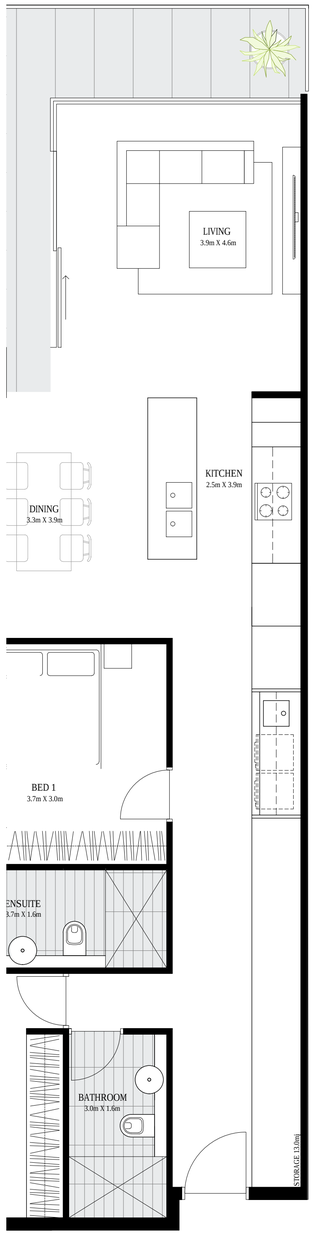
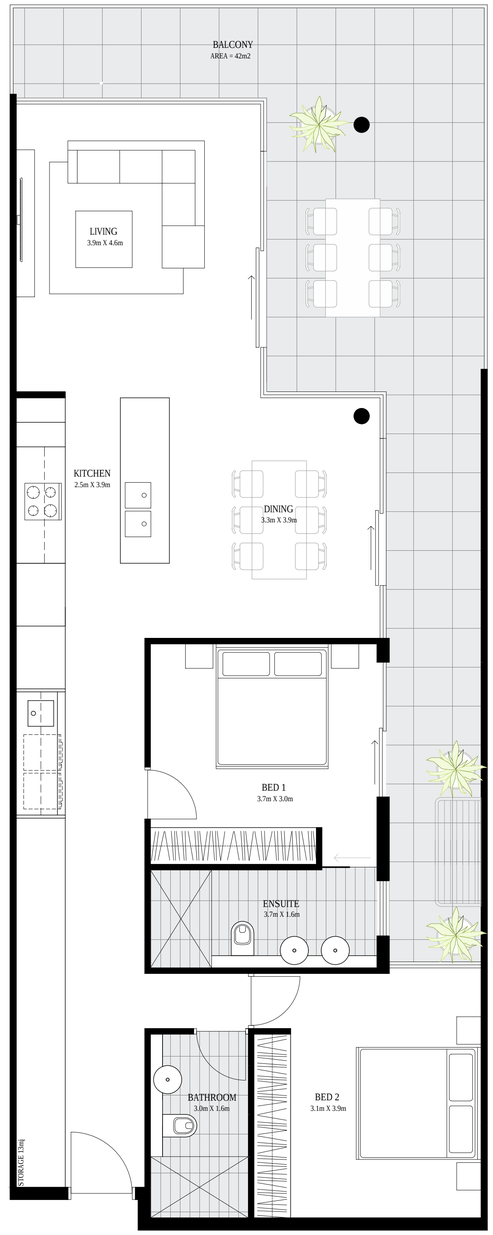
307
H
TOTAL = 206m2
0mj

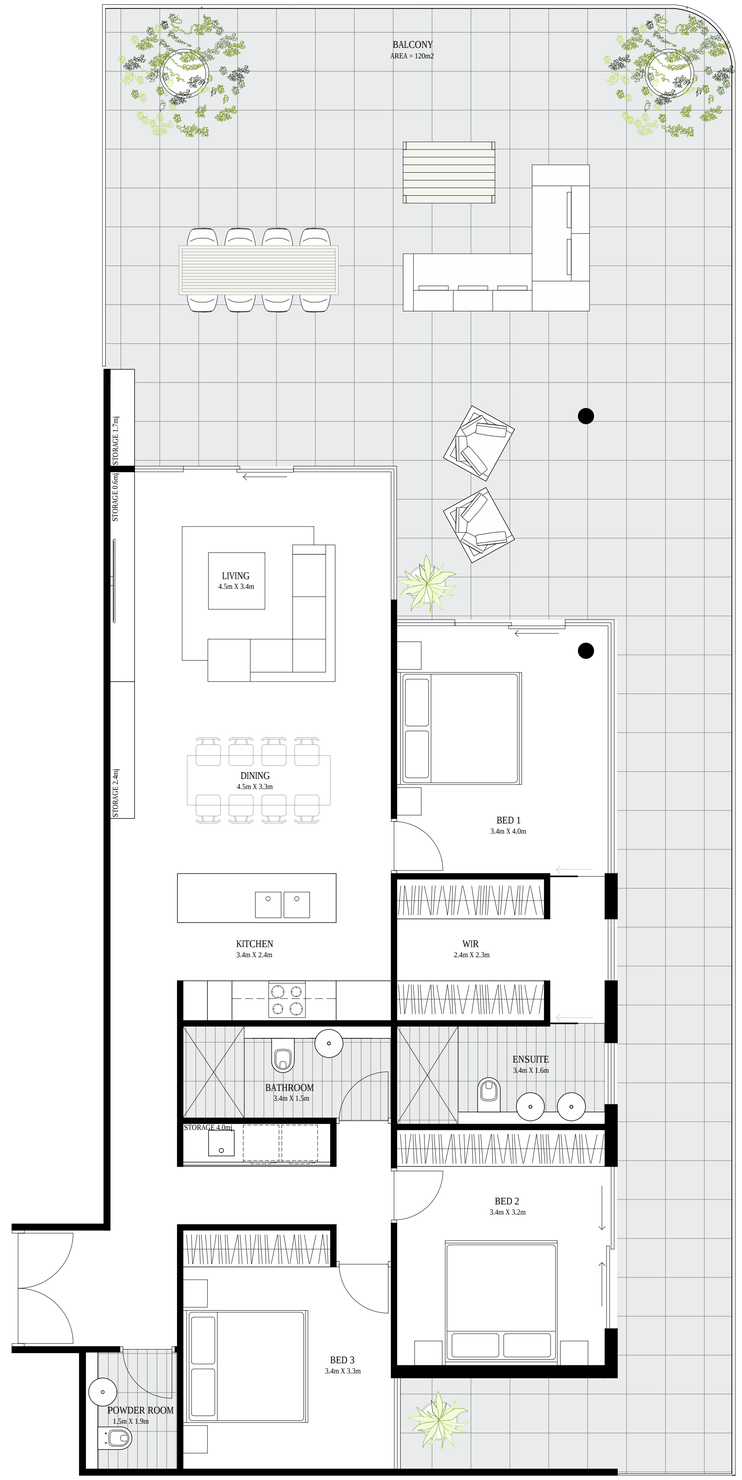



APARTMENT 306,305,304
2 BED / 2 BATH
INT = 104m2 / EXT = 42m2 / TOTAL = 146m2
STORAGE 13.0mj




APARTMENT 304, 305, 306
1:50 @ A1

APARTMENT 303
3 BED / 2.5 BATH
INT = 120m2 / EXT = 120m2 / TOTAL = 240m2
STORAGE 8.7mj




APARTMENT 303
1:50 @ A1

| | | |
|---|---|---|
| C | 25.05.2017 | ISSUED FOR PLANNING |
| B | 16.03.2017 | ISSUED FOR DPC |
| A | 10.02.2017 | ISSUED FOR DPC |

FOR APPROVAL

16-037.PL18.B

PROJECT
PARTRIDGE STREET
PARTRIDGE STREET, GLENELG S.A.

CLIENT
TAPLIN MANAGEMENT

DRAWING TITLE
APARTMENT PLANS

DETAILS
Drawn SP
Scale 1: 50 @ A1
Date MAR 2017

ABA

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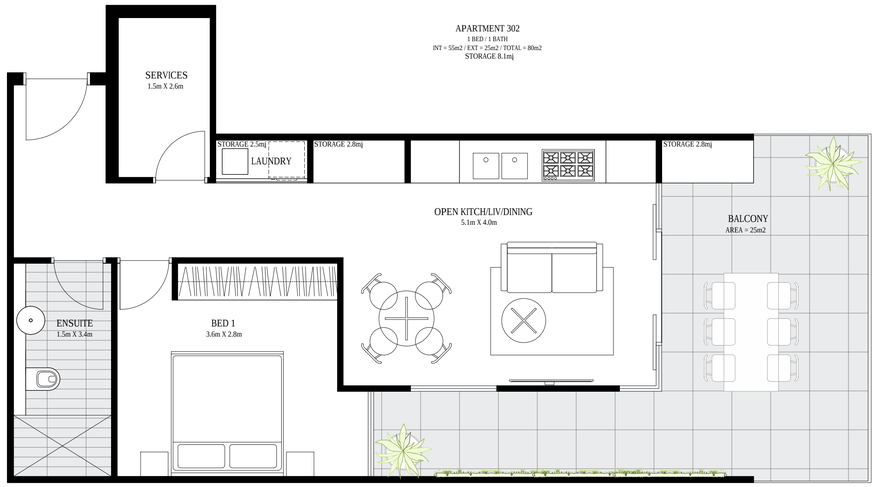


APARTMENT 302
1:50 @ A1

ГМЕНТ 301

| | | |
|---|---|---|
| C | 25.05.2017 | ISSUED FOR PLANNING |
| B | 16.03.2017 | ISSUED FOR DPC |
| A | 10.02.2017 | ISSUED FOR DPC |

FOR APPROVAL

16-037.PL19.B

PROJECT
PARTRIDGE STREET
PARTRIDGE STREET, GLENELG S.A.

CLIENT
TAPLIN MANAGEMENT

DRAWING TITLE
APARTMENT PLANS

DETAILS
Drawn SP
Scale 1: 50 @ A1
Date MAR 2017

ABA

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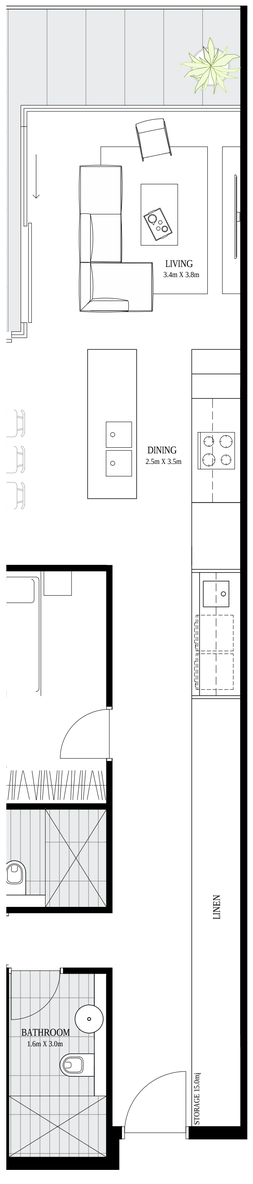
APARTMENT 406 / 506 / 606 / 706 (MIRRORED)
2 BED / 2 BATH
INT = 97m2 / EXT = 17m2 / TOTAL = 114m2
STORAGE 15.0mj

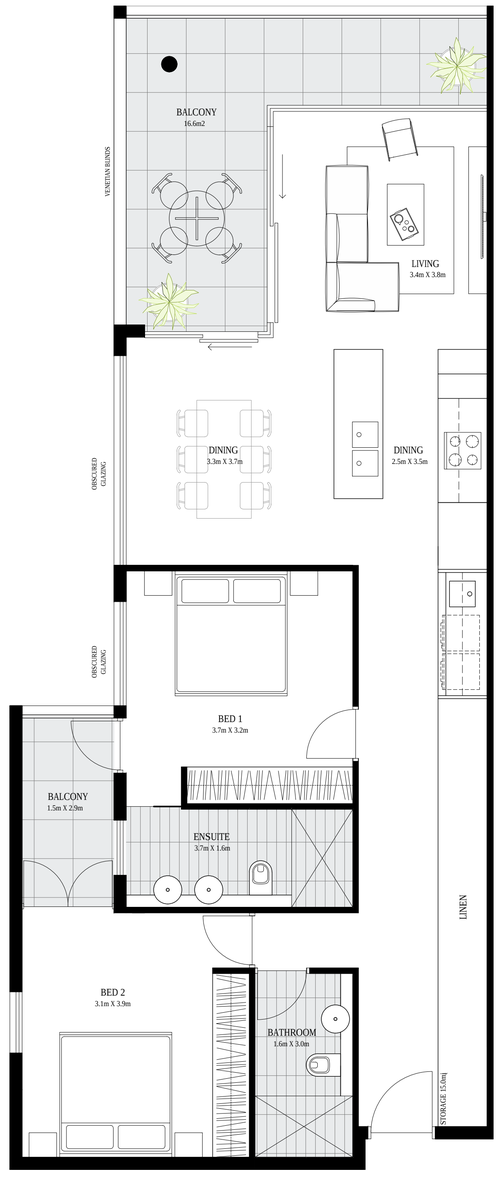
APARTMENT 407 / 507 / 607 / 707
2 BED / 2 BATH
INT = 97m2 / EXT = 17m2 / TOTAL = 114m2
STORAGE 15.0mj




6 (mirrored)

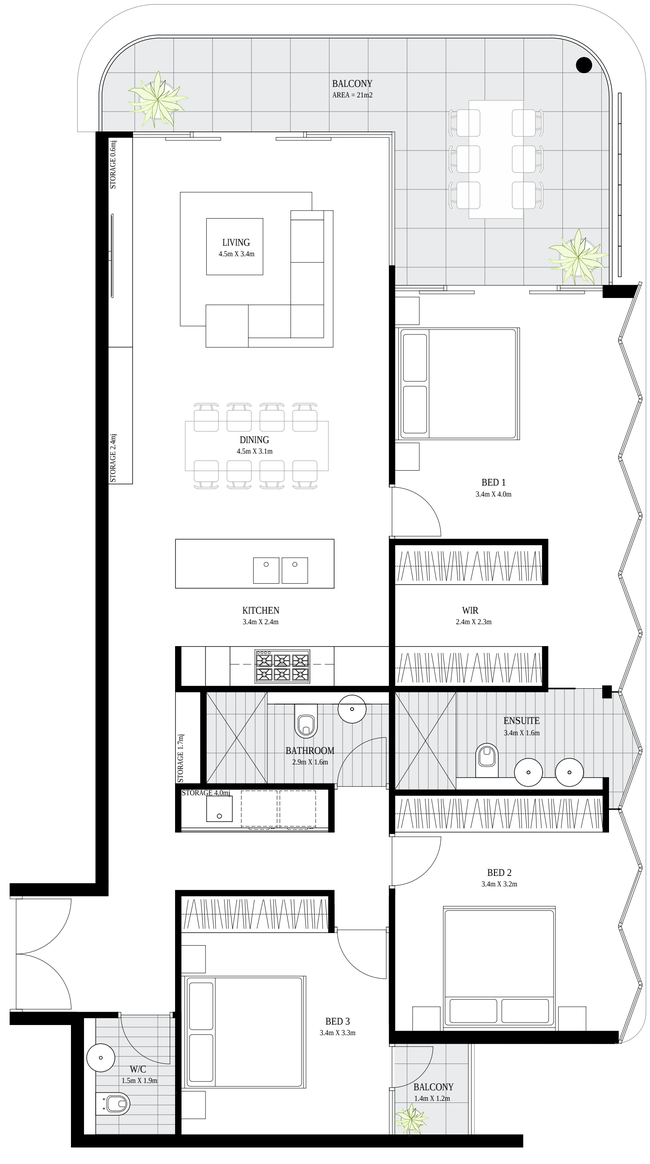
APARTMENT 405 / 505 / 605 / 705 (MIRRORED)
2 BED / 2 BATH
INT = 97m2 / EXT = 16m2 / TOTAL = 113m2
STORAGE 15.0mj

APARTMENT 404 / 504 / 604 / 704
2 BED / 2 BATH
INT = 97m2 / EXT = 16m2 / TOTAL = 113m2
STORAGE 15.0mj




APARTMENT 405, 505, 605, 705 - 404,504,604,704 (mirrored)
1:50 @ A1

APARTMENT 403 / 503 / 603 / 703
3 BED / 2.5 BATH
INT = 120m2 / EXT = 21m2 / TOTAL = 141m2
STORAGE 8.7mj




APARTMENT 403,503,603,703
1:50 @ A1

| | | |
|---|---|---|
| C | 25.05.2017 | ISSUED FOR PLANNING |
| B | 16.03.2017 | ISSUED FOR DPC |
| A | 10.02.2017 | ISSUED FOR DPC |

FOR APPROVAL

16-037.PL20.B

PROJECT
PARTRIDGE STREET
PARTRIDGE STREET, GLENELG S.A.

CLIENT
TAPLIN MANAGEMENT

DRAWING TITLE
APARTMENT PLANS

DETAILS
Drawn SP
Scale 1: 50 @ A1
Date MAR 2017

ABA

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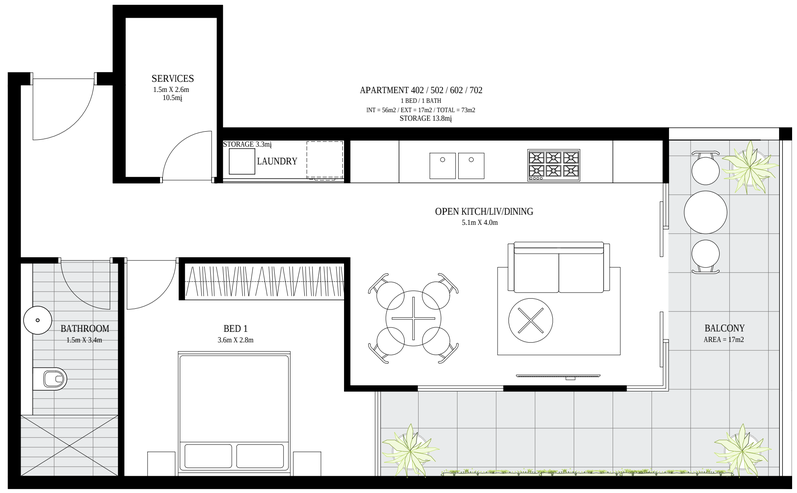
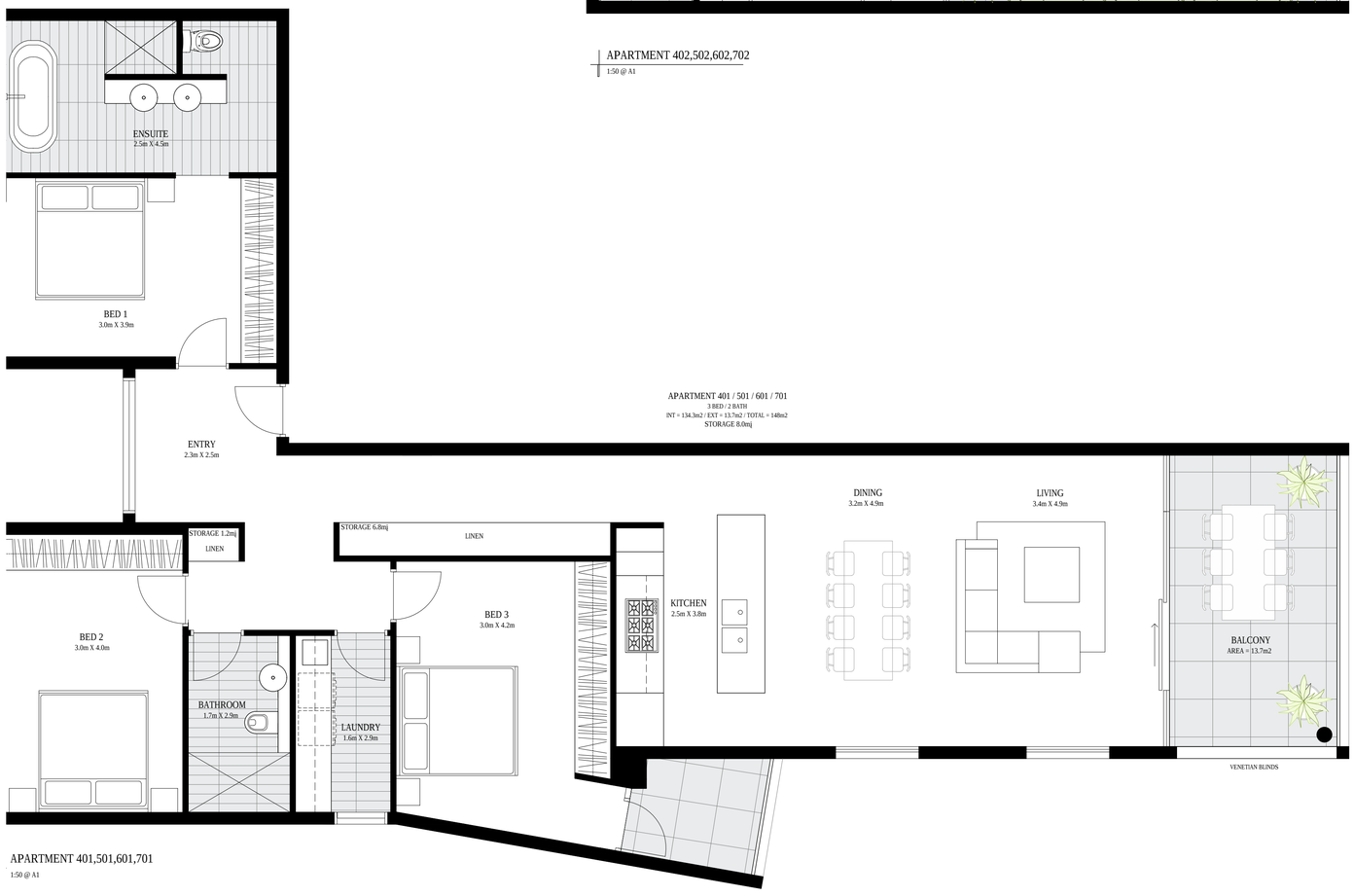



APARTMENT 402,502,602,702
1:50 @ A1




APARTMENT 401,501,601,701
1:50 @ A1

| | | |
|---|---|---|
| C | 25.05.2017 | ISSUED FOR PLANNING |
| B | 16.03.2017 | ISSUED FOR DPC |
| A | 10.02.2017 | ISSUED FOR DPC |

FOR APPROVAL

16-037.PL21.B

PROJECT
PARTRIDGE STREET
PARTRIDGE STREET, GLENELG S.A.

CLIENT
TAPLIN MANAGEMENT

DRAWING TITLE
APARTMENT PLANS

DETAILS
Drawn SP
Scale 1; 50 @ A1
Date MAR 2017

ABA

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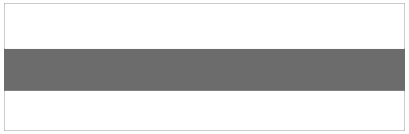
# PARTRIDGE STREET - MATERIAL SCHEDULE

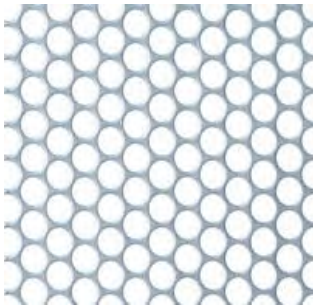
PARTRIDE STREET, GLENELG SA.

## EXTERIOR FINISHES SCHEDULE

| IMAGE | ITEM / CODE | DESCRIPTION |
|---|---|---|
| | 01 | Commercial Aluminium shop front glazing. |
|  | 02 | Alucobond façade cladding. White with recessed dark shadow line detail. |
| | 03 | Aluminium Screening Blades. Powder coated: Dark Grey base coat<br>Custom colour graphic applied to each side |

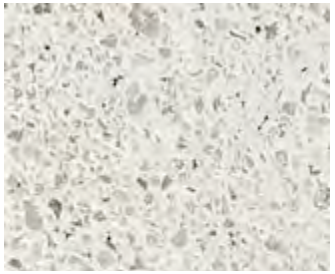
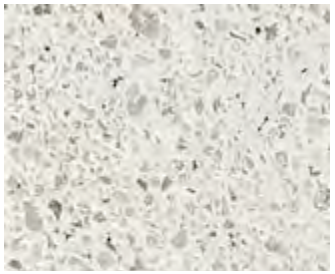
# PARTRIDGE STREET - MATERIAL SCHEDULE

PARTRIDE STREET, GLENELG SA.

| IMAGE | ITEM / CODE | DESCRIPTION |
|---|---|---|
| | 04 | Aluminium Screening Blades with solid infill. Powder coated: Dark Grey |
| | 05 | Frameless glass balustrade with handrail |
|  | 06 | Locker Group perforated mesh screening. Black Aluminium |

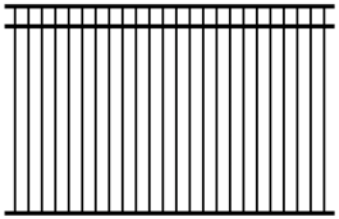
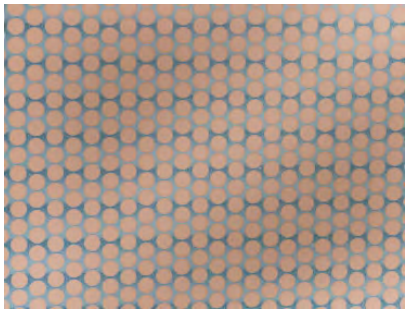
# PARTRIDGE STREET - MATERIAL SCHEDULE

PARTRIDE STREET, GLENELG SA.

| IMAGE | ITEM / CODE | DESCRIPTION |
|---|---|---|
| | 07 | Alucobond Cladding – Matte black finish |
|  | 08 | Acid wash pre-cast concrete |
|  | 09 | Exposed slab edge |

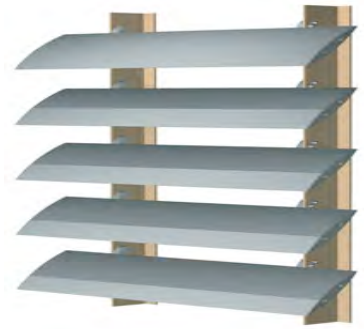
# PARTRIDGE STREET - MATERIAL SCHEDULE

PARTRIDE STREET, GLENELG SA.

| IMAGE | ITEM / CODE | DESCRIPTION |
|---|---|---|
| | 10 | Roof mounted screening, with acoustic louvres. |
|  | 11 | Slatted Aluminium balustrade. Powder coated finish, Colour: Black |
|  | 12 | Opaque frittered glass, Colour: Bronze |

# PARTRIDGE STREET - MATERIAL SCHEDULE

PARTRIDE STREET, GLENELG SA.

| IMAGE | ITEM / CODE | DESCRIPTION |
|---|---|---|
| | 13 | Alucobond cladding to canopy and soffit. Colour: Dark Grey |
|  | 14 | External horizontal louvre screen. Colour: Black |

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ATTACHMENT 2

SITE & LOCALITY PHOTOS

Subject Land – View from north east

Subject Land – View from north east

Existing retail fronting Jetty Road

Jetty Road Tram Stop – adjacent subject land

Subject Land – view from east

Adjacent development to the south (Cinema car park)

Pedestrian thoroughfare south of subject land – view from east

Pedestrian thoroughfare south of subject land – view from east

Right of Way (site access) – view to west towards Cowper Street

Right of Way (site access) – view to west towards Cowper Street

Right of Way (site access) – view to interface with GU Cinema

Existing parking conditions – south west corner of subject land

Existing parking conditions – west of subject land

Cowper Street junction with Right of Way (site access)

Cowper Street – view from south

Milton Street (proposed waste collection point) – view from east

Cowper Street junction with Jetty Road- view from north

ATTACHMENT 3

APPLICATION DOCUMENTS

Government of South Australia
Department of Planning, Transport and Infrastructure

| | |
|---|---|
| **Product** | Register Search |
| **Date/Time** | 28/06/2016 09:16AM |
| **Customer Reference** | |
| **Order ID** | 20160628001405 |
| **Cost** | $279.00 |

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

Registrar-General

# Certificate of Title - Volume 5473 Folio 26

REAL PROPERTY ACT, 1886
South Australia

| | |
|---|---|
| **Parent Title(s)** | CT 4195/392 |
| **Dealing(s) Creating Title** | CONVERTED TITLE |
| **Title Issued** | 20/11/1997 |
| **Edition** | 2 |
| **Edition Issued** | 17/11/2004 |

## Estate Type

FEE SIMPLE

## Registered Proprietor

ROBERT JAMES GEDDES
OF PO BOX 46 GLEN OSMOND SA 5064
1 / 4 SHARE

JAMES WALTER GEDDES
OF PO BOX 46 GLEN OSMOND SA 5064
1 / 4 SHARE

CHARLES GILES GEDDES
OF PO BOX 46 GLEN OSMOND SA 5064
1 / 4 SHARE

ROBERT JAMES GEDDES
OF 7 VISTA STREET GREENWICH NSW 2065
CHARLES GILES GEDDES
OF 19 FITZGERALD STREET QUEENS PARK NSW 2022
NICHOLAS JOHN LEWIS
OF 82 FULLARTON ROAD NORWOOD SA 5067
AS THE EXECUTOR(S) WITH LEAVE BEING RESERVED OF ROMA GEDDES WHO DIED ON 11/12/2003
1 / 4 SHARE

## Description of Land

ALLOTMENT 33 FILED PLAN 5563
IN THE AREA NAMED GLENELG
HUNDRED OF NOARLUNGA

## Easements


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TOGETHER WITH FREE AND UNRESTRICTED RIGHT(S) OF WAY OVER THE LAND MARKED A

# Schedule of Dealings

| Dealing Number | Description |
|---|---|
| 7094088 | MORTGAGE TO WESTPAC BANKING CORPORATION |

# Notations

### Dealings Affecting Title

NIL

### Priority Notices

NIL

### Notations on Plan

NIL

### Registrar-General's Notes

NIL

### Administrative Interests

NIL

* Denotes the dealing has been re-lodged.


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# Title Register Search

## LANDS TITLES OFFICE, ADELAIDE

Issued pursuant to the Real Property Act 1886

REGISTER SEARCH OF CERTIFICATE OF TITLE * VOLUME 5324 FOLIO 93 *

COST : $15.10 (GST exempt )
REGION : FAX 0883761007
AGENT : TMG3P BOX NO : 000
SEARCHED ON : 10/02/2005 AT : 17:15:14

PARENT TITLE : CT 4013/29
AUTHORITY : CONVERTED TITLE
DATE OF ISSUE : 13/02/1996
EDITION : 5

REGISTERED PROPRIETOR IN FEE SIMPLE

JETTY ROAD CORPORATION PTY. LTD. OF 79 JETTY ROAD GLENELG SA 5045

DESCRIPTION OF LAND

ALLOTMENT 34 FILED PLAN 5563
IN THE AREA NAMED GLENELG
HUNDRED OF NOARLUNGA

EASEMENTS

TOGETHER WITH A FREE AND UNRESTRICTED RIGHT OF WAY OVER ALLOTMENT 47 IN FP 5563

SCHEDULE OF ENDORSEMENTS

9212364A MORTGAGE TO AUSTRALIA & NEW ZEALAND BANKING GROUP LTD.

9354641 CAVEAT BY PENG HAK LIM PTY. LTD.

NOTATIONS

DOCUMENTS AFFECTING THIS TITLE

NIL

REGISTRAR-GENERAL'S NOTES

PLAN FOR LEASE PURPOSES GP 363/87
PLAN FOR LEASE PURPOSES GP 406/57
PLAN FOR LEASE PURPOSES GP 461/88
PLAN FOR LEASE PURPOSES GP 467/97

END OF TEXT. 4

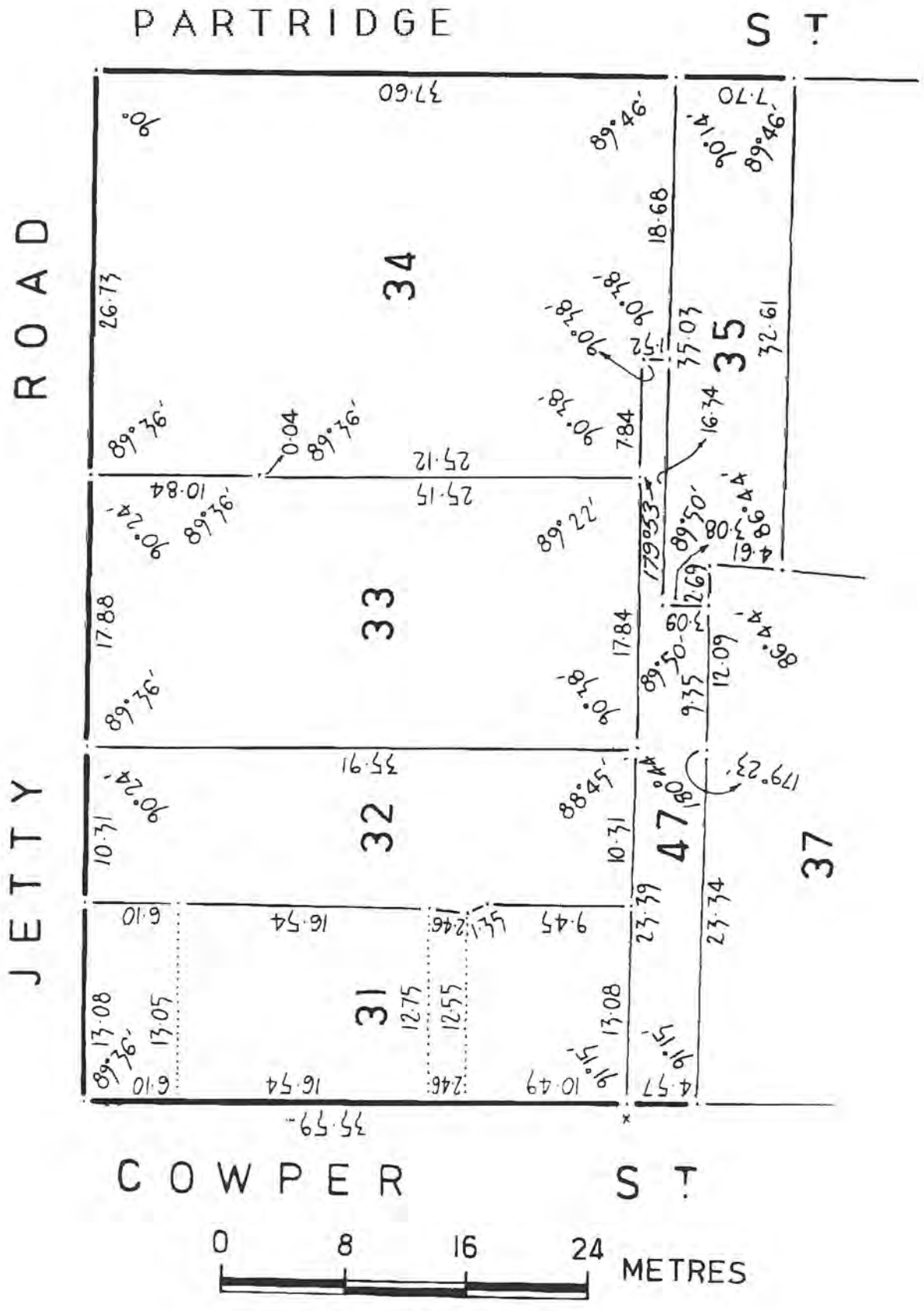


Warning: The information appearing under notations has not been formally recorded in the Register Book and the provisions of the Real Property Act 1886 do not extend thereto.

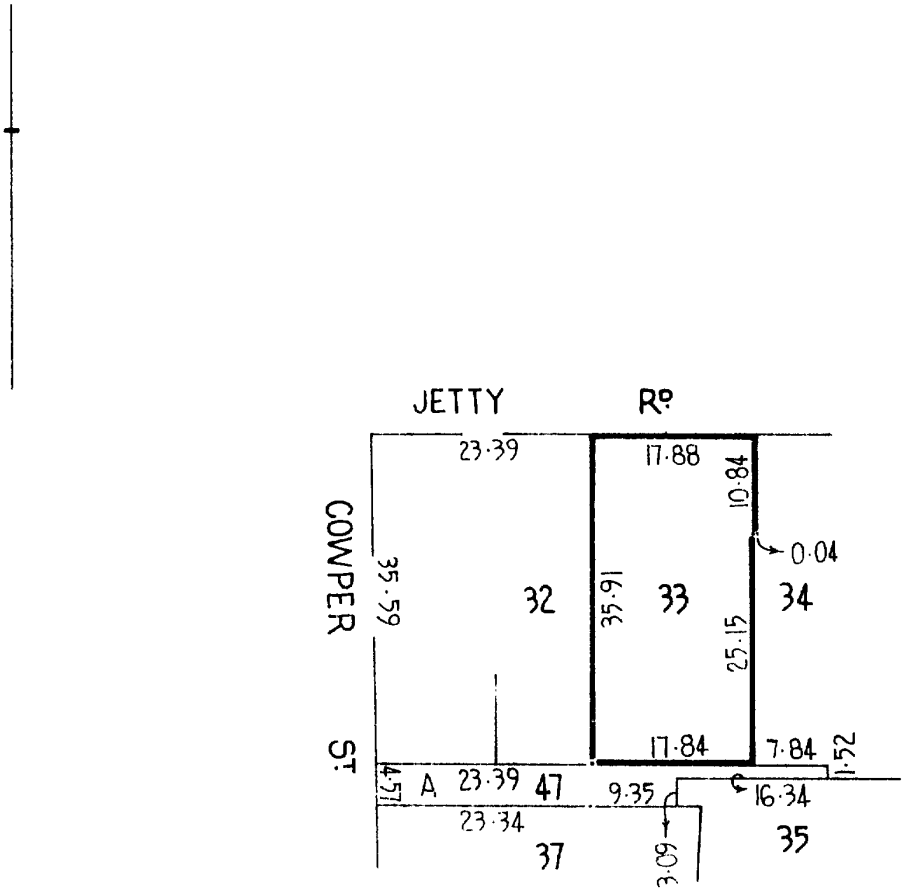
LANDS TITLES OFFICE ADELAIDE SOUTH AUSTRALIA

DIAGRAM FOR CERTIFICATE OF TITLE VOLUME 5324 FOLIO 93

SEARCH DATE : 10/02/2005 TIME: 17:15:14



| | |
|---|---|
| **Product** | Register Search |
| **Date/Time** | 28/06/2016 09:16AM |
| **Customer Reference** | |
| **Order ID** | 20160628001405 |
| **Cost** | $279.00 |




0 7·5 15 22·5 30 Metres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URPS

**Taplin Group**
2016-0314
20 February 2017

# RESIDENTIAL APARTMENT BUILDING

## PLANNING STATEMENT

# Residential Apartment Building

20 February 2017

| | |
|---|---|
| **Lead consultant** | URPS |
| **In association with** | Alexander Brown Architects<br>Phil Weaver & Associates<br>Veolia Waste Management Services |
| **Prepared for** | Taplin Group |
| **Consultant Project Manager** | Matthew King, Director |
| | Suite 12/154 Fullarton Road<br>(cnr Alexandra Ave)<br>Rose Park, SA 5067<br>Tel: (08) 8333 7999<br>Email: matthew@urps.com.au |
| **URPS Ref** | 2016-0314 |

***Document history and status***

| Revision | Date | Reviewed | Approved | Details |
|---|---|---|---|---|
| V1 | 16/12/2016 | MK | MK | Draft |
| V2 | 20/12/2016 | MK | MK | Draft v2 |
| V3 | 22/12/2016 | MK | MK | Final issued for lodgement |
| V4 | 17/02/2017 | MK | MK | Update – issued to DPTI |

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H:\Synergy\Projects\2016\2016-0314 Jetty Road Glenelg Apartment Projects\Development Application\Application Lodged YYMMDD\Partridge Street\R001_v4_160217_Partridge.docx

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# 1.0 Introduction

URPS has been engaged by the Taplin Group, the applicant in this matter, to provide advice, liaise with relevant parties and to prepare this planning report in respect of a proposed residential apartment development on the corner of Partridge Street and Jetty Road, Glenelg.

In support of recent re-zoning of the Jetty Road precinct, the proposal presents an exciting opportunity to develop a landmark site in Glenelg with high quality residential serviced apartments that have exceptional views and access to the beach, quality open space, various hotels, entertainment facilities, shops and cafés and a tram that runs to the Adelaide CBD.

The subject proposal has been through a rigorous design review process with many iterations prepared before settling on the plan discussed in this report. In our opinion, the proposed plan provides a high quality design that contributes to the objectives of the Jetty Road precinct and provides a high standard of internal occupant amenity.

The Taplin Group is an experienced developer who is proud of, and local to, Glenelg and is seeking to deliver a series of high quality and benchmark projects that contribute to itinerant and long term population increase at the precinct and assist with its revitalisation.

Jetty Road has suffered from the expansion of Marion Shopping Centre, its seasonal nature of trading and the increased use of internet shopping. The Glenelg Cinema was one step towards improving its vibrancy, however further stimulus is required and residential (short and long term) occupancy will be a key driver to its improved economic performance.

In preparing this report we have undertaken a review of the following:

- Plans prepared by Alexander Brown Architects dated February 2017.
- Traffic and parking report prepared by Phil Weaver & Associates dated 15 February 2017.
- Better Practice Guide Waste Management for Residential and Mixed Use Developments.
- Waste management report prepared by Veolia Environmental Services.
- Holdfast Bay City Development Plan, consolidated 2 June 2016.
- Subject land and locality.

# 2.0 The subject land and locality

The subject land is situated at the busy corner of Partridge Terrace and Jetty Road, Glenelg. The land legally comprises allotments 33 and 34. See **Appendix A** for copies of these titles.

The land has an area of approximately 1636m² with frontages to Partridge Street and Jetty Road measuring approximately 38m and 50m respectively.

The land currently contains a single storey multi-tenanted commercial building containing homewares shops, retail clothing shops, restaurant space and personal services establishment. The building includes associated signage. No on-site car parking for existing tenancies is provided. The land has access via a rear laneway.

**Image 1: View of the subject land as looking south-west**

Traffic movement is moderate in speed, with the immediate locality experiencing busier vehicle movements than the remainder of the Jetty Road shopping precinct. A signalized traffic intersection, allowing safe vehicle and pedestrian movements forms a notable element within this immediate locality.

Whilst the subject land abuts similar land uses on Jetty Road, all resembling a low scale and commercial nature, it also abuts the recently constructed GU Filmhouse Glenelg. This cinema development was also undertaken by the subject developer and architect with design features incorporated into the proposal to be referential to this newly constructed development.

The built form character of Jetty Road comprises of generally single storey, dated commercial buildings with high parapet wall detailing, most of which remains free of advertising, best described as a ribbon style development precinct.

It could be described as having a 'high street' character with a more human scale and pedestrian focus when compared to other main roads in the area. It has two lanes for vehicular traffic, indented on-street parking, a tram line running along its centre, and for the most part has attractive 1-2 storey buildings with

minimal setbacks from the footpath. The area is well developed, with brick pavement footpaths and minimal interruptions, such as street furniture or street trees, to the free flow of pedestrian movement.

Examples of taller more notable buildings in the locality can be found:

- At the north-eastern corner of the road intersection, where a 2 storey Art-Deco style Local heritage building resides;
- On the adjoining land comprising the Glenelg Cinema;
- Adjacent to the subject land on Partridge Street, where a large public car parking establishment is located; and
- Buildings generally west of the subject land fronting Jetty Road.

The Adelaide to Glenelg Tram Line is located adjacent the subject land with a tram stop located adjacent the western corner of the land. Pedestrian movement is high within this locality and is somewhat protected from errant vehicle consequences by existing bollards lining the footpath.

# 3.0 The proposal

## 3.1 Overview

The proposal is detailed within the plans prepared by Alexander Brown Architects (**see Appendix B**).

This proposal seeks to construct a series of apartments on top of an existing retail floor plate. Some alterations are required to this existing retail floor plate. An existing retail tenancy situated on the first floor will remain in conjunction with a new 47 space car park. Above of this will be 6 levels of apartments on levels 3-8. The overall height will be 8 storeys.

In summary the development comprises the following elements:

- **Ground level** - Construction of three new retail tenancies (in place of existing retail tenancies) running north-south with entries to Jetty Road, incorporation of an apartment lobby toward the southern boundary fronting Partridge Street and incorporation of an access ramp, waste storage and collection area off a laneway that connects to Cowper Street. With this work a minor decrease in the commercial areas from 1492.2m² to 1449.1m² (i.e. a reduction of approximately 43m²) will result.
- **Level 2** - The first floor comprises 47 car parking spaces and an existing retail area. No bike parking is designated on the plans however various opportunities exists for its installation.
- **Levels 3 through to 8** - Comprise residential apartments of various sizes, namely:
  - Level 3-7 each comprise 1 x 1 bedroom apartment, 4 x 2 bedroom apartments and 2 x 3 bedroom apartment; and
  - Level 8 comprises 3 x 3 bedroom apartments.

## 3.2 Design philosophy

The design of the proposed building is of contemporary architectural form that is contextually relevant and has regard to the scale of development expected within the Zone and Policy Area, and is a form that complements the streetscape and locality. Some key design attributes include:

- Maintenance of free flow pedestrian movement at ground level. The retention of existing and new ground level shop tenancies, will maintain and reinforce the traditional shopping strip character of Jetty Road;
- A highly articulated and fenestrated façade to all elevations ensuring an attractive streetscape presentation. The interplay between dark and light alucobond cladding and acid wash pre-cast concrete elements is a feature of the building as is the juxtaposition of curved and harder straight edge lines. The curved elements provide a reference to art deco style architecture which was prominent in Glenelg and generally along Adelaide's coast where many iconic art deco buildings can be found.
- Use of earthen and natural tones to complement the existing streetscape colour palette; and
- Deliberate spacing between proposed apartments to create 'towers' and separation which reduces massing that would otherwise result from blank walls.

## 3.3 Car park siting

One of the key factors influencing the design is the siting of the car parking level on the first floor, as opposed to below ground, where it is typically desired from a Development Plan perspective.

It should be noted that the corner on the first level fronting Jetty Road/Partridge Street retains a retail use and ensures a good degree of activation is provided on this corner.

**Image 2: Image above shows the retained retail space at intersection**

There were a number of suggestions to locate this car park below ground as part of the PLP and Design Review process or to sleeve a commercial tenancy across the entire public road frontages.

To 'sleeve' across the entire (two) main frontages further would result in a significant loss of parking and consequently reduction in apartments, rendering the development of the land uneconomic.

Regarding basement parking siting please have regard to the following detailed remarks on this issue provided by the project architect, Alex Brown, to the Associate Government Architect:

*"We still maintain that the carpark on the first floor is clearly the most logical, sensible and appropriate solution for these sites. We confirm that we have investigated a number of possible design solutions, efficiencies and basement car parking solution for these sites. It is our conclusion for a number of reasons that basement parking in these locations is just an illogical and non-viable path to pursue for these developments.*

*I note that these sites are in close proximity to the beach, especially the Colley Terrace site, therefore locating a basement in a high water table area should be avoided as a sensible design outcome. The obvious moisture issues that may result in structural and likely ongoing maintenance problems is just not*

*at all of any interest to the building owner and this is in our opinion completely understandable and reasonable stance on this issue.*

*In addition to this, the required perimeter construction piling zone and site dimensions are not conducive in achieving a commercially sensible and efficient car parking design solution for the site. Furthermore, the down ramp to a basement, when considering the required head height clearance will considerably reduce the retail floor space down beyond what the building owner and long term tenants are not prepared to concede on. This also in our opinion further diminish the future flexibility of this retail space.*

*The retail space on ground level is fundamentally the most valuable component of these developments and it is our brief from the owner that it is paramount that this is maintained and maximised to ensure the viability of these projects.*

*For all of these reasons we are not prepared to reconsider this position and would rather explore with you the opportunities that placing the car parking at first level can present, and what this space can be adapted to upon completion and in the future. In opening up these opportunities we consider this to potentially add a huge positive to the project and not at all fatal to the success of this scheme."*

In summary therefore the following issues are evident from designing a basement car park:

- The high water table has the potential to provide structural instability and an on-going maintenance issues for a building on this site.
- The requirements for a perimeter construction pilling zone limit the ability to design a functional/efficient car park and make it of a size that can support the apartment yield necessary.
- The need for a ramp (with required head height clearance for vehicles) means that there would need to be a further reduction in the retail floor area which is not desired by the owner and impacts on existing long term tenancy agreements.
- Waste management becomes more complex with bins either needing to being pulled up a ramp, a commercial lift or access made available to a waste truck.

For these reasons the design will seek to include car parking on the first floor. It will, however, be designed in a manner that will not detract from the adjacent public realm. The recent inclusion of the corner reception element improves the design quality. The remaining aspects are well screened. In the overall context of the design this aspect is deemed acceptable for reasons further detailed in this report.

## 3.4 Materials and colours

The approach to materials and colours is detailed within the detailed schedule provided within **Appendix B.** The materials and colours are modern and high quality and are suited to this coastal context being referential to historic beachside architecture.

# 4.0 Procedural matters

## 4.1 Relevant authority

As the development involves the construction of a building exceeding 4 storeys in height within the District Centre Zone, Glenelg Policy Area 2 of the City of Holdfast Bay Development Plan, the proposal is to be assessed by the Development Assessment Commission (DAC) pursuant to Clause 4C (1)(c) Schedule 10, the *Development Regulations 2008*.

## 4.2 Kind of development

The subject land is located within the District Centre Zone as depicted on Zone Map HoB/4 of the City of Holdfast Bay Development Plan Consolidated 2 June 2016. Within the Zone, a proposal for an 8 storey high residential apartment building is not identified as either a 'complying' or 'non-complying' kind of development. Therefore, in accordance with Section 35(5) the *Development Act 1993*, the proposal is a kind of development which is to be considered 'on merit'.

## 4.3 Public notification and referrals

The proposal is a Category 1 development meaning no public notification is required pursuant to Clause 20 Schedule 9, the Regulations *2008*., i.e.:

*"any kind of development within a Local Shopping, District Shopping, Specialty Goods Centre, Local Centre, Town Centre, City Centre, Neighbourhood Centre, District Centre, Regional Centre, Regional Town Centre, District Business, Local Town Centre or District Town Centre zone as delineated in the relevant Development Plan"*

The application will be referred to the City of Holdfast Bay Council for comment.

# 5.0 Planning assessment

The following assessment addresses what we consider the most pertinent Development Plan issues relevant to a development of this kind.

## 5.1 Orderly and sustainable development

The proposal will provide further investment into the City of Holdfast Bay by providing new and highly desirable apartments within this extremely sought after part of Glenelg which exceptional access to various natural and man-made entertainment and leisure facilities.

The development will be suited to professionals looking for comfortable and secure accommodation as well as retirees who are looking to downsize at a beachside location. The development will make better use of the land, make use of existing services and create a safe, convenient and pleasant environment in which to live.

The proposal will be compatible with the prevailing character of the area, will be within close proximity to public transport facilities, will be of a high quality of design, and will not unreasonably restrict or prejudice the development potential or existing uses of any adjoining sites.

The proposal satisfies Orderly and Sustainable Objectives 1, 2, 3, 4 and Principles 1 and 7 in that the development will result in a pleasant living environment in a form that is envisaged for the Zone. The addition of apartments at levels 2 through to 7 ensures the continuance of commercial ground floor activities in an orderly fashion.

## 5.2 Land Use

District Centre Zone envisages residential uses (Objective and Principle 1) and in particular medium to high density residential development together with non-residential development (Objective 3). The proposal satisfies these land use objectives.

In accordance with the Zone (Principle 7) and Policy Area 2, the proposal involves residential apartments sited above ground level commercial uses, supporting the retention of commercial activities at ground level and first level that will continue to contribute to a vibrant, pedestrian-friendly street environment on Jetty Road.

## 5.3 Desired Character

The Zone envisages development that *"will achieve lively, vibrant places that provide a wide range of retail, commercial, administrative, and community uses, services and functions. It will create inviting pedestrian and cycle-friendly centres distinguished by historic architecture, high quality function spaces and ease of access".*

The proposal contributes to the desired character through its retention of existing, established and well-enjoyed retail and café/shop spaces that create vibrancy and pedestrian activity at ground level.

Further, we note that the proposal will:

- Continue to complement surrounding development by retaining existing ground and first floor retail uses.
- Locate all apartments above ground ensuring an activated, vibrant and pedestrian-friendly environment at ground level is maintained.
- Involves serviced apartments that will support the desire for increased economic activity and utilization of the convenient public transport access into the CBD.
- Include new façade treatments to the ground level shop tenancies ensuring a high level of window and door openings, resulting in engaging shop fronts and inviting a high degree of pedestrian activity.
- Entail no setback to the road boundaries and a large canopy extending over the adjacent footpath is provided to ensure a high level of pedestrian comfort and weather protection.
- Represent a high standard of urban design as expanded upon below.
- Use a mix of modern and more traditional materials that are suited to this diverse coastal area and the art deco styles which are found on Jetty Road.
- Features capacity for good level of bike parking that supports alternate transport methods.

## 5.4 Form and character

The proposed built form will reinforce the traditional strip shop character through its retention of retail tenancies. A two storey/level height podium complements predominant parapet heights along Jetty Road. These features maintain the desire for continuity of building alignments to the street frontage.

An important consideration in this assessment is the presentation of the building within the streetscape, including its overall form and height. The following provisions are most pertinent:

**Glenelg Policy Area 2 principles:**

**6. Buildings should maintain a pedestrian scale at street level, and should:**

**(a) include a clearly defined podium or street wall fronting the main road and side streets where appropriate, of a height consistent with traditional one and two storey facades and no greater than two storeys or 8.5 metres in height**

**(b) have levels above the defined podium or street wall setback a minimum of 2 metres from that wall.**

**7. Development should not exceed 5 storeys (or 18.5 metres) in height above natural ground level, except:**

**(a) development for residential purposes located above a public car parking structure on the south western corner of Moseley Street and Elizabeth Street (as far west as, but not including, the existing Grand Hotel car parking structure), which should not exceed 5 storeys (or 18.5 metres) in height above the top level of the car park**

**(b) where located on the northern side of Moseley Square, where new buildings should be of a scale and height that does not exceed that of existing adjacent development**

**(c) where located on land bounded by Brighton Road, Augusta Street, Rosa Street and Jetty Road, where new buildings can be built up to 6 storeys (or 22 metres) in height above natural ground level, with the exception of parts of buildings directly adjacent to Jetty Road which should comprise a front wall height of 5 storeys (or 18.5 metres) before stepping up to 6 storeys**

**(d) where located on Strategic Development Sits (sites greater than 1500 square metres [which may include one or more allotments] and have a frontage to Jetty Road or Brighton Road).**

A key feature of the proposed design is the two storey podium element. This podium uses pillars and facies fronting Partridge Street and Jetty Road, with open areas between, to ensure it responds to the existing urban context, which includes high parapet detailing to existing building facades.

This street level podium provides a pedestrian scale with the towers setback appropriately to differentiate it from the higher levels, and lessen its perceived effect on the surrounding pedestrian environment. Levels 3-8 are highly articulated with large balconies.

Pursuant to Principle 20 in Glenelg Policy Area 2, the height guideline that applies for development on this site is 7 storeys and/or 25.5m. The proposed development entails a building height of 8 storeys and 31.3m (to top of plant). However the height to the top of the parapet is lower at 28.9m. As such the proposed building height exceeds guidelines by one storey or 3.4m.

Whilst the height excess is noted, it is considered acceptable as the proposed development has been architecturally designed to minimize its impacts on the immediate locality. The top level is considerably setback such that it provides little by way of visual intrusion as such in reality the height is effectively in line with Principle 20.

The below residential levels/primary façade are setback from the podium. This setback, and use of variety in materials and heavy articulation reduces bulk/mass and provides a human scale to street level.

The Government Architect has expressed in principle support for the proposed height exceeding 7 storeys, however this factor is contingent upon active uses and ground / first floor and appropriate management of bulk and architectural expression. In respect of these considerations:

- The ground floor will remain an 'active' use with the ground floor commercial tenancies retaining the same good level of vibrancy and pedestrian friendly street level development as existing;
- While the proposed first floor is for parking, it will be screened so its appearance does not detract from the overall quality and appearance of the building. The north-eastern corner of the level 1 car park includes a glazed void area associated with the tenancy below, decreasing the presence of car parking beyond;
- The overall bulk and massing is well managed providing a pleasing architectural expression with a heavy base that respects predominant parapet heights;
- The proposed building design is highly detailed, incorporates a variety of materials and is an attractive piece of architecture that enhances the urban fabric of this part of Glenelg particularly through its reference to art deco styles, a feature of the Jetty Road precinct.

## 5.5 Medium and high rise development

### 5.5.1 Design and appearance

The proposed development satisfies the Objectives and Principles relating to medium and high rise development. Entrances to shop tenancies are located on the front Partridge Street and Jetty Road boundaries of the site, ensuring continuity of building alignments to the street frontages. Such setback pattern is evident within the locality and expected by the Zone provisions.

The development has been designed in such a manner as to achieve a human scale with the use of intimate shop fronts and a return verandah/canopy around the building over the public footpath.

The apartment lobby area is located on the Partridge Street frontage, away from the busy intersection at Partridge Street and Jetty Road. Entry shelter is provided by way of the canopy which extends over the footpath. The apartment entrance is clearly identifiable from the adjacent road with the use of central sliding glass doors and large open lobby area beyond.

The proposed building offers a modern contemporary form, yet incorporates traditional building materials and a colour palette at street level to ensure the external appearance of the building is reflective of the existing building stock within the locality and does not cause nuisance by way of reflectivity or glare. The openness created by the expansive balcony space and separation between towers results in a visually interesting design that breaks up the facade.

Due to the location of the subject land at the junction of Partridge Street and Jetty Road, and on land recognized as a Strategic Development Site, high rise development is contemplated on the site, and as such the proposal is representative of the streetscape character envisaged by the Zone and Policy Area.

### 5.5.2 Visual privacy

The Development Plan seeks to protect the visual privacy of internal and external living spaces associated with residential apartments.

Large balcony areas are located at the edge of the building, adjacent to proposed living areas, extending the living space associated with each apartment. These living areas are set-back sufficiently from the balcony edge to ensure views into this space is obstructed from the public realm. Where balconies extend adjacent to bedrooms, these are minimal in number, are located away from the Partridge Street and Jetty Road frontages and are shielded with glazing, louvres and/or solid walling.

To ensure residential privacy of each apartment from apartments within the development, the building includes projecting blade walls, as well as screening blades to the exterior of the building and landscaping minimizing potential for overlooking.

### 5.5.3 Building separation and outlook

Apartment amenity is high. Living areas and bedrooms are separated from habitable areas associated with adjoining apartments and from adjacent public space. Such separation assists in providing visual and acoustic privacy, outlook, natural ventilation and daylight access.

All apartments each include proportionate living areas to bedrooms, with access onto private balcony space. The living areas and balcony spaces provide a clear short range visual outlook onto adjacent public space. This provides for the enjoyment of significant views towards the adjacent large areas of open space and also improves safety and social interaction.

To ensure adequate visual and acoustic privacy, the development locates bedrooms away from living areas associated with adjacent apartments and public space where practicable. This enables adequate separation between apartment buildings allowing sunlight access into living spaces without impeding on privacy.

### 5.5.4 Dwelling configuration

The Development Plan expects varying apartment sizes where more than 20 apartments are proposed. Within this development, apartments vary in size from 1, 2, 3 and 4 bedroom. All are of generous proportions and offer a high level of amenity exceeding baseline standards established in the Adelaide City Council Development Plan (which is an often used tool to consider this matter).

The proposed apartment layout and configuration facilitates access to sunlight, daylight and ventilation given the following:

- All apartments feature either wrap around balconies or more than one balcony.
- Living area openings are positioned at different elevations to encourage cross ventilation within each apartment.
- All habitable rooms include access to a window or door providing natural light and ventilation.

Jetty Road is the highest noise level source adjacent to the subject land. Living spaces have generally been designed adjacent to these areas. There is only 8 bedrooms which front Jetty Road.

Acoustic advice will be obtained and necessary glazing will be incorporated to ensure the amenity and noise conditions of these and other bedrooms is compliant with Minister's Specification SA 78B.

### 5.5.5 Adaptability

The proposed development includes ground level commercial tenancies, a first level inconspicuous car parking area, and 6 levels of residential apartments. The internal building work associated with the ground level tenancies can easily be altered to allow varying commercial uses as per the Zone and Policy Area guidelines.

The internal layout of the residential apartments encourage views towards adjacent public space, with apartment entries and lobby/lift areas located in the least visually desirable areas. Centralising the core with entries away from external walls ensures future adaptiveness of the apartments can be achieved without negatively impacting on the external appearance or form of the building. The apartment could easily be adapted to a serviced accommodation / tourist accommodation development.

### 5.5.6 Environmental

The proposed development has been designed to take advantage of renewable energy, particularly sunlight access, without detrimentally impacting on adjoining development. The high level of window openings associated with the proposed development ensures optimal levels of sunlight access is achieved to both the residential and non-residential land uses of the site. The land is optimally orientated so that the building could be designed with advantageous northern sunlight access.

The Zone and Policy Area expects medium to high rise residential development on this site in the order of 25.5m. Given the orientation of the allotment, the position of buildings on adjoining land, together with the angle at which shadow is cast, the development will have minimal impact on sunlight access to adjoining land which in any case is commercial in nature.

Shadow will not be cast towards Jetty Road given its location north of the subject land. The land surrounding the site to the east comprises of road reserve, the land to the south includes the recently constructed cinema complex built on the boundary of the site with no windows, and the land to the west comprises retail tenancies which have abutted the subject land with no opportunity for eastern sunlight. These adjoining premises to the west also enjoy northern sunlight access.

As the proposed development is taller than surrounding development, the applicant has designed the building with increased upper level setbacks and a two storey podium element to reduce the impacts of wind tunnel effects. The stepped design and articulation of the building facades ensures that wind is deflected away from the pedestrian level.

### 5.5.7 Site facilities and storage

The Development Plan requires covered storage areas for use by residents, measuring a minimum of 8 cubic metres. This area can be achieved within each apartment or in an on-site communal facility.

The proposal includes a dedicated area at ground level, with access to a rear lane, for waste storage. This lane is currently used for bin collection, partially due to its presentation as a rear laneway. Veolia Environmental Services has prepared a waste management report which advises that the dedicated refuse storage area will mean no more than 4 collections per waste type.

### 5.5.8 Access and car parking

An analysis of the existing use of the land and site conditions, as well as the provisions regarding access and car parking have been carefully considered in determining an appropriate solution for off-street car parking.

In addition, the applicant engaged the services of Phil Weaver & Associates to assess the design of the car park, the likely demand of off-street car parking and to conduct a traffic assessment of the development and its potential impact on the adjoining road network. All of these aspects of the proposal have received Mr Weaver's support. We note the design of the car park and access ramp are all in accord with the Australian Standards (AS/NZS 2890.1:2004).

The subject land is located within a shopping and retail precinct that has historically not included off-street car parking on commercial land. As such, the land currently contains no off-street car parking area. However, the proposed development includes car parking provisions for the new residential land use component of the site. No off-street car parking is proposed for the existing shop tenancies and this is considered acceptable as established case law (see Stamopoulos Pty Ltd v City of Holdfast Bay ERDC No. 407 of 2003) supports the notion that where any existing shortfall is lawful, a development need not rectify this shortfall.

Table HoB/1B sets out the off street car parking requirements for residential uses in the District Centre Zone Glenelg Policy Area 2. The proposal incorporates car parking for 47 vehicles and provision for bike parking which is not specifically indicated on the plans.

As noted by Mr Weaver the component of parking generated by residents (approximately 42 spaces) will be more than fully met on site with the remaining spaces allocated for visitor parking, resulting in only a

minor shortfall in short term parking (4 spaces). As noted by Mr Weaver there is opportunity to accommodate the relatively minor shortfall in parking demand within the immediate locality including public car parking areas on both the eastern and western sides of Partridge Street, particularly as this would relate to visitor parking i.e. short term parking. The land is also located on the Adelaide-Glenelg tram line providing exceptional public transport access.

A copy of Phil Weaver's report is contained in **Appendix C**.

### 5.5.9 Crime prevention

The Development Plan seeks integrated land uses that are designed to entail community surveillance. The proposed mix of uses within the building promotes extended surveillance as it facilitates a mix of activities occurring on the land. In particular, the development entails the following attributes to ensure it contributes to a safe and secure, crime resistant environment:

- It encourages pedestrian activity at ground level due to the retail/restaurant uses within the commercial tenancies;
- The canopy extending around the building providing weather protection at the pedestrian level ensures the area is inviting to the general public and avoids isolation adjacent the subject land;
- The presence of similar commercial uses as well as highly populated public areas adjacent the land, in particular the adjoining cinema complex, creates surveillance opportunities and increases the perception of safety;
- The building has been designed with clear sight lines onto the adjacent public road network and pedestrian areas from the proposed car parking area and balcony areas associated with each apartment, as well as the ground level shops;
- Access to the proposed car park at level one, as well as the communal outdoor terraces, will be restricted to owner/occupiers of the apartments and therefore will not enable access to the general public; and
- The high level of glazing to the building facade will reduce the likelihood of graffiti that may otherwise be invited with use of concrete walling.

### 5.5.10 Private open space

The proposed development includes apartments comprising 1, 2 and 3 bedrooms, and one 4 bedroom apartment. Each apartment includes its own private balcony space. Balconies are generous throughout the development with each apartment providing private open space in accordance with Residential Development Principle 35, i.e. at least 8m$^2$ for 1 bedroom apartments, 11m$^2$ for 2 bedroom apartments and 15m$^2$ for 3+ bedroom apartments.

The proposed balconies are integrated into the overall form of the development, using slender balcony roofing and frameless glass balustrade to create a seamless outdoor living area when viewed from the public realm. Balconies and outdoor living areas associated with apartments on the southern side of the building include east outdoor living areas to ensure good levels of daylight are provided to private open space areas.

Balconies are proposed adjacent main internal living areas, which facilitates sightlines of the adjacent public realm. These main living areas are sufficiently recessed from balconies to ensure adequate privacy for future residents is achieved. The design of the proposed balconies, together with the nature of

adjoining land and its relationship with the subject land, ensures that there are no unreasonable external overlooking issues that will result from the proposal.

# 6.0 Conclusion

The proposed residential apartment development featuring shops at ground level and residential apartments above is anticipated by the Zone objectives. The proposal will provide a highly resolved architecturally designed building that squarely achieves the one Objectives for uplift and residential apartments within Glenelg.

In summary the development:

- Desirably adds investment into Glenelg with an envisaged land use that does not negatively impact but rather enhances sounding land uses which are largely businesses that will enjoy a greater influx of trading from new residents.
- Appropriately locates residential development above ground level non-residential land uses, maintains the desired distinctive attractive shopping strip character with shop windows and doors located on frontage which invites a high degree of pedestrian activity.
- Provides for increased residential living in this cultural hub and features varying apartment sizes and configurations to meet varying demands all which will have a high level of occupant amenity including views/outlook, private open space and access to light and ventilation.
- Will exceed the height guideline but is on a large site which envisages 7 storey development and the exceedance is only 1 level. The proposed height is justified given the 8$^{th}$ level is set in and virtually not visible from the street. A high level of design merit has been demonstrated that integrates and responds well with surrounding development and will not give rise to impacts on residential properties.
- Sites parking on level 1, with well-reasoned logic as expressed in this report. Importantly however the design appropriately manages its impacts and delivers a development which has strong contextual reference to parapet heights and art deco styles in the wider locality. The corner will retain a commercial presence and good level of activation.
- Promotes casual surveillance over the adjoining public spaces due to the highly fenestrated facades of the building and uses a high level of glazing and interesting material mix and interplay of colour and curved and straight edge lines reducing the mass and expressing a highly pleasing design.
- Provides sufficient off-street car parking spaces to house 1 vehicle per dwelling as well as an additional visitor parking. The shortfall is acceptable given access to public transport and nearby public parking on Partridge Street.

For the reasons outlined above, we are of the view that the proposal is a desirable form of development that is worthy of Development Plan Consent.

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15 February 2017

Mr Matthew King
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Dear Mr King,

**PROPOSED MIXED USE DEVELOPMENT - PARTRIDGE STREET, GLENELG - TRAFFIC AND PARKING ASSESSMENT**

I refer to our recent discussions with respect to the above development.

As requested I have provided the following assessment of the traffic and parking related aspects of the subject development.

**Existing Situation**

The subject site is located on the south-western corner of the intersection of Partridge Street with Jetty Road, Glenelg.

The subject site currently accommodates a primarily single storey building which provides retail tenancies.

The subject site has frontages of approximately 45m to Jetty Road and approximately 38m to Partridge Street.

Jetty Road, adjacent to the subject site, provides a single traffic lane in each direction and accommodates the Adelaide-Glenelg tram line.

Partridge Street, to the south of the subject site, provides a single traffic lane in each direction but widens on the approach to the intersection with Jetty Road. This intersection is controlled by traffic signals.

The subject site includes a small car parking area on the south-western corner of the site. This car parking area is accessed by an approximately 4.5m wide right-of-way located to the east of Cowper Street. The right-of-way also provides access to the rear car parking areas of two commercial properties located between the subject site and Cowper Street.

**Proposed Development**

The proposed development will provide seven additional floor levels above the existing retail tenancies on the site. These will include:-

- A car parking area on Level 2 providing a total of 47 parking spaces, including:-
  - 41 standard spaces, and
  - 3 pairs of tandem spaces i.e. 6 spaces
- A total of 38 residential apartments on Levels 3 to 8, and
- a minor decrease in the commercial areas from 1492.2m² to 1449.1m² i.e. a reduction of approximately 43m².

Access to the car park will be provided off the right of way at the rear of the site via Cowper Street. This laneway will provide access to a two-way ramp located adjacent to the western boundary of the site.

The proposed development will provide 38 residential apartments comprising:-

- 5 one-bedroom apartments,
- 20 two-bedroom apartments, and
- 13 three-bedroom apartments.

The car parking area is identified on Floor Plan Level 2 (**Drawing No. 16-037 PL07 Revision F**). The plan identifies that two of the proposed car parking spaces will be allocated for use by small cars based upon a slightly narrower width (2.3m) of each space. However, given that the dimensions of these spaces could be increased to 2.4m and the wide aisle / manoeuvring area of approximately 7.5m at the rear of these spaces, I consider that these spaces could be used by larger vehicles.

The design of the car park provides:-

- Car parking spaces of at least 2.4m in width,
- Car parking spaces of 5.4m in length, and
- Minimum and maximum aisle widths of 5.8m and 7.5m, respectively.

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

The above dimensions would conform to the minimum requirements of a User Class 1a facility i.e. long term parking associated with a residential development as proposed on site.

I note that the location and design of the columns would be subject to detailed structural design. The spatial requirements of the relevant off-street parking standard should be met including the requirements of clearance around parked vehicles as per **Figure 5.2** within the relevant car parking standard **(AS/NZS 2890.1:2004**). In relation to this matter, there would be an opportunity to widen some of the car parking spaces without any change to the proposed column grid.

Vehicular access to the car park will be provided indirectly to and from Cowper Street via a right of way. The width of this right of way is approximately 4.5m

In order to miminise any potential for conflict with cars entering the right of way, I recommend that a mirror be installed opposite the access point of the car park ramp.

The car park ramp has been designed as a two-way ramp and provides a passing opportunity at the bottom of the ramp between traffic entering and exiting the right of way at this location.

The design of the proposed ramp will provide a minimum kerb to kerb width of 5.5m between kerbs, with the width of each kerb being at least 300mm.

As designed, the car park ramp will provide for:-

- A maximum grade of 1 in 5, which is appropriate for a residential development which is not open to the public,
- A transition of 1 in 8 at the top of the steep section of the ramp, and
- A transition of 1 in 8 at the bottom of the ramp extending over a length of 6m. However, there would be an opportunity to slightly flatten the bottom of the ramp, notwithstanding that the current design meets the relevant provisions of AS/NZS 2890.1:2004 in terms of a ramp grading down to street level.

The plans do not show any provision for bicycle storage. However, there a number of locations where provision for bicycle storage and parking could be provided including:-

- The area to the west of the tandem parking bays,
- The area to the east of the top of the car park ramp, and
- The south-eastern corner of the car park in the area south of the southernmost car parking spaces.

**Parking Assessment**

I have undertaken the following assessment of the car parking requirements for the residential component of the subject development.

**Table HoB/1B - Off Street Vehicle Parking Requirements for Residential Uses in the District Centre Zone Glenelg Policy Area 2** within the Holdfast Bay (City) Development Plan identifies the following car parking rates for residential development in multi storey buildings:-

| Residential Form | Number of required vehicle parking spaces | Plus number of required visitor parking spaces |
|---|---|---|
| Studio (no separate bedroom), 1 or 2 bedroom dwelling | 1 per dwelling | 0.25 per dwelling |
| 3+ bedroom dwelling | 1.25 per dwelling | 0.25 per dwelling |

On the above basis the residential component of the proposed development would require 51 spaces as follows:-

**Resident parking Requirements**

- 5 one-bedroom apartments @ 1.0 space / dwelling = 5.0 spaces
- 20 two- bedroom apartments @ 1.0 space / dwelling = 20.0 spaces
- 13 three-bedroom apartments @ 1.25 space / dwelling = 16.25 spaces

**Visitor parking requirements**

- 38 dwellings @ 0.25 spaces / dwelling = 9.5 spaces

**Total** **51.0 spaces (rounded up)**

The proposed car park will provide a total of 47 spaces i.e. a theoretical shortfall of 4 spaces.

However, the component of parking generated by residents (approximately 42 spaces) will be more than fully met on site with the remaining spaces allocated for visitor parking, resulting in only a minor shortfall in short term parking.

However, there would appear to be an opportunity to accommodate the relatively minor shortfall in parking demand within the immediate locality including public car parking areas on both the eastern and western sides of Partridge Street, particularly as this would relate to visitor parking i.e. short term parking.

I note that car parking associated with the non-residential component of the subject development requires car parking at the rates within the following table.

| Location of development | Desired minimum number of vehicle parking spaces | Maximum number of vehicle parking spaces |
|---|---|---|
| All Designated Areas (unless otherwise stated) | 3 spaces per 100 square metres of gross leasable floor area | 6 spaces per 100 square metres of gross leasable floor area |

The subject development will result in a decrease in the area of the non-residential component of the subject site equivalent to approximately 43m². Consequently, there would be a theoretical decrease in car parking demand equivalent of at least one parking space.

**Traffic Assessment**

Traffic generated by the proposed development will primarily relate to the on-site car parking areas, which will be used by residents.

The "**Guide to Traffic Generating Developments**" report produced by the former Roads and Traffic Authority (RTA) of NSW identifies a peak hour traffic generation rate of 0.24 trips per unit for a medium to high density residential development albeit this would assume that each unit would be provided with on-site car parking.

However, I am aware that the Roads and Maritime Services (RMS) of NSW (former RTA) has undertaken more recent surveys of traffic generation rates associated with high density residential flat buildings. These dwellings are described as being:-

*(i) Close to public transport,*

*(ii) Greater than 6 storeys, and*

*(iii) Almost exclusively residential in nature.*

The subject development would satisfy the above description.

The results of the recent surveys conducted by RMS identified, inter alia, the following trip generation rates:-

- An average of 0.15 trips per car space in the am peak hour,
- A range of between 0.09 and 0.29 trips per car space in the pm peak hour,
- An average of 0.12 trips per car space in the pm peak hour, and
- A range of between 0.05 and 0.28 trips per car space in the pm peak hour.

On a worst case basis, I therefore consider that the residential component of the subject development should generate of the order of:-

- 14 trips in the am period i.e. 0.29 trips per unit by 47 spaces, and
- 13 trips in the pm peak hour period i.e. 0.28 trips per unit by 47 spaces.

In the am peak hour, one quarter of these movements would typically relate to entry movements with three quarters of the trips relating to exit movements. On this basis, the proposed development should generate approximately 4 entry and 10 exit movements along the right of way.

In the pm peak hour there would typically be a two third: one third split of traffic generated by such a residential development. On this basis, I consider that there would be 9 entry and 4 exit movements associated with the subject development.

I consider that the additional traffic movements generated by the subject development would have minimal impact on the adjoining road network, particularly given that all of these movements into and out of the right of way will comprise left turn entry and left turn exit movements to and from Cowper Street.

I understand that servicing of the subject development (including waste and recycling collection) will occur at the eastern end of the right of way. This would require the service vehicle to reverse into the right of way. Given the restricted width of the right of way, I consider that collection waste / recyclables will need to be undertaken by a truck similar in size to a Small Rigid Vehicle (SRV).

A Waste Management Plan has been prepared by Veolia Environmental Services (Australia) Pty Ltd. The report has identified that the number of truck movements for regular waste and recycling collections is anticipated to be of the order of 3 to 5 collections per week. Some additional truck movements may be required:-

- During peak times, and
- For irregular collection of hard waste and e-waste. This is anticipated every four to six weeks.

I therefore anticipate that there would be a requirement to service waste and recyclables at most twice a day.

There would be minimal change to the requirement for servicing of (deliveries to) the non-residential component of the subject development facilities.

Given the nature of the proposed development, I consider that the level of manoeuvrability proposed within the car park will be acceptable noting that the dimensions of the spaces meet the requirements of AS / NZS 2890.1:2004.

**Summary and Conclusions**

The proposed development will provide residential and retail additions on land located on the south-eastern corner of the intersection of Jetty Road with Partridge Street, Glenelg.

The residential component of the subject development will provide a total of 38 residential apartments and 47 on-site car parking spaces. The proposed development will also provide an appropriate number of on-site bicycle parking for use by residents and visitors.

The proposed development will result in a minor decrease in the retail areas equivalent to approximately 43m² i.e. equivalent to a reduction in existing car parking demand of approximately one space.

I therefore consider that the on-site car parking will provide an appropriate and convenient car parking arrangement for residents and visitors associated with the subject development.

Vehicular access will occur via Cowper Street and a right of way at the rear of the site and will include traffic associated with the on-site residential parking and also services / waste collection.

Based upon the above assessment, there should be no more than 14 vehicle movements in any one hour accessing the site on-site car parking area of the proposed development. Such forecast peak hour volumes of traffic would have minimal impact on the operation of Cowper Street or the right of way at the rear of the site.

The proposed development will include provision of a waste collection area which will be serviced from the right of way.

The proposed on-site car parking area has been designed in accordance with the requirements of the relevant off-street car parking standards including the design of the parking spaces, car park aisles and ramps connecting the car parking level to the adjoining road network.

The proposed development will result in a minor shortfall in car parking associated with the residential component of the subject development equivalent to approximately 4 spaces. However, the subject development is conveniently located close to frequent public transport including the Glenelg to Hindmarsh tram line.

Significantly, the car parking demand associated specifically with residents (approximately 42 spaces) would be exceeded by the provision of a total of 47 spaces within the subject car park.

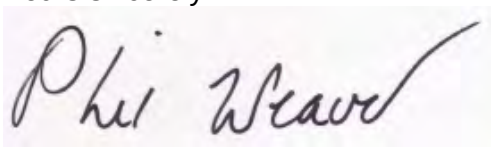
It is also noted that there would be an opportunity for short term car parking associated with the residential apartments to be accommodated in the adjoining public car parks located adjacent to and opposite the subject site i.e. on the eastern side of Partridge Street.

Based on consideration of the above traffic, parking and access related aspects, I therefore consider that the proposed development will not result in adverse traffic impacts on the adjoining road network.

In summary, I consider that the proposed development will:-

- Provide an adequate level of on-site parking, particularly in respect to the long term parking demands of the residential component of the subject development,
- Not result in adverse traffic impacts on the adjoining road network,
- Provide a design standard which is appropriate and meets the requirement of the relevant Australian / New Zealand standard for off-street car parking areas, and
- Provides a design which would permit waste and refuse to be collected at the rear of the site.

Yours sincerely



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21 July 2017

Mr Matthew King
Director
URPS
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Dear Matt,

**PROPOSED MIXED USE DEVELOPMENT (DA 110/M009/16) - PARTRIDGE STREET GLENELG - TRAFFIC MANAGEMENT PLAN**

I refer to email correspondence to the City of Holdfast Bay from Council's traffic consultant (Mr Frank Siow, Frank Siow and Associates) dated 23rd June 2017 in relation to the above proposed development.

Mr Siow has provided additional commentary to Council in relation to the proposed development. In summary, I understand that Mr Siow is comfortable with the minor amendments to the traffic and parking related aspects undertaken to the proposed development. However, he has requested preparation of a “detailed management plan” in order to reduce any potential for conflict on the right-of-way associated with proposed development.

I had previously suggested a number of options to address the vehicular access arrangements associated with the proposed development including:-

- Use of a roller grill in combination with a signal system/passage detector in the right-of-way to indicate to the driver at the top of the ramp that a vehicle is about to access the car park from the right-of-way,

- Provision of closed-circuit television within the car park to warn a motorist exiting the car park of the approach of a vehicle entering the right-of-way,

- Installation of a mirror on the corner of building on the south eastern corner of the intersection of the right-of-way and Cowper Street,

- A more ‘active’ treatment involving installation of bidirectional passage detectors within the road surface of the right-of-way with signage/line marking within the exit lane the car park directing drivers to wait before exiting from the car park, and

- use of a Give Way holding line within the exit lane of the car park requiring drivers exiting from the car park to give way to traffic turning into the car park access from the right-of-way.

I have now considered these matters in more detail in developing the proposed traffic management strategy as outlined below.

**Traffic Management Plan**

Details of the proposed traffic management strategy are included in amended drawings prepared by prepared by Alexander Brown Architects, as identified on the following plans:-

- **Site Context Plan (16.037.PL05.J**),
- **Ground Floor Site Plan (16.037.PL06.L**), and
- **Floor Plan Level 2 (16.037.PL07.K**).

Copies of the above drawings are included as an appendix to this report. These figures identify variously:-

- The proposed installation of a single roller grill to be located approximately 6m into the site i.e. at the bottom of the main ramp. This grill will remain closed unless a car is either entering or exiting the car park and would be operated by means of bidirectional loop detectors during daytime periods and remote control in afterhours periods. This will ensure that all traffic exiting from the car park will approach the right-of-way at low speed,

- Installation of a mirror on the building facade on the south-eastern corner of the intersection of the right-of-way with Cowper Street, in order that drivers entering the right-of-way from Cowper Street would be able to observe traffic exiting from the right-of-way,

- Provision of a **Give Way** holding line at the bottom of the car park ramp,

- Provision of a mirror and beacon on the southern side of the right-of-way to be located directly opposite the exit lane of the car park ramp. The use of a beacon at this location would draw drivers attention to the mirror to be located on the southern side of the right-of-way prior to exiting the car park,

- Provision of a **Give Way** holding line adjacent to the top of the car park ramp within the car parking area, and

- use of closed-circuit television along the right-of-way with a monitor installed facing drivers exiting the car park on the approach to the roller door, in order to actively identify the presence or otherwise of vehicles within the right-of-way.

As previously identified the proposed development will not result in a high level of traffic movements within the right-of-way. There is currently only a very low level of traffic using the right-of-way. This includes a small volume of traffic generated by the existing development on the subject site and the adjoining land to the immediate west. However, it is my understanding that the property located on the north eastern corner of the intersection of the right-of-way with Cowper Street has no legal rights to use the subject right-of-way and this will not change as a result of the proposed development.

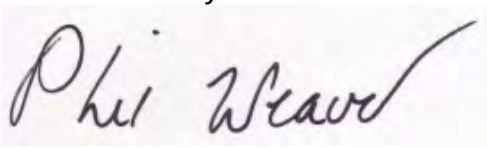
I consider that the above proposed methodology outlines in principle the way in which the traffic management strategy would be undertaken. On the above basis, I consider that the traffic management strategy could be conditioned as a reserved matter without the need for additional design to be undertaken at this stage.

In addition to the above works, it is proposed to locate a mirror on the column in the south-eastern corner of the car park. The purpose of this mirror is to identify to a driver accessing the car park if there is a vehicle being reversed from the car parking space to the immediate west of the top of the ramp. This matter appeared to be the only other issue raised in the email from Mr Siow to Council dated 23rd June 2017.

The provision of a mirror on the car park level would also permit a driver reversing from this space or exiting the car park to identify whether a car is entering the car parking level of the proposed development from the vehicular ramp.

On the above basis, I consider that each of the remaining matters raised by Mr Siow in his correspondence (dated 23rd June 2017) to Council have been addressed in detail.

Yours sincerely



Phil Weaver
Phil Weaver and Associates Pty Ltd

Enc

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Suite 6, 611 Magill Road, Magill, S.A. 5072
p 8364 4447 www.alexanderbrown.com.au

RETAIL TENANCY 2 STOREYS
RETAIL TENANCY 1 STOREY
RETAIL TENANCY 1 STOREY
RETAIL TENANCY 1 STOREY
RETAIL TENANCIES 1 STOREY
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RETAIL TENANCY 2 STOREYS
RETAIL TENANCY 1 STOREY
RETAIL TENANCIES 1 STOREY

JETTY ROAD

TRAM STOP

RETAIL TENANCY 2 STOREYS
RETAIL TENANCY 2 STOREYS
RETAIL TENANCY 2 STOREYS
RETAIL TENANCY 2 STOREYS
RETAIL TENANCY 2 STOREYS
RETAIL TENANCY 1 STOREY
RETAIL TENANCY 1 STOREY

COWPER STREET

**SUBJECT SITE**
**PROPOSED RETAIL, CARPARK & RESIDENTIAL APARTMENTS**
*SITE AREA = 1,636m²*
*PROPOSED HEIGHT = 8 STOREYS*

MILTON STREET

MIRROR
MIRROR & BEACON
GU FILM HOUSE
*REFER PART PLAN*
CANOPY ABOVE
GU FILM HOUSE

PARTRIDGE STREET

RETAIL TENANCY 1 STOREY
RETAIL TENANCY 1 STOREY
RETAIL TENANCY 1 STOREY
RETAIL TENANCY 1 STOREY
RETAIL TENANCY 1 STOREY
RETAIL TENANCY 1 STOREY
PUBLIC CAR PARK 2 STOREY
RETAIL TENANCY 1 STOREY

RESIDENCE 1 STOREY
RESIDENCE 1 STOREY
RESIDENCE 2 STOREYS
RESIDENCE 1 STOREY
RESIDENCE 2 STOREYS
RESIDENCE 3 STOREYS
RESIDENCE 1 STOREY
RESIDENCE 1 STOREY
RESIDENCE 2 STOREYS
RESIDENCE 2 STOREYS
RESIDENCE 2 STOREYS

COWPER STREET

SITE CONTEXT PLAN
1:300 @ A1
N

| | | |
|---|---|---|
| J | 21.07.2017 | ISSUED FOR APPROVAL |
| H | 21.07.2017 | ISSUED FOR APPROVAL |
| G | 13.07.2017 | ISSUED FOR APPROVAL |
| F | 25.05.2017 | ISSUED FOR PLANNING |
| E | 10.02.2017 | ISSUED FOR DPC |
| D | 06.02.2017 | ISSUED FOR DPC |
| C | 12.12.2016 | PLANNING |
| B | 06.12.2016 | PRELIMINARY |
| A | 08.09.2016 | PRELIMINARY |

FOR APPROVAL

**16-037.**PL05.J

PROJECT
**PARTRIDGE STREET**
PARTRIDGE STREET, GLENELG S.A.

CLIENT
**TAPLIN MANAGEMENT**

DRAWING TITLE
**SITE CONTEXT**

DETAILS
Drawn **AB / AS / SS/ JD**
Scale **1: 300 @ A1**
Date **JUL 2017**

ABA

The architect takes no responsibility for dimensions scaled from drawings, contractors to use written dimensions only. Dimensions, levels and all manufactured items to be verified by the builder prior to commencement on site, any discrepancies to be reported to this office immediately & prior any work being undertaken. Drawings to be read in conjunction with the specification.
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GROUND FLOOR SITE PLAN
1:100

| | | |
|---|---|---|
| L | 21.07.2017 | ISSUED FOR APPROVAL |
| K | 21.07.2017 | ISSUED FOR APPROVAL |
| J | 13.07.2017 | ISSUED FOR APPROVAL |
| H | 25.05.2016 | ISSUED FOR PLANNING |
| G | 19.05.2016 | PRELIMINARY |
| F | 10.02.2017 | ISSUED FOR DPC |
| E | 06.02.2017 | ISSUED FOR DPC |
| D | 20.12.2016 | PLANNING |
| C | 12.12.2016 | PLANNING |
| B | 06.12.2016 | PLANNING |
| A | 08.09.2016 | PRELIMINARY |

FOR APPROVAL

**16-037.**PL06.L

PROJECT
**PARTRIDGE STREET**
PARTRIDGE STREET, GLENELG S.A.

CLIENT
**TAPLIN MANAGEMENT**

DRAWING TITLE
**FLOORPLAN - GROUND**

DETAILS
Drawn **AB / AS / SS/ JD**
Scale **1: 100 @ A1**
Date **JUL 2017**

ABA

The architect takes no responsibility for dimensions scaled from drawings, contractors to use written dimensions only. Dimensions, levels and all manufactured items to be verified by the builder prior to commencement on site, any discrepancies to be reported to this office immediately & prior any work being undertaken. Drawings to be read in conjunction with the specification.
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JETTY ROAD

A
PL13

FEATURED SCREEN

MIRROR

CARPARK PLAZA
44 STANDARD CARPARKS
3 STACKED CARPARKS
47 TOTAL CARPARKS
14 TOTAL BIKE SPACES

EXISTING
RETAIL
TENANCY TO
REMAIN

GIVEWAY HOLDING LINE

+4000mm

2m LONG 1:8
TRANSITION
RAMP

+3830mm

1:5 RAMP

LOW BALUSTRADE

UP

BIKE ZONE 03
8 SPACES

BIKE ZONE 04
12 SPACES

TENANT PARKS

TENANT PARKS

TENANT PARKS

SMALL CAR

SMALL CAR

A
PL13

| | | |
|---|---|---|
| K | 20.07.2017 | ISSUED FOR APPROVAL |
| J | 13.07.2017 | ISSUED FOR APPROVAL |
| H | 25.05.2017 | ISSUED FOR PLANNING |
| G | 17.03.2017 | ISSUED FOR DPC |
| F | 10.02.2017 | ISSUED FOR DPC |
| E | 06.02.2017 | ISSUED FOR DPC |
| D | 20.12.2016 | PLANNING |
| C | 12.12.2016 | PLANNING |
| B | 06.12.2016 | PLANNING |
| A | 08.09.2016 | PRELIMINARY |

FOR APPROVAL

**16-037.**PL07.K

PROJECT
**PARTRIDGE STREET**
PARTRIDGE STREET, GLENELG S.A.

CLIENT
**TAPLIN MANAGEMENT**

DRAWING TITLE
**FLOORPLAN LEVEL 2**

DETAILS
Drawn **AB / AS / SS/ JD**
Scale **1: 100 @ A1**
Date **JUL 2017**

ABA

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# Leader in sustainable waste management and recycling solutions

**Partridge Street Mixed use Development**

**Submission for Waste Collection Services**

**Prepared by Veolia Environmental Services (Australia) Pty Ltd**

**February 2017**

VEOLIA
ENVIRONMENTAL
SERVICES

# CONFIDENTIALITY CONDITIONS

(a) All information whether oral, electronic, printed or graphic contained in this document or obtained by you from Veolia (**Information**) is confidential to Veolia and shall not be used by you other than for the purpose of reviewing this document and the proposal contained herein.

(b) You shall not copy or reproduce any Information except when, and then only to the extent, reasonably necessary for the purpose of reviewing this document and the proposal contained herein.

(c) Upon receiving notice that our proposal has not been accepted, and if notified by Veolia, you shall destroy, in a secure manner, this document and any Information.

(d) You shall ensure that any employee or any other person to whom you supply the Information is bound by the terms of these conditions.

Maddie Dobbin
Planner
Suite 12/154 Fullarton Road,
Rose Park

Dear Maddie,

Veolia is pleased to submit the following Waste Management Plan for the proposed development located in Partridge Street, Glenelg.

Veolia will have a strong focus on diverting your waste streams to recycling centres to work towards achieving cost minimisation and increasing diversion from landfill by implementing the following systems:

- Liquid Waste – recycled through our liquid plant.
  - Various sizes
- Organics Bin – all food material from kitchens
  - 240ltr MGB
- General Waste – for all contaminated wet waste streams
  - 1100ltr MGB
- Dry recycling – recycled through IWS recycling centre
  - 1100ltr MGB
- Education Material to help reduce contamination

*All these services are in line with the Adelaide City Council residential recycling plan.

Please see a copy of the waste management plan below for your consideration. I am confident Veolia can implement the above services and systems to work towards achieving cost minimisation and supply the waste management services in a safe & environmentally friendly manner.

We look forward to working with you throughout this process and into the future. Should you require additional information or clarification relating to this document, please do not hesitate to contact myself on 0419 301 449.

Regards

*Anton Ianni*
*Account Manager*

# Executive Summary

***Veolia's aim is to deliver viable collection, handling and transport of all waste streams for all sites whilst diverting 90% of its waste streams through a recycling process.***

***Partridge Street Development are also mindful of promoting the correct management of its waste by decreasing the amount of waste going to landfill and increasing the quantity of waste that is recyclable through a "value for money" service.***

Veolia Environmental Services (Veolia) is Australia's leading provider of environmental waste management services to industry, commerce and the public. We have worked closely with government, industry and commerce for over 42 years to satisfy people's essential daily needs while respecting natural resources. Our strong and stable management team have taken the organisation from a small operation in 1969 to the current Australia-wide and international network generating Australian revenues in excess of $700 million per annum from in excess of 100 operating sites.

Veolia is the Australian waste management, industrial cleaning and resource recovery division of the global company Veolia Environnement (VE), generating revenue in excess of AUD $55 billion annually.

The worldwide strength of Veolia is underpinned by a strategy of long-term investment, continuous innovation and mutual partnering with our customers. Veolia works in partnership with nationally aligned accounts such as Coles, Spotless and Health Scope. Locally, Veolia has forged strong working partnerships with ISS, Burnside Village, Makris Corporation and performs municipal services for Councils such as Mt Barker, Pt Augusta, Whyalla and Pt Lincoln. Veolia has significant experience within the Local Government sector throughout Australia in areas of environmentally recognised and sustainable waste management and recycling services.

This experience enables Veolia to provide the suite of services required by Partridge Street Development development, whilst maintaining the necessary standards of environmental health and safety compliance. Veolia is proud of its commitment and compliance to all aspects of Quality, Occupational Health Safety & Welfare and Environmental Management Systems to support our commitment to sustainable development.

Our proposal recognises the need to address the disposal of all waste streams generated from each area of Partridge Street Development development. Our model will focus on effective waste minimisation strategies, including the recycling or beneficial re-use of product wherever appropriate at extremely competitive rates. Veolia has adopted the principle of 'World's Best Practice' and is dedicated to achieving the highest standards in our field.

In the waste management sector, disposal of biodegradable waste will ultimately attract a higher landfill cost at poorly run landfill operations. Government and commerce are becoming increasingly aware of the environmental and economic benefits of sorting all waste streams to recover high yields of recyclable waste. The increased recycling of plastics, paper, cardboard, waste oily waters, sludges, greases and other recyclable materials will improve Partridge Street Development life-cycle Greenhouse Gas (GHG) Emissions and ecological footprint. Veolia can provide monthly reports on GHG emission savings, in addition to data on volumes and weights diverted from landfill.

A major component of our proposal provides for not only the minimisation of waste, but more importantly for the diversion from landfill to our recycling facility to ensure where possible 100% of your waste streams are diverted through the recycling process. This is the key to supporting Partridge Street Development commitment to sustainable development and will also assist in the better management of costs. Veolia believes in conducting regular audits of its waste segregation management system to ensure that it complies with Partridge Street Development environmental directives. The evaluation of the effectiveness of this system may be monitored through regular agreed KPI reporting.

***Reductions in landfill will reduce Carbon Gas Emissions and result in lower costs.***

The impact of the Australian Carbon Tax on the Adelaide Wine centre's operations, including the area of waste management, will conceivably be significant. In this resource and carbon constrained world, it is important that Partridge Street Development develops a waste and recycling management program and aligns with an environmental service provider who is strategically positioned to help Partridge Street Development mitigate its environmental footprint.

**The key characteristics of our proposal are:**

*Cost savings.*

**Deliver Long Term Cost Savings**: Through a structured program focusing on waste diversion from conventional landfill, Veolia can deliver cost savings through lower disposal costs across Partridge Street Development development. With waste now included in the Australian Carbon Tax, waste sent to conventional landfills will attract a significantly higher carbon emissions penalty than material going through Veolia's resource recovery facilities.

*Minimise waste to landfill.*

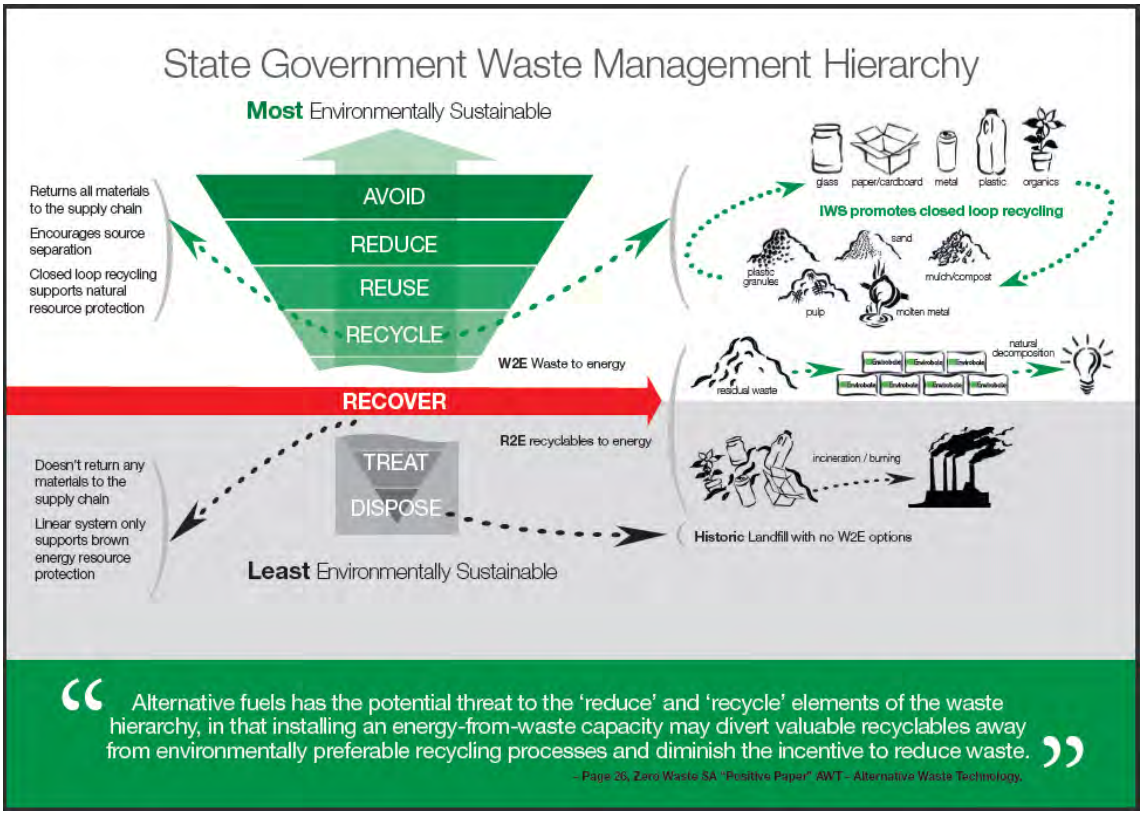
**Towards Zero Waste to Landfill**: Veolia provides access to various technologies developed both locally and overseas, which are already proven within the Veolia Group. Our proposal offers solutions that address a range of environmental concerns, with the primary focus being the diversion of waste from landfill to a recycling centre. Some sample environmental credentials afforded to Partridge Street Development development include:

- Implement Organics Recycling
- Zero Waste Approved Facility
- Implement Dry Recycling (front lift bins)
- Periodical audits performed to promote best practice

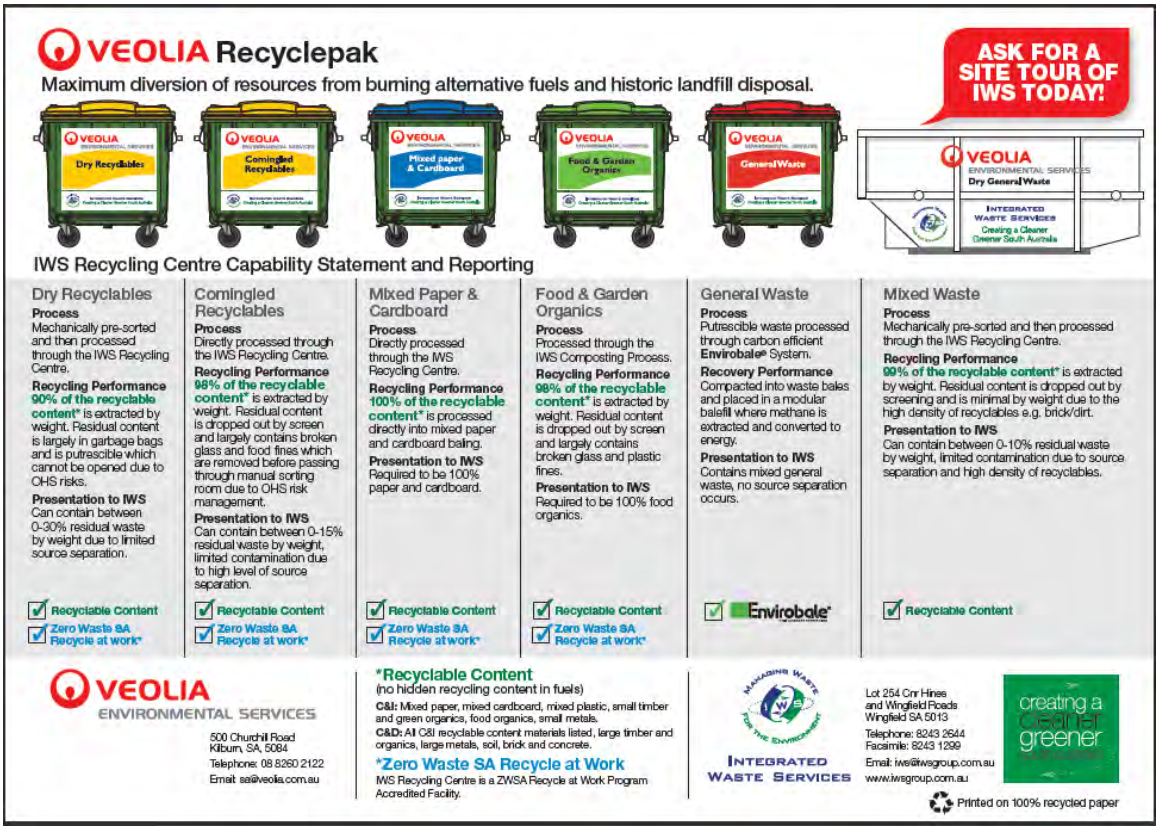
*A dedicated contract manager focused on exceeding your expectations*

**One Contact**: Veolia is able to provide a dedicated Waste Services Team and we will assign a major account executive to Partridge Street Development development. This provides one point of contact for Partridge Street Development development to monitor waste expenditure costs and recycling performance, enabling real improvements in both over the life of the contract. Veolia will provide one phone number to Partridge Street Development development for all enquiries and this will be operational 24 hours a day, 7 days a week.

**Educational Material**: Veolia can supply a full range of educational material to help understand and increase the recycling outcomes.




1. Waste Management Hierarchy




2. Recycle Pak – Maximise diversion from landfill with the correct receptacles.

**Triple National Certification:** ***Partridge Street Development development*** will have peace-of-mind that their waste is being collected, recycled and disposed of in a safe and environmentally compliant manner. This is backed up by our highly enviable triple certification of ISO 14001 (Environment), ISO 9001 (Quality) and AS 4801 (Safety) management systems.

**Award Winning Business:** Veolia is the recipient of the Australian Business Award for Environmental Sustainability.

Veolia is also an Australian Quarantine and Inspection Service accredited service provider. The strategic direction of Veolia is one of continuous improvement in environmental technologies for the handling, processing and treatment of waste as well as improvements in education and environmental awareness programs for our customers.

As the organisation has grown, it has earned a reputation for quality, reliability, customer service and commitment to sustainable development based on 'World's Best Practice'. We look forward to working with Partridge Street Development development throughout this period and into the future. Should you require additional information or clarification relating to this document, please do not hesitate to contact myself on (08) 8260 2122.

***Anton Ianni***

***Account Manager SA***

# Waste Management Plan – Residential Refuse Area

# Partridge Street Development

<table>
<tr><th>Subject</th><th>Details</th></tr>
<tr><td>Development Details</td><td>Residential apartments - 84 Bedrooms & Retail space 790m2</td></tr>
<tr><td>Type of waste Streams & Bin Sizes</td><td>**Please refer to waste generation table attached<br>Bin Dimensions:
<table>
<tr><th colspan="7">Rear Lift Bins (Size Matrix)</th></tr>
<tr><th>Bin Size (Ltrs)</th><th>Wheel Diameter</th><th>Max weight in Bin</th><th>Bin Weight</th><th>Height (mm)</th><th>Width (mm)</th><th>Depth (mm)</th></tr>
<tr><td>140</td><td>200</td><td>48kg</td><td>11.4kg</td><td>920</td><td>535</td><td>640</td></tr>
<tr><td>240</td><td>200</td><td>96kg</td><td>15.5kg</td><td>1060</td><td>580</td><td>730</td></tr>
<tr><td>660</td><td>200</td><td>265kg</td><td>45kg</td><td>1200</td><td>1360</td><td>770</td></tr>
<tr><td>1100</td><td>200</td><td>440kg</td><td>58kg</td><td>1390</td><td>1360</td><td>1090</td></tr>
</table>
Rear lift Truck Dimensions:
<table>
<tr><th colspan="8">Rear Lift Truck Specifications</th></tr>
<tr><th>Size</th><th>length (mtrs)</th><th>width (mtrs)</th><th>height (Mtrs)</th><th>Operating Clearance</th><th>Turning Circle (Mtrs)</th><th>Gross Vehicle Mass (GVM)</th><th>Tare weight</th></tr>
<tr><td>4x2</td><td>8.65</td><td>2.20</td><td>3.10</td><td>NA</td><td>15.00</td><td>14t</td><td>9.67t</td></tr>
<tr><td>6x4</td><td>10.10</td><td>2.50</td><td>3.30</td><td>NA</td><td>15.30</td><td>22.5t</td><td>12t</td></tr>
<tr><td colspan="2">Notes</td><td colspan="6"></td></tr>
</table></td></tr>
</table>

| | |
|---|---|
| **Residential apartments - Service Frequency & Waste Volumes** | General Waste (30ltr per bedroom required)<br>o Volume – 2,520ltr per week<br>Dry Recycling (25ltr per bedroom required)<br>o Volume – 2,100ltr per week<br>Organics (10ltr per bedroom required)<br>o Volume – 840ltr per week<br>E Waste – 6m3 per year. (Need to allow room for this to be stored. (no bin) Council collection |
| **Retail Waste - waste Genaration 790m3** | General waste – 5ltr/10m2/day (790m2)<br>• Volume – 2,765ltr per week<br><br>Dry Recycling – 2.5ltr/10m2/day (790m2)<br>o Volume – 1382.5ltr per week<br><br>Organics – 0.25ltr/10m2/day (790m2)<br>• Volume – 138.25ltr per week |
| **Total Bins and frequencies needed to service the site** | **Bin room**<br>o General Waste – For all Contaminated wet waste<br>Total volume produced = 2,765ltr per week<br>• 2 x 1100ltr MGB 2x per week (Capacity 6600ltr)<br><br>o Dry Recycling – Recycled through IWS recycling centre<br>Total volume produced = 3482.5ltr per week<br>• 1 x 1100ltr MGB 4x per week (Capacity 4400ltr)<br><br>o Organics Bin – All food material from residents<br>Total volume produced = 978.25ltr per week<br>• 1 x 660ltr MGB 2x week (Capacity 1320ltr) |

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# Terms & Conditions

**1. Definitions**

'**Agreement**' means the agreement and the terms set out in this document.

'**Contract Price**' means the Contract Price as specified in this document or, if no Contract Price is specified, means the total of the Service Fees multiplied by the corresponding quantities of the Services supplied for the term of the Agreement plus all adjustments and costs in accordance with this Agreement.

'**Equipment**' means all containers and other plant and equipment supplied by Veolia for or under this Agreement, all of which remain the property of Veolia.

'**Site**' means those of the Client's premises at which the Services are carried out, and includes any new premises that the Client may relocate to for any reason.

'**Service Fee**' means the specified rate, price or lump sum amount for the performance of each item of the Services, as adjusted in accordance with this Agreement.

'**Services**' means all services of the type and nature as described in this Agreement.

**2. Client Responsibilities**

The Client agrees:

**2.1 Service**

(a) that Veolia has the exclusive right to supply all Services to the Site;

(b) to provide Veolia with reasonable opportunity to offer to provide Services to the Client at premises other than the Site;

(c) to promptly inform Veolia of any change in the Client's Services' requirements;

(d) to disclose to Veolia all information in the Client's possession relevant to the provision of the Services;

(e) to comply with all legal requirements and the requirements of all relevant regulatory authorities relating to the Services;

(f) that Veolia has the right to suspend the provision of the Services in the event of non-payment for the same by the Client;

**2.2 Equipment**

(a) to use the Equipment only for its proper and intended purpose;

(b) to provide Veolia such access to the Equipment and the Site as is reasonably required to enable Veolia to provide the Services safely and in accordance with this Agreement;

(c) to maintain the cleanliness of the Equipment;

(d) not to damage, deface or remove identifying marks from the Equipment;

(e) to report to Veolia immediately any damage to, misuse of, or unsafe, Equipment;

(f) to reimburse Veolia for the cost of any stolen Equipment, whether from the Site or the vicinity of the Site;

**2.3 Service**

(a) to ensure that all waste supplied for collection is of the type or nature specified in this Agreement and, unless otherwise agreed by Veolia, uncompacted;

(b) not to overload the Equipment (either by weight or volume)

**2.4 Payment**

(a) to pay Veolia:

(i) the Contract Price as a debt due and payable to Veolia upon signing of the Agreement, such debt to be paid by monthly instalments payable over the term of this Agreement; and

(ii) any adjustments made by Veolia in accordance with this Agreement; and

(b) any and all amounts invoiced in accordance with this Agreement must be paid within 14 days from the date of the invoice; and

(c) if this Agreement is renewed, that the provisions of clause 2.4(a) will apply upon renewal to the Contract Price payable in respect of such renewed period.

**2.5 Assignment**

not to assign its interest under this Agreement without the prior written consent of Veolia.

**3. Veolia Responsibilities**

Veolia shall perform the Services in accordance with this Agreement.

**4. Liabilities**

**4.1 Additional Charges and Fee Increases**

The Client acknowledges that amounts payable by it to Veolia under this agreement may be adjusted from time to time by Veolia, acting reasonably, as a result of:

(a) Veolia having incurred extra costs or suffered loss and damage as a result of a breach by the Client of its responsibilities under this Agreement;

(b) the actual weight of the waste the subject of the Services exceeding the estimated weight thereof;

(c) a change in the nature, density, quantity or timing of the Services (including any change in the type, density, weight or quantity of the waste the subject of the Services);

(d) any increase in the Service Fees as a result of:

(i) any increase in the Adelaide All Groups CPI;

(ii) any increase in the cost of the performance of Veolia's obligations under this Agreement (including labour costs, fuel, government taxes or charges, disposal fees); or

(iii) any other relevant circumstance.

Veolia undertakes to provide notice to the Client of any such increases.

**4.2 Client Indemnity**

The Client indemnifies Veolia against loss or damage to Veolia's property and against any claim or action which may be brought or made by any person against Veolia, its employees or agents in respect of personal injury or death of any person or loss of or damage to property caused by a negligent or wrongful act or omission of the Client, its employees, other contractors or agents.

The Client's liability to indemnify Veolia is reduced proportionally to the extent that Veolia, its employees, subcontractors or agents have contributed to the injury, death, loss or damage.

**4.3 Veolia Liability**

Veolia's liability at law is limited to:

(a) the resupply of the Services; or

(b) at Veolia's option, the payment of the cost of resupply of those Services.

Except for this and to the extent permitted by law, Veolia accepts no liability whatsoever for any claim for loss or damage of any kind without limitation. Veolia will not be liable for the non-performance of the Services caused by an act, omission or event beyond its control.

**5. Term**

5.1 The offer in this document is valid for fourteen (14) days from the date it is made.

5.2 The operation of the Agreement is subject to Veolia having first obtained a satisfactory credit check of the Client.

5.3 The term of this Agreement:

(a) Is an initial fixed period of three (3) years from the Contract Commencement Date ("Initial Period") specified in this Agreement, and thereafter, shall continue for successive fixed periods of three (3) years each, subject to termination in accordance with clause 6.1; or

(b) where the Services comprise a one-off project, expires upon their completion.

5.4 The term of this Agreement continues regardless of whether the Client moves from one Site to another Site (New Site). In the event of such relocation, Veolia will provide the Services at the New Site, on the terms of this Agreement.

**6. Termination**

6.1 Either party may terminate the Agreement:

(a) Immediately by written notice to the other where that other:

(i) becomes bankrupt, or insolvent, or becomes subject to external administration; or

(ii) commits a substantial breach or default under the Agreement; or

(iii) repudiates the Agreement; or

(b) by giving to the other party no less than 60 days' written notice of intention to terminate, such notice to take effect at the end of the Initial Period or at the end of any further fixed period pursuant to clause 5.3.

6.2 If the Agreement is terminated by Veolia under clause 6.1(a) or by the Client under clause 6.1(b), the Client must pay Veolia the sum of:

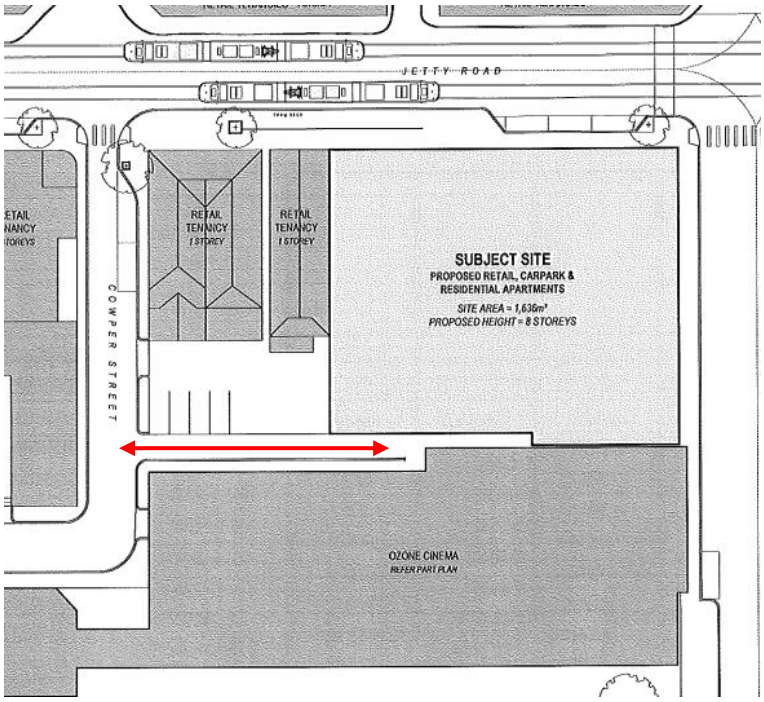
(a) all monies due and payable under any invoices rendered but unpaid; and

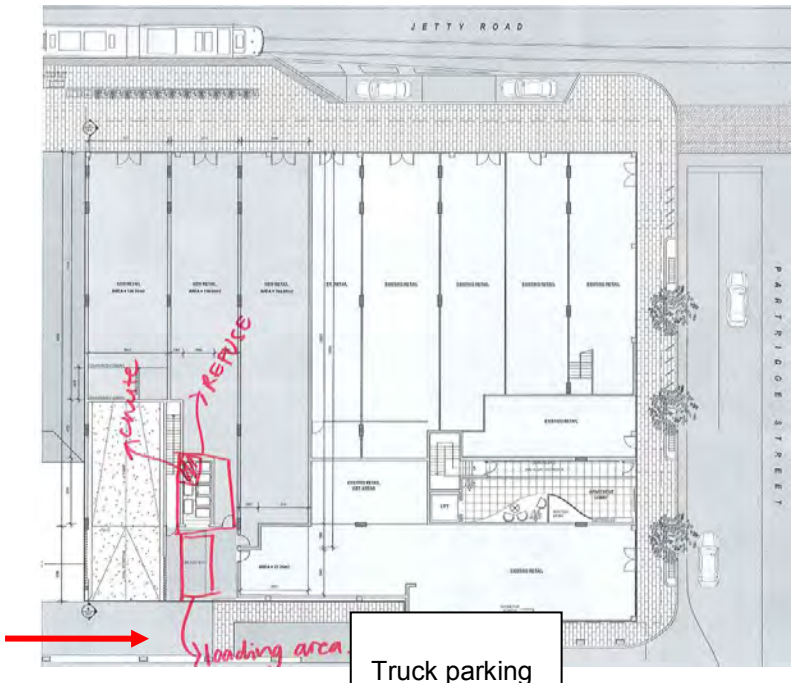
(b) as liquidated damages, fifty per cent (50%) of the average monthly revenue for the number of months from termination until expiry of the then current term of the Agreement and which the Client agrees are a genuine pre-estimate of Veolia's loss. 'Average monthly revenue' is the average monthly gross amount paid or payable by the Client to Veolia under the Agreement.

**7. Disputes**

(a) If any dispute or difference arises between Veolia and the Client, other than pursuant to clause 6, it shall be referred to their respective representatives for resolution. In the event that the representatives are themselves unable to resolve the dispute, the representatives' superiors will attempt to resolve it speedily by negotiation and in good faith.

(b) In the event that Services are terminated or suspended pending resolution of a dispute under this Agreement, at Veolia's sole discretion Veolia's bin/s may remain on the Site and Veolia reserves the right to lock the bin/s until the dispute in question has been resolved or the Agreement terminated. In the event of termination, at Veolia's sole discretion, the bin/s may remain on the Site until payment of all liquidated damages, if applicable, in accordance with clause 6.2(b).




Scan Cards will need to be provided for each waste type. Red box indicated bin room

Refuse Room - Will need to fit & be looked after by caretaker.

2x 1100ltr General waste bins
1x 1100ltr Dry Recycling bin
1x 660ltr organics

# Technical Memorandum

| | | | |
|---|---|---|---|
| **Project:** | Taplin Glenelg Apartments | **Date:** | Friday, 17 February 2017 |
| **To:** | Maddie Dobbin | **Project number:** | A17102 |
| **Email:** | maddie@urps.com.au | **Memo reference:** | A17102ME3 |
| **Copy to:** | | **From:** | Sam Fotheringham |
| **Subject:** | Acoustic Design Advice – Partridge Street Apartments | | |

**Partridge Street Apartments**

This technical memorandum is to outline the required acoustic assessment for the proposed apartments at the corner of Partridge Street and Jetty Road. The following advice is based on drawings 16-037, PL05D - PL13D dated December 2016.

**Site Layout**

The Partridge Street Apartments are to be used as residential apartments from level 3 to level 8. Level 1 is to contain both existing and new commercial tenancies with level 2 containing a 47-space car park. The roof is to house associated mechanical plant from the residential apartments.

The Partridge Street Apartments will be exposed to road and rail noise from Jetty Road primarily on the northern facade. The apartments have been typically laid out to minimise the exposure of bedrooms in apartments facing Jetty Road. Glazing and external door areas along the northern facade are typically quite large and may require a minimum glass thickness of 10.38 mm or double-glazing.

It's noted that a communal gym is located on level 3 of the Partridge Street Apartments. Impact noise from the dropping of weights is not expected to be an issue due to the location of the car park directly below. Internal separation requirements between the communal gym and Apartment 301 will be detailed during the design phase.

The roof mounted plant platform has been designed to screen mechanical plant to meet the relevant *Environment Protection (Noise) Policy* 2007 (Noise EPP) noise emissions criteria.

The general floor plan of the proposed residential apartments is acceptable subject to the following acoustic design requirements:

**External Façade Requirements**

The proposed Partridge Street Apartments are located within the District Centre Zone, Glenelg Policy Area of the City of Holdfast Bay. This area is identified under the Noise and Air Emissions Overlay in the City of Holdfast Bay Development Plan and therefore triggers the application of Minister's Specification SA 78B. Minister's Specification SA 78B is designed to prevent the loss of amenity to the occupants due to intrusion of external airborne sound from:

- Road and rail movements
- People in public places
- Entertainment venues where music is played

Road/rail movements and people in public places are applicable to the Partridge Street Apartments.

**Internal Requirements**

The Building Code of Australia (BCA) defines the minimum separation requirements for apartments. As a high quality building is desired, we suggest considering the Association of Australian Acoustical Consultants (AAAC) *Guideline for Apartment and Townhouse Acoustic Rating* (2010). For the level of quality desired, we suggest targeting the 5 or 6 Star acoustic rating, both of which exceed the minimum acoustic requirements of the BCA.

Noise emissions from mechanical plant located on the roof of the Partridge Street Apartments should comply with the Noise EPP. The environmental noise assessment will determine the required plant housing design to achieve Noise EPP criteria at the nearest noise sensitive receivers. The environmental noise assessment will be conducted during the design phase.

Please let me know if you have any questions on the above.

Sam Fotheringham
Acoustic Engineer
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sam.fotheringham@resonateacoustics.com

ATTACHMENT 4

AGENCY COMMENTS

OFFICE FOR DESIGN + ARCHITECTURE SA

File No:
2014/11235/01

Ref No:
11375607

5 April 2017

Tom Victory
Principal Planner – CBD & Inner Metro Team
Strategic Development Assessment
Planning and Development
Department of Planning, Transport and Infrastructure
Level 1, 211 Victoria Square
Adelaide SA 5000

For the attention of the Development Assessment Commission

# Partridge Street Apartments
# 128 Jetty Road, Glenelg

Further to the referral (110/M010/16) received 23 February 2017 and additional information provided on 28 March 2017 pertaining to the development application at the above address and in my capacity as a statutory referral in the Development Assessment Commission, I would like to provide the following comments for your consideration.

The proposal has been presented to the Design Review Panel once. A Pre-lodgement Agreement was not reached in advance of lodgement.

In principle, I support the project team's aspiration to deliver a residential focused development with ground floor commercial tenancies to the centre of Jetty Road Glenelg. This proposal has the potential to become a precedent for future developments in the precinct, and therefore must be supported by high quality design, particularly in relation to contextual response, architectural expression and residential amenity. As such, I am of the view that the proposal's relationship and connection with the surroundings requires further consideration to achieve an appropriate level of amenity for the residents and public alike.

The subject site of approximately 1,640 square metres is located on the southwest corner of Jetty Road and Partridge Street. The site is also accessed from the rear private lane off Cowper Street to the west. The predominant built form along Jetty Road is characterised by one to two storey retail and commercial tenancies. Most of the buildings have masonry parapet walls or largely solid upper level facades above a continuous canopy over the footpath. Between the project site and Cowper Street, there are two single storey buildings accommodating three commercial tenancies. To the south of the site, a three storey tall cinema complex presents to Partridge Street above a ground level public car park. There is an existing pedestrian connection between

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Government of South Australia

OFFICE FOR
DESIGN +
ARCHITECTURE SA

File No:
2014/11235/01

Ref No:
11375607

Cowper Street and Partridge Street through the private lane and the car park below the cinema. Cowper Street is a shared zone and provides the main pedestrian access to the cinema.

The proposal includes demolition of the existing two storey building and reconstruction of the ground floor shops to retain most of the existing tenancy sizes and numbers. Three additional ground floor retail tenancies are proposed to the west of the existing shops. The service and vehicular access is maintained from the rear lane.

The proposal is for an eight storey building with an overall above ground height of 31.3 metres, which is above the maximum envisaged height of seven storeys and 25.5 metres for this site. The proposal includes a visually permeable ground floor, screened first floor car parking and six levels of residential apartments above. The screen element and the curved fascia provide continuous bands around three sides of the building with the intent to complement the established parapet heights on Jetty Road. I support the proposed building height, given the size of the allotment and the unique opportunity it offers. In my opinion, the setbacks above the podium level, together with further setback of the top floor level, are sufficient to successfully address the scale of the existing streetscape and mitigates the impacts of the over height elements. However, the opportunity exists to relocate the plant from the rooftop to reduce the impact of the development on long view perspectives.

The proposed Jetty Road frontage consists of eight retail shopfronts. The new residential lobby is located on the Partridge Street frontage in between two shopfronts. The double width vehicle ramp to the first floor car parking is located at the south west corner of the site, accessed from the rear private lane. I am concerned that the "like for like" approach to the ground floor configuration has compromised the overall success of the development. I acknowledge that the retention of the existing tenancies is a major priority in this development. However in my opinion, a more successful outcome could be achieved by reconfiguring the ground floor to strengthen the relationship between the development and the surrounding facilities and infrastructure. I strongly recommend a holistic review of the site organisation and the provision of a safe and generous pedestrian access between Cowper Street and Partridge Street, incorporating the principles of Crime Prevention through Environmental Design (CPTED). The new connection can service the existing foot traffic to the cinema, as well as creating a new frontage to the development with the opportunity to diversify the retail offerings. In addition, I am yet to be convinced by the current services and refuse collection arrangement at the rear, as in my opinion, a development should not rely on the use of public realm to service its private use, particularly for uses such as refuse collection which negatively impacts the public realm. I also request confirmation from the council that it is acceptable to use Cowper Street for private waste collection ten times a week as proposed.

The proposal includes a screen with solid infill to the first floor car parking level, which creates a continuous horizontal band. The apartment levels above are articulated with the bold cubic forms between the horizontally expressed curved

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balconies, aiming to reduce the overall apparent bulk of the development. Fixed folded glazing panels are provided on the eastern elevation with the intention to afford additional architectural interest. I support the intention to address the scale of the building by providing a breakdown in built form. However, in my opinion, the use of mesh screen balustrade at the top of the podium is inconsistent in expression with the proposal overall. I recommend review of the balustrade material with the view to deliver a coherent overall architectural expression.

On levels three to seven, seven apartments are provided per floor. On level eight, there are three apartments. I support the provision of outlook and solar access to the communal apartment corridor areas, however the lift foyers have no solar access. While most of the apartments are convincing in terms of size and functional layouts, I do not support the provision of internal bedrooms as shown in apartment types 801 and 803. I am also concerned about the southern bedrooms with the angled window on levels four to seven, where natural ventilation opportunity is not provided due to the proximity of the window to the southern boundary. I recommend refinement of apartment layouts to ensure high level residential amenity for all habitable rooms. I support the mix of apartment types proposed.

While I support the approach to maximise active frontages to Jetty Road and Partridge Street, I am concerned that the proposal has not capitalised on the opportunity to address existing foot traffic through the public car park to the south. I recommend the design team engage with the City of Holdfast Bay to achieve a mutually appropriate linkage between Cowper and Partridge Streets, informed by a building management, traffic, lighting and landscaping strategy to provide a safe and welcoming public space.

I support the provision of first floor active use space to the north east corner to provide some sleeving to the car parking, however, in principle I do not support above ground car parking in this location as it prohibits a meaningful lower level interface to the public realm. In addition, the previously indicated areas of potential adaptable future use have been removed from the first floor car parking level. My support for screened above ground car parking is contingent on the screen being designed and executed to an exemplary quality appropriate for this prominent location, which in my opinion, is yet to be successfully demonstrated.

Bicycle parking spaces are provided within the first floor car parking area, accessed by a lift or the vehicle ramp. It is my view that the bicycle parking is not strategically designed and poses safety and amenity issues to the users. I recommend review of the bike parking strategy with a focus on user safety and convenience.

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2014/11235/01

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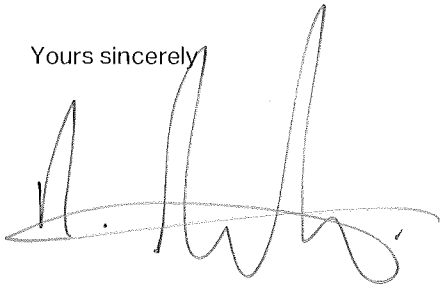
To ensure the most successful design outcome is achieved, the Development Assessment Commission may like to consider particular aspects of the project, which would benefit from further development prior to approval:

- Relocation of the rooftop plant.
- Review of the ground floor configuration with the view to provide a safe and generous pedestrian access between the cinema and Partridge Street.
- Review of waste management strategy.
- Review of balustrade material above podium.
- Review of apartment layout to ensure high level amenity for all habitable rooms.
- Review of bike parking strategy.
- Removal of the first floor car parking, or refinement of the car parking screen design.

Yours sincerely



Nick Tridente
Associate Government Architect

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Government of South Australia

ATTACHMENT 5

COUNCIL TECHNICAL ADVICE

| | |
|---|---|
| TO: | **DEVELOPMENT ASSESSMENT COMMISSION** |
| DATE: | **15 MARCH 2017** |
| SUBJECT: | **DEVELOPMENT ASSESSMENT REPORT** |
| AUTHOR: | **CRAIG WATSON** |
| | **TEAM LEADER DEVELOPMENT ASSESSMENT** |
| ATTACHMENTS: | **1. FRANK SIOW & ASSOCIATES - TRAFFIC AND PARKING ASSESSMENT** |

| | | |
|---|---|---|
| DA NO. | : | 110/M010/16 |
| APPLICANT | : | TAPLIN GROUP |
| LOCATION | : | 124-132 JETTY ROAD, GLENELG |
| DEVELOPMENT PLAN | : | CONSOILDATED 2 JUNE 2016 |
| ZONE AND POLICY AREA | : | DISTRICT CENTRE, GLENELG POLICY AREA 2 |
| NATURE OF DEVELOPMENT: | | MERIT |
| PROPOSAL | : | EIGHT STOREY MIXED USE BUILDING COMPRISING RETAIL, ABOVE GROUND CARPARK AND RESIDENTIAL APARTMENTS |
| EXISTING USE | : | SINGLE STOREY BUILDING CONTAINING SHOPS |
| CATEGORY | : | ONE |

## 1. Introduction

This report has been prepared following amended plans and information dated February 2017. As requested by the Development Assessment Commission this report does not include a full assessment of the application. It considers local impact, public realm improvements, storm water, waste removal and traffic management. It highlights some areas of concern, suggests possible improvements and includes recommended conditions if approved.

## 2. Assessment

### Building Scale/Height

Council acknowledges that the subject site is a strategic development site given that its size is greater than 1500m$^2$ and has the potential to accommodate buildings higher than 5 storeys. It notes however that the development is at variance with District Centre Glenelg Policy Area 2 Principle 20(b) which states that development should not exceed 7 storeys or 25.5 metres in height. The proposed building is 8 storeys and 28.9 metres in height and 31.3 metres to top of roof plant. Council acknowledges that the eighth level is stepped back relative to floors below to reduce its visual impact from some viewing points in the immediate vicinity. It would be reasonably viewed however from approaches from the west along Jetty Road and from the south along Partridge Street. Council has concern regarding the non-compliance with anticipated heights and the potential continuation of similar building heights along Jetty Road. The Desired Character for the Policy Area expects that a high quality of design will be achieved for all development so that design quality is not by itself justification for a departure from the building height anticipated by the Development Plan. It could reasonably be expected that variations to the anticipated maximum building heights be off-set by a number of benefits including those to the public realm. The Desired Character for Glenelg

Policy Area 2 for example states that *"Buildings will be built with zero set back from the main street, with the occasional section of building set back to create outdoor dining areas, visually interesting building entrances and intimate but active spaces"* (my emphasis). During preliminary planning meetings the Government Architect advised that any support for a height above 7 storeys would be contingent upon high quality of design and significant public realm benefits. These might include amongst others providing some land at ground level to widen the footpath to ease pedestrian congestion or provide for more functional outdoor dining areas. In the absence of significant public benefits there is little to support the additional building height.

**Access and Parking**

Council has engaged Frank Siow, Traffic Engineer to assess access, parking and impacts on adjacent streets. The consultant is of the opinion that the potential parking shortfall is acceptable provided all apartments are allocated with no more than one parking space each. He also recommends that 14 bicycle parks be provided as part justification for a lower than prescribed parking provision. Serious concerns however have been raised regarding the design of the car park entrance and ramp with respect to sight distance and traffic flow issues. These are summarised as follows:

- A driver using the single space adjacent to the ramp as shown on the amended plans would have difficulty seeing a vehicle coming up the ramp and this space should be deleted.
- To ensure that a driver exiting the ramp will be able to see a vehicle reversing out from the western neighbouring car park or any vehicle using the right of way as well as pedestrians approaching from the west the screen wall at the bottom of the ramp should be see through.
- The use of a mirror may not adequately or safely address safety issues.
- The right of way is of insufficient width to accommodate two-way traffic flow and the ramp is a substantial distance from Cowper Street.
- Unless the ramp is substantially widened only a single vehicle could turn in or out of the entrance at any one time.
- The proposed car park entrance would not provide safe and convenient access and should be re designed to provide sufficient space for concurrent entry/exit movements. Further a control point in the right of way and signalling system may be necessary.
- It is unclear from the Waste Management Plan whether trucks would reverse into the loading area or remain in the right of way, which would block the car park entrance. It would be difficult to reverse into the loading area. The manner of refuse collection and servicing has not been adequately explained.
- The service bay/refuse area should be redesigned and enlarged to enable a Small Rigid Vehicle to enter in a forward direction, turn around and exit in a forward direction. This would require the retail floor to be reduced in size.
- Further information should be provided regarding servicing and delivery frequencies and size of vehicles involved.
- The applicant should assess the impact of access from Jetty Road given that the development will increase the number of vehicle movements entering from Jetty Road.

**Storm Water Management**

Council's City Asset's Department advise that:

- A ground level of 300mm above the top of kerb, will be above the majority of rainfall events;
- A plan of the proposed storm water disposal system should be submitted for approval. It should cater for a 10 year rainfall event with post-development flow not to exceed pre-development flow, the excess flow to be retained on-site.

**Encroachments**

The replacement of the verandahs over Jetty Road and Partridge Street public footpaths is supported but will require an encroachment permit pursuant to the Local Government Act. They should be designed to ensure a clearance of 2.5 metres to any under verandah signs and be set back at least 600mm from the kerb face.

## 3. Conclusion

While Council supports a high quality development of appropriate scale and design on the subject site it has concern regarding the height of the proposed building. Council considers that the eight storeys as proposed is not supported by Council's Development Plan and notes that there are no significant and meaningful public realm benefits that might compensate for the additional height. The additional number of apartments on the eighth floor will also exacerbate the traffic and access issues as identified in the Traffic Assessment by Frank Siow.

Those significant issues relate to the design and width of the car park entrance and ramp, the width and length of the right of way and servicing aspects of the development. Having regard to Frank Siow's assessment Council considers that a redesign of the car park entrance/ramp and service bay/refuse room is necessary. The redesign most likely would require a reduction in the size of the retail floor area. Council further recommends that additional information be obtained regarding servicing and delivery frequencies, the type of servicing vehicles and impacts of the development on access from Jetty Road/Cowper Street.

In summary Council recommends that the development be not more than 7 storeys in height and the access/ramp and service/refuse components be substantially amended /enlarged to accommodate safe and convenient traffic movements.

If the development is approved, the following conditions are recommended:

1. That the design of the car parking layout, ramp and entrance shall be in accordance with AS/NZS 2890.1-2004.

2. That no more than one parking space be allocated to each apartment.

3. That 14 bicycle parks be provided in appropriate locations.

4. That an appropriate signalling system shall be provided at the car park entry and exit to improve convenient and safe access for users.

5. The storm water system be designed to ensure that post development storm water flows do not exceed pre-development storm water flow and that the system can cater for a 10 year rainfall event. Detailed storm water plans and calculations of pre and post development storm water flow shall be submitted for approval prior to Development Approval.

6. Storm water shall not be disposed of over a vehicle crossing place and any connection to the street water table, including remedial works to footpaths, verges or other Council infrastructure, is subject to any necessary approvals from Council and will be at the applicant's cost.

The finished level of the crossovers at the property boundary shall be a minimum of 75mm above the top of kerb in accordance with AS2890.1, and the maximum gradient of the driveway shall not be greater than 5% across the footpath, with the invert profile conforming to AS2876. Furthermore, the footpaths on either side shall be graded to the driveway preventing tripping hazards at this junction, without any steep grades along the footpath. The provision for vehicle crossovers and inverts, and reinstatements of existing crossovers not required by the development, be constructed at the owner's expense.

7. A detailed waste management and service delivery plan be submitted for approval prior to Development Approval.

8. A construction management plan (including Traffic Management Plan) be submitted for approval of Council prior to Development Approval.

9. A dilapidation survey including written, photographic and/or video filming of the interior and exterior of the building/s on adjoining sites be prepared by a qualified structural engineer and a copy provided to Council prior to the issuing of Development Approval. A copy of the survey shall be made available to the owner's of the relevant properties.

10. All domestic mechanical plant and equipment, including air conditioners, should be selected, designed, and installed to comply with the following mandatory criteria:

    (a) Noise level not to exceed 52dB(A) between the hours of 7am and 10pm when measured and adjusted at the nearest residential zone interface in accordance with the Environment Protection (Noise) Policy 2007*, and
    (b) Noise level not to exceed 45dB(A) between the hours of 10pm and 7am when measured and adjusted at the nearest residential zone interface in accordance with the Environment Protection (Noise) Policy 2007*, and
    (c) Where marked with an * the above noise levels must include a penalty for each characteristic where tonal/modulating/impulsive/low frequency characteristics are present in accordance with the Environment Protection (Noise) Policy 2007.

# FRANK SIOW & ASSOCIATES

Traffic and Parking Consultants

P.O. Box 253
Kensington Park SA 5068
Tel/Fax: (08) 8364 1351
Mobile: 0411 445 438
Email: frank@franksiow.com.au

15 March 2017

ATTACHMENT 1

**Mr Craig Watson**
**Team Leader - Development Assessment**
**City of Holdfast Bay**
**Brighton Civic Centre**
**24 Jetty Road**
**BRIGHTON SA 5048**

Dear Mr Watson,

**PARTRIDGE STREET/JETTY ROAD, GLENELG**
**REVISED RESIDENTIAL AND RETAIL DEVELOPMENT**

---

We have previously provided an assessment report for the development on 30 January 2017.

As requested, we have reviewed the revised plans and reports provided for the development in February 2017 and have amended our report accordingly.

## 1.0 THE PROPOSAL

The subject land is located at the south-western corner of Partridge Street and Jetty Road. The intersection is controlled by traffic signals. The subject site is also accessible from Cowper Street via a 4.5m right of way shared with two neighbouring properties to the west of the subject site. Cowper Street has a one-way traffic flow in the southbound direction, which continues to Milton Street as a one-way westbound traffic flow. Cowper Street provides access to the cinema car park and services the loading areas of a number of commercial businesses and residential properties in the area.

The subject site is currently occupied by retail tenancies. The two western buildings which form part of the overall development site are currently occupied by 'standalone' buildings with rear servicing and parking areas. As part of the development, 3 new retail tenancies are proposed on the ground floor. A new residential lobby area would also occupy some of the previous retail floor area.

The revised reports state that the total 'commercial areas' would be reduced from 1,492.2m2 to 1,449.1m2, ie a reduction of approximately 43m2.

There is parking currently provided within the subject development site. From our site inspection, we note that there is an existing parking area (open car park and parking spaces within a shed) at the rear of the buildings on the western end of the development site. We estimate this parking area to be able to accommodate say 4 spaces and appears to be used as parking for tenants. As this parking area would be lost as a direct result of the development, this loss in parking should be taken into account in the parking calculations for the overall development.

We also note that there is an existing pedestrian walkway between the subject development site and the cinema building, which connects Partridge Street with Cowper Street, via the right of way.

The proposal comprises of:

- Ground floor retail tenancies.
- Ground level apartment lobby, service yard and refuse room.
- First level car park (41 spaces and 6 stacked parking spaces, ie total of 47 spaces – access via right of way from Cowper Street).
- Loss of 4 to 5 spaces of current on-site at-grade parking.
- Level 3 to 7 (1 1br, 4 2br and 2 3br apartments each level).
- Level 8 (3 3br apartments).
- Total apartment composition of 5 1br, 20 2br and 13 3br apartments.

In summary, there would be 38 apartments, 47 new parking spaces for the proposed development and a potential loss of 4 existing on-site spaces currently available for tenant parking.

We note that in '*Section 5.5.5 Adaptability*' of the Applicant's Planning report, there is reference to the future possibility of changing the residential apartment use to a serviced apartment accommodation. We have considered this scenario in Section 6.0 of our report.

## 2.0 PARKING ASSESSMENT

The subject site is located within the District Centre Zone Policy Area 2. The Council's Development Plan specifies the following parking rates for this policy area:

*Studio (no separate bedroom), 1, or 2 bedroom dwelling*
- *1 per dwelling (resident parking) and 0.25 per dwelling (visitor parking)*

*3 + bedroom dwelling*
- *1.25 per dwelling (resident parking) and 0.25 per dwelling (visitor parking)*

*Non-residential development excluding tourist accommodation*
- *3 to 6 spaces per 100m2 GLFA*

For this particular policy area, the Development Plan also states that a lesser car parking rate than prescribed may be applied where justified based on local circumstances. Two of these circumstances would seem to be applicable for the subject development, ie (c) and (g):

*(c) sites are located within 200 metres walking distance of a convenient and frequent service fixed public transport stop*

*(g) generous on-street parking and/or public parking areas are available and in convenient proximity, other than where such parking may become limited or removed by future loss of access, restrictions, road modifications or widening.*

If the existing commercial floor area of the development is reduced by 43m2, there would be an equivalent reduction in parking requirement of 1 space.

The loss of 4 spaces of the current on-site parking would also need to be taken into account in the parking assessment.

The overall parking requirement would therefore be as follows:

- 25 spaces (1 space for each of the total of 25 1br and 2br apartments)
- 16.25 spaces (1.25 spaces for each for the total of 13 3+br apartments)
- 9.5 spaces (0.25 space per dwelling for visitor parking for the total of 38 apartments)
- Less 1 space for the reduction in commercial floor area of 43m2
- Replacement for the 4 tenant spaces lost as a result of the proposed development
- **54 spaces required**

Critical to the assessment of the parking shortfall is how the parking is to be allocated to the 3br apartments.

We assume that apartments would be sold with parking attached.

For 3br apartments, the Development Plan requires parking to be provide at a rate of 1.25 spaces. This 'fraction' would require the additional parking spaces to be shared in a 'common pool' between apartment owners. For example, if 1 parking space is allocated to each of the 3br apartments, for every 4 3br apartments, one additional parking space would need to be shared between owners. Such an arrangement is likely to be impractical.

The alternative is to either factor up the parking requirement for the 3br apartments to 2 spaces or factor down to 1 space per apartment.

We note that the Development Plan allows lesser parking to be provided under conditions (c) and (g). For example, there is a tram stop located in front of the subject site. Further, if bicycle parking were to be provided, this would also encourage residents to consider other non-car modes of transport. In such a scenario, it would not be unreasonable to provide 1 parking space per 3br apartment. This would be the preferable allocation arrangement.

If 1 parking space were to be allocated to each of the 3br apartments, similar to the smaller apartments, the total allocated parking for residents would be 38 spaces. There would therefore be 9 surplus parking spaces available to be shared by other users.

The non-resident parking component of the development comprises of 9.5 spaces for visitor parking and 4 spaces for the 'lost' tenant parking, ie total of 13.5 spaces. The reduction in commercial floor area would also reduce the parking requirement by 1 space. The net requirement would therefore be 12.5 spaces. Applying a discount to the parking requirement, having regard to the public transport services available nearby, the parking requirement could be reduced to say 9 spaces.

Assessed on this basis, there would theoretically be no parking shortfall arising.

In the event of a minor parking shortfall occurring, there would be some opportunity available for visitors to park in on-street areas and the adjacent Council public car park in Partridge Street (which has free parking for 2 hours). We have recently undertaken major parking usage surveys in the Partridge Street car park and note that there is significant surplus parking available during business hours and after hours.

Based on the above assessment, we are satisfied that adequate parking would be provided for the development.

While bicycle parking is not specifically referenced in the Development Plan, we believe that bicycle parking should be provided to encourage non-car modes of transport. If we adopt the bicycle parking rates

normally specified for Urban Corridor Zones (see below), the total bicycle parking required for residents would be 10 spaces and for visitors would be 4 spaces.

- *Employee/resident (bicycle parking spaces): 1 for every 4 dwellings*
- *Visitor (bicycle parking spaces): 1 for every 10 dwellings*

There appears to be several 'unused' areas within the car park layout that could accommodate the bicycle parking requirement. We recommend that the proposal plans be amended accordingly to include bicycle parking.

In summary, we recommend the following for the parking provision:

1. Each apartment to be allocated with no more than 1 parking space.

2. The remaining parking spaces be available for shared use by the retail tenancies and visitors of the apartments.

3. The stacked parking spaces be allocated for tenant parking.

4. 14 bicycle parking spaces to be provided for residents and visitors.

## 3.0 PARKING LAYOUT

The parking space dimensions and aisleway widths are not indicated on the proposal plans, however, the traffic report advised that the minimum dimensions that would be provided would be 2.4m by 5.4m spaces and 5.8m and 7.5m wide aisleways.

The revised proposal shows a single parking space parallel and adjacent to the ramp. This parking space would be very difficult to access. The driver using this space would also have difficulty seeing a vehicle coming up the ramp before reversing into the area where the on-coming vehicle would turn. For these reasons, we recommend that this parking space be deleted. The loss of 1 parking space would not have a detrimental impact on the parking adequacy of the development.

The column positions are also not dimensioned. To comply with the parking standard, the columns should be located at least 750mm from the start of each space.

A condition requiring the design layout and dimensions to comply with AS/NZS 2890.1-2004 would ensure compliance with these requirements.

There is no disabled parking provided on-site. If a disabled parking space were to be provided, the end space at the south-eastern corner of the car park could be designated for disabled parking with the vacant space next to it being the clear zone space.

A two-way ramp is proposed to service the car park. The proposed ramp design would be: maximum grade of 1 in 5; 1 in 8 transition at the top and 1 in 8 transition over 6m directly into the right of way.

The revised traffic report suggests that it would be possible to 'flatten' the bottom of the ramp. We agree with this view, given the 'complexity' of the access (see discussion below) and recommend that the Applicant investigate having a 1 in 20 grade for a distance of 6m and adjusting the main ramp grade accordingly to suit.

There are three potential sight distance issues arising from the design of the ramp and car park entrance:

1. A driver exiting the ramp should be able to see a vehicle reversing out from the car park of the neighbouring property immediately to the west of the subject development. The revised plans has part text denoted, which appear to indicate that there would be a screen wall on the western boundary at the bottom of the ramp. If this is a see-through screen wall, instead of a solid wall, this particular sight line issue would be addressed.

2. A driver exiting the ramp should be able to view pedestrians approaching on the left hand side of the exit. The revised plans (with part text) appear to show a screen wall, instead of a solid wall, on the left hand side of the exit at the bottom of the ramp. If this is a see-through screen wall, this pedestrian sight line issue would be addressed.

3. The right of way is of insufficient width (4.5m) to accommodate two-way traffic flow. The entrance to the proposed car park is a substantial distance from Cowper Street. Because the ramp is at right angle to the right of way, vehicles turning in or out of the car park entrance would require a large manoeuvring area to complete the turning movement and therefore only a single vehicle could undertake the turn at any one time between the ramp and the right of way unless the ramp is substantially widened. A driver coming down the ramp would have no sight line of a vehicle using the right of way. While a mirror is proposed to assist the exiting driver in making the decision as to whether the oncoming path is clear, it would not address how the two opposing vehicles would pass each other, once the driver from Cowper Street has already entered the right of way, because the ramp design does not accommodate concurrent entry and exit turns at the car park entrance. Either the Cowper Street driver would have to reverse back to the street or the exiting driver has to reverse up the ramp to allow the Cowper Street vehicle to enter the ramp. This particular issue would not be adequately or safely addressed by the use of a mirror.

For all of the above reasons, we are of the opinion that the proposed car park entrance design would not provide safe and convenient access to users.

We believe that a redesign of the car park entrance and ramp would be necessary, for example to provide sufficient space for concurrent entry and exit within the ramp. Our turn path assessment shows that the current design would not allow the entering and exiting vehicle to turn at the same time.

Additionally, some form of control point within the right of way may be required to manage the vehicle exiting the ramp at a position where the driver can then more clearly view on-coming traffic before proceeding further. A signalling system may also be necessary in conjunction with the above arrangement.

In summary, we have significant concerns with the proposed design of the car park entrance and ramp due to the reasons detailed above.

## 4.0 SERVICING

There is limited servicing opportunity on the Jetty Road frontage of the subject site (tram stop present), Partridge Street frontage (traffic signals present) or in Cowper Street (single lane flow only).

The traffic report suggested that refuse collection would be undertaken by Small Rigid Vehicles (SRV as per AS 2890.2-2002) and that these vehicles would reverse in from Cowper Street using the right of way to the proposed bin area.

The Waste Management Plan prepared by Veolia, which was included in the revised reports, shows that the SRV truck would reverse from Cowper Street to the end of the right of way. There is a hand drawn text 'loading area' next to an arrow. It is unclear if the truck would reverse into the 'loading area' or remain in the right of way while the bins are collected. If the truck remains in the right of way, it would block the car park entrance. Based on our turn path assessment, the 'gap' available between the car park ramp and the footpath area makes it very difficult for the truck to reverse into the 'loading area'.

Small trucks accessing the 'loading area' to service the shops would experience similar access issues described above.

We therefore consider that the manner of refuse collection and servicing has not been adequately explained.

Given the sighting issues raised previously in Section 3.0, the relatively long distance between Cowper Street and the service area and the potential presence of pedestrians using the walkway/right of way, we do not agree with the proposal for trucks to reverse along the right of way.

We are of the opinion that the service bay/refuse room area should be redesigned and enlarged so that the SRV design vehicle can enter this area in a forward direction from Cowper Street and turnaround within the subject site to travel to Cowper Street in a forward direction as well. This would require the retail floor area to be adjusted and reduced in size to suit the vehicle manoeuvres.

By enabling the service vehicle drivers to travel into and out of the right of way in a forward direction, safe sight distances would be provided for truck drivers to view other users in the right of way.

Additionally, access for bin collection should be limited to specific times so as to minimise the impact on other users of the right of way. The refuse truck, when parked, should not obstruct the ramp.

There is no information regarding the servicing and delivery frequencies associated with the ground floor retail tenancies or what size vehicles may be involved. Further clarification should be provided by the Applicant.

In summary, having regard to the above assessment, we do not believe that the servicing issue for the development has been adequately addressed.

## 5.0 TRAFFIC IMPACT

The proposed development comprises of 38 apartments.

The NSW standard, *Guide to Traffic Generating Developments*, makes reference to a peak hour trip generation rate of 0.07-0.32 trips per unit (AM) and 0.06-0.41 trips per unit (PM) for high density dwellings.

If calculated using the higher 0.41 trips per unit, the number of trips generated by the apartments in the PM peak hour would be approximately 16 vehicles (total two-way). Depending on how the surplus parking spaces are allocated, there would be some additional movements generated, with the total estimated at say 20 vph.

While this number of trips (20 vph) is not high, given that the right of way is only 4.5m, there would not be an opportunity for two vehicles to pass after a driver is committed to entering from Cowper Street and there is also a vehicle exiting the right of way at the same time. We have previously recommended in Section 3.0 that the car park entrance and ramp be redesigned and to also consider if a signalling system may be appropriate to deal with these issues. To manage the two-way traffic flows over a single width right of way would similarly require the design aspects of the car park entrance and ramp to be reviewed.

Council have advised of the concern about the entering vehicles from Jetty Road into Cowper Street obstructing traffic flow on the main road and the tram movements. We note that there is very high pedestrian movements across the Jetty Road footpath over Cowper Street which frequently delay vehicles from entering from Jetty Road. The proposed development would increase the number of vehicle movements entering from Jetty Road. We recommend that the impact of the proposed development on the access from Jetty Road be assessed by the Applicant. We note that the revised reports have not commented on or address this issue.

## 6.0 SERVICED APARTMENT USE SCENARIO

The future possibility of changing the residential apartment use to a serviced apartment use was discussed in the Applicant's Planning report. The Council's Development Plan specifies the following parking rates for this policy area:

*Tourist accommodation:*
*Minimum number of required parking spaces*

- *1 space for every 4 bedrooms up to 100 bedrooms and 1 space for every 5 bedrooms over 100 bedrooms*

In our experience, the commonly adopted parking rate for assessing serviced apartment developments is 1 space per apartment plus additional parking for staff who may be present.

The parking required for 38 apartments would be approximately 40 spaces. The provision of 47 spaces would exceed this requirement. From a parking perspective, in the event that the building were to be adapted for use as a serviced apartment building, there would be adequate parking available on-site to support such an application.

## 7.0 SUMMARY

The proposed development comprises of new residential apartments, a new car park on the first floor and new retail shops on the ground floor.

Our assessment indicates that adequate parking would be provided for the development. We recommend that one parking space be deleted due to poor accessibility, which would reduce the on-site parking to 46 spaces.

If the apartments were to be allocated with no more than 1 parking space each, there would some 'surplus' parking available to accommodate tenant parking and visitor parking of the residential apartments.

Bicycle parking should also be provided to encourage the use of other non-car modes of transport.

In future, in the event that a change of use is proposed for the building to a serviced apartment use, there would be adequate on-site parking available to support such an application.

Based on our assessment of the revised proposal plans and reports, we continue to have significant concerns with the proposed design of the car park entrance and ramp with respect to sighting issues and traffic flow issues, due to the constraints posed by the right of way being single lane only. We also have concerns with the servicing aspects of the development, in particular the proposal for refuse trucks to reverse to the bin area from Cowper Street and other service vehicles accessing the proposed loading area. We therefore do not believe that the proposed development has adequately addressed the issues relating to access, car park entrance/ramp design and servicing of the site.

Yours sincerely,

*Frank Siow*

**FRANK SIOW**
MIEAust MAITPM MIPWEA

## Craig Watson

**From:** Frank Siow <frank@franksiow.com>
**Sent:** Thursday, 30 March 2017 8:33 AM
**To:** Craig Watson
**Subject:** RE: Response to RFI for DA 110/M010/16 - Partridge Street, Glenelg

Hi Craig,

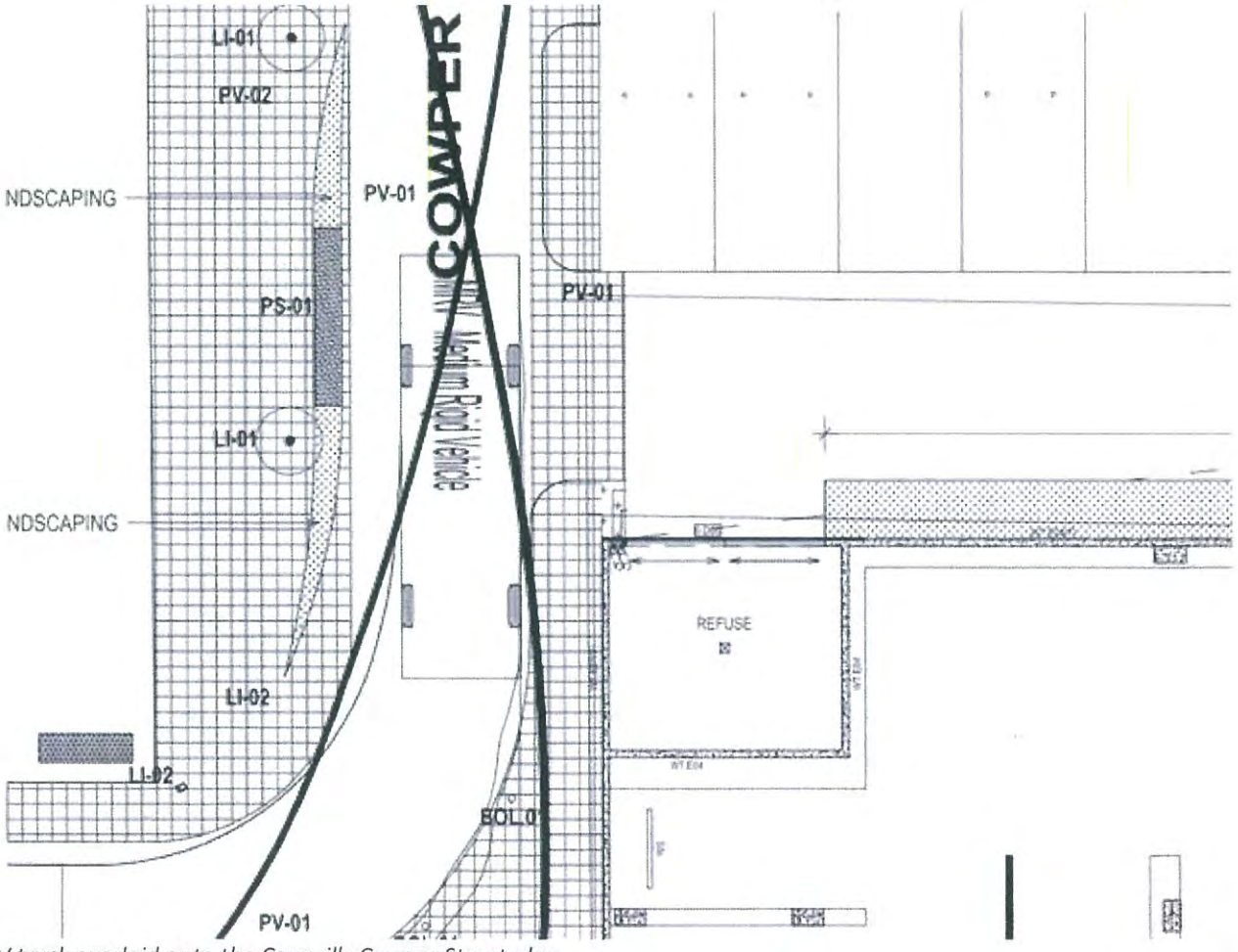
As requested, we have reviewed the additional information provided by the Applicant and DAC. Our comments are as follows.

**(1) Refuse collection**

*Applicant's additional information*
*I understand that collections of waste / recycling will be undertaken in early morning periods, in order to avoid conflict with other traffic. In any event, I note that:-*

*Drivers waiting to turn into Cowper Street would be able to view such a vehicle prior to turning in, and*
*Given the one-way nature of Cowper Street / Milton Street, traffic would not enter Cowper Street from Milton Street.*

While we appreciate the constraints associated with access to the subject site, the proposal for the MRV refuse truck to now park in Cowper Street raises significant concerns about the impact to other traffic using the public road. Cowper Street is a single lane roadway with buildings on one side and other street furniture on the other side.




*MRV truck overlaid onto the Council's Cowper Street plan*

A refuse truck stopped adjacent to the private laneway would make Cowper Street inaccessible to all other traffic. Depending on its parking position, the truck may also obstruct access to the subject car park the and neighbouring

car park on the laneway. The driver of the refuse truck would need to walk approximately 40m to the bin room to pull the bin out to the truck and to return the bin after emptying. The time taken for this procedure could be quite long, given that the bin room is some distance from Cowper Street. If more than one bin is picked up each time, the obstruction to the Cowper Street would be even longer. The bin pick requirement is proposed to occur 6 times per week.

In summary, notwithstanding that the bin pick up is proposed to occur during early morning periods, in principle, we are concerned that a private refuse truck servicing a development would potentially obstruct all traffic access to a public roadway for a significant period of time, every time the bins are picked up, due to the distance of the bin room from Cowper Street.

We therefore remain concerned that the servicing of the site has not been satisfactorily addressed. We have previously suggested that consideration be given to redesigning the bin/servicing area to accommodate the SRV truck and for the SRV truck to be used as the bin collection vehicle, given the site constraints.

**(2) Ramp design**

The provision of 'louvres' for the end walls on both sides of the exit ramp would address our two previous concerns about the ability of exiting drivers to view approaching pedestrians and cars reversing out from the neighbouring car park to the west.

The turning path diagram provided shows a car exiting the ramp at the required waiting position to enable a vehicle to turn into the ramp from the laneway.

Our previous concerns are based on our view that the access arrangement is quite complicated, due to the combination of the single width laneway and the right angled ramp design. We agree that the line of sight diagrams provided show that the exit driver would be able to view on-coming vehicles on the laneway from some distance away, however, this would only be within the area where the 'louvre' is located. It would also require the exit vehicle to not move too far beyond the position in the diagram until the entering vehicle has turned into the ramp. In the absence of any clear priority as to who has the right of way, we remain concerned about the access arrangement proposed given the size of the car park.

We have previously recommended that some form of control point (eg Stop Control) within the right of way may be required to manage the vehicle
exiting the ramp at a position where the driver can then more clearly view on-coming traffic before proceeding further. A signalling system may also be necessary in conjunction with the above arrangement.

The current proposal does not provide any form of control to manage the entry and exit movements, having regard to the complicated nature of the access arrangement.

Frank

## Scholes, Benjamin (DPTI)

**From:** Craig Watson <cwatson@holdfast.sa.gov.au>
**Sent:** Friday, 23 June 2017 3:50 PM
**To:** Victory, Tom (DPTI)
**Cc:** Anthony Marroncelli; matthew@urps.com.au
**Subject:** Taplin Group - Jetty Road applications
**Attachments:** 23062017154837-0001.pdf

Dear Tom,

Thank you for the additional information regarding the above developments. Following consideration of the additional information and a further assessment by Council's consulting Traffic Engineer (see attached), Council offers the following further comments regarding the Partridge Street development 110/M010/16. Comments regarding the Colley Terrace proposal will be sent separately**.**

Council concern regarding the building height remains. Council considers that the previous issues regarding vehicle access and servicing may be reasonably resolved by the options proposed by Phil Weaver subject to the following conditions if approved :

1. That a convex mirror be installed opposite the parking space immediately adjacent the ramp to improve drivers sightlines.

2. That the bicycle rails be located to ensure ease of access.

3. That the design of the carpark comply with the requirements of AS/NZS 2890.1-2004 and AS/NZS 2890.6-2009 (disabled parking).

4. That vehicles using the loading bay to service the development be no larger than car size (up to B99 size).

5. That refuse collection be undertaken in morning periods only.

Council further considers that the applicant should prepare a 'detailed management plan', which incorporates the options discussed by Phil Weaver and Frank Siow which describes how the signalling/CCTV/detector system would respond to the various access scenarios. It is considered this matter may be appropriately dealt with as a Reserved Matter.

CITY OF HOLDFAST BAY

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Take action with LivingGreener.gov.au

## Craig Watson

**From:** Frank Siow <frank@franksiow.com>
**Sent:** Friday, 23 June 2017 2:05 PM
**To:** Craig Watson
**Cc:** Anthony Marroncelli; ming@franksiow.com.au
**Subject:** RE: Partridge St development - DRAFT COMMENTS

Dear Craig,

We have reviewed the additional information provided by the Applicant, including the URPS letter of 5 June 2017 and a further report by Phil Weaver dated 17 May 2017. Mr Weaver's report includes traffic survey information of the use of Cowper Street and the right of way during the peak periods.

We have previously expressed concerns about some aspects of the development proposal in our assessment report of 15 March 2017. The latest information from the Applicant responds to these concerns and proposes a number of options to deal with these concerns. We comment as follows.

**Single parking space immediately next to the car park ramp**

We previously recommended that this parking space be removed due to the difficulty in accessing this space. Mr Weaver has commented that its retention would be acceptable, given that it is a long-term parking space (with limited parking turnover). We accept that keeping this parking space would not be fatal to the application. However, we recommend that a convex mirror be installed opposite this parking space so that a driver entering the ramp would be able to view the vehicle that may be reversing out from the parking space, and vice versa.

**Bicycle parking provision**

We have previously estimated that 14 bicycle parking spaces should be provided, based on the typical Urban Corridor Zone bicycle parking requirements. The amended plans show that up to 42 bicycle parking spaces would be provided. However, some of the proposed bicycle parking areas would be difficult to access, if cars are parked in the adjacent spaces, for example, the area behind the single parking space described in (1) and the 'middle' area next to the lift core. We recommend that the bicycle rails be 'spread out' to improve ease of access from the aisleways. While this would reduce the bicycle parking provision, it would nonetheless exceed the number of 14 bicycle parking spaces nominated by us previously.

We do not have concern with the use of the lift to transport bicycles between the car park and ground level, if residents choose to do so. Otherwise, the bicycles could be wheeled down the car park ramp. Additional bicycle rails could also be considered along the footpath of Jetty Road, if necessary.

We are satisfied that the bicycle parking provision would be satisfactory.

**Our previous recommendation for the parking allocation**

Each apartment to be allocated with no more than 1 parking space.

The remaining parking spaces be available for shared use by the retail tenancies and visitors of the apartments.

The stacked parking spaces be allocated for tenant parking.

**Parking layout**

A disabled parking space with clear zone has been included in the amended plans.

We recommend that a condition be included to require the car park to comply with the requirements of AS/NZS 2890.1-2004 and AS/NZS 2890.6-2009 (disabled parking).

At the bottom of the ramp, the amended plans propose a 'flatter' area of 1 in 25 grade. We support this amended grade at the bottom of the ramp.

**Cowper Street**

Section 4.0 and Figure 6 of Mr Weaver's report detail the traffic movements recorded during the peak periods in Cowper Street and the amount of traffic using the right of way. We note that usage of the right of way is very low. Therefore on this basis, the impact associated with the use of the right of way would be mainly traffic that is generated by the proposed development itself.

We acknowledge from Mr Weaver's surveys of vehicles entering Cowper Street from Jetty Road that the peak hour flows are not excessive (33 vehicles in the morning peak and 76 vehicles in the afternoon peak). In numeric terms, the addition of the 'new' traffic from the development should not significantly worsen the traffic flow conditions, having regard also to the fact that the peak hour flows from the proposed development (residential apartments) would not coincide the peak traffic flow times recorded in Mr Weaver's surveys.

The Council concern about traffic being blocked from entering Cowper Street is due mainly to how often these entering drivers have to give way to pedestrians crossing along Jetty Road. This would be a very variable factor and not likely to be able to be quantified. However, we accept that the number of additional vehicle movements generated by the proposed development is not likely to exacerbate the current traffic conditions.

**Servicing issue**

The amended plans propose some modifications to the loading bay area next to the car park ramp. Servicing by car-size vehicles (eg Toyota Hi Ace vehicle) is nominated by the Applicant. Figure 4 of Mr Weaver's report show that this vehicle would be able to enter in a forward direction, turnaround and exit in a forward direction. Having regard to the site constraints and other constraints (reference in the URPS letter about the existing tenancy agreement with the restaurant), we would recommend that a condition be included to restrict the use of the loading bay to car-size vehicles only (up to B99 size).

The waste collection is now proposed to be from Milton Street. We note that there are existing parking bays at this location that would allow the typical refuse truck (MRV) to stop without obstructing the roadway for through traffic.

We acknowledge that this option of using Milton Street represents the 'best case scenario' for dealing with the refuse collection issue for the development, compared to the previous options of a truck reversing on the right of way (safety issue) and a truck stopping in Cowper Street (traffic impact issue). The option of enlarging the loading bay area next to the car park ramp also appears not to be feasible due to existing lease agreements.

There is a suggestion that the refuse collection could take place early morning or in the evening. We recommend that the refuse collection be undertaken in the early morning periods and <u>not in the evening</u> (the cinema would be busier in the evening periods rather than early morning periods).

The proposed manner of refuse collection requires the Building Manager to bring the bins out from the enclosure and to deliver these bins to the Milton Street parking bay for the pick up close to the nominated pick up time. We are not sure how many bins would need to be moved each time, however, we leave this aspect to others to consider as to whether this is a 'practical' way of refuse pick up. From a traffic flow and safety perspective, as we indicated previously, the use of Milton Street for the bin pick up represents the 'best case scenario' for the development.

**Ramp access and right of way access issue**

We have previously raised concern about how the single lane and two-way access issues are to be addressed. Previously, the Applicant had only proposed a mirror to deal with these issues. We note that DPTI have also raised

similar concerns. We have previously suggested that control points within the right of way and/or a signalling system may be required to manage the issues.

We note that Mr Weaver has suggested a number of options to address these access issues, including:

> use of a roller grill in combination with a signal system/passage detector in the right of way to indicate to the driver at the top of the ramp that a vehicle is about to access the car park from the right of way.
>
> provide a closed-circuit television within the car park to warn a motorist exiting the car park of the approach of a vehicle entering the right of way.
>
> the installation of a mirror on the corner of the building on the south-eastern corner of the intersection of the right of way and Cowper Street.
>
> a more 'active' treatment involving the installation of bi-directional passage detectors within the road surface of the right of way with signage/line marking within the exit lane of the car park directing drivers to wait before exiting from the car park. This could include the use of a Give Way holding line within the exit lane.

We think that the Give Way holding line suggestion has merit. Given that the use of the loading bay would likely be very infrequent, we think that the holding line would be better positioned forward to the end of the ramp, or perhaps slightly into the right of way. This should not affect the ability for a vehicle to turn into the ramp as shown in Mr Weaver's Figure 1. From this position, the exit driver would have a better view of traffic looking towards Cowper Street.

At the ramp entrance, if the car park vehicle has turned out of the ramp and then encounter an on-coming vehicle approaching on the right of way, we acknowledge that there is scope for the vehicle exiting the ramp to reverse and allow the on-coming vehicle to turn into the ramp as shown in Mr Weaver's Figure 2.

With respect to the potential conflict issue of drivers leaving the car park and drivers entering from Cowper Street, it would seem to us that the variety of options now proposed would be more effective than the single mirror at the bottom of the ramp that was initially proposed by the Applicant.

While we generally support the measures indicated, which would help manage the traffic flow and sight line issues, we are not able to assess if these options would work effectively in 'totality'. For example, in lieu of the option of using a roller grill at the top of the ramp, a simpler red signal/green signal system, working in conjunction with the passage detectors on the right of way, may be more effective and clearer to users. The CCTV option would seem reasonable to provide further assistance to exit drivers to view on-coming traffic, while the mirror at the Cowper Street junction would provide an entering driver into the right of way a better view of on-coming traffic, in the event that the neighbouring properties are redeveloped in the future which could affect the sight lines from this direction.

We acknowledge that the site constraints encountered at this location have resulted in a very complex design for access to and from the proposed car park and loading area. One factor working for the proposal is that the development, which is primarily residential in nature, is not a significant traffic generator.

Having regard to the above information, we recommend that the Applicant prepare a 'detailed management plan' which incorporates the additional measures discussed above and which documents/describes how the signalling/CCTV/detector system would respond to the various access scenarios for consideration and approval by the DAC. The preparation of such a plan would be similar, for instance, to how traffic management plans for events or roadworks are prepared for Council approval. This 'detailed management plan' can then be included as a condition of approval to formalise this arrangement for the development.

Draft assessment above for your review.

Kind Regards,

ATTACHMENT 6

ADDITIONAL INFORMATION

Ref: 2016-0314

28 March 2017

Suite 12
154 Fullarton Road
ROSE PARK SA 5067

08 8333 7999
www.urps.com.au
ABN 55 640 546 010

Mr Ben Scholes
Project Officer
Department of Planning, Transport & Infrastructure
GPO Box 185
**ADELAIDE SA 5000**

Dear Ben

**Response to request for information for the Partridge Street Apartments, Glenelg**

Thank you for reviewing this application and your recent correspondence.

We have reviewed the request for information. We also note the subsequent comments from ODASA. We provide a response to both as follows.

## Response to RFIs from DPTI and ODASA

### *Planning Statement*

We have updated the planning statement to address the comments about the land use, apartment sizes and to remove reference to the insertion of the first floor commercial use (this is, as you know, an existing aspect of the Partridge Street site). A copy of our updated statement is enclosed.

### *Vehicular access*

All waste collection will now occur solely from Cowper Street/Milton Street and not from the rear private laneway behind the site directly from the loading dock. As such the enclosed swept path diagrams have been undertaken on the basis of this new waste collection method.

In response to ODASA we confirm:

- Waste collection will occur 6 times per week (2 per waste stream). Within an enclosed email advice, Mr Phil Weaver has provided commentary on the method of waste collection and is satisfied with the new arrangements.
- Mr Weaver has also confirmed in his email to us that there are suitable sight distances for vehicle and pedestrians at the bottom of the ramp. This view is supported with a sight line diagram which is also enclosed for your consideration.

### *Bicycle parking*

The City of Holdfast Bay Development Plan contains quantitative guidelines for bicycle parking only in the Brighton and Hove Policy Area 16. There are no bicycle parking standards for the District Centre Zone.

On this basis we consider it reasonable to apply this guideline in lieu of anything provided in the District Centre Zone. We have also considered the Adelaide City Council Development Plan bicycle parking rates for mixed use residential developments.

| Component | Brighton and Hove Policy Area 16 bicycle parking rate | Adelaide City Development Plan bicycle parking rate | Metric | Compliance |
|---|---|---|---|---|
| Residential component | 1 space for every 4 dwellings/apartments; plus<br>1 visitor space for every 10 dwellings. | 1 for every dwelling/apartment with a total floor area less than 150 square metres; plus<br>1 visitor space for every 10 dwellings. | 9.5 or 10 resident spaces (Policy Area 16); or 32 resident spaces (ACC Development Plan) plus<br>4 visitor spaces. | ✓ |
| Retail component | 1 per 300m$^2$ of gross leasable floor area; plus<br>1 per 600m$^2$ of gross leasable floor area. | 1 per 300m$^2$ of gross leasable floor area; plus<br>1 per 600m$^2$ of gross leasable floor area. | 5 employee spaces; plus<br>3 customer spaces. | ✓ |

The proposal plans have been updated to show the location of the bicycle parking spaces. In total there is capacity for 52 spaces which is well in excess of the above guideline which would require 22 spaces be provided. It also exceeds the Adelaide City Council Development Plan guideline.

It is noted that this calculation has been treated as though this is a greenfield site and has not factored the existing credit provided given the large area of commercial floor space already is without bike parking.

The most accessible bicycle parking areas can be those designated for visitors and employees of the commercial uses. The more discreet spaces can be designated for residents within the development.

### *Privacy*

Direct and oblique views between the living areas and bedrooms in apartment types 5 and 6 have been minimised by the inclusion of floor to ceiling opaque glass. An amendment is reflected on plan number 16-037.PL09.H.

### *Storage*

The provision of storage areas has now been detailed as shown on the floor plan of each dwelling (refer to updated drawings 16-037.PL18.B, 16-037-PL19.B, 16-037-PL20.B and 16-037-PL21.B).

The table below details the amount and location of individual storage in each apartment type.

| Apartment/s | Amount ($m^3$) | Location | Compliance |
|---|---|---|---|
| 301 | 6.8<br>1.2<br>**Total = 8.0** | Hallway (non-habitable)<br>Hallway (non-habitable) | ✓ |
| 302 | 2.5<br>2.8<br>2.8<br>**Total = 8.1** | Laundry (non-habitable)<br>Hallway (non-habitable)<br>Outside balcony (non-habitable) | ✓ |
| 303 | 2.4<br>1.7<br>4.0<br>**Total = 8.1** | Hallway (non-habitable)<br>Outside balcony (non-habitable)<br>Laundry (non-habitable) | ✓ |
| 304, 305, 306, 307 | 13.0<br>**Total = 13.0** | Hallway (non-habitable) | ✓ |
| 401, 501, 601, 701 | 6.8<br>1.2<br>**Total = 8.0** | Hallway (non-habitable)<br>Hallway (non-habitable) | ✓ |
| 402, 502, 602, 702 | 10.5<br>**Total = 10.5** | Store (non-habitable) | ✓ |
| 403, 503, 603, 703 | 1.7<br>4.0<br>**Total = 5.7** | Hallway (non-habitable)<br>Laundry (non-habitable) | ×<br>2.3$m^3$ shortfall |
| 405, 505, 605, 705,<br>404, 504, 604, 704 | 15.0<br>**Total = 15.0** | Hallway (non-habitable) | ✓ |
| 407, 507, 607, 707 | 15.0<br>**Total = 15.0** | Hallway (non-habitable) | ✓ |

All apartments comply with the minimum storage area guideline provided per the Medium and High Rise Development Principle 12 of $8m^3$, with the exception of apartments 403, 503, 603, and 703 which will have $5.7m^3$ of storage, which is $2.3m^3$ below the guideline. Said another way, 87.5% of the apartments satisfy, or exceed, the guideline.

The calculation of the storage area of these 4 apartments excludes $2.4m^3$ and $0.6m^3$ of storage which is shown in the dining area. If this area was included, it would increase the amount of storage to $8.7m^3$ which would comply with the minimum guideline.

Although these storage areas are technically located in a habitable room, the area provides a practical storage space and still allows for a functional living area. In addition these apartments are afforded car parking, bicycle parking and generous balcony areas of $21m^2$ which exceeds the guidelines of the Development Plan which only requires $15m^2$ for 3 bedroom apartments.

### *Acoustics*

Resonate Acoustics has updated their statement to remove reference to the communal gym. See enclosed.

### *Waste management*

In light of ODASA's comments, Veolia has reconsidered the approach to waste management.

They have confirmed now that the proposal will generate a total of 5,460 litres of waste per week (general/recycling/organics) for the residential component and 7,861 litres of waste per week (general/recycling/organics) for the commercial component.

In response to ODASA, Veolia initially suggested 10 collections per week, i.e:

- 2 x 1,100L bins for hard waste collected 4 x per week.
- 1 x 1,100L bins for recycling collected 4 x per week.
- 1 x 600L bin for organics collected 2 x per week.

For the above approach, we estimated approximately 5m$^2$ would have been required for waste storage (excluding circulation space). As there is an approximate 13.2m$^2$ of storage area more bins can be incorporated to reduce the frequency of collections.

Therefore the proposal now involves a total of 6 collections per week, broken down as follows:

- 4 x 1,100L bins for hard waste collected 2 x per week.
- 3 x 1,100L bins for recycling collected 2 x per week.
- 1 x 600L bin for organics collected 2 x per week.

These 8 bins will require a minimum area of 11.3m$^2$. The proposal includes 13.2m$^2$ of storage area allowing circulation space of the bins.

An updated report from Veolia confirming the above is enclosed.

Attached also is a copy of email advice received from Mr Weaver. Having further reviewed the proposal, in consultation with Veolia and Mr Weaver, waste is now proposed to be collected by an MRV type vehicle along Cowper Street and Milton Street (which is one way). Mr Weaver has reviewed this change, and in summary, noted in his email:

- The use of the MRV will avoid the need for waste vehicles to be reversed along the right of way.
- Turning path drawings identify that the driver of an MRV could undertake the manoeuvres through Cowper Street. In addition to Mr Weaver's comment, I also note that it is evident waste is already collected by an MRV via Cowper Street servicing the retail shops which front Jetty Road.
- The collection of waste will occur in early morning periods, in order to avoid conflict with other traffic. In any event, Mr Weaver noted:
  - Drivers waiting to turn into Cowper Street would be able to view such a vehicle prior to turning in; and
  - Given the one-way nature of Cowper Street / Milton Street, traffic would not enter Cowper Street from Milton Street.

***Other matters***

We confirm the following points:

- There are no changes to the estimated development cost.
- The external finishes schedule has been updated and is attached.
- The operable perforated screens have been removed from the façade – there is only fritted glazing as per the attached updated materials schedule.
- A total of 9 under canopy signs are proposed and will be backlit as noted on the plans.

We trust the above satisfies your queries. Please contact me on 8333 7999 should you have any further questions.

Yours sincerely

Matthew King RPIA
**Director**

Enc

URPS

**Taplin Group**
2016-0314
27 March 2017

# RESIDENTIAL APARTMENT BUILDING

## PLANNING STATEMENT

# Residential Apartment Building

27 March 2017

| | |
|---|---|
| **Lead consultant** | URPS |
| **In association with** | Alexander Brown Architects<br>Phil Weaver & Associates<br>Veolia Waste Management Services |
| **Prepared for** | Taplin Group |
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# 1.0 Introduction

URPS has been engaged by the Taplin Group, the applicant in this matter, to provide advice, liaise with relevant parties and to prepare this planning report in respect of a proposed residential apartment development on the corner of Partridge Street and Jetty Road, Glenelg.

In support of recent re-zoning of the Jetty Road precinct, the proposal presents an exciting opportunity to develop a landmark site in Glenelg with high quality residential apartments that have exceptional views and access to the beach, quality open space, various hotels, entertainment facilities, shops and cafés and a tram that runs to the Adelaide CBD.

The subject proposal has been through a rigorous design review process with many iterations prepared before settling on the plan discussed in this report. In our opinion, the proposed plan provides a high quality design that contributes to the objectives of the Jetty Road precinct and provides a high standard of internal occupant amenity.

The Taplin Group is an experienced developer who is proud of, and local to, Glenelg and is seeking to deliver a series of high quality and benchmark projects that contribute to itinerant and long term population increase at the precinct and assist with its revitalisation.

Jetty Road has suffered from the expansion of Marion Shopping Centre, its seasonal nature of trading and the increased use of internet shopping. The Glenelg Cinema was one step towards improving its vibrancy, however further stimulus is required and residential (short and long term) occupancy will be a key driver to its improved economic performance.

In preparing this report we have undertaken a review of the following:

- Plans prepared by Alexander Brown Architects dated February 2017.
- Traffic and parking report prepared by Phil Weaver & Associates dated 15 February 2017.
- Better Practice Guide Waste Management for Residential and Mixed Use Developments.
- Waste management report prepared by Veolia Environmental Services.
- Holdfast Bay City Development Plan, consolidated 2 June 2016.
- Subject land and locality.

# 2.0 The Subject Land and Locality

The subject land is situated at the busy corner of Partridge Terrace and Jetty Road, Glenelg. The land legally comprises allotments 33 and 34. See **Appendix A** for copies of these titles.

The land has an area of approximately 1,636m² with frontages to Partridge Street and Jetty Road measuring approximately 38m and 50m respectively.

The land currently contains a single storey multi-tenanted commercial building containing homewares shops, retail clothing shops, restaurant space and personal services establishment. The building includes associated signage. No on-site car parking for existing tenancies is provided. The land has access via a rear laneway.

**Image 1: View of the subject land as looking south-west**

Traffic movement is moderate in speed, with the immediate locality experiencing busier vehicle movements than the remainder of the Jetty Road shopping precinct. A signalised traffic intersection, allowing safe vehicle and pedestrian movement,s forms a notable element within this immediate locality.

Whilst the subject land abuts similar land uses on Jetty Road, all resembling a low scale and commercial nature, it also abuts the recently constructed GU Filmhouse Glenelg. This cinema development was also undertaken by the subject developer and architect with design features incorporated into the proposal to be referential to this newly constructed development.

The built form character of Jetty Road comprises of generally single storey, dated commercial buildings with high parapet wall detailing, most of which remains free of advertising, best described as a ribbon style development precinct.

It could be described as having a 'high street' character with a more human scale and pedestrian focus when compared to other main roads in the area. It has two lanes for vehicular traffic, indented on-street parking, a tram line running along its centre, and for the most part has attractive 1-2 storey buildings with minimal setbacks from the footpath. The area is well developed, with brick pavement footpaths and minimal interruptions, such as street furniture or street trees, to the free flow of pedestrian movement.

Examples of taller more notable buildings in the locality can be found:

- At the north-eastern corner of the road intersection, where a 2 storey Art-Deco style Local heritage building resides;
- on the adjoining land comprising the Glenelg Cinema;
- adjacent to the subject land on Partridge Street, where a large public car parking establishment is located; and
- buildings generally west of the subject land fronting Jetty Road.

The Adelaide to Glenelg Tram Line is located adjacent the subject land with a tram stop located adjacent the western corner of the land. Pedestrian movement is high within this locality and is somewhat protected from errant vehicle consequences by existing bollards lining the footpath.

# 3.0 The Proposal

## 3.1 Overview

The proposal is detailed within the plans prepared by Alexander Brown Architects (**see Appendix B**).

This proposal seeks to construct a series of apartments on top of an existing retail floor plate. Some alterations are required to this existing retail floor plate. An existing retail tenancy situated on the first floor will remain in conjunction with a new 47 space car park. Above this will be 6 levels of apartments on levels 3-8. The overall height will be 8 storeys.

In summary the development comprises the following elements:

- **Ground level** - Construction of three new retail tenancies (in place of existing retail tenancies) running north-south with entries to Jetty Road, incorporation of an apartment lobby toward the southern boundary fronting Partridge Street and incorporation of an access ramp, waste storage and collection area off a laneway that connects to Cowper Street. With this work a minor decrease in the commercial areas from 1,492.2m² to 1,449.1m² (i.e. a reduction of approximately 43m²) will result.
- **Level 2** - The first floor comprises 47 car parking spaces and an existing retail area. No bike parking is designated on the plans however various opportunities exists for its installation.
- **Levels 3 through to 8** - Comprise residential apartments of various sizes, namely:
  - Level 3-7 each comprise 1 x 1 bedroom apartment, 4 x 2 bedroom apartments and 2 x 3 bedroom apartment; and
  - Level 8 comprises 3 x 3 bedroom apartments.

## 3.2 Design Philosophy

The design of the proposed building is of contemporary architectural form that is contextually relevant and has regard to the scale of development expected within the Zone and Policy Area and is a form that complements the streetscape and locality. Some key design attributes include:

- Maintenance of free flow pedestrian movement at ground level. The retention of existing and new ground level shop tenancies will maintain and reinforce the traditional shopping strip character of Jetty Road;
- a highly articulated and fenestrated façade to all elevations ensuring an attractive streetscape presentation. The interplay between dark and light alucobond cladding and acid wash pre-cast concrete elements is a feature of the building, as is the juxtaposition of curved and harder straight edge lines. The curved elements provide a reference to art deco style architecture which was prominent in Glenelg and generally along Adelaide's coast where many iconic art deco buildings can be found.
- use of earthen and natural tones to complement the existing streetscape colour palette; and
- deliberate spacing between proposed apartments to create 'towers' and separation which reduces massing that would otherwise result from blank walls.

## 3.3 Car Park Siting

One of the key factors influencing the design is the siting of the car parking level on the first floor, as opposed to below ground, where it is typically desired from a Development Plan perspective.

It should be noted that the corner on the first level fronting Jetty Road/Partridge Street retains a retail use and ensures a good degree of activation is provided on this corner.

**Image 2: Image above shows the retained retail space at intersection**

There were a number of suggestions to locate this car park below ground as part of the PLP and Design Review process or to sleeve a commercial tenancy across the entire public road frontages.

To 'sleeve' across the entire (two) main frontages further would result in a significant loss of parking and consequently reduction in apartments, rendering the development of the land uneconomic.

Regarding basement parking siting please have regard to the following detailed remarks on this issue provided by the project architect, Alex Brown, to the Associate Government Architect:

*"We still maintain that the carpark on the first floor is clearly the most logical, sensible and appropriate solution for these sites. We confirm that we have investigated a number of possible design solutions, efficiencies and basement car parking solution for these sites. It is our conclusion for a number of reasons that basement parking in these locations is just an illogical and non-viable path to pursue for these developments.*

*I note that these sites are in close proximity to the beach, especially the Colley Terrace site, therefore locating a basement in a high water table area should be avoided as a sensible design outcome. The obvious moisture issues that may result in structural and likely ongoing maintenance problems is just not at all of any interest to the building owner and this is in our opinion completely understandable and reasonable stance on this issue.*

*In addition to this, the required perimeter construction piling zone and site dimensions are not conducive in achieving a commercially sensible and efficient car parking design solution for the site. Furthermore, the down ramp to a basement, when considering the required head height clearance will considerably reduce the retail floor space down beyond what the building owner and long term tenants are not prepared to concede on. This also in our opinion further diminish the future flexibility of this retail space.*

*The retail space on ground level is fundamentally the most valuable component of these developments and it is our brief from the owner that it is paramount that this is maintained and maximised to ensure the viability of these projects.*

*For all of these reasons we are not prepared to reconsider this position and would rather explore with you the opportunities that placing the car parking at first level can present, and what this space can be adapted to upon completion and in the future. In opening up these opportunities we consider this to potentially add a huge positive to the project and not at all fatal to the success of this scheme."*

In summary therefore the following issues are evident from designing a basement car park:

- The high water table has the potential to provide structural instability and an on-going maintenance issues for a building on this site.
- The requirements for a perimeter construction pilling zone limit the ability to design a functional/efficient car park and make it of a size that can support the apartment yield necessary.
- The need for a ramp (with required head height clearance for vehicles) means that there would need to be a further reduction in the retail floor area which is not desired by the owner and impacts on existing long term tenancy agreements.
- Waste management becomes more complex with bins either needing to being pulled up a ramp, a commercial lift or access made available to a waste truck.

For these reasons the design will seek to include car parking on the first floor. It will, however, be designed in a manner that will not detract from the adjacent public realm. The remaining aspects are well screened. In the overall context of the design this aspect is deemed acceptable for reasons further detailed in this report.

## 3.4 Materials and Colours

The approach to materials and colours is detailed within the detailed schedule provided within **Appendix B.** The materials and colours are modern and high quality and are suited to this coastal context being referential to historic beachside architecture.

# 4.0 Procedural Matters

## 4.1 Relevant Authority

As the development involves the construction of a building exceeding 4 storeys in height within the District Centre Zone, Glenelg Policy Area 2 of the City of Holdfast Bay Development Plan, the proposal is to be assessed by the Development Assessment Commission (DAC) pursuant to Clause 4C (1)(c) Schedule 10, the *Development Regulations 2008*.

## 4.2 Kind of Development

The subject land is located within the District Centre Zone as depicted on Zone Map HoB/4 of the City of Holdfast Bay Development Plan Consolidated 2 June 2016. Within the Zone, a proposal for an 8 storey high residential apartment building is not identified as either a 'complying' or 'non-complying' kind of development. Therefore, in accordance with Section 35(5) the *Development Act 1993*, the proposal is a kind of development which is to be considered 'on merit'.

## 4.3 Public Notification and Referrals

The proposal is a Category 1 development meaning no public notification is required pursuant to Clause 20 Schedule 9, the Regulations *2008*., i.e.:

*"any kind of development within a Local Shopping, District Shopping, Specialty Goods Centre, Local Centre, Town Centre, City Centre, Neighbourhood Centre, District Centre, Regional Centre, Regional Town Centre, District Business, Local Town Centre or District Town Centre zone as delineated in the relevant Development Plan"*

The application will be referred to the City of Holdfast Bay Council for comment.

# 5.0 Planning Assessment

The following assessment addresses what we consider the most pertinent Development Plan issues relevant to a development of this kind.

## 5.1 Orderly and Sustainable Development

The proposal will provide further investment into the City of Holdfast Bay by providing new and highly desirable apartments within this extremely sought after part of Glenelg which exceptional access to various natural and man-made entertainment and leisure facilities.

The development will be suited to professionals looking for comfortable and secure accommodation as well as retirees who are looking to downsize at a beachside location. The development will make better use of the land, make use of existing services and create a safe, convenient and pleasant environment in which to live.

The proposal will be compatible with the prevailing character of the area, will be within close proximity to public transport facilities, will be of a high quality of design, and will not unreasonably restrict or prejudice the development potential or existing uses of any adjoining sites.

The proposal satisfies Orderly and Sustainable Objectives 1, 2, 3, 4 and Principles 1 and 7 in that the development will result in a pleasant living environment in a form that is envisaged for the Zone. The addition of apartments at levels 2 through to 7 ensures the continuance of commercial ground floor activities in an orderly fashion.

## 5.2 Land Use

District Centre Zone envisages residential uses (Objective and Principle 1) and in particular medium to high density residential development together with non-residential development (Objective 3). The proposal satisfies these land use objectives.

In accordance with the Zone (Principle 7) and Policy Area 2, the proposal involves residential apartments sited above ground level commercial uses, supporting the retention of commercial activities at ground level and first level that will continue to contribute to a vibrant, pedestrian-friendly street environment on Jetty Road.

## 5.3 Desired Character

The Zone envisages development that *"will achieve lively, vibrant places that provide a wide range of retail, commercial, administrative, and community uses, services and functions. It will create inviting pedestrian and cycle-friendly centres distinguished by historic architecture, high quality function spaces and ease of access".*

The proposal contributes to the desired character through its retention of existing, established and well-enjoyed retail and café/shop spaces that create vibrancy and pedestrian activity at ground level.

Further, we note that the proposal will:

- Continue to complement surrounding development by retaining existing ground and first floor retail uses.
- Locate all apartments above ground ensuring an activated, vibrant and pedestrian-friendly environment at ground level is maintained.
- Involves apartments that will support the desire for increased economic activity and utilization of the convenient public transport access into the CBD.
- Include new façade treatments to the ground level shop tenancies ensuring a high level of window and door openings, resulting in engaging shop fronts and inviting a high degree of pedestrian activity.
- Entail no setback to the road boundaries and a large canopy extending over the adjacent footpath is provided to ensure a high level of pedestrian comfort and weather protection.
- Represent a high standard of urban design as expanded upon below.
- Use a mix of modern and more traditional materials that are suited to this diverse coastal area and the art deco styles which are found on Jetty Road.
- Features capacity for good level of bike parking that supports alternate transport methods.

## 5.4 Form and character

The proposed built form will reinforce the traditional strip shop character through its retention of retail tenancies. A two storey/level height podium complements predominant parapet heights along Jetty Road. These features maintain the desire for continuity of building alignments to the street frontage.

An important consideration in this assessment is the presentation of the building within the streetscape, including its overall form and height. The following provisions are most pertinent:

**Glenelg Policy Area 2 principles:**

**6. Buildings should maintain a pedestrian scale at street level, and should:**

**(a) include a clearly defined podium or street wall fronting the main road and side streets where appropriate, of a height consistent with traditional one and two storey facades and no greater than two storeys or 8.5 metres in height**

**(b) have levels above the defined podium or street wall setback a minimum of 2 metres from that wall.**

**7. Development should not exceed 5 storeys (or 18.5 metres) in height above natural ground level, except:**

**(a) development for residential purposes located above a public car parking structure on the south western corner of Moseley Street and Elizabeth Street (as far west as, but not including, the existing Grand Hotel car parking structure), which should not exceed 5 storeys (or 18.5 metres) in height above the top level of the car park**

**(b) where located on the northern side of Moseley Square, where new buildings should be of a scale and height that does not exceed that of existing adjacent development**

**(c) where located on land bounded by Brighton Road, Augusta Street, Rosa Street and Jetty Road, where new buildings can be built up to 6 storeys (or 22 metres) in height above natural ground level, with the exception of parts of buildings directly adjacent to Jetty Road which should comprise a front wall height of 5 storeys (or 18.5 metres) before stepping up to 6 storeys**

**(d) where located on Strategic Development Sits (sites greater than 1500 square metres [which may include one or more allotments] and have a frontage to Jetty Road or Brighton Road).**

A key feature of the proposed design is the two storey podium element. This podium uses pillars and facies fronting Partridge Street and Jetty Road, with open areas between, to ensure it responds to the existing urban context which includes high parapet detailing to existing building facades.

This street level podium provides a pedestrian scale with the towers setback appropriately to differentiate it from the higher levels and lessen its perceived effect on the surrounding pedestrian environment. Levels 3-8 are highly articulated with large balconies.

Pursuant to Principle 20 in Glenelg Policy Area 2, the height guideline that applies for development on this site is 7 storeys and/or 25.5m. The proposed development entails a building height of 8 storeys and 31.3m (to top of plant). However the height to the top of the parapet is lower at 28.9m. As such the proposed building height exceeds guidelines by one storey or 3.4m.

Whilst the height excess is noted, it is considered acceptable as the proposed development has been architecturally designed to minimize its impacts on the immediate locality. The top level is considerably setback such that it provides little by way of visual intrusion as such in reality the height is effectively in line with Principle 20.

The below residential levels/primary façade are setback from the podium. This setback, and use of variety in materials and heavy articulation reduces bulk/mass and provides a human scale to street level.

The Government Architect has expressed in principle support for the proposed height exceeding 7 storeys, however this factor is contingent upon active uses and ground / first floor and appropriate management of bulk and architectural expression. In respect of these considerations:

- The ground floor will remain an 'active' use with the ground floor commercial tenancies retaining the same good level of vibrancy and pedestrian friendly street level development as existing;
- while the proposed first floor is for parking, it will be screened so its appearance does not detract from the overall quality and appearance of the building. The north-eastern corner of the level 1 car park includes a glazed void area associated with the tenancy below, decreasing the presence of car parking beyond;
- the overall bulk and massing is well managed providing a pleasing architectural expression with a heavy base that respects predominant parapet heights;
- the proposed building design is highly detailed, incorporates a variety of materials and is an attractive piece of architecture that enhances the urban fabric of this part of Glenelg particularly through its reference to art deco styles, a feature of the Jetty Road precinct.

## 5.5 Medium and High Rise Development

### 5.5.1 Design and Appearance

The proposed development satisfies the Objectives and Principles relating to medium and high rise development. Entrances to shop tenancies are located on the front Partridge Street and Jetty Road boundaries of the site, ensuring continuity of building alignments to the street frontages. Such setback pattern is evident within the locality and expected by the Zone provisions.

The development has been designed in such a manner as to achieve a human scale with the use of intimate shop fronts and a return verandah/canopy around the building over the public footpath.

The apartment lobby area is located on the Partridge Street frontage, away from the busy intersection at Partridge Street and Jetty Road. Entry shelter is provided by way of the canopy which extends over the footpath. The apartment entrance is clearly identifiable from the adjacent road with the use of central sliding glass doors and large open lobby area beyond.

The proposed building offers a modern contemporary form, yet incorporates traditional building materials and a colour palette at street level to ensure the external appearance of the building is reflective of the existing building stock within the locality and does not cause nuisance by way of reflectivity or glare. The openness created by the expansive balcony space and separation between towers results in a visually interesting design that breaks up the facade.

Due to the location of the subject land at the junction of Partridge Street and Jetty Road, and on land recognized as a Strategic Development Site, high rise development is contemplated on the site, and as such the proposal is representative of the streetscape character envisaged by the Zone and Policy Area.

### 5.5.2 Visual Privacy

The Development Plan seeks to protect the visual privacy of internal and external living spaces associated with residential apartments.

Large balcony areas are located at the edge of the building, adjacent to proposed living areas, extending the living space associated with each apartment. These living areas are set-back sufficiently from the balcony edge to ensure views into this space is obstructed from the public realm. Where balconies extend adjacent to bedrooms, these are minimal in number, are located away from the Partridge Street and Jetty Road frontages and are shielded with glazing, louvres and/or solid walling.

To ensure residential privacy of each apartment from apartments within the development, the building includes projecting blade walls, opaque glazing, as well as screening blades to the exterior of the building and landscaping minimiSing potential for overlooking.

### 5.5.3 Building Separation and Outlook

Apartment amenity is high. Living areas and bedrooms are separated from habitable areas associated with adjoining apartments and from adjacent public space. Such separation assists in providing visual and acoustic privacy, outlook, natural ventilation and daylight access.

All apartments each include proportionate living areas to bedrooms, with access onto private balcony space. The living areas and balcony spaces provide a clear short range visual outlook onto adjacent public space. This provides for the enjoyment of significant views towards the adjacent large areas of open space and also improves safety and social interaction.

To ensure adequate visual and acoustic privacy, the development locates bedrooms away from living areas associated with adjacent apartments and public space where practicable. This enables adequate separation between apartment buildings allowing sunlight access into living spaces without impeding on privacy.

### 5.5.4 Dwelling Configuration

The Development Plan expects varying apartment sizes where more than 20 apartments are proposed. Within this development, apartments vary in size from 1, 2 and 3 bedroom. All are of generous proportions and offer a high level of amenity exceeding baseline standards established in the Adelaide City Council Development Plan (which is an often used tool to consider this matter).

The proposed apartment layout and configuration facilitates access to sunlight, daylight and ventilation given the following:

- All apartments feature either wrap around balconies or more than one balcony.
- Living area openings are positioned at different elevations to encourage cross ventilation within each apartment.
- All habitable rooms include access to a window or door providing natural light and ventilation.

Jetty Road is the highest noise level source adjacent to the subject land. Living spaces have generally been designed adjacent to these areas. There is only 8 bedrooms which front Jetty Road.

Acoustic advice will be obtained and necessary glazing will be incorporated to ensure the amenity and noise conditions of these and other bedrooms is compliant with Minister's Specification SA 78B.

### 5.5.5 Adaptability

The proposed development includes ground level commercial tenancies, a first level inconspicuous car parking area, and 6 levels of residential apartments. The internal building work associated with the ground level tenancies can easily be altered to allow varying commercial uses as per the Zone and Policy Area guidelines.

The internal layout of the residential apartments encourage views towards adjacent public space, with apartment entries and lobby/lift areas located in the least visually desirable areas. Centralising the core with entries away from external walls ensures future adaptiveness of the apartments can be achieved without negatively impacting on the external appearance or form of the building. The apartment could easily be adapted to a serviced accommodation / tourist accommodation development.

### 5.5.6 Environmental

The proposed development has been designed to take advantage of renewable energy, particularly sunlight access, without detrimentally impacting on adjoining development. The high level of window openings associated with the proposed development ensures optimal levels of sunlight access is achieved to both the residential and non-residential land uses of the site. The land is optimally orientated so that the building could be designed with advantageous northern sunlight access.

The Zone and Policy Area expects medium to high rise residential development on this site in the order of 25.5m. Given the orientation of the allotment, the position of buildings on adjoining land, together with the angle at which shadow is cast, the development will have minimal impact on sunlight access to adjoining land which in any case is commercial in nature.

Shadow will not be cast towards Jetty Road given its location north of the subject land. The land surrounding the site to the east comprises of road reserve, the land to the south includes the recently constructed cinema complex built on the boundary of the site with no windows, and the land to the west comprises retail tenancies which have abutted the subject land with no opportunity for eastern sunlight. These adjoining premises to the west also enjoy northern sunlight access.

As the proposed development is taller than surrounding development, the applicant has designed the building with increased upper level setbacks and a two storey podium element to reduce the impacts of wind tunnel effects. The stepped design and articulation of the building facades ensures that wind is deflected away from the pedestrian level.

### 5.5.7 Site Facilities and Storage

The Development Plan requires covered storage areas for use by residents, measuring a minimum of 8 cubic metres. This area can be achieved within each apartment or in an on-site communal facility.

The proposal includes a dedicated area at ground level, with access to a rear lane, for waste storage. This lane is currently used for bin collection, partially due to its presentation as a rear laneway. Veolia Environmental Services has prepared a waste management report which advises that the dedicated refuse storage area will mean no more than 4 collections per waste type.

### 5.5.8 Access and Car Parking

An analysis of the existing use of the land and site conditions, as well as the provisions regarding access and car parking, have been carefully considered in determining an appropriate solution for off-street car parking.

In addition, the applicant engaged the services of Phil Weaver & Associates to assess the design of the car park, the likely demand of off-street car parking and to conduct a traffic assessment of the development and its potential impact on the adjoining road network. All of these aspects of the proposal have received Mr Weaver's support. We note the design of the car park and access ramp are all in accord with the Australian Standards (AS/NZS 2890.1:2004).

The subject land is located within a shopping and retail precinct that has historically not included off-street car parking on commercial land. As such, the land currently contains no off-street car parking area. However, the proposed development includes car parking provisions for the new residential land use component of the site. No off-street car parking is proposed for the existing shop tenancies and this is considered acceptable as established case law (see Stamopoulos Pty Ltd v City of Holdfast Bay ERDC No. 407 of 2003) supports the notion that where any existing shortfall is lawful, a development need not rectify this shortfall.

Table HoB/1B sets out the off street car parking requirements for residential uses in the District Centre Zone Glenelg Policy Area 2. The proposal incorporates car parking for 47 vehicles and provision for bike parking which is not specifically indicated on the plans.

As noted by Mr Weaver, the component of parking generated by residents (approximately 42 spaces) will be more than fully met on-site with the remaining spaces allocated for visitor parking, resulting in only a minor shortfall in short term parking (4 spaces). As noted by Mr Weaver there is opportunity to accommodate the relatively minor shortfall in parking demand within the immediate locality including public car parking areas on both the eastern and western sides of Partridge Street, particularly as this would relate to visitor parking i.e. short term parking. The land is also located on the Adelaide-Glenelg tram line providing exceptional public transport access.

A copy of Phil Weaver's report is contained in **Appendix C**.

### 5.5.9 Crime Prevention

The Development Plan seeks integrated land uses that are designed to entail community surveillance. The proposed mix of uses within the building promotes extended surveillance as it facilitates a mix of activities occurring on the land. In particular, the development entails the following attributes to ensure it contributes to a safe and secure, crime resistant environment:

- It encourages pedestrian activity at ground level due to the retail/restaurant uses within the commercial tenancies;
- the canopy extending around the building providing weather protection at the pedestrian level ensures the area is inviting to the general public and avoids isolation adjacent the subject land;
- the presence of similar commercial uses, as well as highly populated public areas adjacent the land, in particular the adjoining cinema complex, creates surveillance opportunities and increases the perception of safety;
- the building has been designed with clear sight lines onto the adjacent public road network and pedestrian areas from the proposed car parking area and balcony areas associated with each apartment, as well as the ground level shops;
- access to the proposed car park at level one, as well as the communal outdoor terraces, will be restricted to owner/occupiers of the apartments and therefore will not enable access to the general public; and
- the high level of glazing to the building facade will reduce the likelihood of graffiti that may otherwise be invited with use of concrete walling.

### 5.5.10 Private Open Space

The proposed development includes apartments comprising 1, 2 and 3 bedrooms. Each apartment includes its own private balcony space. Balconies are generous throughout the development with each apartment providing private open space in accordance with Residential Development Principle 35, i.e. at least 8m$^2$ for 1 bedroom apartments, 11m$^2$ for 2 bedroom apartments and 15m$^2$ for 3+ bedroom apartments.

The proposed balconies are integrated into the overall form of the development, using slender balcony roofing and frameless glass balustrade to create a seamless outdoor living area when viewed from the public realm. Balconies and outdoor living areas associated with apartments on the southern side of the building include east outdoor living areas to ensure good levels of daylight are provided to private open space areas.

Balconies are proposed adjacent main internal living areas, which facilitates sightlines of the adjacent public realm. These main living areas are sufficiently recessed from balconies to ensure adequate privacy for future residents is achieved. The design of the proposed balconies, together with the nature of adjoining land and its relationship with the subject land, ensures that there are no unreasonable external overlooking issues that will result from the proposal.

# 6.0 Conclusion

The proposed residential apartment development featuring shops at ground level and residential apartments above is anticipated by the Zone objectives. The proposal will provide a highly resolved architecturally designed building that squarely achieves the one Objectives for uplift and residential apartments within Glenelg.

In summary the development:

- Desirably adds investment into Glenelg with an envisaged land use that does not negatively impact, but rather enhances, surrounding land uses which are largely businesses that will enjoy a greater influx of trading from new residents.
- Appropriately locates residential development above ground level non-residential land uses, maintains the desired distinctive attractive shopping strip character with shop windows and doors located on frontage which invites a high degree of pedestrian activity.
- Provides for increased residential living in this cultural hub and features varying apartment sizes and configurations to meet varying demands all which will have a high level of occupant amenity including views/outlook, private open space and access to light and ventilation.
- Will exceed the height guideline but is on a large site which envisages 7 storey development and the exceedance is only 1 level. The proposed height is justified given the 8$^{th}$ level is set in and virtually not visible from the street. A high level of design merit has been demonstrated that integrates and responds well with surrounding development and will not give rise to impacts on residential properties.
- Sites parking on level 1, with well-reasoned logic as expressed in this report. Importantly however the design appropriately manages its impacts and delivers a development which has strong contextual reference to parapet heights and art deco styles in the wider locality. The corner will retain a commercial presence and good level of activation.
- Promotes casual surveillance over the adjoining public spaces due to the highly fenestrated facades of the building and uses a high level of glazing and interesting material mix and interplay of colour and curved and straight edge lines reducing the mass and expressing a highly pleasing design.
- Provides sufficient off-street car parking spaces to house 1 vehicle per dwelling as well as an additional visitor parking. The shortfall is acceptable given access to public transport and nearby public parking on Partridge Street.

For the reasons outlined above, we are of the view that the proposal is a desirable form of development that is worthy of Development Plan Consent.

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RETAIL TENANCY *2 STOREYS*
RETAIL TENANCY *1 STOREY*
RETAIL TENANCY *1 STOREY*
RETAIL TENANCY *1 STOREY*
RETAIL TENANCIES *1 STOREY*
RETAIL TENANCIES *1 STOREY*
RETAIL TENANCY *2 STOREYS*
RETAIL TENANCY *1 STOREY*
RETAIL TENANCIES *1 STOREY*

JETTY ROAD

TRAM STOP

RETAIL TENANCY *2 STOREYS*
RETAIL TENANCY *2 STOREYS*
RETAIL TENANCY *2 STOREYS*
RETAIL TENANCY *2 STOREYS*
RETAIL TENANCY *2 STOREYS*
RETAIL TENANCY *1 STOREY*
RETAIL TENANCY *1 STOREY*

COWPER STREET

SUBJECT SITE
PROPOSED RETAIL, CARPARK & RESIDENTIAL APARTMENTS
*SITE AREA = 1,636m[*
*PROPOSED HEIGHT = 8 STOREYS*

RETAIL TENANCY *1 STOREY*
RETAIL TENANCY *1 STOREY*
RETAIL TENANCY *1 STOREY*
RETAIL TENANCY *1 STOREY*

PARTRIDGE STREET

MILTON STREET

GU FILM HOUSE
*REFER PART PLAN*

GU FILM HOUSE

RETAIL TENANCY *1 STOREY*

RESIDENCE *1 STOREY*
RESIDENCE *1 STOREY*
RESIDENCE *2 STOREYS*
RESIDENCE *1 STOREY*
RESIDENCE *2 STOREYS*
RESIDENCE *3 STOREYS*
RESIDENCE *1 STOREY*
RESIDENCE *1 STOREY*
RESIDENCE *2 STOREYS*
RESIDENCE *2 STOREYS*
RESIDENCE *2 STOREYS*

COWPER STREET

PUBLIC CAR PARK
*2 STOREY*

RETAIL TENANCY *1 STOREY*

SITE CONTEXT PLAN
1:300 @ A1
N

| | | |
|---|---|---|
| E | 10.02.2017 | ISSUED FOR DPC |
| D | 06.02.2017 | ISSUED FOR DPC |
| C | 12.12.2016 | PLANNING |
| B | 06.12.2016 | PRELIMINARY |
| A | 08.09.2016 | PRELIMINARY |

FOR APPROVAL

**16-037.**PL05.E

PROJECT
**PARTRIDGE STREET**
PARTRIDGE STREET, GLENELG S.A.

CLIENT
**TAPLIN MANAGEMENT**

DRAWING TITLE
**SITE CONTEXT**

DETAILS
Drawn **AB / AS / SS**
Scale **1: 300 @ A1**
Date **DEC 2016**

ABA

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JETTY ROAD

TRAM LINE LOW HEIGHT FENCE

A SK13

NEW RETAIL
AREA = 126.70m2

NEW RETAIL
AREA = 138.60m2

NEW RETAIL
AREA = 164.80m2

EX. RETAIL

EXISTING RETAIL

EXISTING RETAIL

EXISTING RETAIL

EXISTING RETAIL

CEILING HEIGHT=3000AFL

RAKED CEILING

CEILING HEIGHT=2400AFL

KITCHEN

TOILET

DISABLED TOILET

EXISTING RETAIL

FEATURE WALL
FIRE ISOLATED CORRIDOR

UP

EXISTING RETAIL
WET AREAS

LIFT

APARTMENT
LOBBY

LETTERBOXES

1:5 RAMP

REFUSE
12.0m²

UP

+750mm

DELIVERY BAY

ANGLED TO ALLOW VISION FOR INCOMING TRAFFIC

REMOVABLE GATIC LID TO RAMP WITH UNDERGROUND TRANSFORMER

1:8 FALL TO FIRST 6m

EXISTING RESTAURANT

A SK13

CINEMA CARPARK

PARTRIDGE STREET

| | | |
|---|---|---|
| F | 10.02.2017 | ISSUED FOR DPC |
| E | 06.02.2017 | ISSUED FOR DPC |
| D | 20.12.2016 | PLANNING |
| C | 12.12.2016 | PLANNING |
| B | 06.12.2016 | PLANNING |
| A | 08.09.2016 | PRELIMINARY |

FOR APPROVAL

**16-037.**PL06.F

PROJECT
**PARTRIDGE STREET**
PARTRIDGE STREET, GLENELG S.A.

CLIENT
**TAPLIN MANAGEMENT**

DRAWING TITLE
**FLOORPLAN - GROUND**

DETAILS
Drawn **AB / AS / SS**
Scale **1: 100 @ A1**
Date **DEC 2016**

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JETTY ROAD

PARTRIDGE STREET

A SK13

FEATURED SCREEN

CARPARK PLAZA

44 STANDARD CARPARKS
3 STACKED CARPARKS
47 TOTAL CARPARKS
52 TOTAL BIKE SPACES

EXISTING
RETAIL
TENANCY TO
REMAIN

+4000mm

2m LONG 1:8 TRANSITION RAMP

+3830mm

1:5 RAMP

LOW BALUSTRADE

BIKE ZONE 01
8 SPACES

UP

BIKE ZONE 02
8 SPACES

BIKE ZONE 03
8 SPACES

BIKE ZONE 04
8 SPACES

BIKE ZONE 05
16 SPACES

DN

SMALL CAR

SMALL CAR

A SK13

CINEMA

N

LEVEL 2 - PLAZA / CARPARK
1:100 @ A1

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|---|---|---|
| G | 17.03.2017 | ISSUED FOR DPC |
| F | 10.02.2017 | ISSUED FOR DPC |
| E | 06.02.2017 | ISSUED FOR DPC |
| D | 20.12.2016 | PLANNING |
| C | 12.12.2016 | PLANNING |
| B | 06.12.2016 | PLANNING |
| A | 08.09.2016 | PRELIMINARY |

FOR APPROVAL

**16-037.**PL07.F

PROJECT
**PARTRIDGE STREET**
PARTRIDGE STREET, GLENELG S.A.

CLIENT
**TAPLIN MANAGEMENT**

DRAWING TITLE
**FLOORPLAN LEVEL 2**

DETAILS
Drawn **AB / AS / SS**
Scale **1: 100 @ A1**
Date **DEC 2016**

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JETTY ROAD

PARTRIDGE STREET

N

LEVEL 3 - APARTMENTS
1:100 @ A1

| | | |
|---|---|---|
| H | 16.03.2017 | ISSUED FOR DPC |
| G | 10.02.2017 | ISSUED FOR DPC |
| F | 06.02.2017 | ISSUED FOR DPC |
| E | 01.02.2017 | PRELIMINARY |
| D | 20.12.2016 | PLANNING |
| C | 12.12.2016 | PLANNING |
| B | 06.12.2016 | PLANNING |
| A | 08.09.2016 | PRELIMINARY |

FOR APPROVAL

**16-037.**PL08.H

PROJECT
**PARTRIDGE STREET**
PARTRIDGE STREET, GLENELG S.A.

CLIENT
**TAPLIN MANAGEMENT**

DRAWING TITLE
**FLOORPLAN LEVEL 3**

DETAILS
Drawn **AB / AS / SS / ZW**
Scale **1: 100 @ A1**
Date **MAR 2017**

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400 3000 1700 400 11980 3200 11980 400 1500 10450

JETTY ROAD

PARTRIDGE STREET

N

LEVEL 4-7 - APARTMENTS (TYPICAL)
1:100 @ A1

| | | |
|---|---|---|
| H | 16.03.2017 | ISSUED FOR DPC |
| G | 10.02.2017 | ISSUED FOR DPC |
| F | 06.02.2017 | ISSUED FOR DPC |
| E | 30.01.2017 | PLANNING |
| D | 20.12.2016 | PLANNING |
| C | 12.12.2016 | PLANNING |
| B | 06.12.2016 | PLANNING |
| A | 08.09.2016 | PRELIMINARY |

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**16-037.**PL09.H

PROJECT
**PARTRIDGE STREET**
PARTRIDGE STREET, GLENELG S.A.

CLIENT
**TAPLIN MANAGEMENT**

DRAWING TITLE
**FLOORPLAN LEVEL 4-7**

DETAILS
Drawn **AB / AS / SS / ZW**
Scale **1: 100 @ A1**
Date **MAR 2017**

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3000 | 4760 | 6770 | 8300 | 7070 | 4450 | 3200 | 7062

JETTY ROAD

PARTRIDGE STREET

N

LEVEL 8 - PENTHOUSES
1:100 @ A1

| | | |
|---|---|---|
| H | 16.03.2017 | ISSUED FOR DPC |
| G | 10.02.2017 | ISSUED FOR DPC |
| F | 06.02.2017 | ISSUED FOR DPC |
| E | 01.02.2017 | PRELIMINARY |
| D | 20.12.2016 | PLANNING |
| C | 12.12.2016 | PLANNING |
| B | 06.12.2016 | PLANNING |
| A | - | - |

FOR APPROVAL

**16-037.**PL10.H

PROJECT
**PARTRIDGE STREET**
PARTRIDGE STREET, GLENELG S.A.

CLIENT
**TAPLIN MANAGEMENT**

DRAWING TITLE
**FLOORPLAN LEVEL 8**

DETAILS
Drawn **AB / AS / SS / ZW**
Scale **1: 100 @ A1**
Date **MAR 2017**

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WEST ELEVATION
1:100

SOUTH ELEVATION
1:200

| | | |
|---|---|---|
| G | 16.03.2017 | ISSUED FOR DPC |
| F | 10.02.2017 | ISSUED FOR DPC |
| E | 06.02.2017 | ISSUED FOR DPC |
| D | 20.12.2016 | PLANNING |
| C | 12.12.2016 | PLANNING |
| B | 06.12.2016 | PLANNING |
| A | 08.09.2016 | PRELIMINARY |

FOR APPROVAL

**16-037.**PL11.G

PROJECT
**PARTRIDGE STREET**
PARTRIDGE STREET, GLENELG S.A.

CLIENT
**TAPLIN MANAGEMENT**

DRAWING TITLE
**STREETSCAPE ELEVATIONS**

DETAILS
Drawn **AB / AS / SS**
Scale **1: 200 @ A1**
Date **MAR 2017**

ABA

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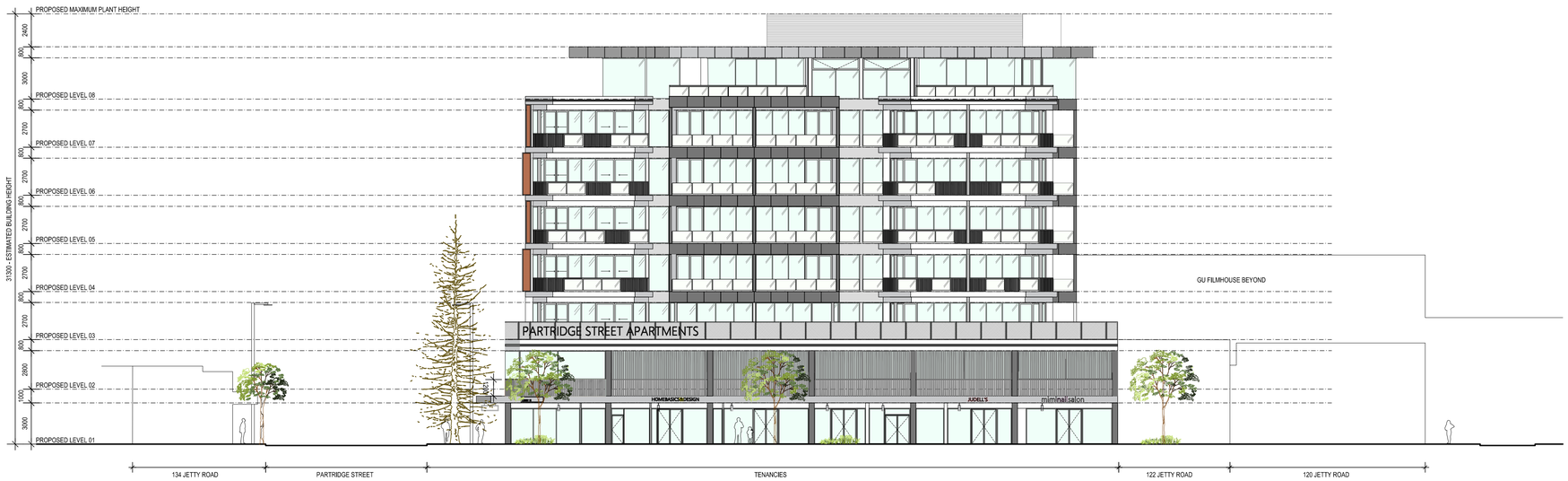
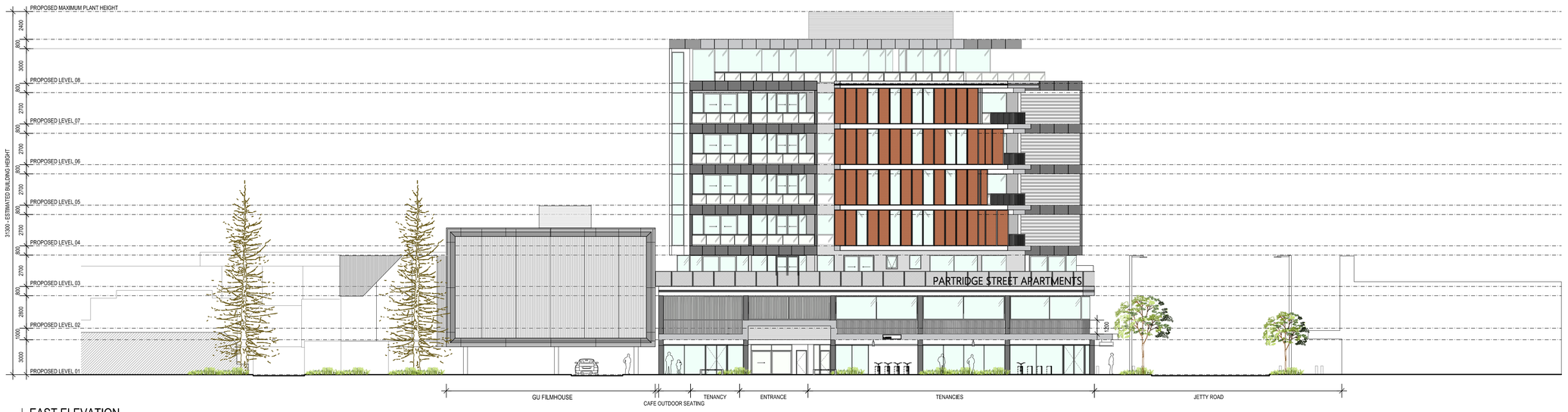



NORTH ELEVATION
1:200




EAST ELEVATION
1:200

PARTRIDGE STREET APARTMENTS

| | | |
|---|---|---|
| F | 16.03.2017 | ISSUED FOR DPC |
| E | 10.02.2017 | ISSUED FOR DPC |
| D | 06.02.2017 | ISSUED FOR DPC |
| C | 12.12.2016 | PLANNING |
| B | 06.12.2016 | PLANNING |
| A | 08.09.2016 | PRELIMINARY |

FOR APPROVAL

**16-037.**PL12.F

PROJECT
**PARTRIDGE STREET**
PARTRIDGE STREET, GLENELG S.A.

CLIENT
**TAPLIN MANAGEMENT**

DRAWING TITLE
**STREETSCAPE ELEVATIONS**

DETAILS
Drawn **AB / AS / SS**
Scale **1: 200 @ A1**
Date **MAR 2017**

ABA

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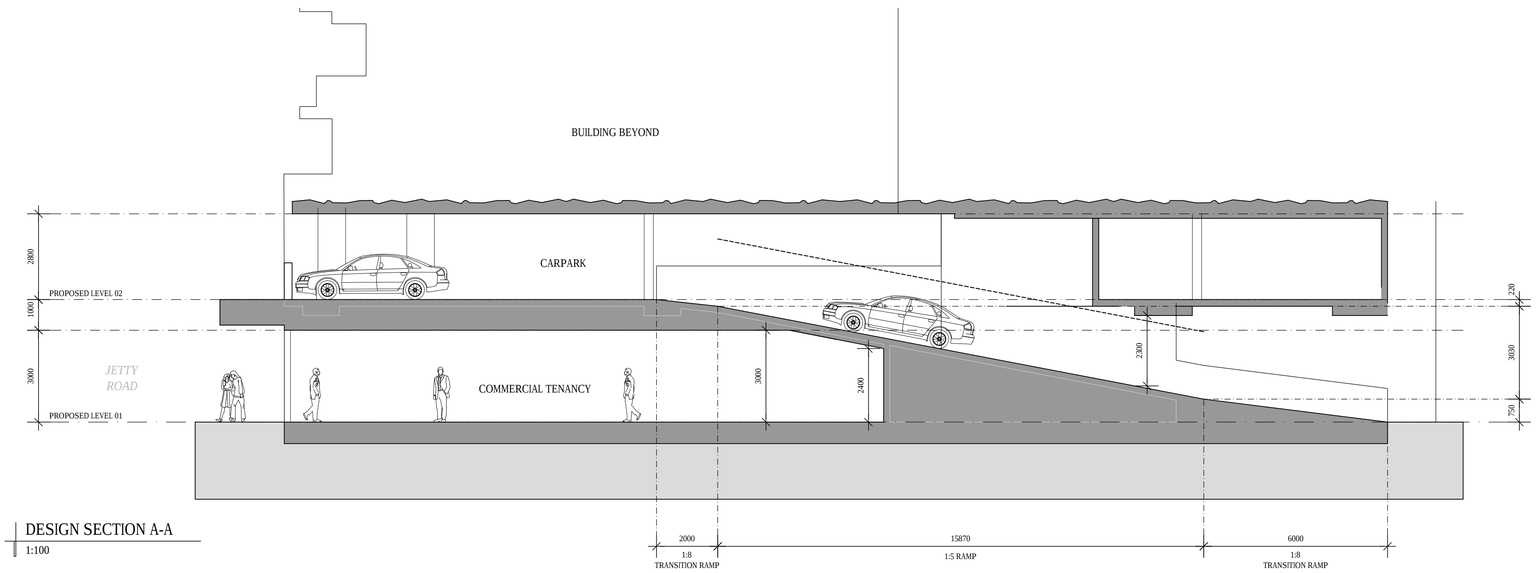
MAIN BUILDING SIGNAGE
1:50 @ A1

ENTRANCE CANOPY SIGNAGE
1:50 @ A1




DESIGN SECTION A-A
1:100

| | | |
|---|---|---|
| E | 10.02.2017 | ISSUED FOR DPC |
| D | 06.02.2017 | ISSUED FOR DPC |
| C | 12.12.2016 | PLANNING |
| B | 06.12.2016 | PLANNING |
| A | 08.09.2016 | PRELIMINARY |

FOR APPROVAL

**16-037.**PL13.E

PROJECT
**PARTRIDGE STREET**
PARTRIDGE STREET, GLENELG S.A.

CLIENT
**TAPLIN MANAGEMENT**

DRAWING TITLE
**RAMP DETAIL**

DETAILS
Drawn **AB / AS / SS**
Scale **1: 100 @ A1**
Date **DEC 2016**

ABA

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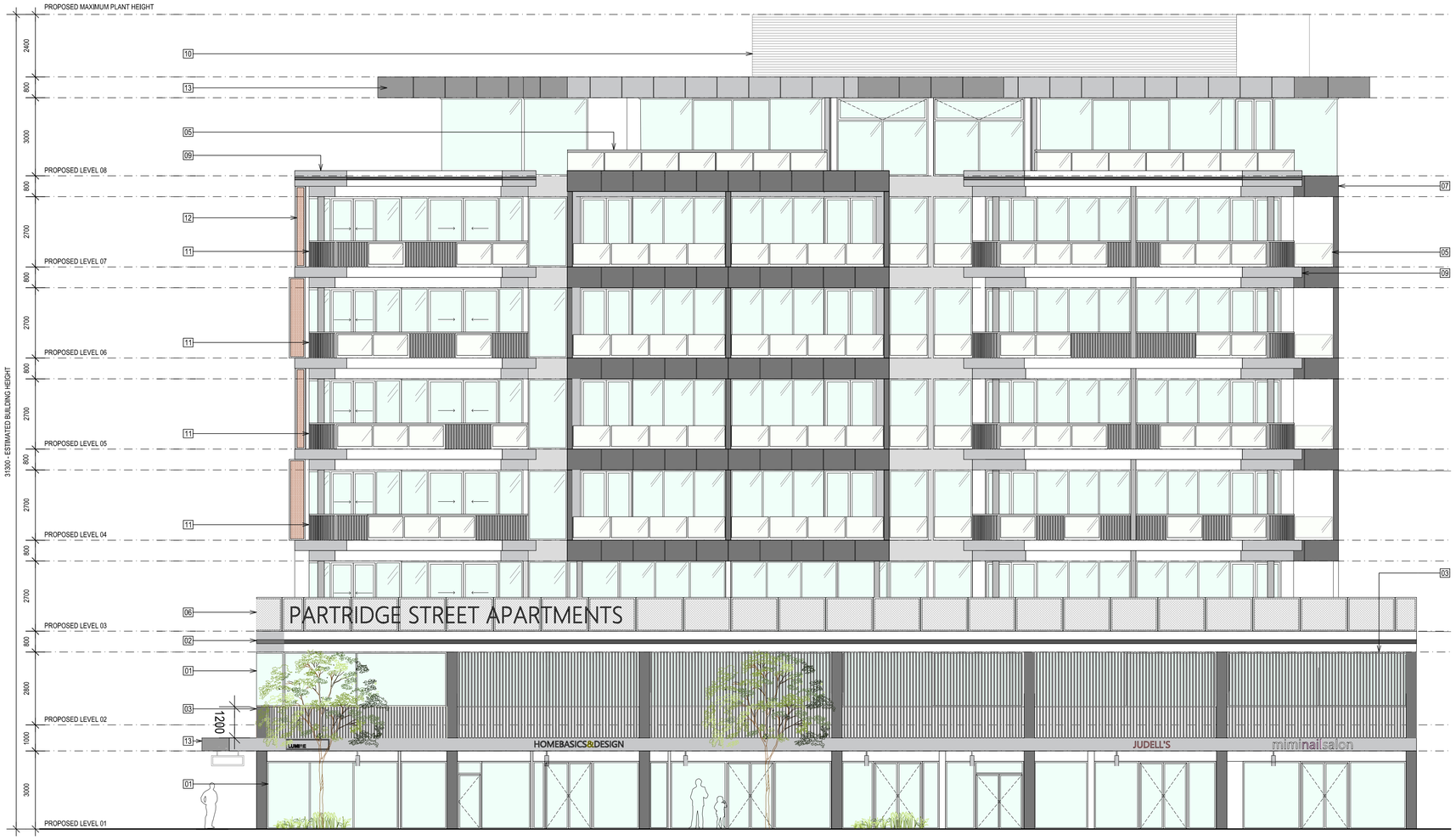


NORTH ELEVATION
1:100 @ A1

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## EXTERNAL FINISHES SCHEDULE

01 COMMERCIAL POWDER COATED ALUMINIUM WINDOW / DOOR AND SHOPFRONT
02 ALUCOBOND FACADE CLADDING AND SOFFIT TO CANOPY. WHITE WITH SHADOW LINE RECESS
03 ALUMINIUM SCREENING BLADES, POWDERCOATED TO MATCH ALUCOBOND
04 ALUMINIUM SCREENING BLADES, POWDERCOATED WITH SOLID INFILL PANELS TO MATCH ALUCOBOND
05 FRAMELESS GLASS BALUSTRADE
06 50MM STEEL FRAMED MESH SCREENING
07 ALUCOBOND FACADE CLADDING. COLOUR MATTE BLACK
08 WHITE ACID WASH PRE-CAST CONCRETE
09 EXPOSED CONCRETE SLAB EDGE, WHITE ACID WASH FINISH
10 ROOF MOUNTED PLANT PLATFORM, SCREENED FROM VIEW WITH ACOUSTIC LOUVRES TO MEET EPA GUIDELINES - REFER SECTION DETAILS FOR SETBACK OF PLATFORM
11 SLATTED ALUMINIUM BALUSTRADE, BLACK POWDER COAT FINISH
12 OPAQUE FRITTERED GLASS - BRONZE FINISH
13 ALUCOBOND CLADDING TO CANOPY AND SOFFIT, COLOUR: DARK GREY
14 HORIZONTAL EXTERNAL VENETIAN BLINDS, COLOUR: BLACK

NOTE: ALL UNDER CANOPY SIGNAGE TO BE ILLUMINATED LIGHT BOXES, TOTAL = 9

| | | |
|---|---|---|
| B | 16.03.2017 | ISSUED FOR DPC |
| A | 10.02.2017 | ISSUED FOR DPC |

FOR APPROVAL

**16-037.**PL14.B

PROJECT
**PARTRIDGE STREET**
PARTRIDGE STREET, GLENELG S.A.

CLIENT
**TAPLIN MANAGEMENT**

DRAWING TITLE
**ELEVATIONS**

DETAILS
Drawn **AB / AS / SS**
Scale **1: 200 @ A1**
Date **MAR 2017**

ABA

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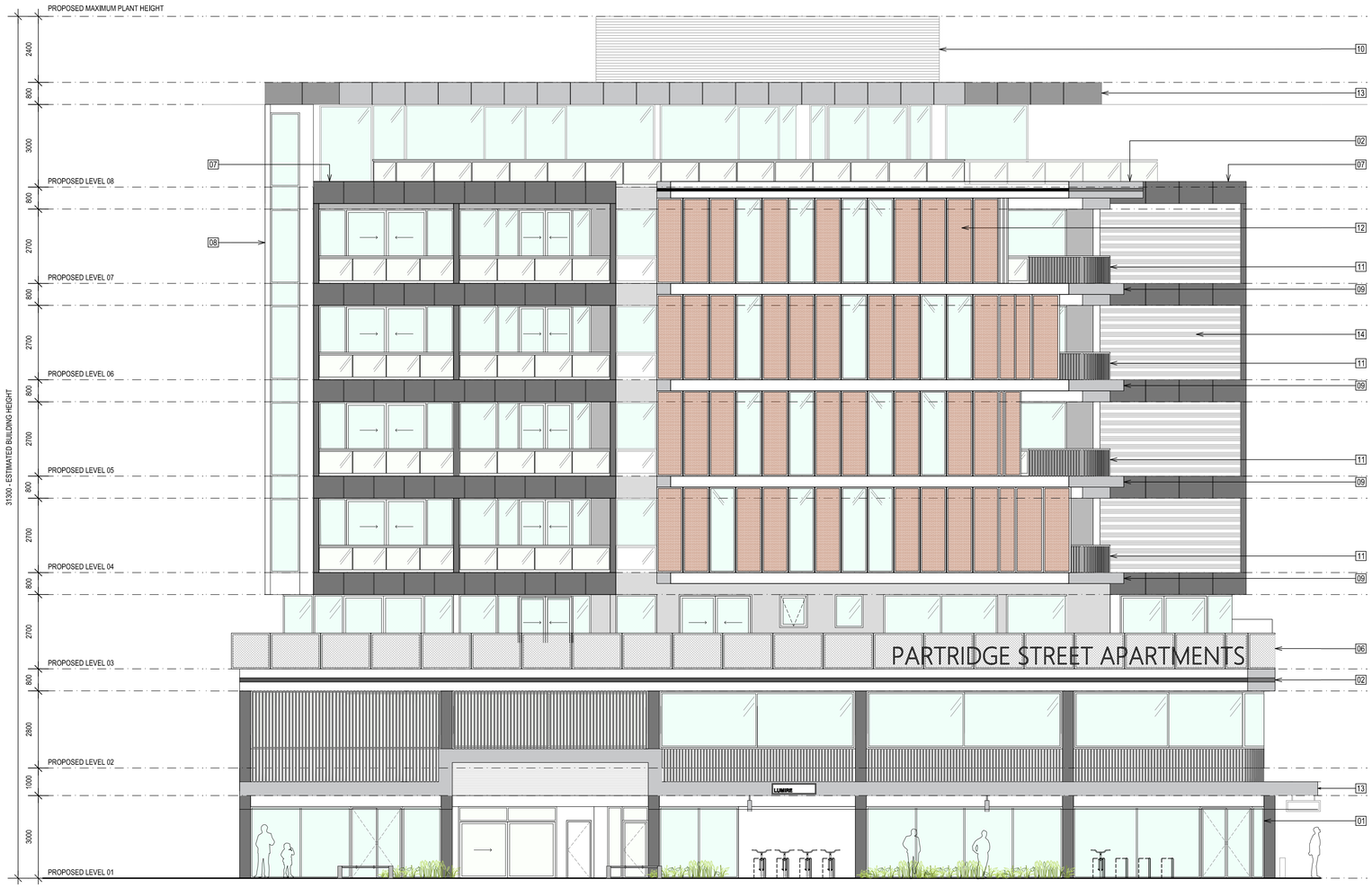


EAST ELEVATION
1:100 @ A1

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EXTERNAL FINISHES SCHEDULE

01 COMMERCIAL POWDER COATED ALUMINIUM WINDOW / DOOR AND SHOPFRONT
02 ALUCOBOND FACADE CLADDING AND SOFFIT TO CANOPY. WHITE WITH SHADOW LINE RECESS
03 ALUMINIUM SCREENING BLADES, POWDERCOATED TO MATCH ALUCOBOND
04 ALUMINIUM SCREENING BLADES, POWDERCOATED WITH SOLID INFILL PANELS TO MATCH ALUCOBOND
05 FRAMELESS GLASS BALUSTRADE
06 50MM STEEL FRAMED MESH SCREENING
07 ALUCOBOND FACADE CLADDING. COLOUR MATTE BLACK
08 WHITE ACID WASH PRE-CAST CONCRETE
09 EXPOSED CONCRETE SLAB EDGE, WHITE ACID WASH FINISH
10 ROOF MOUNTED PLANT PLATFORM, SCREENED FROM VIEW WITH ACOUSTIC LOUVRES TO MEET EPA GUIDELINES - REFER SECTION DETAILS FOR SETBACK OF PLATFORM
11 SLATTED ALUMINIUM BALUSTRADE, BLACK POWDER COAT FINISH
12 OPAQUE FRITTERED GLASS - BRONZE FINISH
13 ALUCOBOND CLADDING TO CANOPY AND SOFFIT, COLOUR: DARK GREY
14 HORIZONTAL EXTERNAL VENETIAN BLINDS, COLOUR: BLACK

NOTE: ALL UNDER CANOPY SIGNAGE TO BE ILLUMINATED LIGHT BOXES, TOTAL = 9

| | | |
|---|---|---|
| B | 16.03.2017 | ISSUED FOR DPC |
| A | 10.02.2017 | ISSUED FOR DPC |

FOR APPROVAL

**16-037.**PL15.B

PROJECT
**PARTRIDGE STREET**
PARTRIDGE STREET, GLENELG S.A.

CLIENT
**TAPLIN MANAGEMENT**

DRAWING TITLE
**ELEVATIONS**

DETAILS
Drawn **AB / AS / SS**
Scale **1: 200 @ A1**
Date **MAR 2017**

ABA

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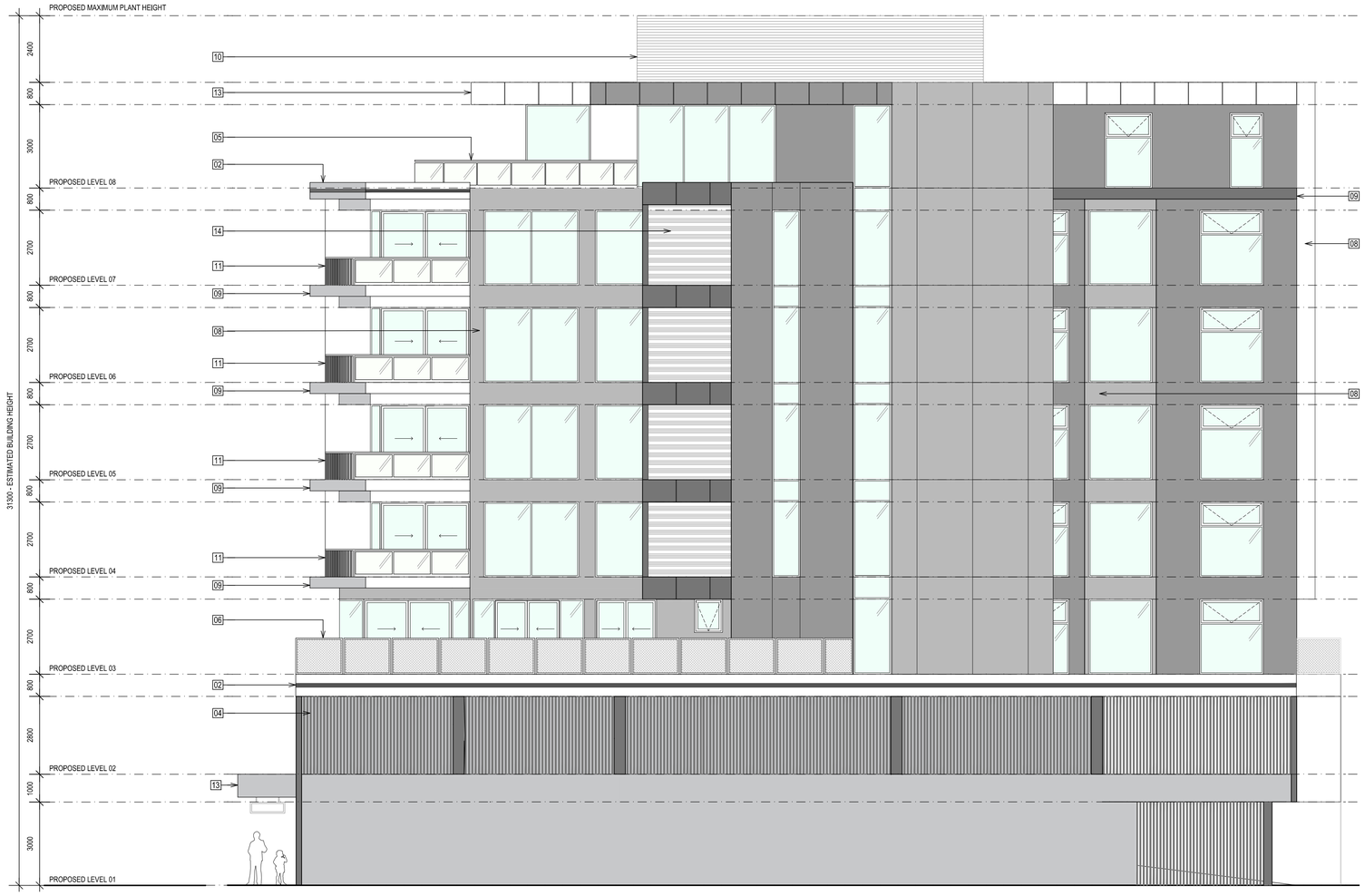


WEST ELEVATION

1:100 @ A1

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## EXTERNAL FINISHES SCHEDULE

01 COMMERCIAL POWDER COATED ALUMINIUM WINDOW / DOOR AND SHOPFRONT

02 ALUCOBOND FACADE CLADDING AND SOFFIT TO CANOPY. WHITE WITH SHADOW LINE RECESS

03 ALUMINIUM SCREENING BLADES, POWDERCOATED TO MATCH ALUCOBOND

04 ALUMINIUM SCREENING BLADES, POWDERCOATED WITH SOLID INFILL PANELS TO MATCH ALUCOBOND

05 FRAMELESS GLASS BALUSTRADE

06 50MM STEEL FRAMED MESH SCREENING

07 ALUCOBOND FACADE CLADDING. COLOUR MATTE BLACK

08 WHITE ACID WASH PRE-CAST CONCRETE

09 EXPOSED CONCRETE SLAB EDGE, WHITE ACID WASH FINISH

10 ROOF MOUNTED PLANT PLATFORM, SCREENED FROM VIEW WITH ACOUSTIC LOUVRES TO MEET EPA GUIDELINES + REFER SECTION DETAILS FOR SETBACK OF PLATFORM

11 SLATTED ALUMINIUM BALUSTRADE, BLACK POWDER COAT FINISH

12 OPAQUE FRITTERED GLASS - BRONZE FINISH

13 ALUCOBOND CLADDING TO CANOPY AND SOFFIT, COLOUR: DARK GREY

14 HORIZONTAL EXTERNAL VENETIAN BLINDS, COLOUR: BLACK

NOTE: ALL UNDER CANOPY SIGNAGE TO BE ILLUMINATED LIGHT BOXES, TOTAL = 9

| | | |
|---|---|---|
| B | 16.03.2017 | ISSUED FOR DPC |
| A | 10.02.2017 | ISSUED FOR DPC |

FOR APPROVAL

**16-037.**PL16.B

PROJECT
**PARTRIDGE STREET**
PARTRIDGE STREET, GLENELG S.A.

CLIENT
**TAPLIN MANAGEMENT**

DRAWING TITLE
**STREETSCAPE ELEVATIONS**

DETAILS
Drawn **AB / AS / SS**
Scale **1: 200 @ A1**
Date **MAR 2017**

ABA

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SOUTH ELEVATION
1:100 @ A1

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## EXTERNAL FINISHES SCHEDULE

01 COMMERCIAL POWDER COATED ALUMINIUM WINDOW / DOOR AND SHOPFRONT
02 ALUCOBOND FACADE CLADDING AND SOFFIT TO CANOPY. WHITE WITH SHADOW LINE RECESS
03 ALUMINIUM SCREENING BLADES, POWDERCOATED TO MATCH ALUCOBOND
04 ALUMINIUM SCREENING BLADES, POWDERCOATED WITH SOLID INFILL PANELS TO MATCH ALUCOBOND
05 FRAMELESS GLASS BALUSTRADE
06 50MM STEEL FRAMED MESH SCREENING
07 ALUCOBOND FACADE CLADDING. COLOUR MATTE BLACK
08 WHITE ACID WASH PRE-CAST CONCRETE
09 EXPOSED CONCRETE SLAB EDGE, WHITE ACID WASH FINISH
10 ROOF MOUNTED PLANT PLATFORM, SCREENED FROM VIEW WITH ACOUSTIC LOUVRES TO MEET EPA GUIDELINES - REFER SECTION DETAILS FOR SETBACK OF PLATFORM
11 SLATTED ALUMINIUM BALUSTRADE, BLACK POWDER COAT FINISH
12 OPAQUE FRITTERED GLASS - BRONZE FINISH
13 ALUCOBOND CLADDING TO CANOPY AND SOFFIT, COLOUR: DARK GREY
14 HORIZONTAL EXTERNAL VENETIAN BLINDS, COLOUR: BLACK

NOTE: ALL UNDER CANOPY SIGNAGE TO BE ILLUMINATED LIGHT BOXES, TOTAL = 9

| | | |
|---|---|---|
| B | 16.03.2017 | ISSUED FOR DPC |
| A | 10.02.2017 | ISSUED FOR DPC |

FOR APPROVAL

**16-037.**PL17.B

PROJECT
**PARTRIDGE STREET**
PARTRIDGE STREET, GLENELG S.A.

CLIENT
**TAPLIN MANAGEMENT**

DRAWING TITLE
**STREETSCAPE ELEVATIONS**

DETAILS
Drawn **AB / AS / SS**
Scale **1: 200 @ A1**
Date **MAR 2017**

ABA

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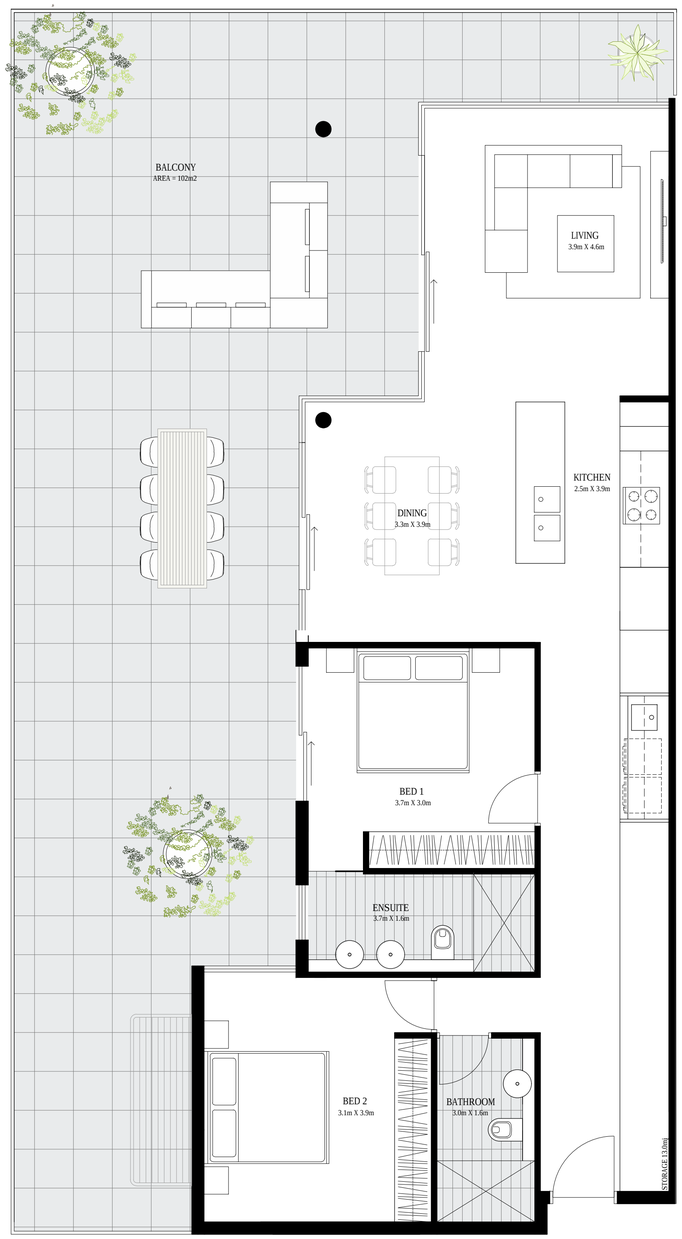
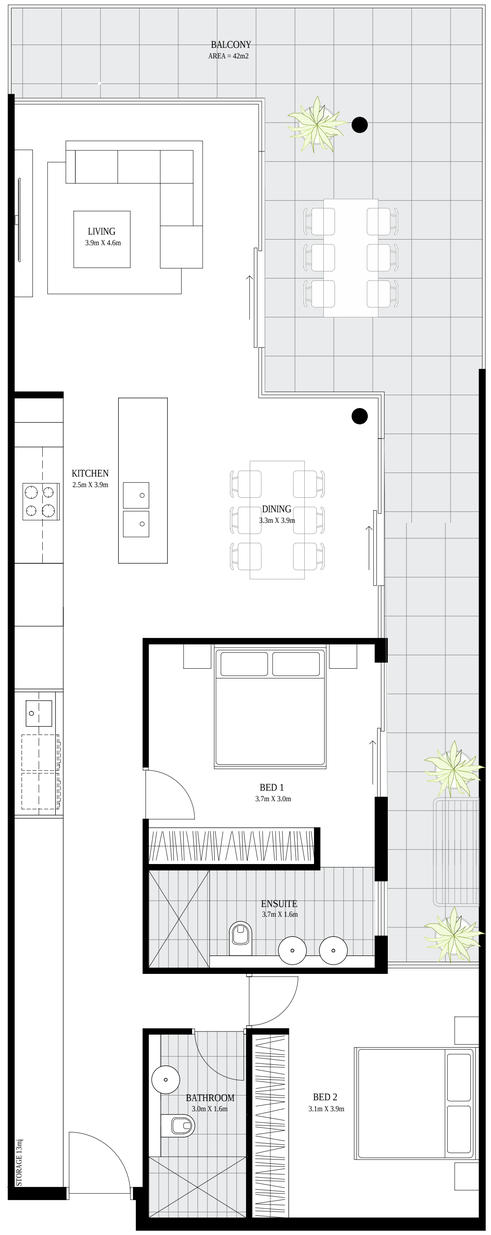
APARTMENT 307
2 BED / 2 BATH
INT = 104m2 / EXT = 102m2 / TOTAL = 206m2
STORAGE 13.0mj



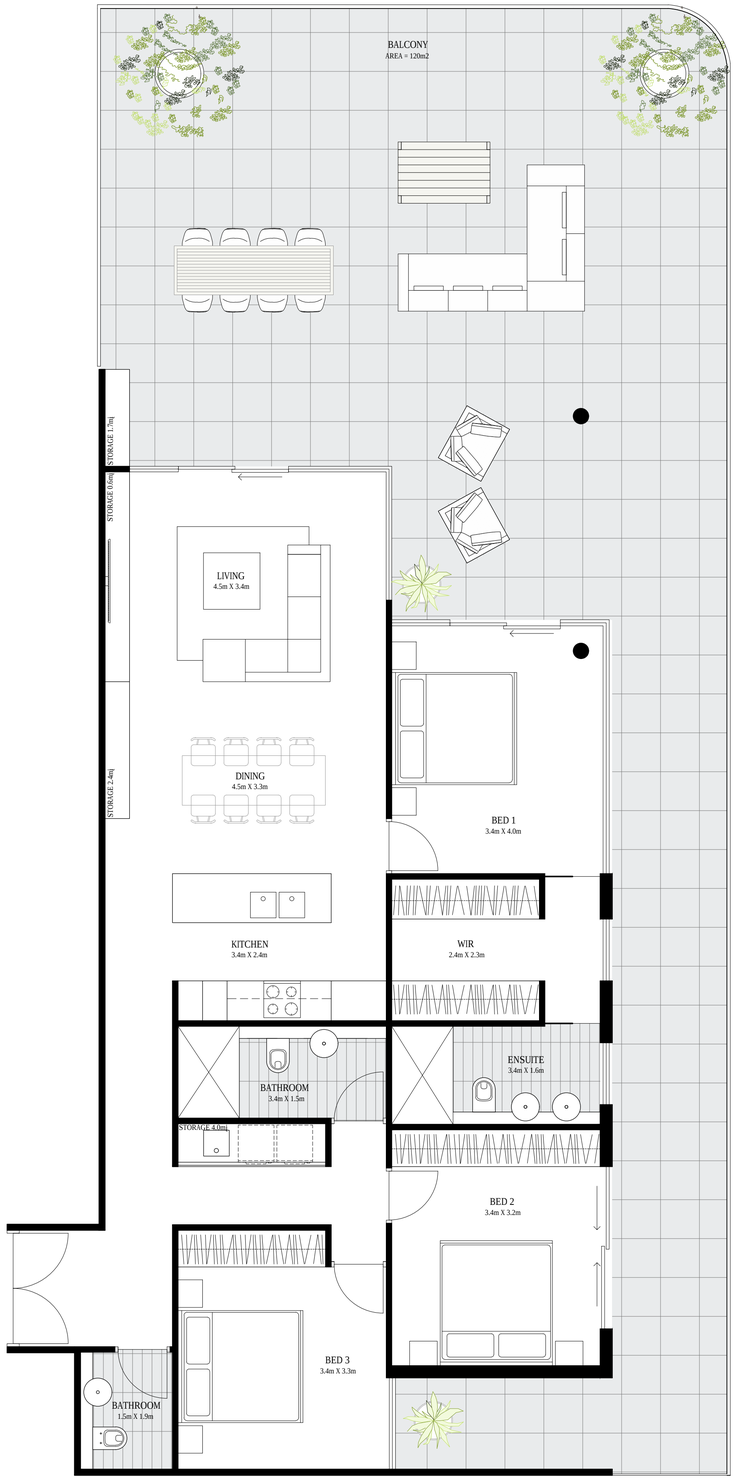

APARTMENT 307
1:50 @ A1

APARTMENT 306,305,304
2 BED / 2 BATH
INT = 104m2 / EXT = 42m2 / TOTAL = 146m2
STORAGE 13.0mj




APARTMENT 304, 305, 306
1:50 @ A1

APARTMENT 303
3 BED / 2.5 BATH
INT = 120m2 / EXT = 120m2 / TOTAL = 240m2
STORAGE 8.7mj




APARTMENT 303
1:50 @ A1

| | | |
|---|---|---|
| B | 16.03.2017 | ISSUED FOR DPC |
| A | 10.02.2017 | ISSUED FOR DPC |

FOR APPROVAL

**16-037.**PL18.B

PROJECT
**PARTRIDGE STREET**
PARTRIDGE STREET, GLENELG S.A.

CLIENT
**TAPLIN MANAGEMENT**

DRAWING TITLE
**APARTMENT PLANS**

DETAILS
Drawn **SP**
Scale **1: 50 @ A1**
Date **MAR 2017**

ABA

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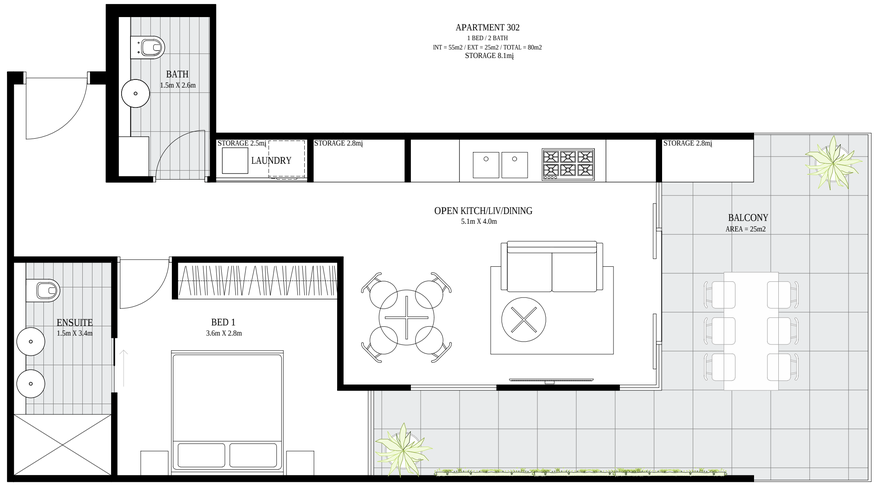
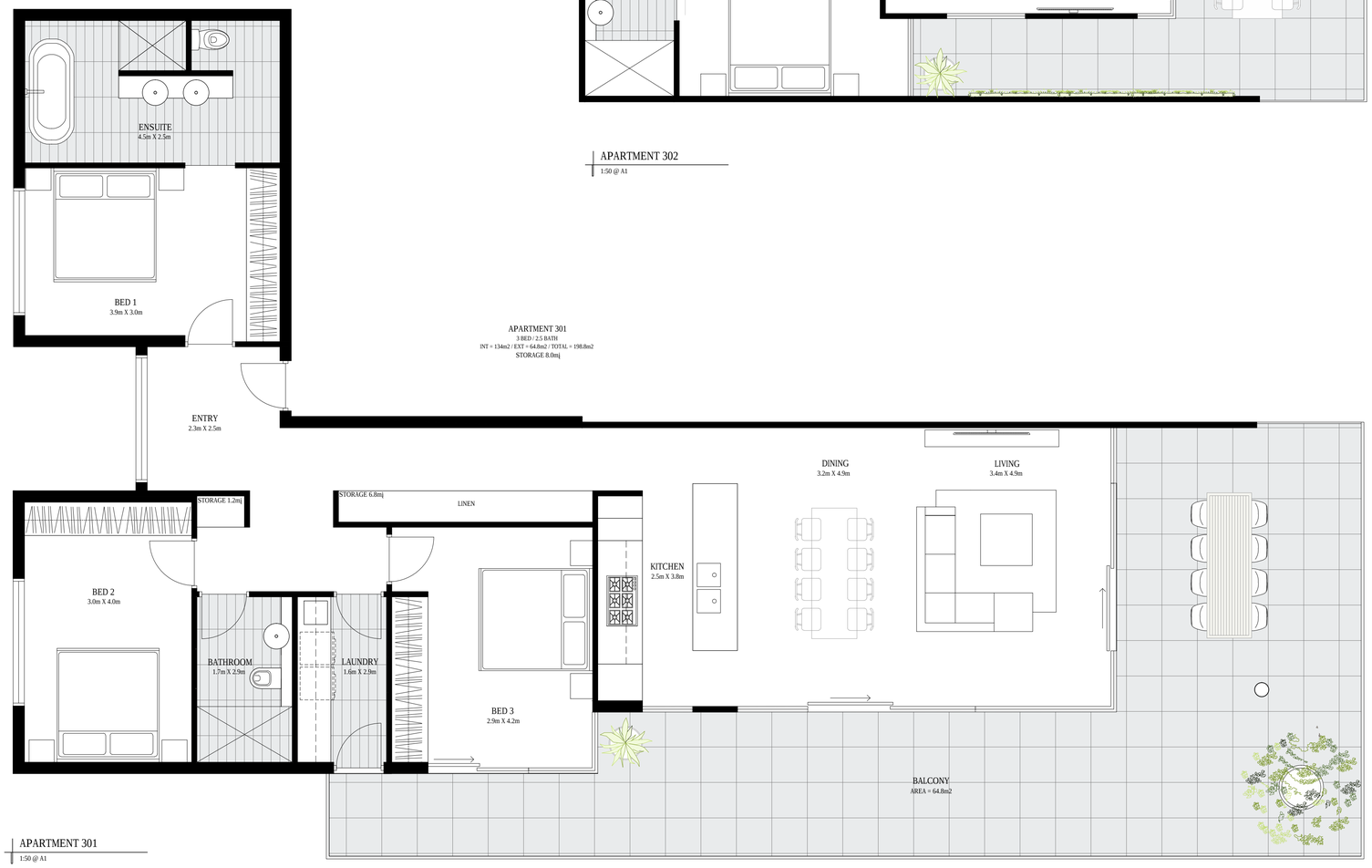



APARTMENT 302
1:50 @ A1




APARTMENT 301
1:50 @ A1

| | | |
|---|---|---|
| B | 16.03.2017 | ISSUED FOR DPC |
| A | 10.02.2017 | ISSUED FOR DPC |

FOR APPROVAL

**16-037.**PL19.B

PROJECT
**PARTRIDGE STREET**
PARTRIDGE STREET, GLENELG S.A.

CLIENT
**TAPLIN MANAGEMENT**

DRAWING TITLE
**APARTMENT PLANS**

DETAILS
Drawn **SP**
Scale **1: 50 @ A1**
Date **MAR 2017**

ABA

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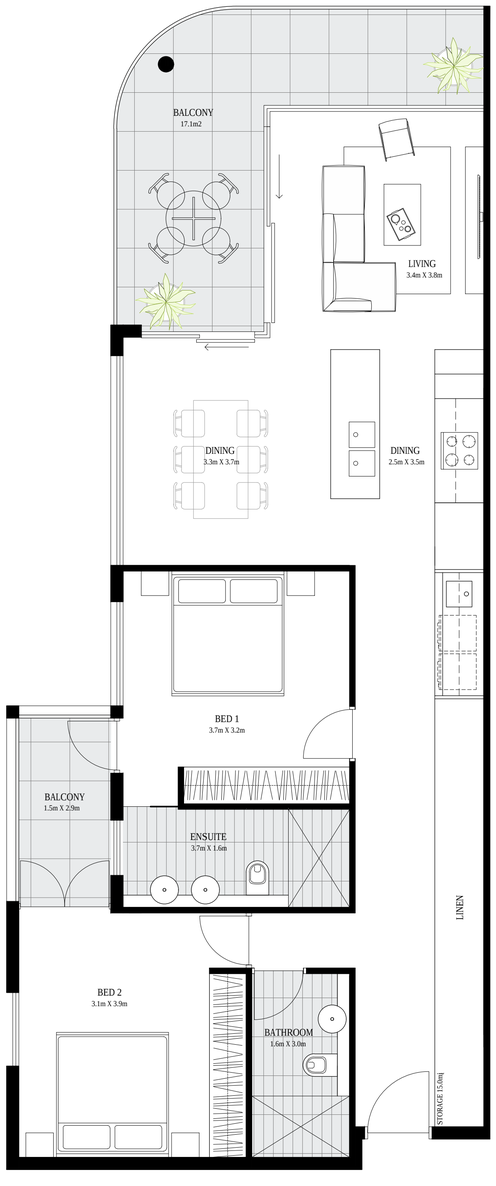
APARTMENT 406 / 506 / 606 / 706 (MIRRORED)
2 BED / 2 BATH
INT = 97m2 / EXT = 17m2 / TOTAL = 114m2
STORAGE 15.0mj

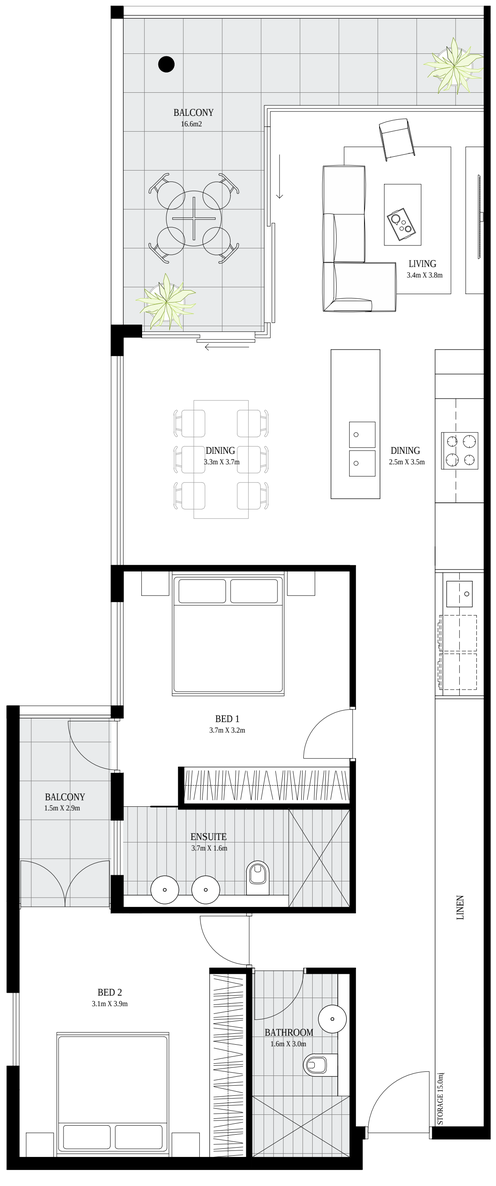
APARTMENT 407 / 507 / 607 / 707
2 BED / 2 BATH
INT = 97m2 / EXT = 17m2 / TOTAL = 114m2
STORAGE 15.0mj




APARTMENT 407,507,607,707 - 406,506,606,706 (mirrored)
1:50 @ A1

APARTMENT 405 / 505 / 605 / 705 (MIRRORED)
2 BED / 2 BATH
INT = 97m2 / EXT = 16m2 / TOTAL = 113m2
STORAGE 15.0mj

APARTMENT 404 / 504 / 604 / 704
2 BED / 2 BATH
INT = 97m2 / EXT = 16m2 / TOTAL = 113m2
STORAGE 15.0mj




APARTMENT 405, 505, 605, 705 - 404,504,604,704 (mirrored)
1:50 @ A1

APARTMENT 403 / 503 / 603 / 703
3 BED / 2.5 BATH
INT = 120m2 / EXT = 21m2 / TOTAL = 141m2
STORAGE 8.7mj

APARTMENT 403,503,603,703
1:50 @ A1

| | | |
|---|---|---|
| B | 16.03.2017 | ISSUED FOR DPC |
| A | 10.02.2017 | ISSUED FOR DPC |

FOR APPROVAL

**16-037.**PL20.B

PROJECT
**PARTRIDGE STREET**
PARTRIDGE STREET, GLENELG S.A.

CLIENT
**TAPLIN MANAGEMENT**

DRAWING TITLE
**APARTMENT PLANS**

DETAILS
Drawn **SP**
Scale **1: 50 @ A1**
Date **MAR 2017**

ABA

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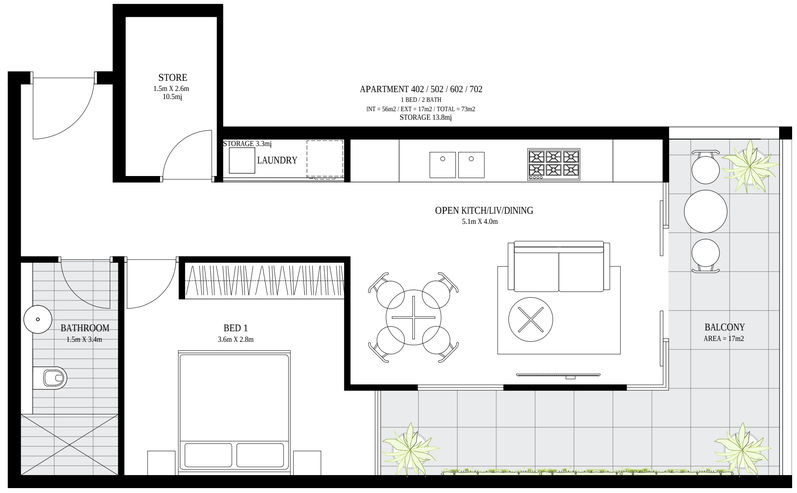
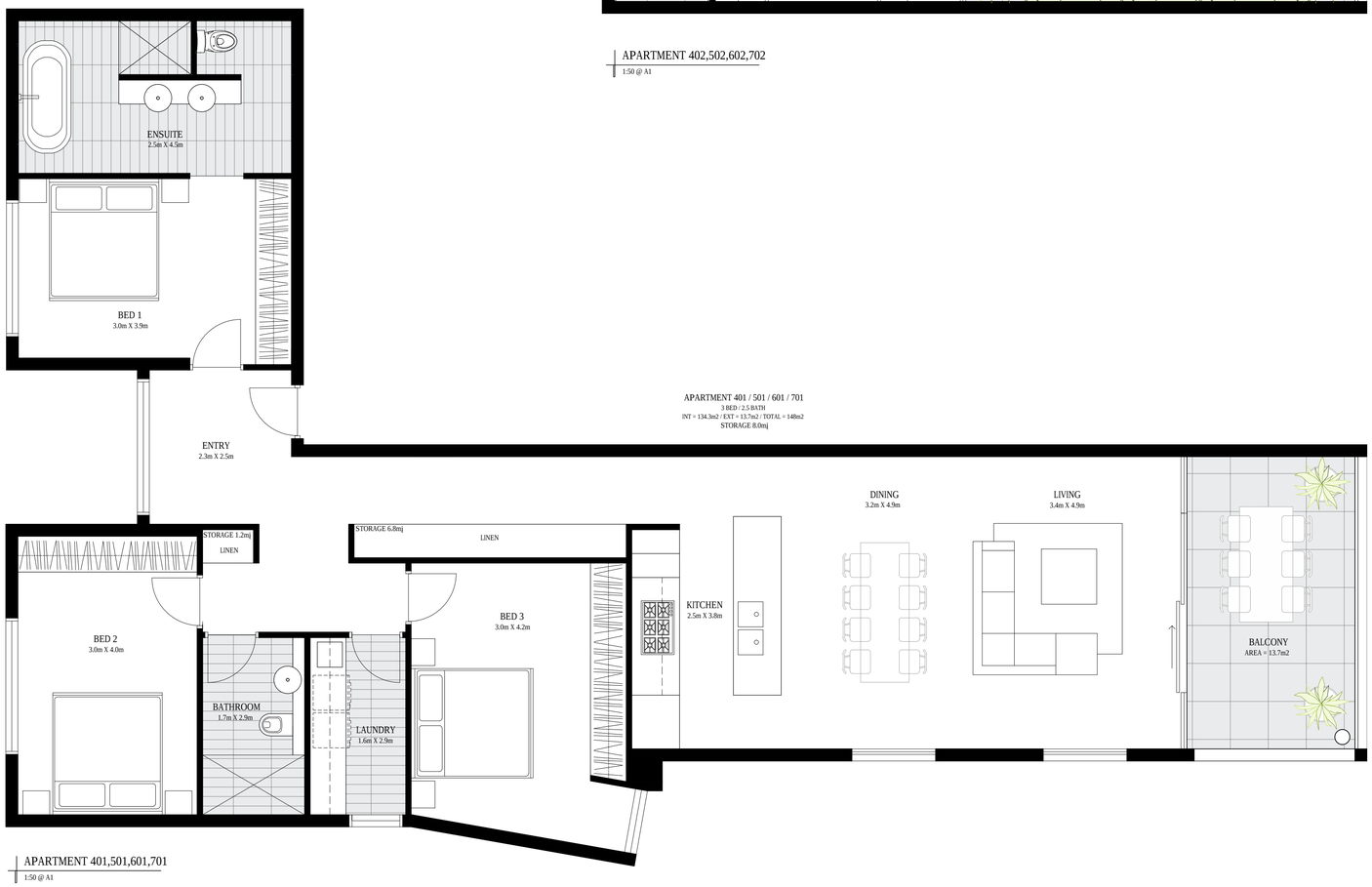



APARTMENT 402,502,602,702
1:50 @ A1




APARTMENT 401,501,601,701
1:50 @ A1

| | | |
|---|---|---|
| B | 16.03.2017 | ISSUED FOR DPC |
| A | 10.02.2017 | ISSUED FOR DPC |

FOR APPROVAL

**16-037.**PL21.B

PROJECT
**PARTRIDGE STREET**
PARTRIDGE STREET, GLENELG S.A.

CLIENT
**TAPLIN MANAGEMENT**

DRAWING TITLE
**APARTMENT PLANS**

DETAILS
Drawn **SP**
Scale **1: 50 @ A1**
Date **MAR 2017**

ABA

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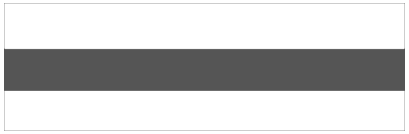
# PARTRIDGE STREET - MATERIAL SCHEDULE

PARTRIDE STREET, GLENELG SA.

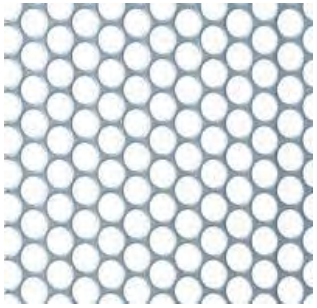
## EXTERIOR FINISHES SCHEDULE

| IMAGE | ITEM / CODE | DESCRIPTION |
|---|---|---|
| | 01 | Commercial Aluminium shop front glazing. |
|  | 02 | Alucobond façade cladding. White with recessed dark shadow line detail. |
| | 03 | Aluminium Screening Blades. Powder coated: Dark Grey |

ALEXANDER BROWN ARCHITECTS

# PARTRIDGE STREET - MATERIAL SCHEDULE

PARTRIDE STREET, GLENELG SA.

| IMAGE | ITEM / CODE | DESCRIPTION |
|---|---|---|
| | 04 | Aluminium Screening Blades with solid infill. Powder coated: Dark Grey |
| | 05 | Fra meless glass balustrade with handrail |
|  | 06 | Locker Group perforated mesh screening. Black Aluminium |

ALEXANDER BROWN ARCHITECTS

# PARTRIDGE STREET - MATERIAL SCHEDULE

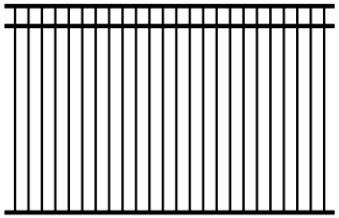
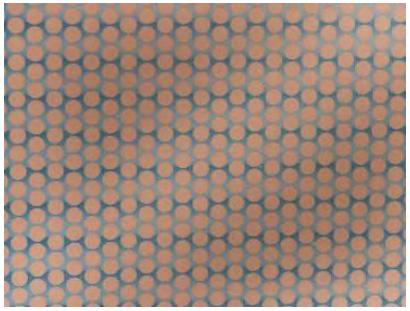
PARTRIDE STREET, GLENELG SA.

| IMAGE | ITEM / CODE | DESCRIPTION |
|---|---|---|
| | 07 | Alucobond Cladding – Matte black finish |
| | 08 | Acid wash pre-cast concrete |
| | 09 | Exposed slab edge |

ALEXANDER BROWN ARCHITECTS

# PARTRIDGE STREET - MATERIAL SCHEDULE

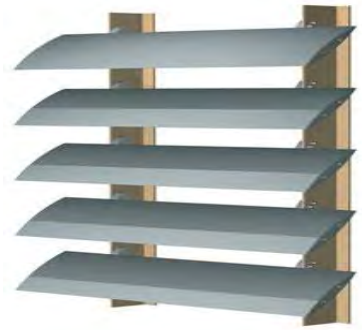
PARTRIDE STREET, GLENELG SA.

| IMAGE | ITEM / CODE | DESCRIPTION |
|---|---|---|
| | 10 | Roof mounted screening, with acoustic louvres. |
|  | 11 | Slatted Aluminium balustrade. Powder coated finish, Colour: Black |
|  | 12 | Opaque frittered glass, Colour: Bronze |

ALEXANDER
BROWN
ARCHITECTS

# PARTRIDGE STREET - MATERIAL SCHEDULE

PARTRIDE STREET, GLENELG SA.

| IMAGE | ITEM / CODE | DESCRIPTION |
|---|---|---|
| | 13 | Alucobond cladding to canopy and soffit. Colour: Dark Grey |
|  | 14 | External horizontal louvre screen. Colour: Black |

# Technical Memorandum

| | | | |
|---|---|---|---|
| **Project:** | Taplin Glenelg Apartments | **Date:** | Friday, 17 February 2017 |
| **To:** | Maddie Dobbin | **Project number:** | A17102 |
| **Email:** | maddie@urps.com.au | **Memo reference:** | A17102ME3A |
| **Copy to:** | | **From:** | Sam Fotheringham |
| **Subject:** | Acoustic Design Advice – Partridge Street Apartments | | |

**Partridge Street Apartments**

This technical memorandum is to outline the required acoustic assessment for the proposed apartments at the corner of Partridge Street and Jetty Road. The following advice is based on drawings 16-037, PL05D - PL13D dated December 2016.

**Site Layout**

The Partridge Street Apartments are to be used as residential apartments from level 3 to level 8. Level 1 is to contain both existing and new commercial tenancies with level 2 containing a 47-space car park. The roof is to house associated mechanical plant from the residential apartments.

The Partridge Street Apartments will be exposed to road and rail noise from Jetty Road primarily on the northern facade. The apartments have been typically laid out to minimise the exposure of bedrooms in apartments facing Jetty Road. Glazing and external door areas along the northern facade are typically quite large and may require a minimum glass thickness of 10.38 mm or double-glazing.

The roof mounted plant platform has been designed to screen mechanical plant to meet the relevant *Environment Protection (Noise) Policy* 2007 (Noise EPP) noise emissions criteria.

The general floor plan of the proposed residential apartments is acceptable subject to the following acoustic design requirements:

**External Façade Requirements**

The proposed Partridge Street Apartments are located within the District Centre Zone, Glenelg Policy Area of the City of Holdfast Bay. This area is identified under the Noise and Air Emissions Overlay in the City of Holdfast Bay Development Plan and therefore triggers the application of Minister's Specification SA 78B. Minister's Specification SA 78B is designed to prevent the loss of amenity to the occupants due to intrusion of external airborne sound from:

- Road and rail movements
- People in public places
- Entertainment venues where music is played

Road/rail movements and people in public places are applicable to the Partridge Street Apartments.

**Internal Requirements**

The Building Code of Australia (BCA) defines the minimum separation requirements for apartments. As a high quality building is desired, we suggest considering the Association of Australian Acoustical Consultants (AAAC) *Guideline for Apartment and Townhouse Acoustic Rating* (2010). For the level of quality desired, we suggest targeting the 5 or 6 Star acoustic rating, both of which exceed the minimum acoustic requirements of the BCA.

Noise emissions from mechanical plant located on the roof of the Partridge Street Apartments should comply with the Noise EPP. The environmental noise assessment will determine the required plant housing design to achieve Noise EPP criteria at the nearest noise sensitive receivers. The environmental noise assessment will be conducted during the design phase.

Please let me know if you have any questions on the above.

Sam Fotheringham
Acoustic Engineer
p+61 8 8155 5888
m+61 411 164 105
sam.fotheringham@resonateacoustics.com

## Madeleine Dobbin

**To:** Phil Weaver
**Cc:** Matthew King
**Subject:** RE: Partridge Street

**From:** Phil Weaver [mailto:glenphil@internode.on.net]
**Sent:** Friday, 24 March 2017 6:20 PM
**To:** Madeleine Dobbin <maddie@urps.com.au>
**Cc:** Matthew King <matthew@urps.com.au>
**Subject:** RE: Partridge Street

Dear Maddie (and Matt),

I refer to your email dated Tuesday 14th March 2017 in respect to provision of additional information relating to the above development. In particular, I understand that you require the following matters to be addressed, namely:-

3.1 Additional commentary in respect to the design of the ramp and the interface with the right of way, including:-

- Provision of additional swept path diagrams relating to traffic entering and exiting the car park,
- Commentary on the right of way and the sight distance at the bottom of the ramp, including use of the proposed aluminium screen blades which are intended to address any potential for conflict at this location.

3.3 Comment on the ability to service waste and recycling.

In relation to item 3.1 (above) we have prepared a swept path diagram which identifies the ability of a B85 design vehicle to enter the subject car park when a driver is waiting to exit onto the right of way. The attached drawing identifies that it would be possible for a driver exiting the car park to observe an approaching vehicle (or pedestrian) prior to exiting onto the right of way. This is significant as the width of the right of way has a minimum width of 4.2m widening to 4.5m at the junction with Cowper Street. The narrower section of the right of way would be insufficient to permit two cars to pass.

We have also attached a diagram showing the potential sight line of a driver exiting the car park along the right of way prior to exiting the car park through the angled elements (aluminium screen blades).

The provision of the subject screen blade should also provide an opportunity for a pedestrian to observe a car exiting down the ramp.

Notwithstanding the above, please note I have previously recommended installation of a mirror opposite the access point at the bottom of the car park ramp.

### Waste Collection

Since completion of my traffic and parking assessment, I understand that it is now proposed to service collection of waste / recyclables by means of a Medium Rigid Vehicle (MRV) from Cowper Street. Such vehicles are approximately 8.8m in length. This avoids the need for such vehicles to

be reversed along the right of way and would reduce the anticipated number of collections from 10 per week to 6 per week.

Hence, we have reviewed the ability to turn this vehicle into Cowper Street from Jetty Road and to negotiate the right-angle bend from Cowper Street into Milton Street. The attached turning path drawing identifies that the driver of an MRV could undertake these manoeuvres.

I understand that collections of waste / recycling will be undertaken in early morning periods, in order to avoid conflict with other traffic. In any event, I note that:-

- Drivers waiting to turn into Cowper Street would be able to view such a vehicle prior to turning in, and

- Given the one-way nature of Cowper Street / Milton Street, traffic would not enter Cowper Street from Milton Street.

In summary, I consider that:-

- The design of the car park access point will provide a passing opportunity at the bottom of the ramp to accommodate two-way traffic movements into and out of the car park, and

- Collections of waste from Cowper Street by an MRV would avoid any need for service vehicles associated with the subject development, to reverse along the right of way.

Regards

Phil Weaver

**PHIL WEAVER**

**PHIL WEAVER AND ASSOCIATES PTY LTD**
204 Young Street
Unley SA 5061

| | |
|---|---|
| Telephone | 08 8271 5999 |
| Facsimile | 08 8271 5666 |
| Email | mail@philweaver.com.au |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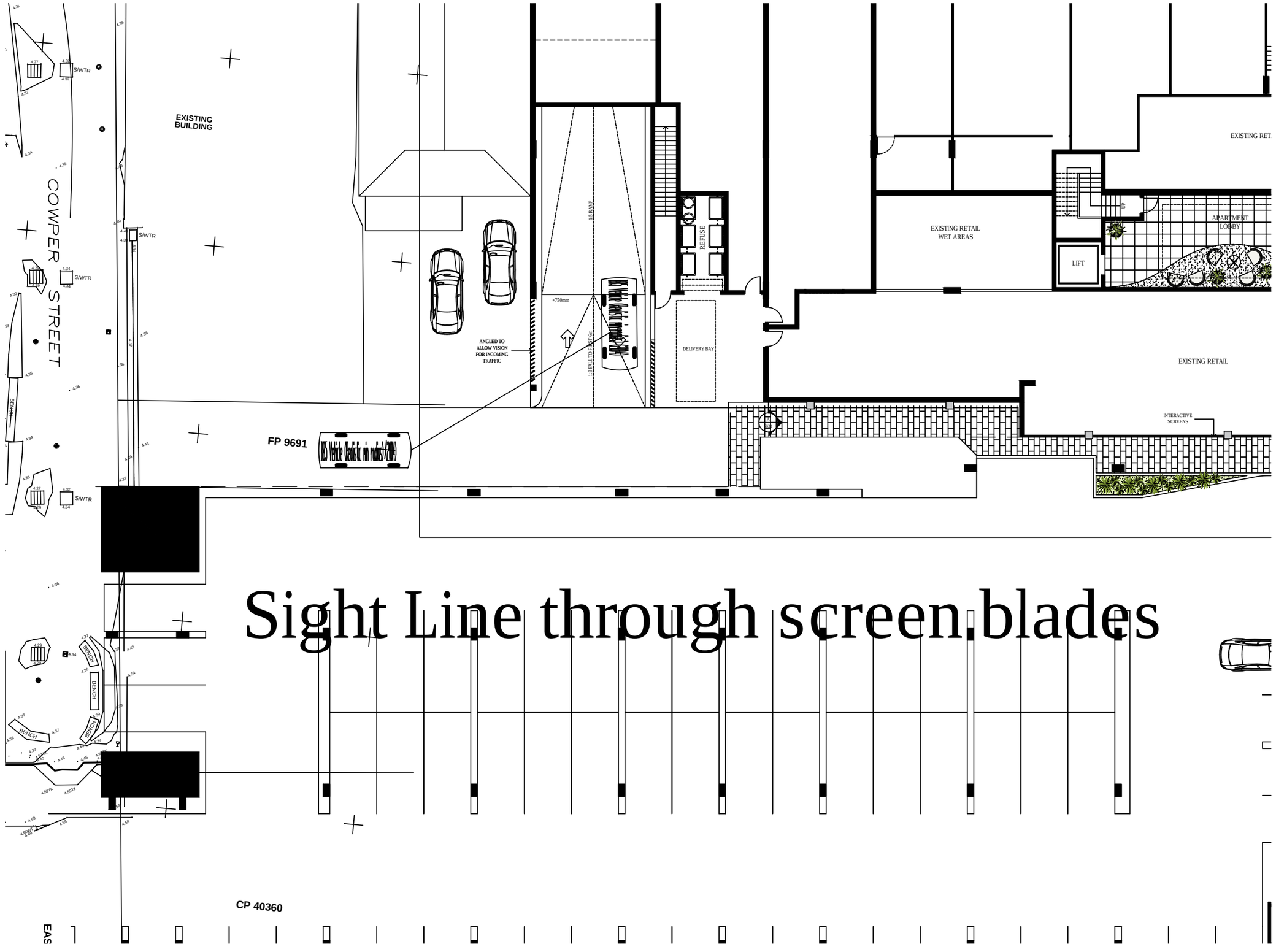
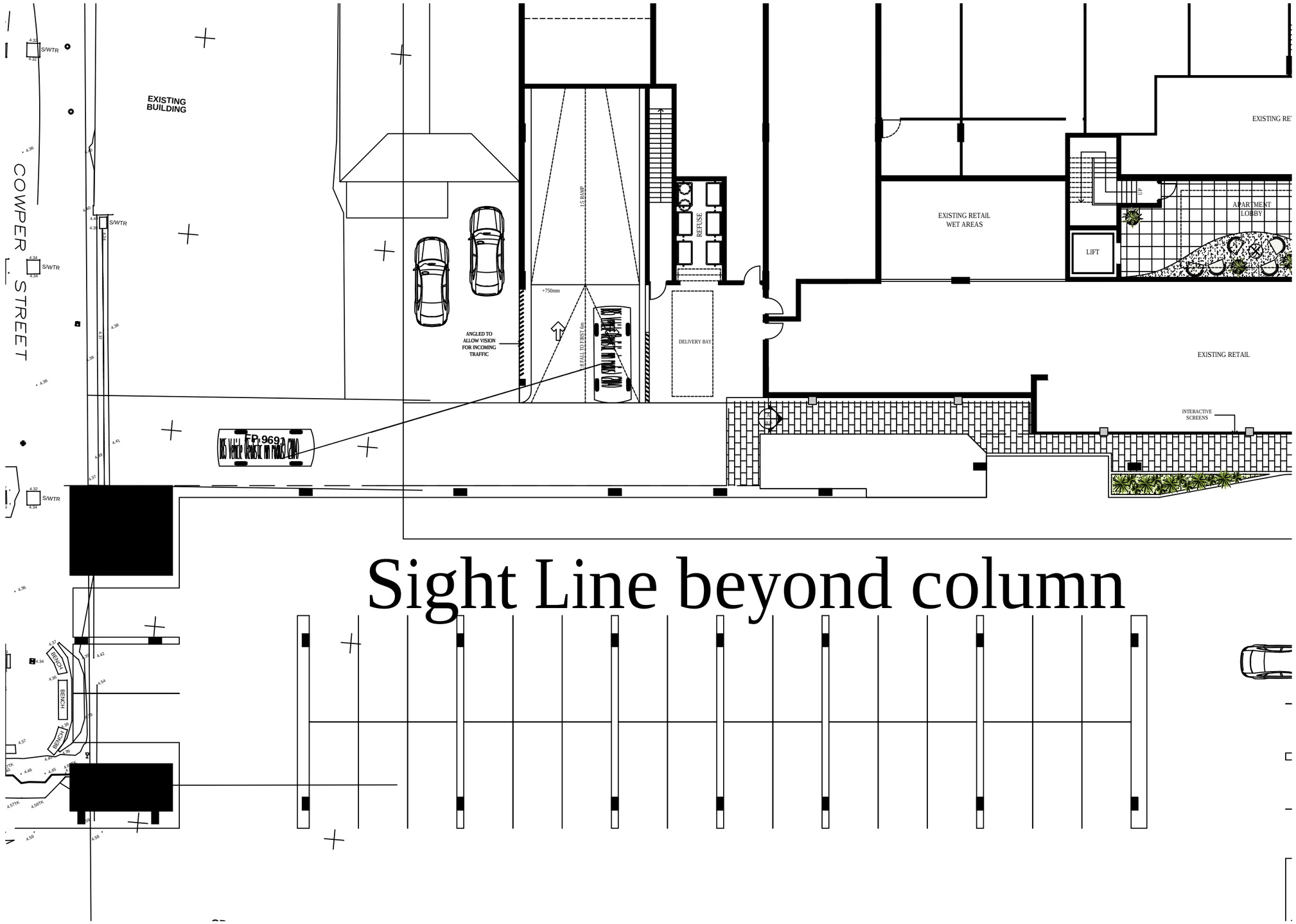
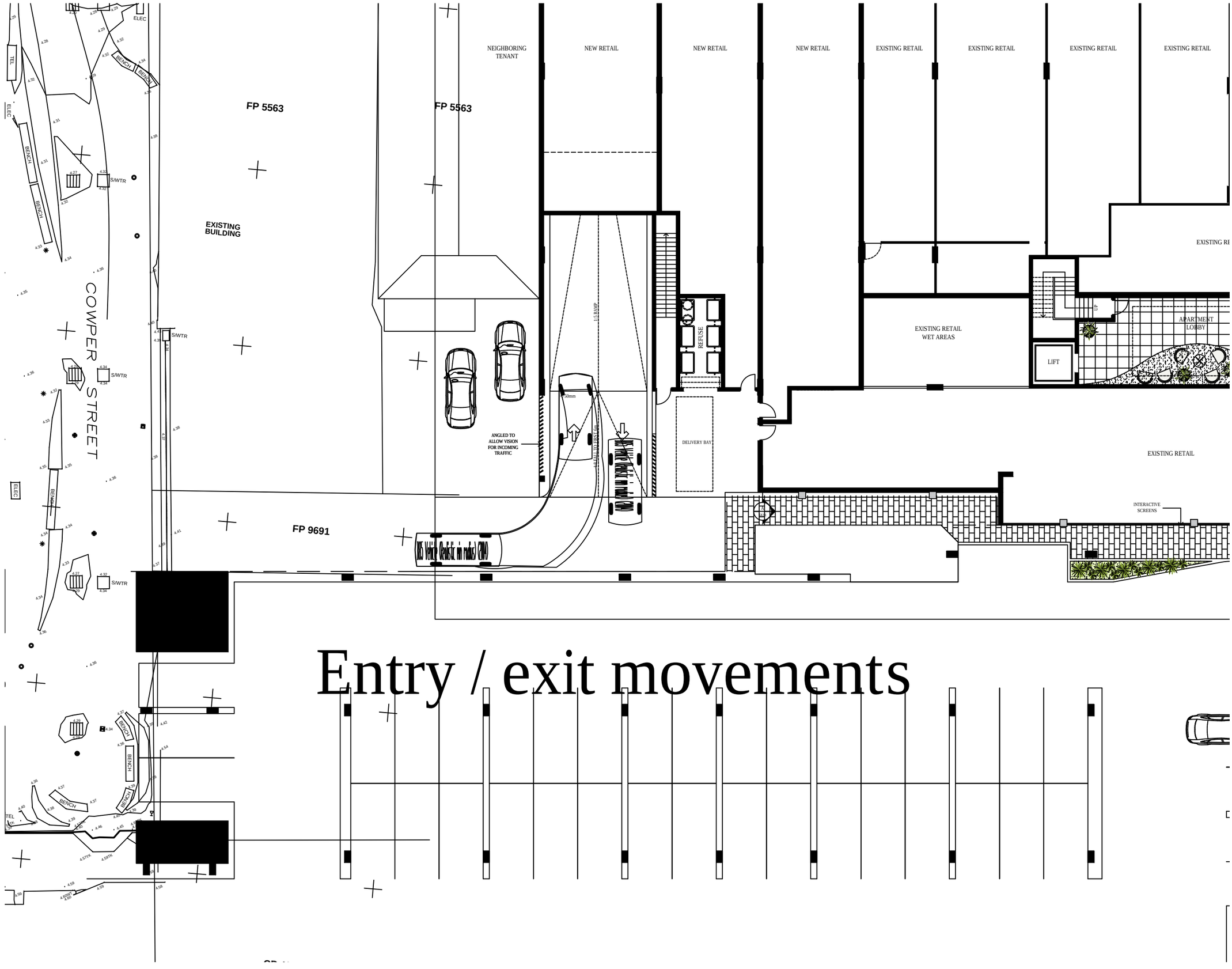



# Sight Line through screen blades

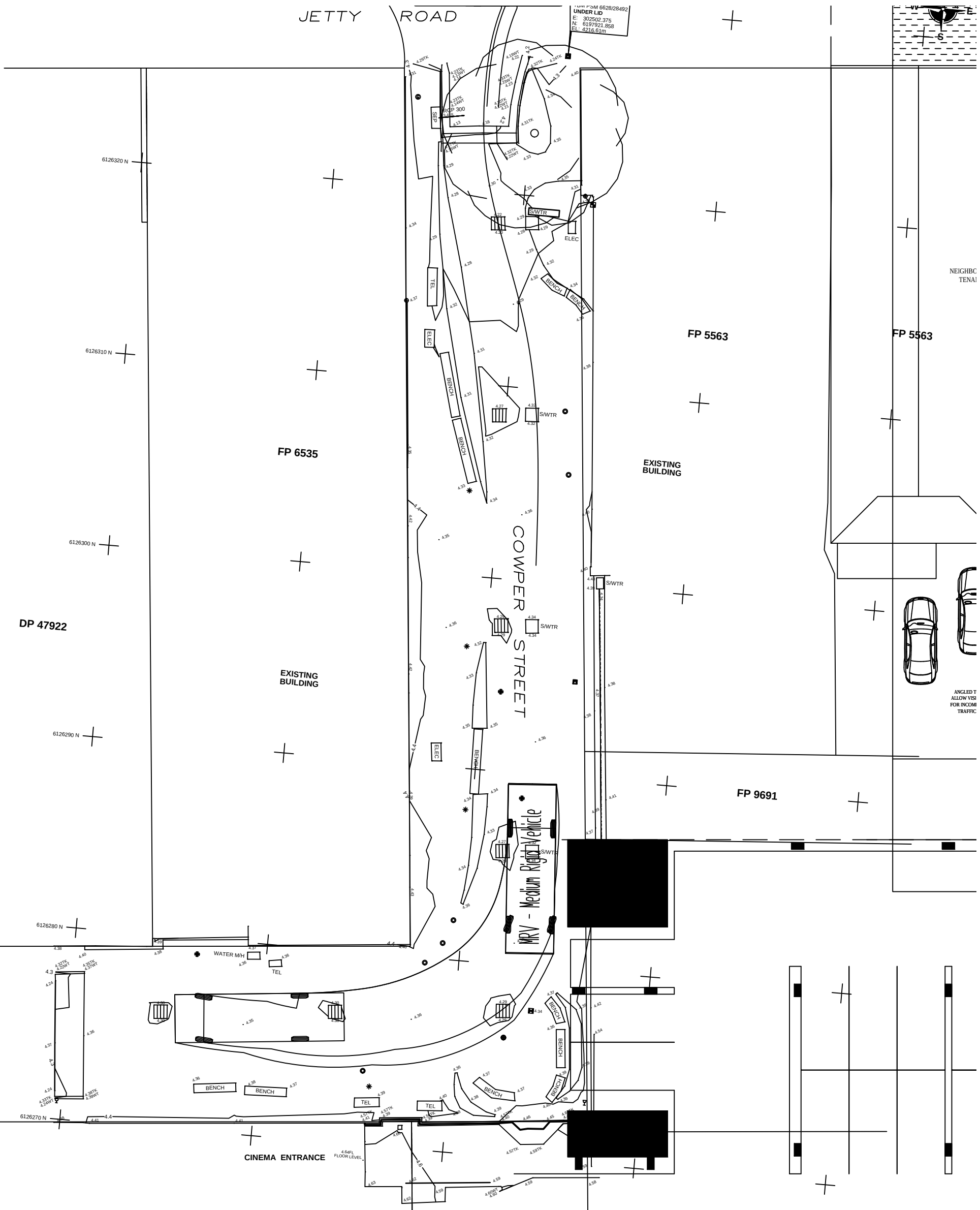



# Sight Line beyond column




# Entry / exit movements

# MRV turning path



# Leader in sustainable waste management and recycling solutions

**Partridge Street Mixed use Development**

**Submission for Waste Collection Services**

**Prepared by Veolia Environmental Services (Australia) Pty Ltd**

**February 2017**

VEOLIA
ENVIRONMENTAL
SERVICES

# CONFIDENTIALITY CONDITIONS

(a) All information whether oral, electronic, printed or graphic contained in this document or obtained by you from Veolia (**Information**) is confidential to Veolia and shall not be used by you other than for the purpose of reviewing this document and the proposal contained herein.

(b) You shall not copy or reproduce any Information except when, and then only to the extent, reasonably necessary for the purpose of reviewing this document and the proposal contained herein.

(c) Upon receiving notice that our proposal has not been accepted, and if notified by Veolia, you shall destroy, in a secure manner, this document and any Information.

(d) You shall ensure that any employee or any other person to whom you supply the Information is bound by the terms of these conditions.

Maddie Dobbin
Planner
Suite 12/154 Fullarton Road,
Rose Park

Dear Maddie,

Veolia is pleased to submit the following Waste Management Plan for the proposed development located in Partridge Street, Glenelg.

Veolia will have a strong focus on diverting your waste streams to recycling centres to work towards achieving cost minimisation and increasing diversion from landfill by implementing the following systems:

- Liquid Waste – recycled through our liquid plant.
  - Various sizes
- Organics Bin – all food material from kitchens
  - 240ltr MGB
- General Waste – for all contaminated wet waste streams
  - 1100ltr MGB
- Dry recycling – recycled through IWS recycling centre
  - 1100ltr MGB
- Education Material to help reduce contamination

*All these services are in line with the Adelaide City Council residential recycling plan.

Please see a copy of the waste management plan below for your consideration. I am confident Veolia can implement the above services and systems to work towards achieving cost minimisation and supply the waste management services in a safe & environmentally friendly manner.

We look forward to working with you throughout this process and into the future. Should you require additional information or clarification relating to this document, please do not hesitate to contact myself on 0419 301 449.

Regards

*Anton Ianni*
*Account Manager*

# Executive Summary

***Veolia's aim is to deliver viable collection, handling and transport of all waste streams for all sites whilst diverting 90% of its waste streams through a recycling process.***

***Partridge Street Development are also mindful of promoting the correct management of its waste by decreasing the amount of waste going to landfill and increasing the quantity of waste that is recyclable through a "value for money" service.***

Veolia Environmental Services (Veolia) is Australia's leading provider of environmental waste management services to industry, commerce and the public. We have worked closely with government, industry and commerce for over 42 years to satisfy people's essential daily needs while respecting natural resources. Our strong and stable management team have taken the organisation from a small operation in 1969 to the current Australia-wide and international network generating Australian revenues in excess of $700 million per annum from in excess of 100 operating sites.

Veolia is the Australian waste management, industrial cleaning and resource recovery division of the global company Veolia Environnement (VE), generating revenue in excess of AUD $55 billion annually.

The worldwide strength of Veolia is underpinned by a strategy of long-term investment, continuous innovation and mutual partnering with our customers. Veolia works in partnership with nationally aligned accounts such as Coles, Spotless and Health Scope. Locally, Veolia has forged strong working partnerships with ISS, Burnside Village, Makris Corporation and performs municipal services for Councils such as Mt Barker, Pt Augusta, Whyalla and Pt Lincoln. Veolia has significant experience within the Local Government sector throughout Australia in areas of environmentally recognised and sustainable waste management and recycling services.

This experience enables Veolia to provide the suite of services required by Partridge Street Development development, whilst maintaining the necessary standards of environmental health and safety compliance. Veolia is proud of its commitment and compliance to all aspects of Quality, Occupational Health Safety & Welfare and Environmental Management Systems to support our commitment to sustainable development.

Our proposal recognises the need to address the disposal of all waste streams generated from each area of Partridge Street Development development. Our model will focus on effective waste minimisation strategies, including the recycling or beneficial re-use of product wherever appropriate at extremely competitive rates. Veolia has adopted the principle of 'World's Best Practice' and is dedicated to achieving the highest standards in our field.

In the waste management sector, disposal of biodegradable waste will ultimately attract a higher landfill cost at poorly run landfill operations. Government and commerce are becoming increasingly aware of the environmental and economic benefits of sorting all waste streams to recover high yields of recyclable waste. The increased recycling of plastics, paper, cardboard, waste oily waters, sludges, greases and other recyclable materials will improve Partridge Street Development life-cycle Greenhouse Gas (GHG) Emissions and ecological footprint. Veolia can provide monthly reports on GHG emission savings, in addition to data on volumes and weights diverted from landfill.

A major component of our proposal provides for not only the minimisation of waste, but more importantly for the diversion from landfill to our recycling facility to ensure where possible 100% of your waste streams are diverted through the recycling process. This is the key to supporting Partridge Street Development commitment to sustainable development and will also assist in the better management of costs. Veolia believes in conducting regular audits of its waste segregation management system to ensure that it complies with Partridge Street Development environmental directives. The evaluation of the effectiveness of this system may be monitored through regular agreed KPI reporting.

***Reductions in landfill will reduce Carbon Gas Emissions and result in lower costs.***

The impact of the Australian Carbon Tax on the Adelaide Wine centre's operations, including the area of waste management, will conceivably be significant. In this resource and carbon constrained world, it is important that Partridge Street Development develops a waste and recycling management program and aligns with an environmental service provider who is strategically positioned to help Partridge Street Development mitigate its environmental footprint.

**The key characteristics of our proposal are:**

*Cost savings.*

**Deliver Long Term Cost Savings**: Through a structured program focusing on waste diversion from conventional landfill, Veolia can deliver cost savings through lower disposal costs across Partridge Street Development development. With waste now included in the Australian Carbon Tax, waste sent to conventional landfills will attract a significantly higher carbon emissions penalty than material going through Veolia's resource recovery facilities.

*Minimise waste to landfill.*

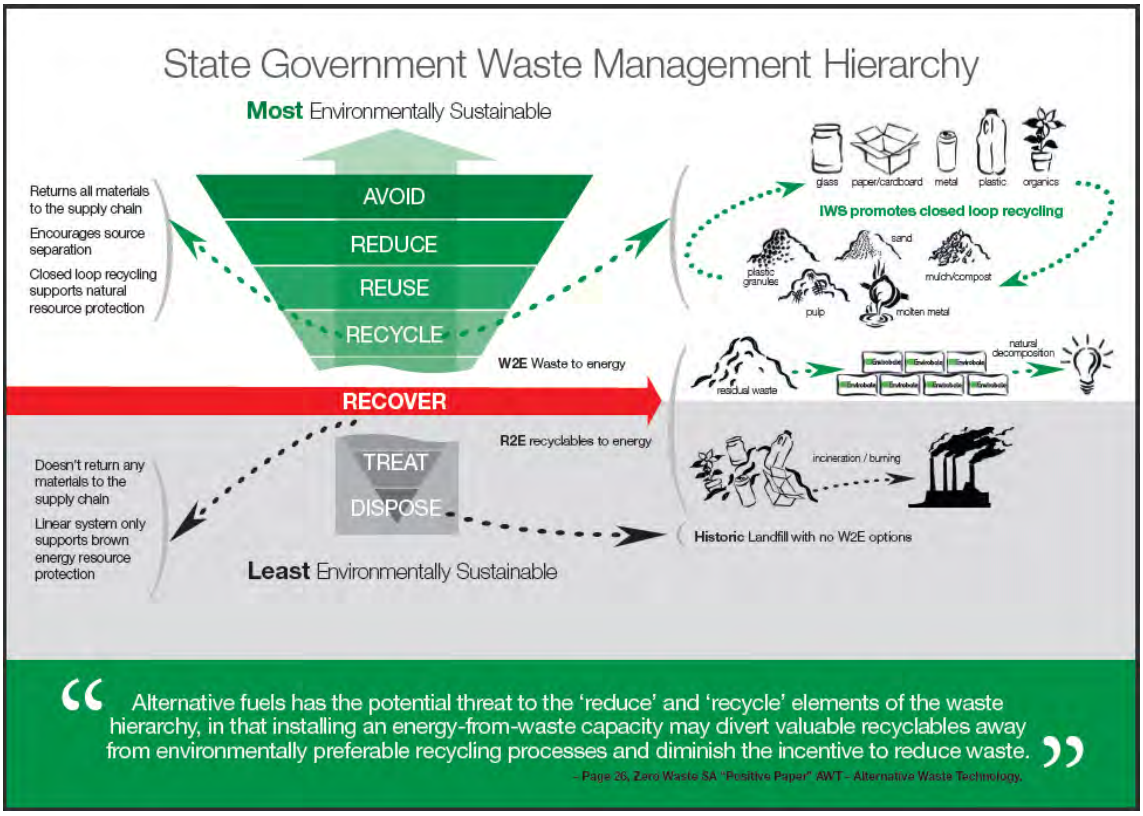
**Towards Zero Waste to Landfill**: Veolia provides access to various technologies developed both locally and overseas, which are already proven within the Veolia Group. Our proposal offers solutions that address a range of environmental concerns, with the primary focus being the diversion of waste from landfill to a recycling centre. Some sample environmental credentials afforded to Partridge Street Development development include:

- Implement Organics Recycling
- Zero Waste Approved Facility
- Implement Dry Recycling (front lift bins)
- Periodical audits performed to promote best practice

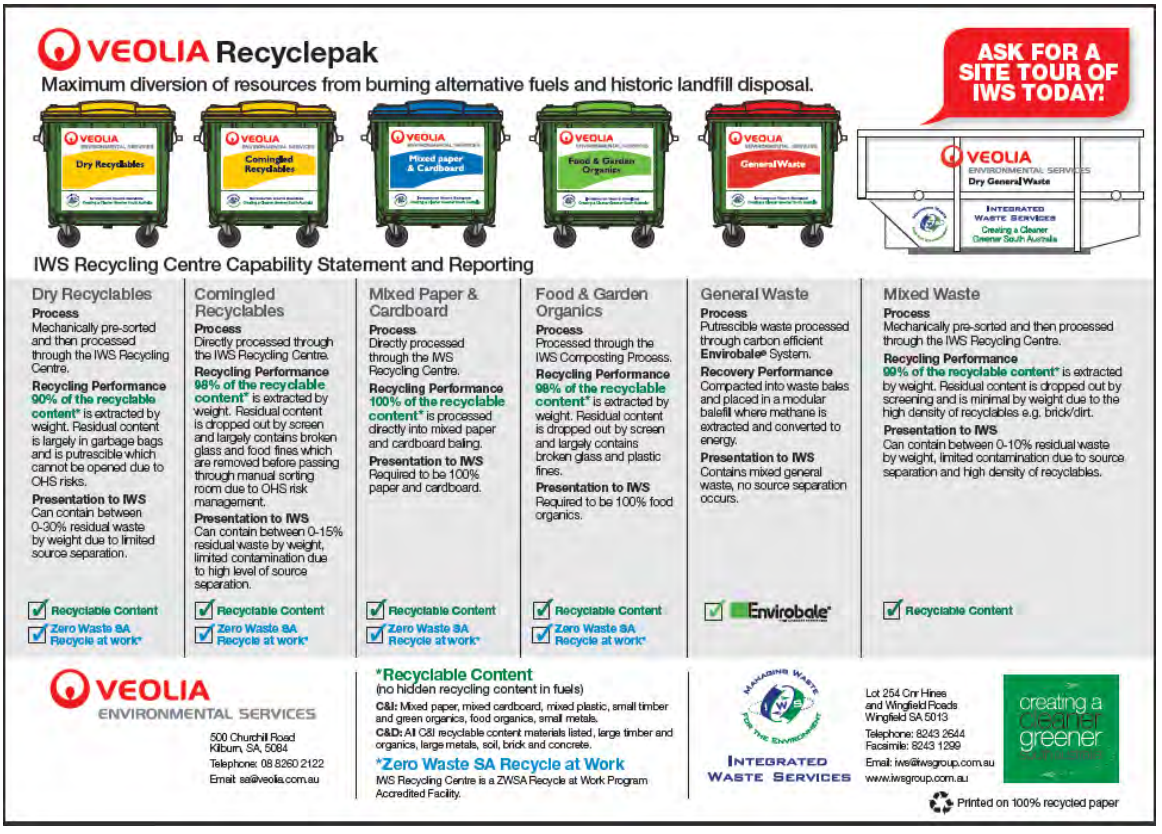
*A dedicated contract manager focused on exceeding your expectations*

**One Contact**: Veolia is able to provide a dedicated Waste Services Team and we will assign a major account executive to Partridge Street Development development. This provides one point of contact for Partridge Street Development development to monitor waste expenditure costs and recycling performance, enabling real improvements in both over the life of the contract. Veolia will provide one phone number to Partridge Street Development development for all enquiries and this will be operational 24 hours a day, 7 days a week.

**Educational Material**: Veolia can supply a full range of educational material to help understand and increase the recycling outcomes.




1. Waste Management Hierarchy




2. Recycle Pak – Maximise diversion from landfill with the correct receptacles.

**Triple National Certification:** ***Partridge Street Development development*** will have peace-of-mind that their waste is being collected, recycled and disposed of in a safe and environmentally compliant manner. This is backed up by our highly enviable triple certification of ISO 14001 (Environment), ISO 9001 (Quality) and AS 4801 (Safety) management systems.

**Award Winning Business:** Veolia is the recipient of the Australian Business Award for Environmental Sustainability.

Veolia is also an Australian Quarantine and Inspection Service accredited service provider. The strategic direction of Veolia is one of continuous improvement in environmental technologies for the handling, processing and treatment of waste as well as improvements in education and environmental awareness programs for our customers.

As the organisation has grown, it has earned a reputation for quality, reliability, customer service and commitment to sustainable development based on 'World's Best Practice'. We look forward to working with Partridge Street Development development throughout this period and into the future. Should you require additional information or clarification relating to this document, please do not hesitate to contact myself on (08) 8260 2122.

***Anton Ianni***

***Account Manager SA***

# Waste Management Plan – Residential Refuse Area

# Partridge Street Development

<table>
<tr><th>Subject</th><th>Details</th></tr>
<tr><td>Development Details</td><td>Residential apartments - 84 Bedrooms & Retail space 1449m2</td></tr>
<tr><td>Type of waste Streams & Bin Sizes</td><td>**Please refer to waste generation table attached<br>Bin Dimensions:<br>
<table>
<tr><th colspan="7">Rear Lift Bins (Size Matrix)</th></tr>
<tr><th>Bin Size (Ltrs)</th><th>Wheel Diameter</th><th>Max weight in Bin</th><th>Bin Weight</th><th>Height (mm)</th><th>Width (mm)</th><th>Depth (mm)</th></tr>
<tr><td>140</td><td>200</td><td>48kg</td><td>11.4kg</td><td>920</td><td>535</td><td>640</td></tr>
<tr><td>240</td><td>200</td><td>96kg</td><td>15.5kg</td><td>1060</td><td>580</td><td>730</td></tr>
<tr><td>660</td><td>200</td><td>265kg</td><td>45kg</td><td>1200</td><td>1360</td><td>770</td></tr>
<tr><td>1100</td><td>200</td><td>440kg</td><td>58kg</td><td>1390</td><td>1360</td><td>1090</td></tr>
</table></td></tr>
<tr><td>Residential apartments - Service Frequency & Waste Volumes</td><td>General Waste (30ltr per bedroom required)<br>o Volume – 2,520ltr per week<br>Dry Recycling (25ltr per bedroom required)<br>o Volume – 2,100ltr per week<br>Organics (10ltr per bedroom required)<br>o Volume – 840ltr per week<br>E Waste – 6m3 per year. (Need to allow room for this to be stored. (no bin) Council collection</td></tr>
</table>

| | |
|---|---|
| **Retail Waste - waste Generation 1449m2** | General waste – 5ltr/10m2/day (1449m2)<br>• Volume – 5,071.5ltr per week<br><br>Dry Recycling – 2.5ltr/10m2/day (1449m2)<br>○ Volume – 2,535.75ltr per week<br><br>Organics – 0.25ltr/10m2/day (1449m2)<br>• Volume – 253.57ltr per week |
| **Total Bins and frequencies needed to service the site** | **Bin room**<br>○ General Waste – For all Contaminated wet waste<br>Total volume produced = 7,591.5ltr per week<br>• 4 x 1100ltr MGB 2x per week (Capacity 8800ltr)<br><br>○ Dry Recycling – Recycled through IWS recycling centre<br>Total volume produced = 4,635.7ltr per week<br>• 3 x 1100ltr MGB 2x per week (Capacity 6600ltr)<br><br>○ Organics Bin – All food material from residents<br>Total volume produced = 1093.5ltr per week<br>• 1 x 660ltr MGB 2x week (Capacity 1320ltr) |

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# Terms & Conditions

**1. Definitions**

'**Agreement**' means the agreement and the terms set out in this document.

'**Contract Price**' means the Contract Price as specified in this document or, if no Contract Price is specified, means the total of the Service Fees multiplied by the corresponding quantities of the Services supplied for the term of the Agreement plus all adjustments and costs in accordance with this Agreement.

'**Equipment**' means all containers and other plant and equipment supplied by Veolia for or under this Agreement, all of which remain the property of Veolia.

'**Site**' means those of the Client's premises at which the Services are carried out, and includes any new premises that the Client may relocate to for any reason.

'**Service Fee**' means the specified rate, price or lump sum amount for the performance of each item of the Services, as adjusted in accordance with this Agreement.

'**Services**' means all services of the type and nature as described in this Agreement.

**2. Client Responsibilities**

The Client agrees:

**2.1 Service**

(a) that Veolia has the exclusive right to supply all Services to the Site;

(b) to provide Veolia with reasonable opportunity to offer to provide Services to the Client at premises other than the Site;

(c) to promptly inform Veolia of any change in the Client's Services' requirements;

(d) to disclose to Veolia all information in the Client's possession relevant to the provision of the Services;

(e) to comply with all legal requirements and the requirements of all relevant regulatory authorities relating to the Services;

(f) that Veolia has the right to suspend the provision of the Services in the event of non-payment for the same by the Client;

**2.2 Equipment**

(a) to use the Equipment only for its proper and intended purpose;

(b) to provide Veolia such access to the Equipment and the Site as is reasonably required to enable Veolia to provide the Services safely and in accordance with this Agreement;

(c) to maintain the cleanliness of the Equipment;

(d) not to damage, deface or remove identifying marks from the Equipment;

(e) to report to Veolia immediately any damage to, misuse of, or unsafe, Equipment;

(f) to reimburse Veolia for the cost of any stolen Equipment, whether from the Site or the vicinity of the Site;

**2.3 Service**

(a) to ensure that all waste supplied for collection is of the type or nature specified in this Agreement and, unless otherwise agreed by Veolia, uncompacted;

(b) not to overload the Equipment (either by weight or volume)

**2.4 Payment**

(a) to pay Veolia:

(i) the Contract Price as a debt due and payable to Veolia upon signing of the Agreement, such debt to be paid by monthly instalments payable over the term of this Agreement; and

(ii) any adjustments made by Veolia in accordance with this Agreement; and

(b) any and all amounts invoiced in accordance with this Agreement must be paid within 14 days from the date of the invoice; and

(c) if this Agreement is renewed, that the provisions of clause 2.4(a) will apply upon renewal to the Contract Price payable in respect of such renewed period.

**2.5 Assignment**

not to assign its interest under this Agreement without the prior written consent of Veolia.

**3. Veolia Responsibilities**

Veolia shall perform the Services in accordance with this Agreement.

**4. Liabilities**

**4.1 Additional Charges and Fee Increases**

The Client acknowledges that amounts payable by it to Veolia under this agreement may be adjusted from time to time by Veolia, acting reasonably, as a result of:

(a) Veolia having incurred extra costs or suffered loss and damage as a result of a breach by the Client of its responsibilities under this Agreement;

(b) the actual weight of the waste the subject of the Services exceeding the estimated weight thereof;

(c) a change in the nature, density, quantity or timing of the Services (including any change in the type, density, weight or quantity of the waste the subject of the Services);

(d) any increase in the Service Fees as a result of:

(i) any increase in the Adelaide All Groups CPI;

(ii) any increase in the cost of the performance of Veolia's obligations under this Agreement (including labour costs, fuel, government taxes or charges, disposal fees); or

(iii) any other relevant circumstance.

Veolia undertakes to provide notice to the Client of any such increases.

**4.2 Client Indemnity**

The Client indemnifies Veolia against loss or damage to Veolia's property and against any claim or action which may be brought or made by any person against Veolia, its employees or agents in respect of personal injury or death of any person or loss of or damage to property caused by a negligent or wrongful act or omission of the Client, its employees, other contractors or agents.

The Client's liability to indemnify Veolia is reduced proportionally to the extent that Veolia, its employees, subcontractors or agents have contributed to the injury, death, loss or damage.

**4.3 Veolia Liability**

Veolia's liability at law is limited to:

(a) the resupply of the Services; or

(b) at Veolia's option, the payment of the cost of resupply of those Services.

Except for this and to the extent permitted by law, Veolia accepts no liability whatsoever for any claim for loss or damage of any kind without limitation. Veolia will not be liable for the non-performance of the Services caused by an act, omission or event beyond its control.

**5. Term**

5.1 The offer in this document is valid for fourteen (14) days from the date it is made.

5.2 The operation of the Agreement is subject to Veolia having first obtained a satisfactory credit check of the Client.

5.3 The term of this Agreement:

(a) Is an initial fixed period of three (3) years from the Contract Commencement Date ("Initial Period") specified in this Agreement, and thereafter, shall continue for successive fixed periods of three (3) years each, subject to termination in accordance with clause 6.1; or

(b) where the Services comprise a one-off project, expires upon their completion.

5.4 The term of this Agreement continues regardless of whether the Client moves from one Site to another Site (New Site). In the event of such relocation, Veolia will provide the Services at the New Site, on the terms of this Agreement.

**6. Termination**

6.1 Either party may terminate the Agreement:

(a) Immediately by written notice to the other where that other:

(i) becomes bankrupt, or insolvent, or becomes subject to external administration; or

(ii) commits a substantial breach or default under the Agreement; or

(iii) repudiates the Agreement; or

(b) by giving to the other party no less than 60 days' written notice of intention to terminate, such notice to take effect at the end of the Initial Period or at the end of any further fixed period pursuant to clause 5.3.

6.2 If the Agreement is terminated by Veolia under clause 6.1(a) or by the Client under clause 6.1(b), the Client must pay Veolia the sum of:

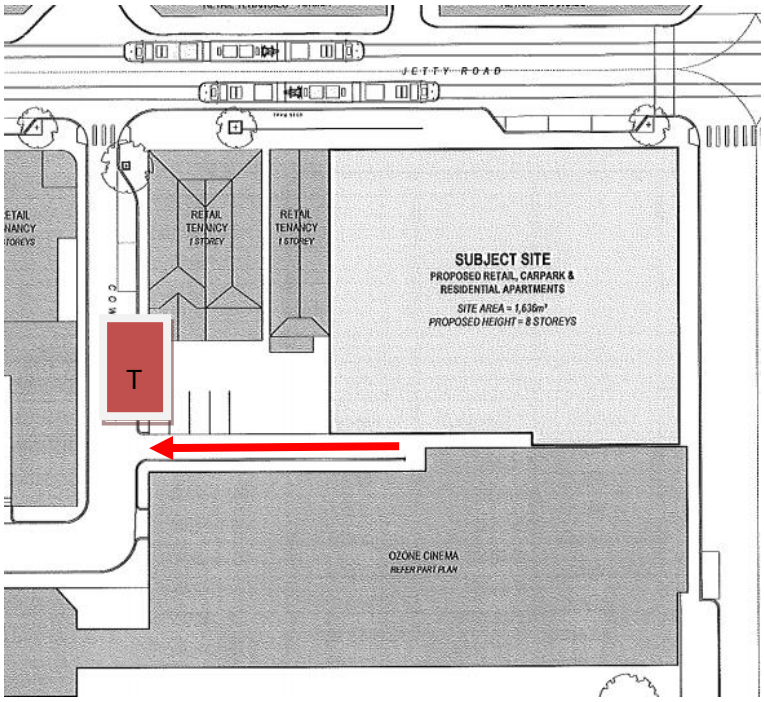
(a) all monies due and payable under any invoices rendered but unpaid; and

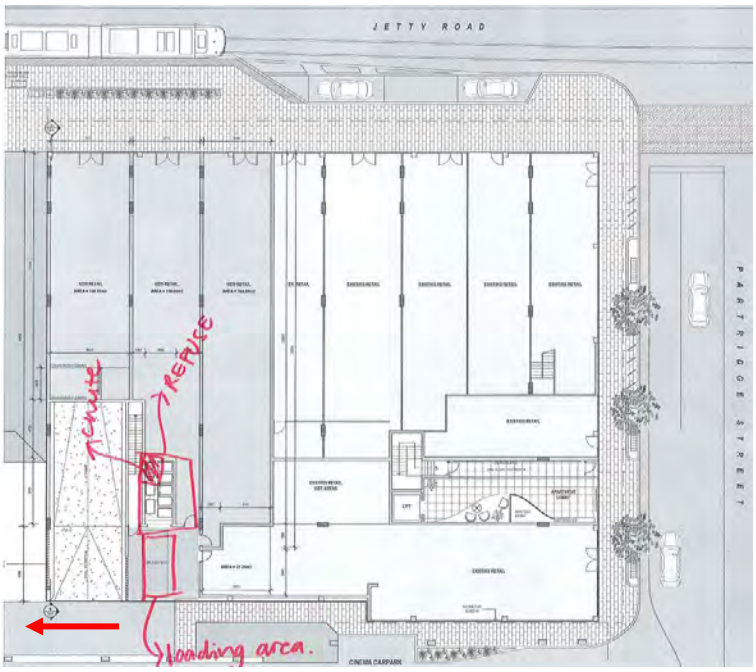
(b) as liquidated damages, fifty per cent (50%) of the average monthly revenue for the number of months from termination until expiry of the then current term of the Agreement and which the Client agrees are a genuine pre-estimate of Veolia's loss. 'Average monthly revenue' is the average monthly gross amount paid or payable by the Client to Veolia under the Agreement.

**7. Disputes**

(a) If any dispute or difference arises between Veolia and the Client, other than pursuant to clause 6, it shall be referred to their respective representatives for resolution. In the event that the representatives are themselves unable to resolve the dispute, the representatives' superiors will attempt to resolve it speedily by negotiation and in good faith.

(b) In the event that Services are terminated or suspended pending resolution of a dispute under this Agreement, at Veolia's sole discretion Veolia's bin/s may remain on the Site and Veolia reserves the right to lock the bin/s until the dispute in question has been resolved or the Agreement terminated. In the event of termination, at Veolia's sole discretion, the bin/s may remain on the Site until payment of all liquidated damages, if applicable, in accordance with clause 6.2(b).




Scan Cards will need to be provided for each waste type. Red box indicated bin room

Refuse Room - Will need to be looked after by caretaker.

2x 1100ltr General waste bins
1x 1100ltr Dry Recycling bin
1x 660ltr organics

Ref: 2016-0314

5 June 2017

URPS
Suite 12
154 Fullarton Road
ROSE PARK SA 5067

08 8333 7999
www.urps.com.au
ABN 55 640 546 010

Mr Ben Scholes
Project Officer
Department of Planning, Transport and Infrastructure
GPO Box 185
**ADELAIDE SA 5001**

Dear Ben

## Second response to request for information - Partridge Street Apartments, Glenelg

Thank you for recently meeting with Alex Brown and me regarding this project.

You provided an email to me dated 29 March 2017 which raised additional concerns in respect of traffic movements through the existing right-of-way that lies to the south of the subject development site.

You also provided an email on 5 April 2017 with a copy of the Government Architect's referral response and a request for our views on the recommendations put forward.

In addition, I also note comments made from the City of Holdfast Bay in respect to the proposed development, in particular in respect of various traffic aspects of the proposal.

This letter will seek to address the primary concerns of the City of Holdfast Bay, the Government Architect and yourself.

This response is accompanied by a written advice prepared by Phil Weaver & Associates, and a revised set of drawings prepared by Alexander Brown Architects (ABA).

### Traffic and car parking

Mr Weaver has had regard to the comments made by Mr Siow and yourself in respect of various aspects regarding the traffic and car parking components of the development.

With reference to Mr Weaver's enclosed advice, I note the following:

- Mr Siow considers there to be adequate car parking for the development.
- The car parking space located to the immediate east of the car park's access ramp is considered acceptable because of the long term nature of parking proposed and the subsequent infrequent entering and exiting within this parking space.
- The suggestion to provide 14 bike park spaces can be readily accommodated in the development. Note, 38 bike parking spaces have now been included on the first floor level.

- Mr Siow has noted that no dimensions were provided in respect to the car parking spaces. Mr Weaver confirms that the car park complies with AS/NZS 290.1:2004. As suggested by Mr Siow, a condition of the consent can be incorporated to ensure compliance is achieved at final development stage.
- Mr Siow has noted there was no disabled car parking space provided within the car park. There is an opportunity to designate a space in the south-eastern corner of the car park for such a parking space, with the adjoining area to the south designated as a shared area, without any loss in parking numbers. I note the plans have been revised to show the shared space in this area.
- Mr Siow has supported the suggestion to provide a near flat area at the bottom of the ramp which requires the setting back of the wall between the access ramp and the delivery bay. Such an amendment facilitates the servicing of a delivery vehicle (i.e. a Toyota Hi-Ace sized vehicle). An amendment to the plans has occurred to flatten this area to a grade of 1 in 25 to support safe delivery vehicle movements.
- Mr Siow has raised concerns in respect to the narrow width of the right-of-way and inability to accommodate two-way vehicle movements, and potential issue of vehicle conflict when a vehicle enters the right-of-way from Cowper Street and a vehicle exits the ramp. Setting aside the previous justification provided on this matter, there are a number of options to further manage this potential issue including:
  - the use of a roller grill in combination with a signal system/passage detector in the right-of-way to indicate to the driver at the top of the ramp that a vehicle is about to access the car park from the right-of-way;
  - provide closed circuit television (CCTV) within the car park to warn a motorist exiting the car park of the approach of a vehicle entering the right-of-way.
- In respect to the further concerns raised in relation to a driver turning right into the right-of-way from Cowper Street simultaneously when a car is exiting the car park, there are two possible methods to manage this issue:
  - install a mirror on the corner of the building (i.e. the cinema) on the south-eastern corner of the intersection of the right-of-way and Cowper Street; and/or
  - install bi-directional passage detectors within the road surface of the right-of-way with signage/line marking within the exit lane of the car park, directing drivers to wait before exiting the car park.
- It should be noted that drivers currently turning into the right-of-way have a more than sufficient view along this laneway to stop before entering the laneway, noting that the rear of the site to the west of the subject development is presently an open car park.
- In respect to the concerns regarding traffic entering Cowper Street from Jetty Road, Mr Weaver has noted that the proposal is acceptable and able to be accommodated by the road network given the low volume of traffic suspected to enter the site and the low volume of traffic which presently enters Cowper Street during peak periods.

## Waste collection practices

As detailed within Mr Weaver's advice, it is now proposed for waste to be collected from Milton Street.

Mr Weaver's analysis of the size/width of Milton Street confirms that it would be possible for waste collection by an MRV to occur in this location.

Mr Weaver advises that bins could be wheeled to their collection point by the waste contractor along the right-of-way, and collected out-of-peak hour periods to avoid disturbance to traffic and pedestrians.

I note that Mr Weaver also advises that the most efficient way for refuse and waste to be handled would be for the Building Manager to shift bins into the area to the east of the on-street parking area at a pre-arranged time before collection and then relocate the bins to the site after collection.

My client is comfortable for a Building Manager to have the responsibility of shifting bins to the collection point if this is more desirable to the planning authority.

## ODASA

We interpret the Government Architect's referral response as broadly supportive of the proposed development which was confirmed at a recent meeting with Mr Nick Tridente and Ms Ellen Liebelt.

Some additional points of clarification have been sought, as well as some recommendations for improvement. In response to these matters, I note the following.

### *Plant equipment*

- All plant equipment will not be visible to Jetty Road. This is confirmed through the renders prepared which consider the impacts from Jetty Road. Refer enclosed.

### *CPTED*

- The existing tenancy agreement with "Lim's Chinese Restaurant" constrains the ability to provide a significant reduction in the floor area of the south-easternmost tenancy on the ground floor plane. However, some very small floor area reductions of several tenancies and the lobby, has been undertaken - their combined floor area reductions has subsequently increased the width of this pedestrian corridor.
- Criminal behaviour will be sufficiently discouraged by the fact (i) staff and customers of Lim's Restaurant are provided outlook of this pedestrian corridor through windows along the southern elevation (ii) CCTV can be installed in the sections west of the section viewed upon by the restaurant and (iii) lighting can be installed to ensure this space is not overly dark at night time.

### *Waste collection*

- Incorporating an on-site waste collection area is problematic insofar as (i) it would mean access into the site from Jetty Road or Partridge Street – this is not appropriate in a traffic safety and urban design sense (ii) the necessary internal swept path areas would severely reduce car parking and, in turn, apartment yield.
- The only practical solution is for waste to be collected from Cowper Street or Milton Street. Mr Weaver has suggested a nearby parking bay on Milton Street is most appropriate. I note the collection of waste will occur outside of peak periods and generally in mornings, as such pedestrian movements will not be severely affected, particularly in respect of those associated with the Glenelg cinema development where peak attraction is at night time.

### *Internal apartment amenity*

- In relation to the internal bedrooms within apartments 802 and 803, the plans have been updated to demonstrate there is a window that connects to an open air courtyard, meaning there is direct light and ventilation access.

- In relation to the southernmost bedrooms within apartments 401 – 801, I note they have reasonable access to sunlight via their small balconies. Overall, apartment amenity within the development is considered high.

***Bike parking strategy***

- The proposal has an *oversupply* of bike parking against contemporary standards.
- Given the low traffic volumes associated with this development and the fact that the majority of cyclists using their bikes are residents, and would be familiar with the access arrangements, we do not consider the bike parking strategy unsafe. We also note that the option for cyclists to enter and exit via the lift exits, avoids navigating the ramp/right-of-way entirely.

***Materials of balustrade above podium and car park screen***

- In relation to the balustrade and car park screen materials, we note from a recent meeting with ODASA that they are not overly concerned with this aspect of the design.

I trust I have addressed the outstanding queries and that you can now proceed to present this project to DAC. Should you have any questions please do not hesitate to call me on 8333 7999.

Yours sincerely

Matthew King RPIA
**Director**

ATTACHMENT 7

DEVELOPMENT PLAN PROVISIONS

# Glenelg Policy Area 2

Refer to the *Map Reference Tables* for a list of the maps that relate to this policy area.

## OBJECTIVES

1 A policy area that has a distinctive and attractive shopping strip character based on low-scale buildings, with a predominance of shop windows and entrances, sited close to street frontages.

2 An integrated district shopping and business centre that enhances the metropolitan significance of Moseley Square and the foreshore as seaside recreation, entertainment and leisure places for the broader population and visitors to Adelaide.

3 A high degree of pedestrian activity and a vibrant street-life with well lit and engaging shop fronts and business displays including alfresco seating and dining facilities and licensed areas.

4 Development that contributes to the desired character of the policy area.

## DESIRED CHARACTER

Development within the **Glenelg Policy Area 2** will reinforce and integrate the dining, district shopping and business status of Jetty Road with the seaside recreation, entertainment, dining and leisure function of Moseley Square and the foreshore - maintaining the area as Adelaide's premier seaside tourist destination.

Development within the policy area will integrate with the existing wide range of activities within this unique setting, providing for the day-to-day and weekly shopping needs and commercial functions of the surrounding community, to high-end and specialty retail, offices, consulting rooms, restaurants and entertainment establishments servicing the southern and western regions of Greater Metropolitan Adelaide. Development of the policy area will evolve to meet the demand for new attractions, activities and uses that support the district and its role as terminus of the Glenelg tram line and a major tourist destination, while balancing those metropolitan roles with its local function and the amenity of adjacent residential areas.

Ground floor uses in the parts of a development that directly abut Jetty Road will be non-residential with upper levels utilised for residential, serviced apartments, tourist accommodation and compatible non-residential uses.

Buildings will provide visual interest for pedestrians and contain frequent pedestrian entries and clear windows to the street. Buildings will continue the established width, rhythm and pattern of façades that support a variety of tenancies generally with narrow footprints, while the height of buildings will increase. Buildings will be built with zero set back from the main street, with the occasional section of building set back to create outdoor dining areas, visually interesting building entrances and intimate but active spaces. The footpath will be sheltered with verandas and shelters to enhance the pedestrian experience. Safe, landscaped pedestrian walkways between buildings will encourage permeability to neighbouring streets and enhance the sense of place and identity of the policy area. Basement or undercroft car parking is contemplated where site circumstances allow appropriate design and integration with the streetscape / built form. Where ventilation is required for basement car parks, vehicles should be screened and landscaped.

The boundaries of the policy area should create a clearly defined centre thereby minimising negative impacts on adjacent residential areas. All centre type activities will be contained within the defined policy area.
Residential development will generally occur above ground level and will incorporate a range of dwelling sizes and a portion of affordable housing. Short term residential accommodation in the form

of serviced apartments and tourist accommodation is also desired in locations where it does not compromise the amenity of longer term residents.

Development will achieve the highest possible standards of urban design. In particular, development will acknowledge the increasing importance of pedestrian movements within the centre and access to the centre by bicycle through the provision of services, facilities and amenities aimed at specifically satisfying these users. Car parking will be enhanced progressively through the development of a number of strategically located sites, in both public and private ownership, to meet the car parking needs of the centre whilst encouraging more sustainable modes of transportation.

### Strategic Development Sites

Strategic development sites provide opportunities for integrated developments on large sites to assist in the transformation of a locality. Such developments will facilitate growth in the residential population of the Policy Area, while also activating the public realm and creating a vibrant street feel.

## PRINCIPLES OF DEVELOPMENT CONTROL

### Land Use

1 Amusement machine centres and purpose built gaming and coin operated facilities should not occur within the policy area.

### Form and Character

2 Development should not be undertaken unless it is consistent with the desired character for the policy area.

3 The built-form of development should be compatible with and reinforce the traditional shopping strip character of the zone, including where appropriate, features that complement and conserve existing buildings which are of historic or streetscape significance.

4 Buildings should be sited to achieve continuity of building alignments to the street frontages.

5 Development should be undertaken in accordance with the *Concept Plan Map HoB/1 - Jetty Road and Moseley Square.*

6 Buildings should maintain a pedestrian scale at street level, and should:

(a) include a clearly defined podium or street wall fronting the main road and side streets where appropriate, of a height consistent with traditional one and two storey facades and no greater than two storeys or 8.5 metres in height

(b) have levels above the defined podium or street wall setback a minimum of 2 metres from that wall.

7 Development should not exceed 5 storeys (or 18.5 metres) in height above natural ground level, except:

(a) development for residential purposes located above a public car parking structure on the south western corner of Moseley Street and Elizabeth Street (as far west as, but not including, the existing Grand Hotel car parking structure), which should not exceed 5 storeys (or 18.5 metres) in height above the top level of the car park

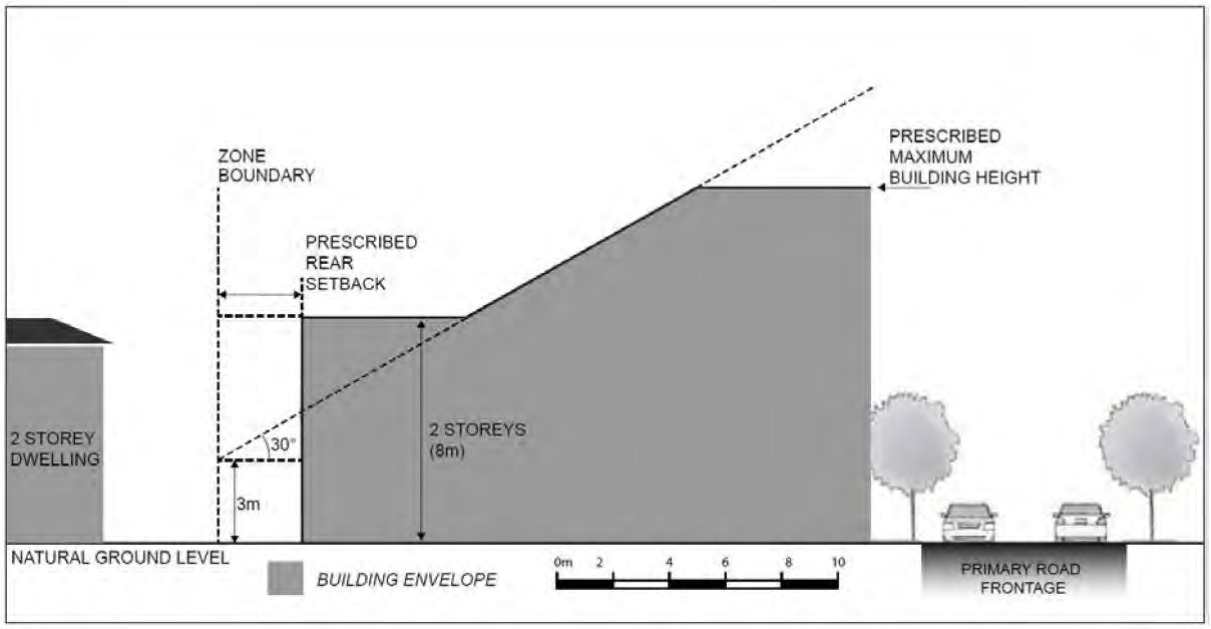
(b) where located on the northern side of Moseley Square, where new buildings should be of a scale and height that does not exceed that of existing adjacent development

(c) where located on land bounded by Brighton Road, Augusta Street, Rosa Street and Jetty Road, where new buildings can be built up to 6 storeys (or 22 metres) in height above natural ground level, with the exception of parts of buildings directly adjacent to Jetty Road which should comprise a front wall height of 5 storeys (or 18.5 metres) before stepping up to 6 storeys

(d) where located on Strategic Development Sits (sites greater than 1500 square metres [which may include one or more allotments] and have a frontage to Jetty Road or Brighton Road).

8 Any portion of a development above 2 storeys (8 metres) in height should be constructed within a building envelope provided by a 30 degree plane measured from a point 3 metres above natural ground level at the zone boundary with the **Residential / Residential Character Zone** (except where this boundary is a primary road corridor i.e. Brighton Road), as illustrated in Figure 1, unless it is demonstrated that the proposed development minimises interface impacts including from building massing, overshadowing and overlooking with adjoining residential development:

Figure 1




9 Development of land fronting Torrens Square should be designed and sited to achieve the following:

(a) enhance the spatial qualities of the square by preserving its sense of enclosure and ensure the harmonious relationship of buildings with St Peters Church

(b) maximise views over the square

(c) not provide vehicular access onto the square

(d) enclose and define the square utilising minimal building setbacks.

10 Development within the area marked 'Jetty Road Core Shopping Area' on *Concept Plan Map HoB/1 - Jetty Road and Moseley Square* should be designed and sited to achieve the following:

(a) create a transit-orientated primary retail and business centre, including speciality shops aimed at servicing the tourist industry and visitors

(b) locate shopping and service related activities (including restaurants and banks), in ground floor tenancies that have a frontage to Jetty Road

(c) primarily locate offices, consulting rooms and personal service establishments above the ground level and on side streets within the centre in a manner compatible with development in adjacent residential zones

(d) locate residential uses on upper floor levels and on side streets within the centre in a manner compatible with development in adjacent residential zones.

11 Development within the area marked 'Moseley Square Civic/Tourist Area' on *Concept Plan Map HoB/1 - Jetty Road and Moseley Square* should:

(a) consist of land uses that specifically service the needs of tourists and visitors to the foreshore area along with comprising the civic centre for the City

(b) comprise primarily of restaurants and take-away food outlets on the southern side of the square and civic functions and community/entertainment uses (including hotels and cinemas) on the northern side of the square.

12 Buildings on the northern side of Moseley Square should respect the civic character of existing buildings and reinforce the contrast of built form with open spaces in Moseley Square.

13 Wherever practicable, and particularly on the southern side of the Moseley Square Civic/Tourist Area, development should utilise existing building stock and should upgrade and restore frontages in a manner sympathetic to the original building form.

14 Development should provide pedestrian, bicycle and vehicular access in accordance with *Concept Plan Map HoB/1 - Jetty Road and Moseley Square* and may extend beyond the 'Commercial' area.

15 Development should provide on-site car parking areas to the rear of the site and where possible, be linked to form shared parking areas which have access from side streets.

16 Public car parking areas should be developed in suitable locations but not restricted to those, both private and public, as shown on *Concept Plan Map HoB/2 - Car Parking Areas.*

17 Development should provide car parking within the policy area in accordance with *Table HoB/1 - Off Street Vehicle Parking Requirements, Table HoB/1A - Off-street Vehicle Parking Requirements for Designated Areas* (whichever applies), or *Table HoB/1B - Off Street Vehicle Parking Requirements for the Residential High Density Zone or for Residential Uses in the District Centre Zone Glenelg Policy Area 2* (whichever applies).

18 Whilst residential development should provide sufficient car parking having regard to the above standards either on the site of the development or on another convenient and accessible site in the locality of the development site, a lesser amount of parking may be appropriate dependent upon:

(a) the nature of the development and the past use of the development site

(b) the design merits of the development, particularly with respect to the provision of public facilities such as sheltered pedestrian facilities, open space, bicycle facilities and public conveniences

(c) existing built-form on or adjacent to the development site which dictates the development of the site in a manner which hampers the provision of onsite car parking

(d) the opportunity to exploit shared car parking areas between uses based upon compatible hours of peak operation

(e) suitable arrangements for any parking short-fall to be met elsewhere or by other means, being entered into.

19 Buildings should be sited with little or no set-back from public streets and spaces in order to achieve continuity of building alignments to the street frontages, with the occasional section of building

set back at ground level to create outdoor dining areas and opportunities for display of goods, visually interesting building entrances and intimate but active spaces.

### Strategic Development Sites

20 Development on strategic development sites (sites with a frontage to Jetty Road or Brighton Road and over 1500 square metres in area, which may include one or more allotment) should:

(a) be constructed in accordance with the building envelope requirement specified in the policy area

(b) not exceed 7 storeys (or 25.5 metres) in height, or 8 storeys (or 29 metres) in height on land bounded by Brighton Road, Augusta Street, Rosa Street and Jetty Road.

(c) ensure the massing of taller building elements above 5 storeys (or 18.5 metres) in height are distributed across the site to minimise impacts on the streetscape and residential uses in adjacent zones.

## District Centre Zone

Refer to the *Map Reference Tables* for a list of the maps that relate to this zone.

### OBJECTIVES

1 Centres that accommodate a range of retail facilities, offices, consulting rooms, and cultural, community, public administration, entertainment, educational, religious and residential facilities to serve the community and visitors within the surrounding district.

2 Development of visually and functionally cohesive and integrated district centres.

3 Centres accommodating medium to high-density residential development in conjunction with non-residential development.

4 District centres that have a distinctive and attractive shopping strip character, with a predominance of shop windows and entrances, sited close to street frontages.

5 Uses and activities providing, in convenient and accessible groupings, convenience goods and comparison goods to serve the day-to-day, weekly and tourist needs of the community.

6 Development of public and private car parking areas located and designed to be convenient to the users of the centres with a minimum of impact upon adjoining residential areas.

7 The provision of facilities to enhance the function and amenity of the zone for pedestrians.

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

### DESIRED CHARACTER

Development of the **District Centre Zone** will achieve lively, vibrant places that provide for a wide range of retail, commercial, administrative, and community uses, services and functions. It will create inviting pedestrian and cycle friendly centres distinguished by historic architecture, high-quality functional spaces and ease of access.

### PRINCIPLES OF DEVELOPMENT CONTROL

## Land Use

1 The following forms of development are envisaged in the zone:
- affordable housing
- bank
- child care centre
- civic centre
- consulting room
- discount department store
- dwelling in conjunction with non-residential development
- educational establishment
- emergency services facility
- entertainment facility
- health facility
- hospital

hotel
- indoor games centre
- library
- office
- place of worship
- playing field
- pre-school
- primary school
- public transport terminal
- residential flat building in conjunction with non-residential development
- restaurant
- shop
- supermarket
- swimming pool.

2 Development listed as non-complying is generally inappropriate.

3 Development comprising a variety of medium density residential (including affordable housing) and non-residential uses should be developed only if it does not prejudice the operation of existing or future non-residential activity within the zone.

## Form and Character

4 Development should not be undertaken unless it is consistent with the desired character for the zone.

5 Development should be sited and designed to promote linkages between the various developments within the centre and adjoining main roads.

6 Facilities within the zone should be sited and designed with a view to promoting after-hours use to reinforce the centres as the foci of social activity in the district.

7 Dwellings and residential flat buildings should be located only behind or above non-residential uses on the same allotment.

8 Buildings should display:

(a) articulated surfaces to visible walls

(b) a traditional pattern of wall areas and window spaces

(c) use of materials and colour finishes which blend with or complement, without copying, those used on the predominant historic buildings

(d) clearly and appropriately defined public entry points.

9 Development should incorporate verandas, parapet wall treatments and traditional window display frontages consistent with a traditional, linear shopping centre, providing public walkways and sheltered public and private spaces.

10 Outdoor advertisements should be designed and located to be in keeping with the building to which they relate, the character of the area, and the streetscape of a traditional linear shopping centre.

11 Advertisements should be designed and erected as follows:

(a) under canopy signs should comprise the predominant form of signage in the zone and should be rectangular in shape

(b) flat wall signs located above canopy level should be of a size and shape relative to the building facade so as not to dominate the facade or appear disproportionate with respect to sign/wall area ratios

(c) fascia signs should not obscure the alignment of curved or bull nose verandas nor if they project beyond the alignment of the structure to which they are affixed

(d) projecting signs above canopy level should only serve to identify the predominant use, name or function of a building and should be in a form which conserves and reinforces the character of the building and the streetscape

(e) pylon signs should not be erected within the zone.

12 Advertisements should be not erected upon:

(a) public footways, veranda posts or public utility poles located on public footways

(b) roof tops or on the skyline

(c) a vehicle adapted and exhibited primarily as an advertisement

(d) a building so as to extend above the silhouette of the building

(e) land or a building not in use for or related to the message denoted on the advertisement unless located on a building fascia not fronting Jetty Road Glenelg or Moseley Square where the advertisement provides discrete directional and identification signage to an adjacent premises.

13 Development should, wherever practicable, provide or make adequate provision for all of the following:

(a) pedestrian linkages from public to private spaces

(b) usable, pleasant and safe, open areas

(c) street furniture including seating and rubbish bins

(d) appropriate plantings

(e) bicycle parking.

## Vehicle Parking

14 Vehicle parking should be provided in accordance with the rates set out in *Table HoB/1 - Off Street Vehicle Parking Requirements* or *Table HoB/1A - Off Street Vehicle Parking Requirements for Designated Areas* (whichever applies).

### Land Division

15 Land division in the zone is appropriate provided new allotments are of a size and configuration to ensure the objectives of the zone can be achieved.

## PROCEDURAL MATTERS

### Complying Development

Complying developments are prescribed in schedule 4 of the *Development Regulations 2008*.

In addition, the following forms of development (except where the development is non-complying) are complying:

A change of use to a shop, office, consulting room or any combination of these uses where all of the following are achieved:

(a) the area to be occupied by the proposed development is located in an existing building and is currently used as a shop, office, consulting room or any combination of these uses

(b) the development is located inside any of the following area(s):
- 'Jetty Road Core Shopping Area' as shown on *Concept Plan Map HoB/1 – Jetty Road and Moseley Square* of **Glenelg Policy Area 2**
- **Brighton and Hove Policy Area 16**

(c) the building is not a State heritage place

(d) it will not involve any alterations or additions to the external appearance of a local heritage place as viewed from a public road or public space

(e) if the proposed change of use is for a shop that primarily involves the handling and sale of foodstuffs, it achieves either (i) or (ii):

(i) all of the following:

(A) areas used for the storage and collection of refuse are sited at least 10 metres from any Residential Zone boundary or a dwelling (other than a dwelling directly associated with the proposed shop)

(B) if the shop involves the heating and cooking of foodstuffs in a commercial kitchen and is within 30 metres of any Residential Zone boundary or a dwelling (other than a dwelling directly associated with the proposed shop), an exhaust duct and stack (chimney) exists or is capable of being installed for discharging exhaust emissions

(ii) the development is the same or substantially the same as a development, which has previously been granted development approval under the *Development Act 1993* or any subsequent Act and Regulations, and the development is to be undertaken and operated in accordance with the conditions attached to the previously approved development

(f) if the change in use is for a shop with a gross leasable floor area greater than 250 square metres and has direct frontage to an arterial road, it achieves either (i) or (ii):

(i) the primary vehicle access (being the access where the majority of vehicles access / egress the site of the proposed development) is from a road that is not an arterial road

(ii) the development is located on a site that operates as an integrated complex containing two or more tenancies (and which may comprise more than one building) where facilities for off-street vehicle parking, vehicle loading and unloading, and the storage and collection of refuse are shared

(g) off-street vehicular parking is provided in accordance with the rate(s) specified in *Table HoB/1 - Off Street Vehicle Parking Requirements* or the desired minimum rate in *Table HoB/1A - Off Street Vehicle Parking Requirements for Designated Areas* (whichever table applies) to the nearest whole number, except in any one or more of the following circumstances:

(i) the building is a local heritage place

(ii) the development is the same or substantially the same as a development, which has previously been granted development approval under the *Development Act 1993* or any subsequent Act and Regulations, and the number and location of parking spaces is the same or substantially the same as that which was previously approved

(iii) the development is located on a site that operates as an integrated complex containing two or more tenancies (and which may comprise more than one building) where facilities for off-street vehicle parking, vehicle loading and unloading, and the storage and collection of refuse are shared.

## Non-complying Development

Development (including building work, a change in the use of land, or division of an allotment) for the following is non-complying:

| **Form of development** | **Exceptions** |
|---|---|
| Bus depot | |
| Caravan park | |
| Cemetery | |
| Crematorium | |
| Dwelling | Except where in conjunction with a non-residential development. |
| Electricity generating station | |
| Fuel depot | |
| Gas infrastructure | |
| Industry | |
| Major public service depot | |
| Motor repair station | |
| Residential flat building | Except where in conjunction with a non-residential development. |
| Road transport terminal | |
| Service trade premises | |
| Store | |
| Timber yard | |
| Telecommunications facility above 30 metres in height | |
| Warehouse | |
| Waste reception, storage, treatment or disposal | |
| Water treatment plant | |
| Wrecking yard | |

General Section Policy

# Crime Prevention

## OBJECTIVES

1 A safe, secure, crime resistant environment where land uses are integrated and designed to facilitate community surveillance.

## PRINCIPLES OF DEVELOPMENT CONTROL

1 Development should be designed to maximise surveillance of public spaces through the incorporation of clear lines of sight, appropriate lighting and the use of visible permeable barriers wherever practicable.

2 Buildings should be designed to overlook public and communal streets and public open space to allow casual surveillance.

3 Development should provide a robust environment that is resistant to vandalism and graffiti.

4 Development should provide lighting in frequently used public spaces including those:

(a) along dedicated cyclist and pedestrian pathways, laneways and access routes

(b) around public facilities such as toilets, telephones, bus stops, seating, litter bins, automatic teller machines, taxi ranks and car parks.

5 Development, including car park facilities should incorporate signage and lighting that indicate the entrances and pathways to, from and within sites.

6 Landscaping should be used to assist in discouraging crime by:

(a) screen planting areas susceptible to vandalism

(b) planting trees or ground covers, rather than shrubs, alongside footpaths

(c) planting vegetation other than ground covers a minimum distance of two metres from footpaths to reduce concealment opportunities.

7 Site planning, buildings, fences, landscaping and other features should clearly differentiate public, communal and private areas.

8 Buildings should be designed to minimise and discourage access between roofs, balconies and windows of adjoining dwellings.

9 Public toilets should be located, sited and designed:

(a) to promote the visibility of people entering and exiting the facility (eg by avoiding recessed entrances and dense shrubbery that obstructs passive surveillance)

(b) near public and community transport links and pedestrian and cyclist networks to maximise visibility.

10 Development should avoid pedestrian entrapment spots and movement predictors (eg routes or paths that are predictable or unchangeable and offer no choice to pedestrians

# Design and Appearance

## OBJECTIVES

1 Development of a high design standard and appearance that responds to and reinforces positive aspects of the local environment and built form.

2 Roads, open spaces, paths, buildings and land uses laid out and linked so that they are easy to understand and navigate.

## PRINCIPLES OF DEVELOPMENT CONTROL

1 Buildings should reflect the desired character of the locality while incorporating contemporary designs that have regard to the following:

(a) building height, mass and proportion

(b) external materials, patterns, colours and decorative elements

(c) roof form and pitch

(d) façade articulation and detailing

(e) verandas, eaves, parapets and window screens.

2 Where a building is sited on or close to a side boundary, the side boundary wall should be sited and limited in length and height to minimise:

(a) the visual impact of the building as viewed from adjoining properties

(b) overshadowing of adjoining properties and allow adequate sun light to neighbouring buildings.

3 The external walls and roofs of buildings should not incorporate highly reflective materials which will result in glare to neighbouring properties or drivers.

4 Structures located on the roofs of buildings to house plant and equipment should form an integral part of the building design in relation to external finishes, shaping and colours.

5 Building form should not unreasonably restrict existing views available from neighbouring properties and public spaces.

6 Balconies should:

(a) be integrated with the overall form and detail of the building and make a positive contribution to the external and external amenity of residential buildings

(b) be sited adjacent to the main living areas, such as the living room, dining room or kitchen to extend the dwelling's living space

(c) include balustrade detailing that enables line of sight to the street

(d) be recessed where wind would otherwise make the space unusable

(e) have a minimum dimension of 2 metres for upper level balconies or terraces.

## Development Adjacent Heritage Places

7 The design of multi-storey buildings should not detract from the form and materials of adjacent State and local heritage places listed in *Table HoB/ 5 - State Heritage Places* *or in* *Table HoB/4- Local Heritage Places*.

8 Development on land adjacent to a State or local heritage place, as listed in *Table HoB/5 - State Heritage Places* or in *Table Hob/4 - Local Heritage Places*, should be sited and designed to reinforce the historic character of the place and maintain its visual prominence.

## Overshadowing

9 The design and location of buildings should enable direct winter sunlight into adjacent dwellings and private open space and minimise the overshadowing of:

(a) windows of habitable rooms

(b) upper-level private balconies that provide the primary open space area for a dwelling

(c) solar collectors (such as solar hot water systems and photovoltaic cells).

## Visual Privacy

10 Development should minimise direct overlooking of habitable rooms and private open spaces of dwellings through measures such as:

(a) off-setting the location of balconies and windows of habitable rooms with those of other buildings so that views are oblique rather than direct

(b) building setbacks from boundaries (including building boundary to boundary where appropriate) that interrupt views or that provide a spatial separation between balconies or windows of habitable rooms

(c) screening devices (including fencing, obscure glazing, screens, external ventilation blinds, window hoods and shutters) that are integrated into the building design and have minimal negative effect on residents' or neighbours' amenity.

11 Permanently fixed external screening devices should be designed and coloured to complement the associated building's external materials and finishes.

## Relationship to the Street and Public Realm

12 Buildings (other than ancillary buildings or group dwellings) should be designed so that their main façade faces the primary street frontage of the land on which they are situated.

13 Buildings, landscaping, paving and signage should have a coordinated appearance that maintains and enhances the visual attractiveness of the locality.

14 Buildings should be designed and sited to avoid creating extensive areas of uninterrupted walling facing areas exposed to public view.

15 Building design should emphasise pedestrian entry points to provide perceptible and direct access from public street frontages and vehicle parking areas.

17 Outdoor lighting should not result in light spillage on adjacent land.

### Building Setbacks from Road Boundaries

16 Except in areas where a new character is desired, the setback of development from public roads should be:

(a) screened from public view by a combination of built form, solid fencing and/or landscaping

(b) conveniently located and designed to enable the manoeuvring of service and delivery vehicles

(c) sited away from sensitive land uses.

## Energy Efficiency

### OBJECTIVES

1 Development designed and sited to conserve energy.

2 Development that provides for on-site power generation including photovoltaic cells and wind power.

### PRINCIPLES OF DEVELOPMENT CONTROL

1 Development should provide for efficient solar access to buildings and open space all year around.

2 Buildings should be sited and designed:

(a) to ensure adequate natural light and winter sunlight is available to the main activity areas of adjacent buildings

(b) so that open spaces associated with the main activity areas face north for exposure to winter sun

(c) to promote energy conservation by maintaining adequate access to winter sunlight to the main ground level of living areas of existing dwellings on adjoining land.

3 Except for buildings that take advantage of coastal views, development should promote the efficient consumption of energy through the use of larger but appropriately shaded windows on the north and east building surfaces and smaller windows on the south and west building surfaces.

### On-site Energy Generation

4 Development should facilitate the efficient use of photovoltaic cells and solar hot water systems by:

(a) taking into account overshadowing from neighbouring buildings

(b) designing roof orientation and pitches to maximise exposure to direct sunlight.

5 Public infrastructure and lighting, should be designed to generate and use renewable energy.

## Interface between Land Uses

## OBJECTIVES

1 Development located and designed to prevent adverse impact and conflict between land uses.

2 Protect community health and amenity and support the operation of all desired land uses.

## PRINCIPLES OF DEVELOPMENT CONTROL

1 Development should not detrimentally affect the amenity of the locality or cause unreasonable interference through any of the following:

(a) the emission of effluent, odour, smoke, fumes, dust or other airborne pollutants

(b) noise

(c) vibration

(d) electrical interference

(e) light spill

(f) glare

(g) hours of operation

(h) traffic impacts.

2 Development should be sited and designed to minimise negative impact on existing and potential future land uses considered appropriate in the locality.

3 Development adjacent to a **Residential Zone** should be designed to minimise overlooking and overshadowing of nearby residential properties.

### Noise Generating Activities

4 Development that emits noise (other than music noise) should include noise attenuation measures that achieve the relevant *Environment Protection (Noise) Policy* criteria when assessed at the nearest existing noise sensitive premises.

5 Development with the potential to emit significant noise (e.g. industry) should incorporate noise attenuation measures that prevent noise from causing unreasonable interference with the amenity of noise sensitive premises.

### Air Quality

6 Development with the potential to emit harmful or nuisance-generating air pollution should incorporate air pollution control measures to prevent harm to human health or unreasonable interference with the amenity of sensitive uses within the locality.

7 Chimneys or exhaust flues associated with commercial development (including cafes, restaurants and fast food outlets) should be designed to ensure they do not cause a nuisance or health concerns to nearby sensitive receivers by:

(a) incorporating appropriate treatment technology before exhaust emissions are released to the atmosphere

(b) ensuring that the location and design of chimneys or exhaust flues maximises dispersion and takes into account the location of nearby sensitive uses.

# Landscaping, Fences and Walls

## OBJECTIVES

1 The amenity of land and development enhanced with appropriate planting and other landscaping works, using locally indigenous plant species where possible.

2 Functional fences and walls that enhance the attractiveness of development.

## PRINCIPLES OF DEVELOPMENT CONTROL

1 Development should incorporate open space and landscaping and minimise hard paved surfaces in order to:

(a) complement built form and reduce the visual impact of larger buildings (eg taller and broader plantings against taller and bulkier building components)

(b) enhance the appearance of road frontages

(c) screen service yards, loading areas and outdoor storage areas

(d) minimise maintenance and watering requirements

(e) enhance and define outdoor spaces, including car parking areas

(f) maximise shade and shelter

(g) assist in climate control within and around buildings

(h) minimise heat absorption and reflection

(i) maintain privacy

(j) maximise stormwater re-use

(k) complement existing vegetation, including native vegetation

(l) contribute to the viability of ecosystems and species

(m) promote water and biodiversity conservation

(n) establish buffers to adjacent development and areas.

2 Landscaping should:

(a) include mature vegetation, the planting of locally indigenous species where appropriate and species tolerant of salt-laden winds near the coast

(b) be oriented towards the street frontage

(c) result in the appropriate clearance from powerlines and other infrastructure being maintained.

3 Landscaping should not:

(a) unreasonably restrict solar access to adjoining development

(b) cause damage to buildings, paths and other landscaping from root invasion, soil disturbance or plant overcrowding

(b) introduce pest plants

(c) increase the risk of bushfire

(d) remove opportunities for passive surveillance

(e) increase leaf fall in watercourses

(f) increase the risk of weed invasion

(g) obscure driver sight lines

(h) create a hazard for train or tram drivers by obscuring sight lines at crossovers.

4 Existing substantial vegetation should be retained and incorporated within landscaping of new development where practicable.

5 Fences and walls, including retaining walls, should:

(a) not result in damage to neighbouring trees

(b) be compatible with the associated development and with existing predominant, attractive fences and walls in the locality

(c) enable some visibility of buildings from and to the street to enhance safety and allow casual surveillance

(d) incorporate articulation or other detailing where there is a large expanse of wall facing the street

(e) assist in highlighting building entrances

(f) be sited and limited in height, to ensure adequate sight lines for motorists and pedestrians especially on corner sites

(g) in the case of side and rear boundaries, be of sufficient height to maintain privacy and/or security without adversely affecting the visual amenity or access to sunlight of adjoining land

(h) be constructed of non-flammable materials.

6 Retaining walls should be constructed as a stepped series of low walls, incorporate landscaping to soften the appearance of the retaining wall and use locally indigenous plant species where possible.

7 Front fencing should be open in form to allow cross ventilation and access to sunlight.

## Medium and High Rise Development (3 or More Storeys)

## OBJECTIVES

1 Medium and high rise development that provides housing choice and employment opportunities.

2 Residential development that provides a high standard of amenity and adaptability for a variety of accommodation and living needs.

3 Commercial, office and retail development that is designed to create a strong visual connection to the public realm and that contributes to the vitality of the locality.

4 Buildings designed and sited to be energy and water efficient.

## PRINCIPLES OF DEVELOPMENT CONTROL

### Design and Appearance

1 Buildings should:

(a) achieve a human scale at ground level through the use of elements such as canopies, verandas or building projections

(b) provide shelter over the footpath where minimal setbacks are desirable

(c) ensure walls on the boundary that are visible from public land include visually interesting treatments to break up large blank facades.

2 The ground floor level of buildings (including the foyer areas of residential buildings) should be designed to enable surveillance from public land to the inside of the building at night.

3 Entrances to multi-storey buildings should:

(a) be oriented towards the street

(b) be clearly identifiable

(c) provide shelter, a sense of personal address and transitional space around the entry

(d) provide separate access for residential and non-residential land uses.

### Visual Privacy

4 The visual privacy of ground floor dwellings within multi-storey buildings should be protected through the use of design features such as the elevation of ground floors above street level, setbacks from street and the location of verandas, windows porticos or the like.

### Building Separation and Outlook

5 Residential buildings (or the residential floors of mixed use buildings) should:

(a) have adequate separation between habitable room windows and balconies from other buildings to provide visual and acoustic privacy for dwelling occupants and allow the infiltration of daylight into interior and outdoor spaces

(b) ensure living rooms have, at a minimum, a satisfactory short range visual outlook to public or communal space.

### Dwelling Configuration

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

7 Dwellings with 3 or more bedrooms located on the ground floor of medium and high rise buildings should, where possible, have the windows of habitable rooms overlooking internal courtyard space or other public space.

### Adaptability

8 Multi-storey buildings should include a variety of internal designs that will facilitate adaptive reuse.

### Environmental

9 Multi-storey buildings should:

(a) minimise detrimental micro-climatic and solar access impacts on adjacent land or buildings, including effects of patterns of wind, temperature, daylight, sunlight, glare and shadow

(b) incorporate roof designs that enable the provision of rain water tanks (where they are not provided elsewhere), photovoltaic cells and other features that enhance sustainability.

10 Green roofs (which can be a substitute for private or communal open space provided they can be accessed by occupants of the building) are encouraged on all new residential, commercial or mixed use buildings.

11 Development of 5 or more storeys, or 21 metres or more in building height (excluding the rooftop location of mechanical plant and equipment), should be designed to minimise the risk of wind tunnelling effects on adjacent streets by adopting one or more of the following:

(a) a podium at the base of a tall tower and aligned with the street to deflect wind away from the street

(b) substantial verandas around a building to deflect downward travelling wind flows over pedestrian areas

(c) the placement of buildings and use of setbacks to deflect the wind at ground level.

### Site Facilities and Storage

12 Dwellings should provide a covered storage area of not less than 8 cubic metres in one or more of the following areas:

(a) in the dwelling (but not including a habitable room)

(b) in a garage, carport or outbuilding

(c) within an on-site communal facility.

13 Development should provide a dedicated area for the on-site collection and sorting of recyclable materials and refuse.

14 Development with a gross floor area of 2000 square metres or more should provide for the communal storage and management of waste.

## Residential Development

## OBJECTIVES

1 Safe, convenient, pleasant and healthy-living environments that meet the full range of needs and preferences of the community.

2 A diverse range of dwelling types and sizes available to cater for changing demographics, particularly smaller household sizes and supported accommodation.

3 Medium and high-density residential development in areas close to activity centres, public and community transport and public open spaces.

4 The revitalisation of residentialareas to support the viability of community services and infrastructure.

5 Affordable housing, student housing and housing for aged persons provided in appropriate locations.

6 Increased affordable housing opportunities through land division and the conversion of buildings to a residential use.

## PRINCIPLES OF DEVELOPMENT CONTROL

1 Residential allotments and sites should maximise solar orientation and have the area and dimensions to accommodate:

(a) the siting and construction of a dwelling and associated ancillary outbuildings

(b) the provision of landscaping and private open space

(c) convenient and safe vehicle, pedestrian and cycling access and parking

(d) water sensitive design systems that enable the storage, treatment and reuse of stormwater.

### Design and Appearance

2 Dwellings and accommodation at ground floor level should contribute to the character of the locality and create active, safe streets by incorporating one or more of the following:

(a) front landscaping or terraces that contribute to the spatial and visual structure of the street while maintaining adequate privacy for occupants

(b) individual entries for ground floor accommodation

(c) opportunities to overlook adjacent public space.

3 Residential development should be designed to ensure living rooms have an external outlook.

### Street and Boundary Setbacks

4 Dwelling setbacks from side and rear boundaries should be progressively increased as the height of the building increases to:

(a) minimise the visual impact of buildings from adjoining properties

(b) minimise the overshadowing of adjoining properties.

5 Residential development (other than where located on a boundary) should be setback from side and rear boundaries in accordance with the following parameters:

| Parameter | Value |
|---|---|
| Side walls with a height up to (and including) 3 metres at any point above the natural ground level | 1 metre |
| Side walls with a height exceeding 3 metres and up to (and including) 6 metres at any point above the natural ground | 1.5 metres plus an additional 500 millimetres for every metre in height above 4 metres |
| Side walls greater than 6 metres at any point above the natural ground level | 2.5 metres plus the increase in wall height above 6 metres |
| Rear boundary setback for single storey buildings with a wall height 3 metres or less above natural ground level | 4 metres |
| Rear boundary setback for a building of two or more storeys with a wall height more than 3 metres above natural ground level | 6 metres |

6 Side boundary walls in residential areas should be limited in length and height to:

(a) minimise their visual impact on adjoining properties

(b) minimise the overshadowing of adjoining properties.

7 Walls with a height of up to (and including) 3 metres above natural ground level (excluding veranda, porch and balcony structures) should be setback 2 metres from the secondary street frontage.

8 Walls with a height of more than 3 metres above natural ground level (excluding veranda, porch and balcony structures) should be setback 4 metres from the secondary street frontage.

9 Carports and garages should be set back from road and building frontages so as to:

(a) contribute to the desired character of the area

(b) not adversely impact on the safety of road users

(c) provide safe entry and exit

(d) not dominate the appearance of dwellings from the street.

## Private Open Space

10 Private open space (land available for exclusive use by residents of each dwelling) should be provided for each dwelling (including a dwelling within a residential flat building) and should be sited and designed:

(a) to be accessed directly from the habitable rooms of the dwelling

(b) to be generally at ground level (other than for residential flat buildings) and to the side or rear of a dwelling and screened for privacy

(c) to take advantage of, but not adversely affect, natural features of the site

(d) to minimise overlooking from adjacent buildings

(e) to achieve separation from bedroom windows on adjoining sites

(f) to have a northerly aspect to provide for comfortable year-round use

(g) to not be significantly shaded during winter by the associated dwelling or adjacent development

(h) to be shaded in summer

(i) to minimise noise and air quality impacts that may arise from traffic, industry or other business activities within the locality

(j) to have sufficient area and shape to be functional, taking into consideration the location of the dwelling, and the dimension and gradient of the site.

11 Dwellings located above ground level should provide private open space in accordance with the following table:

| **Dwelling type** | **Minimum area of private open space** |
|---|---|
| Studio (where there is no separate bedroom) | No minimum requirement |
| One bedroom dwelling | 8 square metres |
| Two bedroom dwelling | 11 square metres |
| Three + bedroom dwelling | 15 square metres |

12 Private open space located above ground level should have a minimum dimension of 2 metres and be directly accessible from a habitable room.

13 Private open space may be substituted for the equivalent area of communal open space where:

(a) at least 50 per cent of the communal open space is visually screened from public areas of the development

(b) ground floor communal space is overlooked by habitable rooms to facilitate passive surveillance

(c) it contains landscaping and facilities that are functional, attractive and encourage recreational use.

## Communal Open Space

14 Communal open space should be shared by more than one dwelling, not be publicly accessible and exclude:

(a) private open space

(b) public rights of way

(c) private streets

(d) parking areas and driveways

(e) service and storage areas

(f) narrow or inaccessible strips of land.

15 Communal open space should only be located on elevated gardens or roof tops where the area and overall design is useful for the recreation and amenity needs of residents and where it is designed to:

(a) address acoustic, safety, security and wind effects

(b) minimise overlooking into habitable room windows or onto the useable private open space of other dwellings

(c) facilitate landscaping and food production

(d) be integrated into the overall facade and composition of buildings.

## Visual Privacy

16 Except for buildings of 3 or more storeys in the Minda Incorporated Brighton Campus, upper level windows, balconies, terraces and decks that overlook habitable room windows or private open space of dwellings should maximise visual privacy through the use of measures such as sill heights of not less than 1.7 metres or permanent screens having a height of 1.7 metres above finished floor level.

## Noise

17 Noise generated by fixed noise sources such as air conditioning units and pool pumps should be located, designed and attenuated to avoid causing potential noise nuisance to adjoining landowners and occupiers.

18 External noise and artificial light intrusion into bedrooms should be minimised by separating or shielding these rooms from:

(a) active communal recreation areas, parking areas and vehicle access ways

(b) service equipment areas and fixed noise sources on the same or adjacent sites.

19 Residential development close to high noise sources (eg major roads, railway lines, tram lines, industry, and airports) should be designed to locate bedrooms, living rooms and private open spaces away from those noise sources, or protect these areas with appropriate noise attenuation measures.

## Site Facilities and Storage

20 Site facilities for group dwellings, residential parks and residential flat buildings and should include:

(a) mail box facilities sited close to the major pedestrian entrance to the site

(b) bicycle parking for residents and visitors

(c) household waste and recyclable material storage areas away from dwellings

(d) external clothes drying areas, which are readily accessible to each dwelling and complement the development and streetscape character for dwellings which do not incorporate ground level private open space

(e) a storage area of not less than 8 square metres for each dwelling.

### Affordable Housing

21 Affordable housing should be well integrated and complementary in design and appearance to other dwellings within the development.

# Transportation and Access

## OBJECTIVES

22 Development that:

(a) provides safe and efficient movement for all transport modes

(b) ensures access for vehicles including emergency services, public infrastructure maintenance and commercial vehicles

(c) provides off-street parking

(d) is appropriately located so that it supports and makes best use of existing transport facilities and networks

(e) provides convenient and safe access to public transport stops.

23 Provision of safe, pleasant, accessible, integrated and permeable pedestrian and cycling networks that are connected to the public transport network.

## PRINCIPLES OF DEVELOPMENT CONTROL

### Land Use

1 Land uses arranged to support the efficient provision of sustainable transport networks and encourage their use.

### Movement Systems

2 Development should be integrated with existing transport networks, particularly major rail, road and public transport corridors as shown on *Location Maps and Overlay Maps - Transport*, and designed to minimise its potential impact on the functional performance of the transport network.

5 Land uses that generate large numbers of visitors such as shopping centres, places of employment, schools, hospitals and medium to high density residential uses should be located so that they can be serviced by the public transport network and encourage walking and cycling.

8 Development should provide safe and convenient access for all anticipated modes of transport.

3 Development at intersections, pedestrian and cycle crossings, and crossovers to allotments should maintain or enhance sightlines for motorists, cyclists and pedestrians to ensure safety for all road users and pedestrians.

4 Driveway crossovers affecting pedestrian footpaths should maintain the level and surface colour of the footpath.

5 Driveway crossovers should be separated and the number minimised to optimise the provision of on-street visitor parking (where on-street parking is appropriate).

6 Development should provide for the on-site loading, unloading and turning of all traffic likely to be generated.

## Cycling and Walking

7 Development should ensure that a permeable street and path network is established that encourages walking and cycling through the provision of safe, convenient and attractive routes with connections to adjoining streets, paths, open spaces, schools, pedestrian crossing points on arterial roads, public and community transport stops and activity centres.

8 Development should provide access, and accommodate multiple route options, for pedestrians and cyclists by enhancing and integrating with:

(a) open space networks, recreational trails, parks, reserves, and sport and recreation areas

(b) Adelaide's Metropolitan Open Space System

(c) Adelaide's principal cycling network (Bikedirect), which includes arterial roads, local roads and off-road paths as depicted in *Overlay Maps - Transport*.

9 Cycling and pedestrian networks should be designed to be permeable and facilitate direct and efficient passage to neighbouring networks and facilities.

10 New developments should give priority to and not compromise existing designated bicycle routes.

11 Where development coincides with, intersects or divides a proposed bicycle route or corridor, development should incorporate through-access for

12 On-site secure bicycle parking facilities should be:

(a) located in a prominent place

(b) located at ground floor level

(c) located undercover

(d) located where surveillance is possible

(e) well lit and well signed

(f) close to well used entrances

(g) accessible by cycling along a safe, well lit route.

13 Pedestrian and cycling facilities and networks should be designed and provided in accordance with relevant provisions of the *Australian Standards and Austroads Guides*.

## Car Parking and Access

14 Driveway crossovers should be:

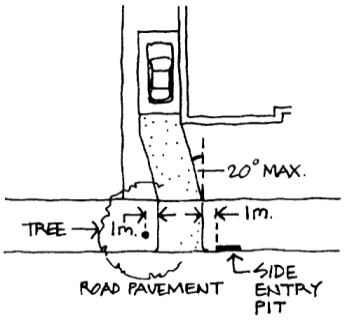
(a) single width and appropriately separated, to preserve and enhance street character, and facilitate opportunities for landscaping, fencing and street tree planting

(b) minimised in number so as to optimise the provision of on-street visitor parking

(c) placed to avoid relocation of street trees, utility and infrastructure inspection points, poles and equipment

(d) a maximum of 30 per cent of the frontage of the site (except in **Institution Policy Area 4**, **South West Policy Area 7** and **Seacliff Policy Area 12**).

(e) located a minimum of 1 metre from property boundaries, existing street trees, stormwater side entry pits and above ground utility and infrastructure equipment and poles. Where trees or infrastructure require deviation in the crossover, the maximum deviation between the garage / carport and the crossover at the boundary is 20 degrees, as illustrated in the following figure:




*Crossovers should have a 1m clearance to street trees, stobie poles and stormwater side entry pits*

15 Development should have direct access from an all-weather public road.

16 Development should be provided with safe and convenient access which:

(a) avoids unreasonable interference with the flow of traffic on adjoining roads

(b) provides appropriate separation distances from existing roads or level crossings

(c) accommodates the type and volume of traffic likely to be generated by the development or land use and minimises induced traffic through over-provision

(d) is sited and designed to minimise any adverse impacts on the occupants of and visitors to neighbouring properties.

17 The number of access points for cyclists and pedestrians onto all adjoining roads should be maximised.

## Access for People with Disabilities

18 Development should be sited and designed to provide convenient access for people with a disability.

19 Where appropriate and practical, development should provide for safe and convenient access to the coast and beaches for disabled persons.

20 Parking for people with a disability should be located conveniently to major entrances and ramps and adequately signposted or identified as being for people with a disability only.

## Vehicle Parking

21 Development should provide off-street vehicle parking and specifically marked accessible car parking places to meet anticipated demand in accordance with *Table HoB/1 – Off Street Vehicle Parking Requirements* (with resultant numerical figure rounded to the nearest whole number) unless all the following conditions are met:

(a) the site is located within the **Glenelg Policy Area 2**

(b) an agreement is reached between the Council and the applicant for a reduced number of parking spaces

(c) a financial contribution is paid into the Council Car Parking Fund specified by the Council, in accordance with the gazetted rate per car park.

22 Development should be consistent with *Australian Standard AS: 2890 - Parking facilities*.

23 Vehicle parking areas should be sited and designed in a manner that will:

(a) facilitate safe and convenient pedestrian linkages to the development and areas of significant activity or interest in the vicinity of the development

(b) include safe pedestrian and bicycle linkages that complement the overall pedestrian and cycling network

(c) not inhibit safe and convenient traffic circulation

(d) result in minimal conflict between customer and service vehicles

(e) avoid the necessity to use public roads when moving from one part of a parking area to another

(f) minimise the number of vehicle access points onto public roads

(g) avoid the need for vehicles to reverse onto public roads.

(h) where practical, provide the opportunity for shared use of car parking and integration of car parking areas with adjoining development to reduce the total extent of vehicle parking areas and the requirement for access points

(i) not dominate the character and appearance of a site when viewed from public roads and spaces

(j) provide landscaping that will shade and enhance the appearance of the vehicle parking areas

(k) include infrastructure such as underground cabling and connections to power infrastructure that will enable the recharging of electric vehicles.

24 Vehicle parking areas that are likely to be used during non-daylight hours should provide floodlit entry and exit points and site lighting directed and shaded in a manner that will not cause nuisance to adjacent properties or users of the parking area.

25 Vehicle parking areas should be line-marked to delineate parking bays, movement aisles and direction of traffic flow.

26 On-site visitor parking spaces for group and multiple dwellings and residential flat buildings should be sited and designed to:

(a) not dominate internal site layout

(b) be clearly defined as visitor spaces not specifically associated with any particular dwelling

(c) be accessible to visitors at all times.

## Vehicle Parking for Residential Development

27 On-site vehicle parking should be provided having regard to:

(a) the number, nature and size of proposed dwellings

(b) proximity to centre facilities, public and community transport within walking distance of the dwellings

(c) the anticipated mobility and transport requirements of the likely occupants, particularly groups such as aged persons.

(d) availability of on-street car parking.

(e) any loss of on-street parking arising from the development (e.g. an increase in number of driveway crossovers).

# Waste

## OBJECTIVES

1 Development that, in order of priority, avoids the production of waste, minimises the production of waste, reuses waste, recycles waste for reuse, treats waste and disposes of waste in an environmentally sound manner.

2 Development that includes the treatment and management of solid and liquid waste to prevent undesired impacts on the environment including, soil, plant and animal biodiversity, human health and the amenity of the locality.

## PRINCIPLES OF DEVELOPMENT CONTROL

1 Development should be sited and designed to prevent or minimise the generation of waste (including wastewater) by applying the following waste management hierarchy in the order of priority as shown below:

(a) avoiding the production of waste

(b) minimising waste production

(c) reusing waste

(d) recycling waste

(e) recovering part of the waste for re-use

(f) treating waste to reduce the potentially degrading impacts

(g) disposing of waste in an environmentally sound manner.

2 The storage, treatment and disposal of waste materials from any development should be achieved without risk to health or impairment of the environment.

3 Development should include appropriately sized area to facilitate the storage of receptacles that will enable the efficient recycling of waste.

4 Development that involves the production and/or collection of waste and/or recyclable material should include designated collection and storage area(s) that are:

(a) screened and separated from adjoining areas

(b) located to avoid impacting on adjoining sensitive environments or land uses

(c) designed to ensure that wastes do not contaminate stormwater or enter the stormwater collection system

(d) located on an impervious sealed area graded to a collection point in order to minimise the movement of any solids or contamination of water

(e) protected from wind and stormwater and sealed to prevent leakage and minimise the emission of odours

(f) stored in such a manner that ensures that all waste is contained within the boundaries of the site until disposed of in an appropriate manner.