

Woodforde T & A Pty Ltd

Staged construction of 64 two and three storey townhouses with ancillary car parking (Stage 2 Townhouses)

25 Glen Stuart Road, Woodforde

473/E015/17

TABLE OF CONTENTS

	PAGE NO
AGENDA REPORT	2-36
ATTACHMENTS	
1: DEVELOPMENT PLAN PROVISIONS	37-53
2: MAPS & SITE PHOTOS	54-57
3: APPLICATION & PLANS	
a. Development Application Form	58
b. Intro – Planning Report	59-92
c. Enzo – Plans	93-221
d. GTA – Traffic	222-226
e. Fyfe – On-Street Car Park Plans	227-232
f. Fyfe – Stormwater Advice	233
g. Tract – Indicative Verge Landscaping	234
h. Tract – ‘Urban Design Place Report’ October 2015	235-256
i. Sustainability House – Energy Efficiency Report Stage 1	257-321
4: COUNCIL COMMENTS	322-325
5: AGENCY COMMENTS	326-328
6: RESPONSE TO COUNCIL AND AGENCY COMMENTS	329-335



OVERVIEW

Application No	473/E015/17
Unique ID/KNET ID	2084 / 2017/10897/01
Applicant	Woodforde JV Pty Ltd
Proposal	Staged construction of 64 two and three storey townhouses with ancillary car parking and associated site works
Subject Land	Lots 119-130, 132, 138-150, 152-161 and 163-190 in DA 473/D049/15 (25 Glen Stuart Road, Woodforde)
Zone/Policy Area	Residential Zone, Medium Density Policy Area 43
Relevant Authority	DAC (Schedule 10 - Certain developments over \$3m)
Lodgement Date	5 May 2017
Council	Adelaide Hills Council
Development Plan	28 April 2016
Type of Development	Merit
Public Notification	Category 1
Representations	N/A
Referral Agencies	Government Architect
Report Author	Nitsan Taylor
RECOMMENDATION	Development Plan Consent subject to conditions

EXECUTIVE SUMMARY

The application seeks planning consent for the staged construction of 64 two and three storey detached dwellings as part of Stage 2 of the Hamilton Hill residential estate at Woodforde. The subject land is located in the Residential Zone, Medium Density Policy Area, in which a range of dwellings up to three storeys in height are envisaged.

The application has been referred to the Adelaide Hills Council and the Government Architect for comment. Council has recommended that the Panel defer its decision pending further information that addresses the on-site car parking shortfall, overlooking, landscaping and stormwater management concerns, and a number of design concerns. The Associate Government Architect (AGA) has recommended that the applicant give further consideration to internal layouts and courtyard design to ensure adequate access to natural light; and provide additional information regarding on-street car parking, the pedestrian entry sequence for dwellings fronting the reserve, and overall landscape and urban design strategies for the area. The applicant has provided a response to these comments, discussed in the body of the report.

The application was assigned Category 1 for public notification purposes.

The key planning issues relate to the shortfall in off-street car parking, overshadowing of courtyards, site coverage, laneway presentation and the lack of sunshading to the northern and western facades of some of the dwellings.

The proposed development is generally consistent with the quantitative provisions for dwellings in the Medium Density Policy Area pertaining to density, setbacks, private open space provisions, height, and site area.

On balance, it is considered that the application has sufficient merit to warrant support subject to conditions.

ASSESSMENT REPORT

1. BACKGROUND

1.1 Strategic Context

The proposed development will be situated on land that formerly comprised the Magill Youth Training Centre at Glen Stuart Road, Woodforde. The land was rezoned from Residential 1D to Residential, Medium Density Policy Area 43, as a result of the Ministerial Glen Stuart Road Woodforde (Magill Training Centre) DPA, gazetted on 9 January 2014. The previous zoning envisaged detached dwellings at low density, with all dwellings other than detached dwellings listed as non-complying forms of development. The current zoning seeks medium density residential development, with all types of dwellings assessed on merit.

1.2 Relevant Authority

The Development Assessment Commission (now the State Commission Assessment Panel – the Panel) was appointed as the relevant authority by the State Coordinator General on 20 April 2017 pursuant to Schedule 10 of the Development Regulations 2008 - certain development over \$3 million in value.

1.3 Land Division

On 25 February 2016, the Commission approved an application by Woodforde JV Pty Ltd (joint venture between Renewal SA, Starfish and Devine Homes) for the staged subdivision of the former Magill Youth Training Centre site from 2 allotments (19ha) into a master-planned residential estate known as Hamilton Hill, consisting of 288 residential allotments in three stages, a 5.474ha of public reserve (stage 4), and associated roads and infrastructure (DA 473/D049/15).

A number of minor variations have been made to the approved land division plan pursuant to Regulation 47 of the Development Regulations 2008, resulting in an increase in the number of allotments from 288 to 293 and an increase in overall yield from 377 to 419 dwellings (including 135 apartments).

Titles have now been issued for Stage 1 of the land division and work has commenced on the first lot of houses and internal roadways. The main reserve - Stage 4 - has been vested with Council.

The proposed development is located in Stage 2. Titles have not yet to be issued.

1.4 Other Development at Hamilton Hill

- 54 two storey townhouses (DA 473/E032/15) in Stage 1 of Hamilton Hill, granted planning consent on 16 February 2016 and currently under construction.
- A 4 and 5 storey residential flat building (Kelso Apartments) at Lot 162 Buchanan Drive, granted planning consent 10 August 2017.
- A 5 storey mixed use building has been lodged over Lot 228 (fronting Kintyre Road), with the application currently on hold pending further information from the applicant.
- A 3 storey residential flat building comprising 18 dwellings is proposed for the site opposite Kelso Apartments however an application has yet to be lodged.

Refer to Figure 1 below.

1.5 Post-lodgement amendments

The application initially proposed to create 66 townhouses. The number of townhouses has since been reduced to 64 in response to market demand, with eight allotments that were initially intended to comprise two bedroom dwellings being reconfigured to create six allotments comprising three bedroom dwellings. The application has also amended (on 14 August 2017) to include staging of works, with stage 1 being for earthworks and construction of retaining walls and stage 2 being construction of the substructure and superstructure of the dwellings.

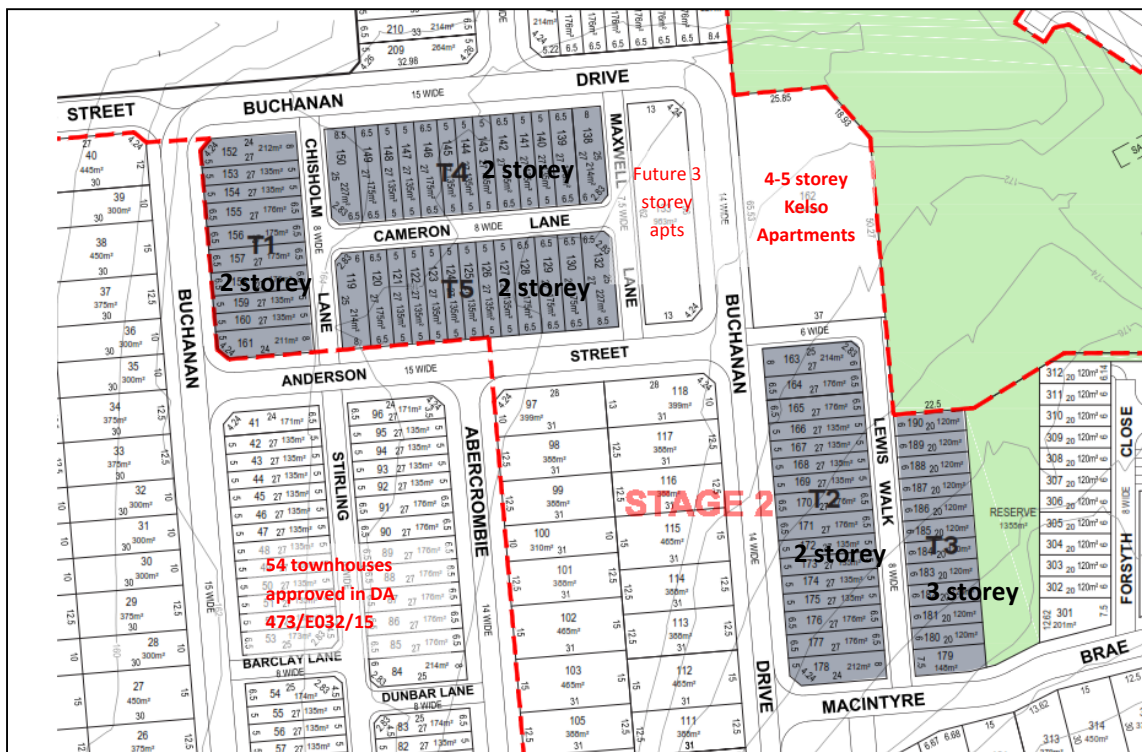
2. DESCRIPTION OF PROPOSAL

Application details are contained in the ATTACHMENTS.

2.1 Overview

The application seeks development plan consent for the construction of 52 two storey and 12 three storey detached dwellings (townhouses) on Lots 119-130, 132, 138-150, 152-161 and 163-190 created in land division application number 473/D049/15, depicted in Figure 1 below.

Figure 1 – Subject land



The townhouses will be a mix two and three bedroom dwellings located on allotments ranging in size from 120 to 225 square metres (widths of 5m to 8.5m). Although technically classified as detached dwellings due to each dwelling being constructed independently, the townhouses will have the appearance of row dwellings, with the dwellings built boundary to boundary and vehicle access gained via rear service lanes. No affordable housing is proposed as part of this application.

The proposed dwellings will be of modern minimalist design, with a range of contemporary materials and finishes (brick, tile, grooved cladding and profiled sheeting) used to create visual interest while maintaining a sense of cohesion along

each streetscape. The colour scheme will generally consist of earthy neutral tones interspersed with white, dark grey, black and timber accents. As with the Stage 1 townhouses, the proposed dwellings will be sold to private purchasers as house and land packages. A design encumbrance will be in place to ensure purchasers cannot alter the exterior appearance of the dwellings beyond the selections provided.

Car parking for each dwelling will be provided in detached carports at the rear of each dwelling (with the exception of Lots 179-190, where the carports will be under the main roof) at a rate of one car parking space for two bedroom dwellings and two car parking spaces for three bedroom dwellings. The carports will be enclosed with roller doors and privacy screens and will be accessed via laneways to the rear. The dwellings have generally been designed to follow the slope of the finished ground floor level in order to minimise fill. This will result in a stepped streetscape and sunken courtyards, with the carports generally located higher than the ground floor and courtyard level.

The bulk earthworks, road construction, road reserve treatment, and infrastructure for each of the dwellings will be undertaken by the applicant as part of the Stage 2 civil works. Indicative laneway treatments and street tree locations are shown in the 'Urban Design Place Report', which was initially prepared for the land division application and has been included in the ATTACHMENTS.

The general layout of the two bedroom dwellings is as follows:

Ground floor

- Open plan kitchen, living and dining area
- Laundry
- Courtyard

Upper Floor

- Two bedrooms
- Two bathrooms
- Study nook/sitting room

The general layout of the three bedroom dwellings is as follows:

Ground floor

- Sitting room
- Open plan kitchen, living and dining area
- Toilet
- Laundry
- Courtyard

First Floor

- Three bedrooms
- Two bathrooms
- Study nook/sitting room

Second Floor (where relevant)

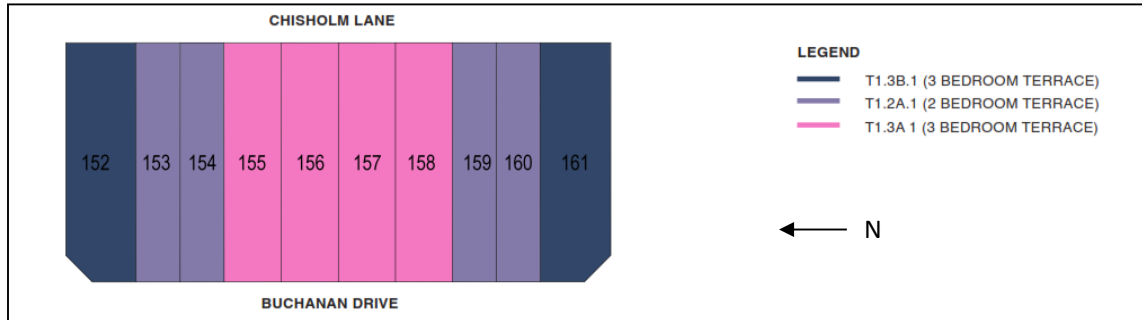
- Sitting room
- Terrace

For ease of reference the townhouses have been divided into groups, referred to in the application documentation as Terrace Blocks 1-5. Each Terrace Block is summarised below.

2.2 Terrace Block 1 (T1) – Lots 152 – 161

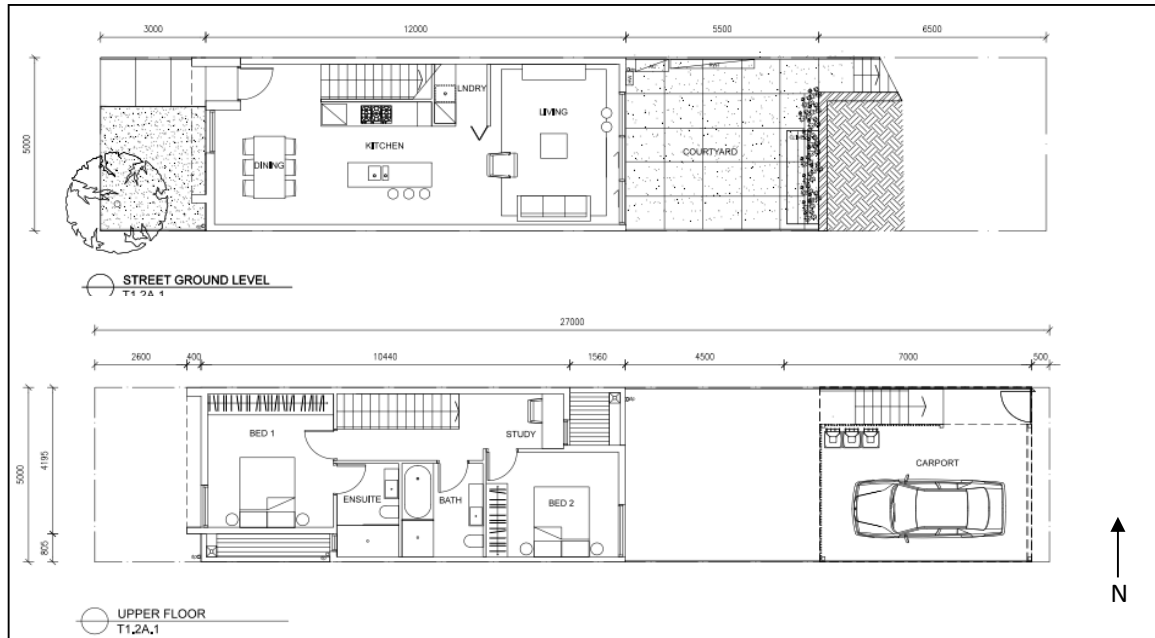
- 10 x two storey townhouses disposed 4 x 2 bedroom and 6 x 3 bedroom dwellings
- Each dwelling will have a frontage to Buchanan Drive to the west and rear access to Chisholm Lane to the east

Figure 2 - Allotment Layout



- 2 bedroom dwellings:
 - 5m frontage
 - Front set-back 3m, rear set-back 0.5m
 - Site area of 135m²
 - Floor area of 117.8m²
 - One undercover car parking space
 - POS of 27.5m² (ground level courtyard)

Figure 3 - Indicative Floor Plan



- 3 bedroom dwellings:
 - 6.5m frontage
 - Front set-back 3m, rear set-back 0.5m
 - Site area of between 175.5m² and 211.5m² (corner lots)
 - Floor area of 153.5m² – 162m²
 - Two undercover car parking spaces
 - POS of 32.5m² and 40m² (ground level courtyard)

Figure 4 - Indicative Floor Plan

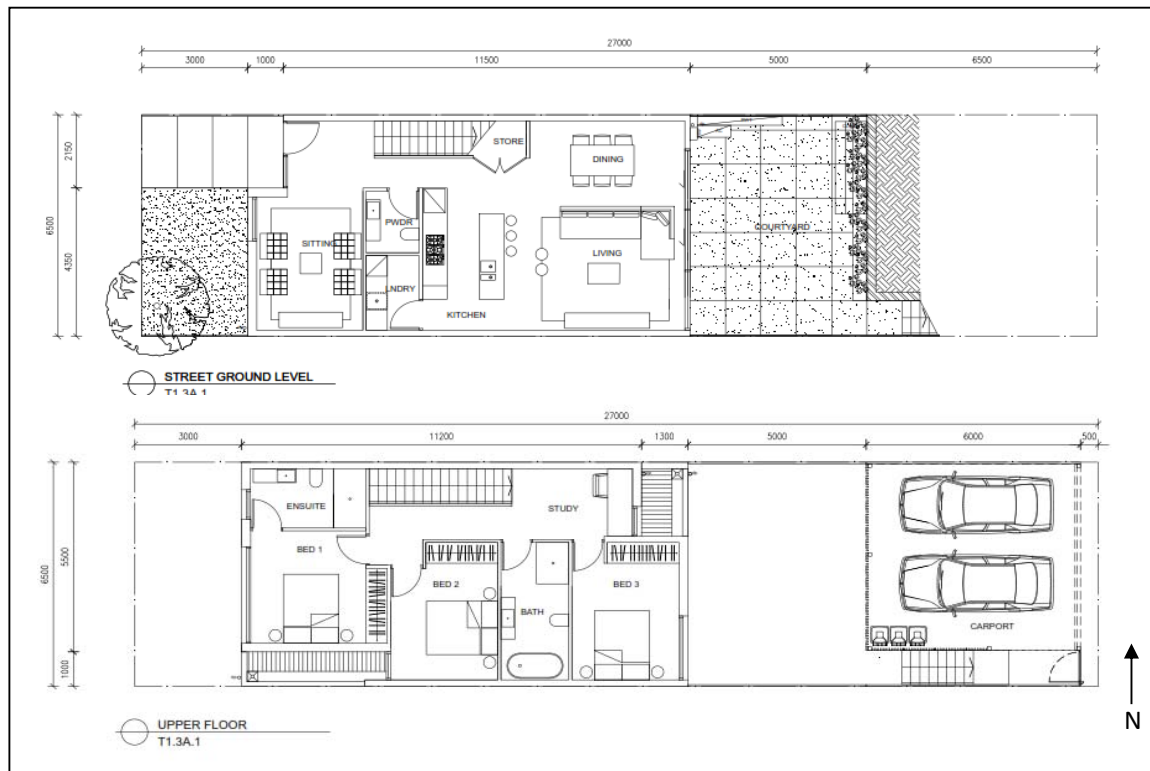


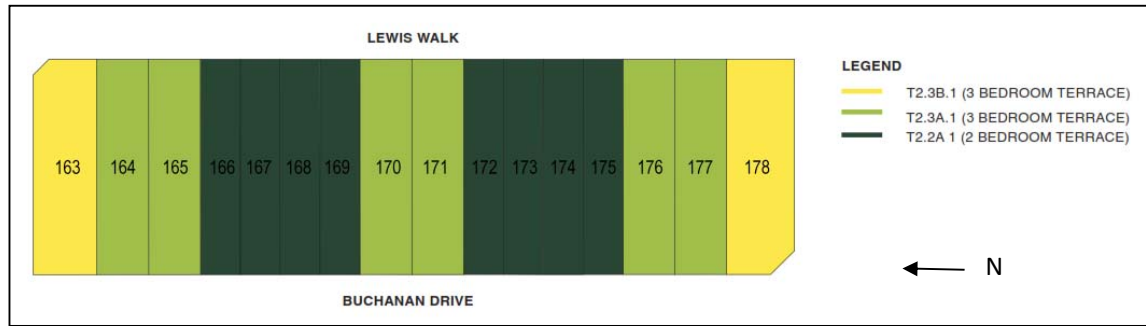
Figure 5 - Streetscape Elevations



2.3 Terrace Block 2 (T2) – Lots 163 - 178

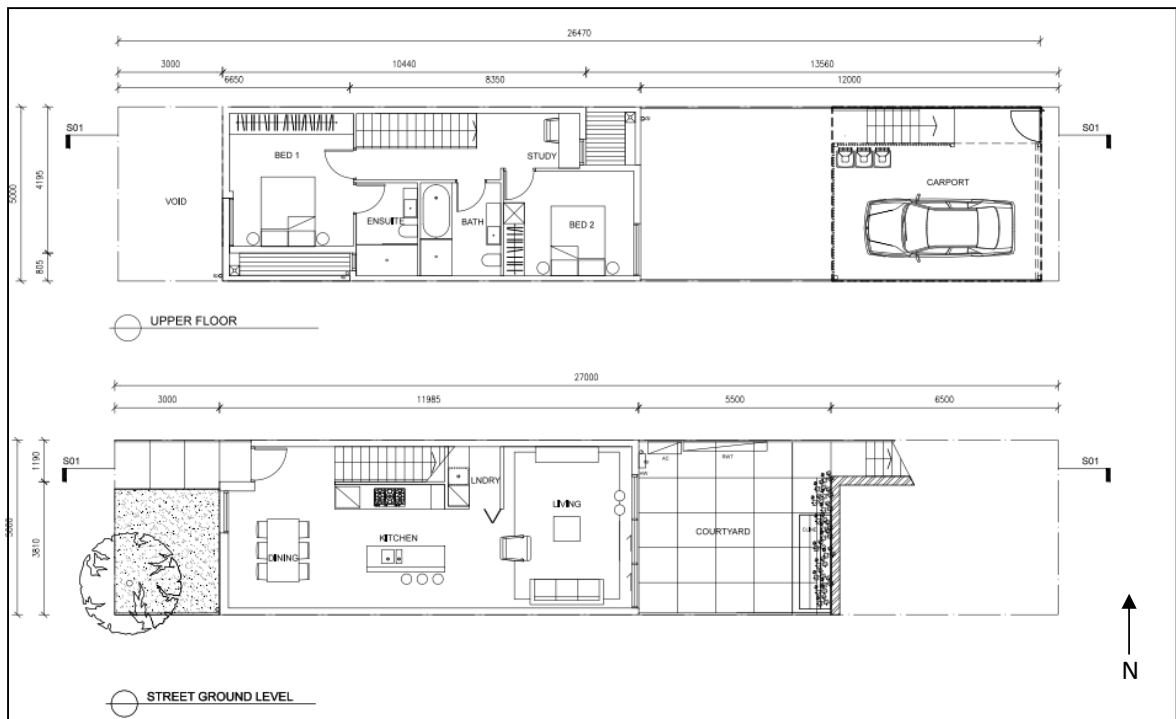
- 16 x two storey townhouses disposed as 8 x 2 bedroom and 8 x 3 bedroom dwellings
- Each dwelling will have a frontage to Buchanan Drive to the west and rear access to Lewis Walk to the east

Figure 6 - Allotment Layout



- 2 bedroom dwellings:
 - 5m-6.5m frontage to Buchanan Drive
 - Front set-back 3m, rear set-back 0.5m
 - Site area of 135m²
 - Floor area of 118m²
 - One undercover car parking space
 - POS of 27.5m² (ground level courtyard)

Figure 7 - Indicative Floor Plan



- 3 bedroom dwellings:
 - 6.5m-8.5m frontage
 - Front set-back 3m, rear set-back 0.5m
 - Site area of 175.5m²-225m²
 - Floor area 153.5m² – 166.1m²
 - Two undercover car parking spaces
 - POS of between 32.5m² and 40m² (ground level courtyard)

Figure 8 - Indicative Floor Plan

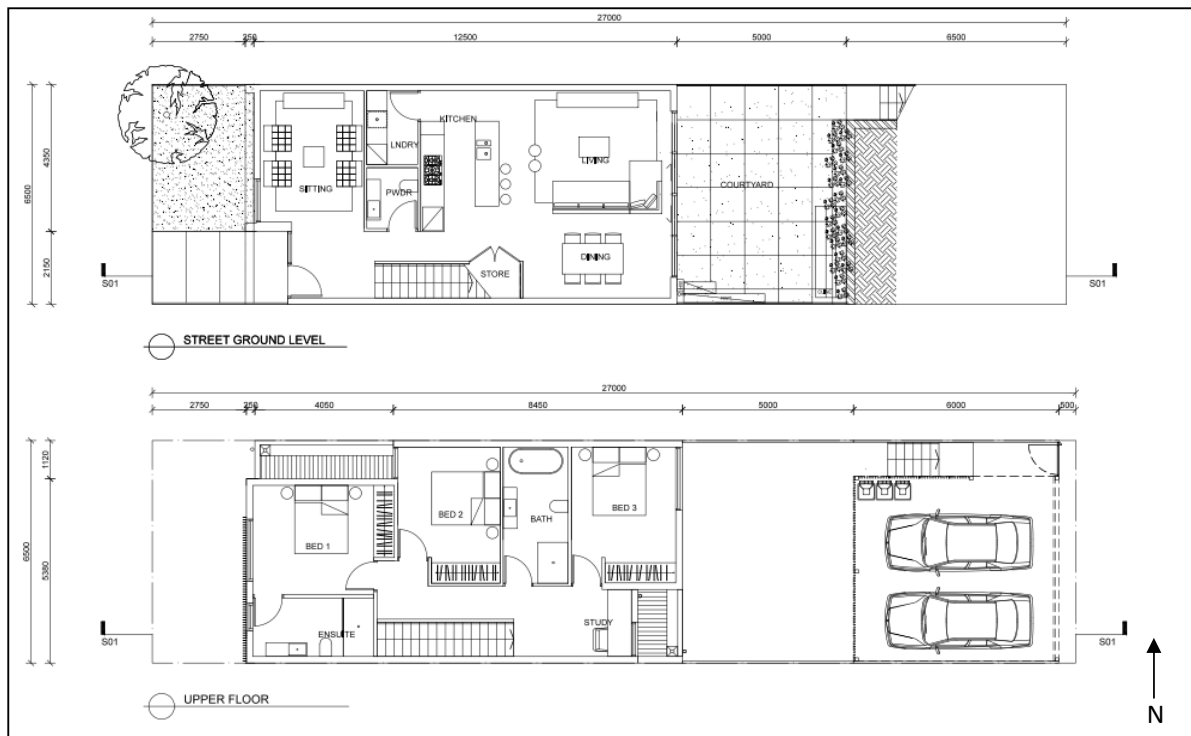


Figure 9 - Streetscape Elevation

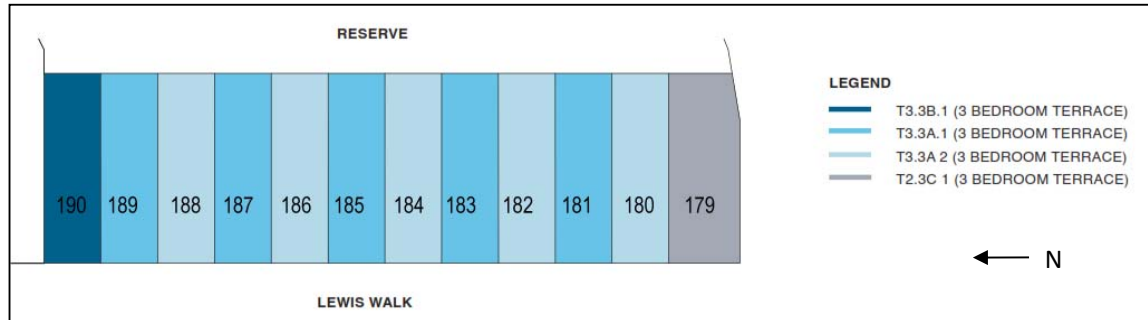


2.4 Terrace Block 3 (T3) – Lots 179 – 190

- 12 x three storey, three bedroom townhouses
- Each dwelling will have a frontage to a 1355m² reserve to the east and rear access to Lewis Walk to the west
- The third level will be set-back from the main facade and will be disposed a second living area opening out to a terrace at either end.
- Due to the slope of the land and the orientation of the dwellings towards the reserve, access to the front doors of each dwelling will be via a set of stairs leading down from the reserve. The detailed design of the reserve will include

a pathway providing access to each of the dwellings from Lewis Walk and MacIntyre Brae.

Figure 10 - Allotment Layout



- 3 bedroom dwellings:
 - 6m-7.5m frontage
 - Front set-back 3m, rear set-back 0.5m
 - Site area of 120m²-148m²
 - Floor area (excl. carport) of 177.5m²
 - Two undercover car parking spaces under the main roof
 - POS of 30m² (second floor terraces)

Figure 12 – Indicative Floor Plan

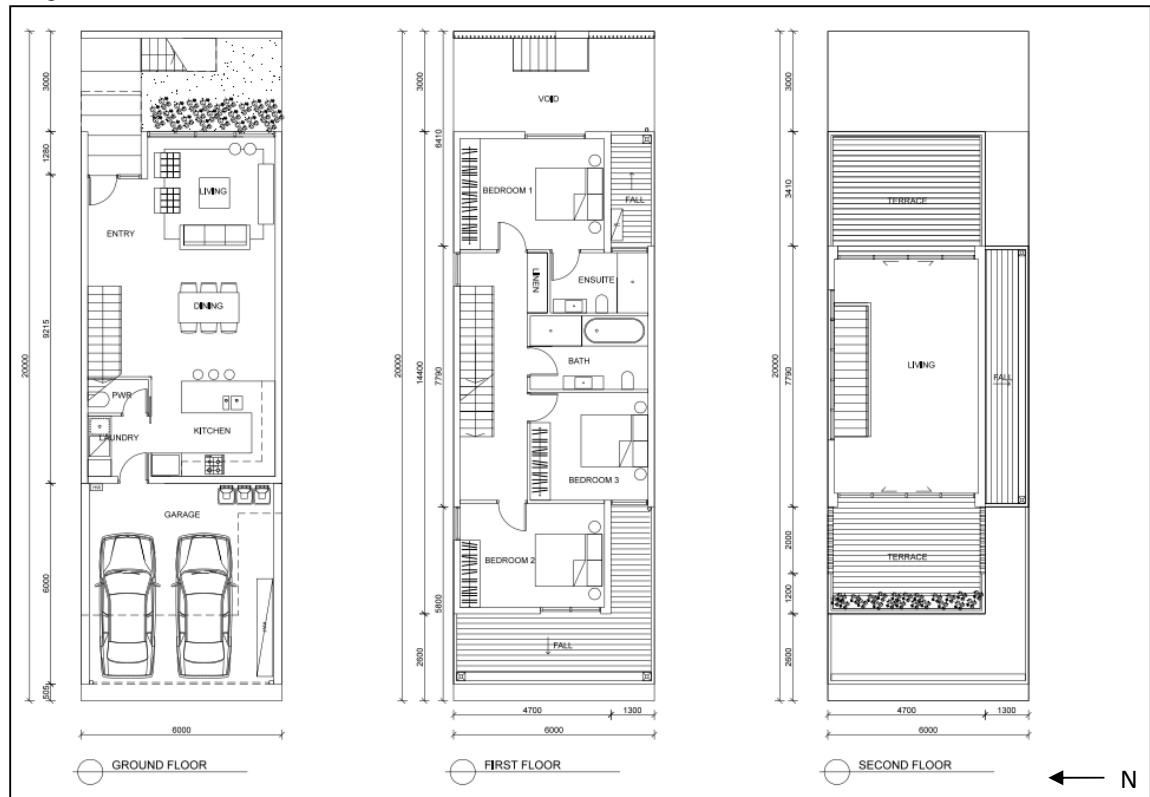


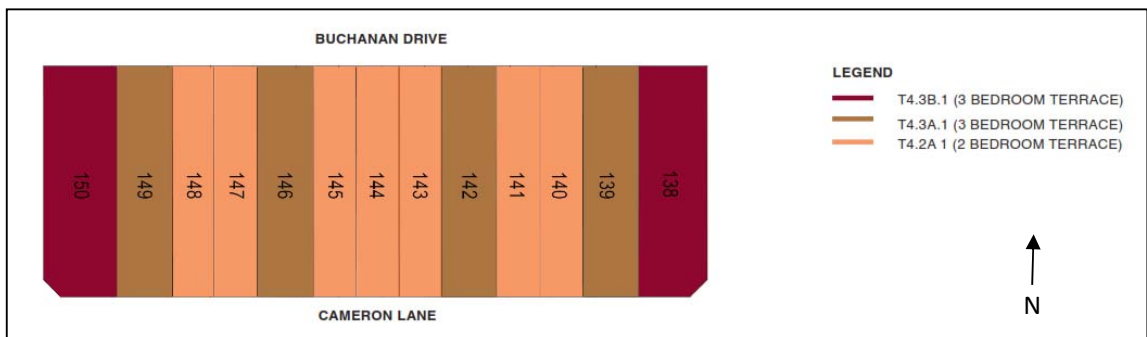
Figure 13 - Streetscape Elevations



2.5 Terrace Block 4 (T4) – Lots 138 – 150

- 13 x two storey townhouses disposed as 7 x 2 bedroom and 6 x 3 bedroom dwellings
- Each dwelling will have a frontage to Buchanan Drive to the north and rear access to Cameron Lane to the south

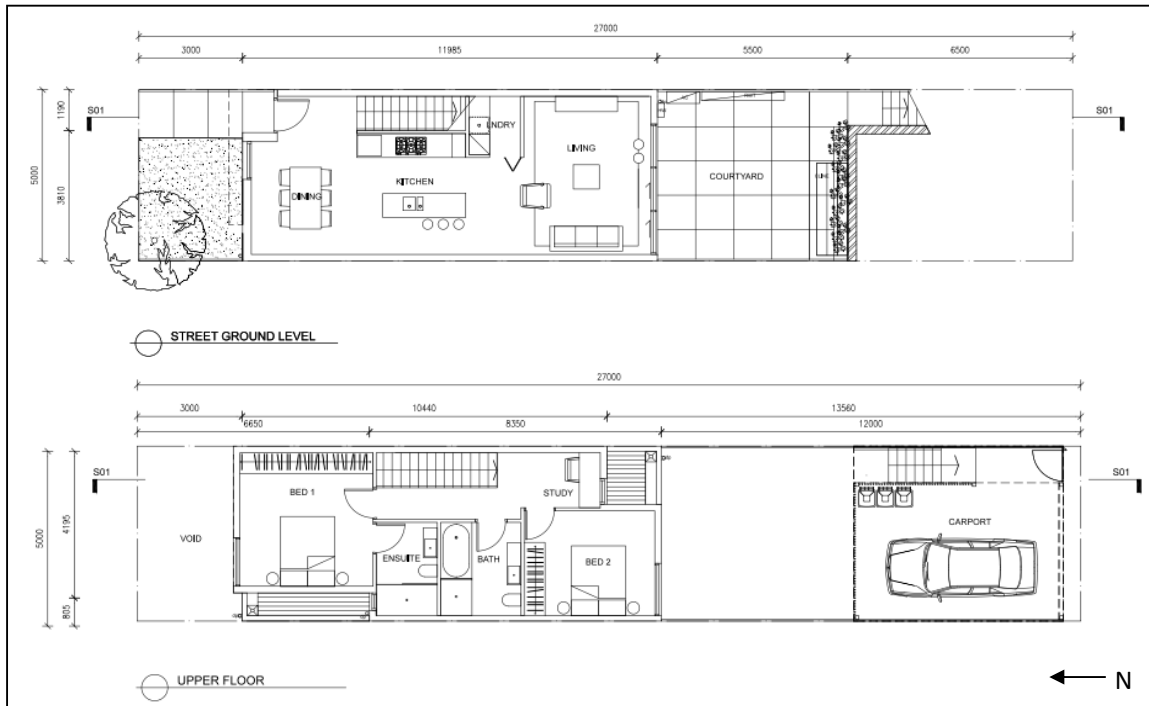
Figure 14 – Allotment Layout



- 2 bedroom dwellings:
 - 5m frontage to Buchanan Drive
 - Front set-back 3m, rear set-back 0.5m
 - Site area of 135m²
 - Floor area of 118m²
 - One undercover car parking space (24m²)
 - POS of 27.5m² (ground level courtyard)

Refer to Figure 15 over page.

Figure 15 – Indicative Floor Plan



- 3 bedroom dwellings:
 - 6.5m-8m frontage
 - Front set-back 3m, rear set-back 0.5m
 - Site area of 175.5m² - 227 m²
 - Floor area 153.5m²
 - Two undercover car parking spaces (38m²)
 - POS of 32.5m² – 42m² (ground level courtyard)

Figure 16 – Indicative Floor Plan

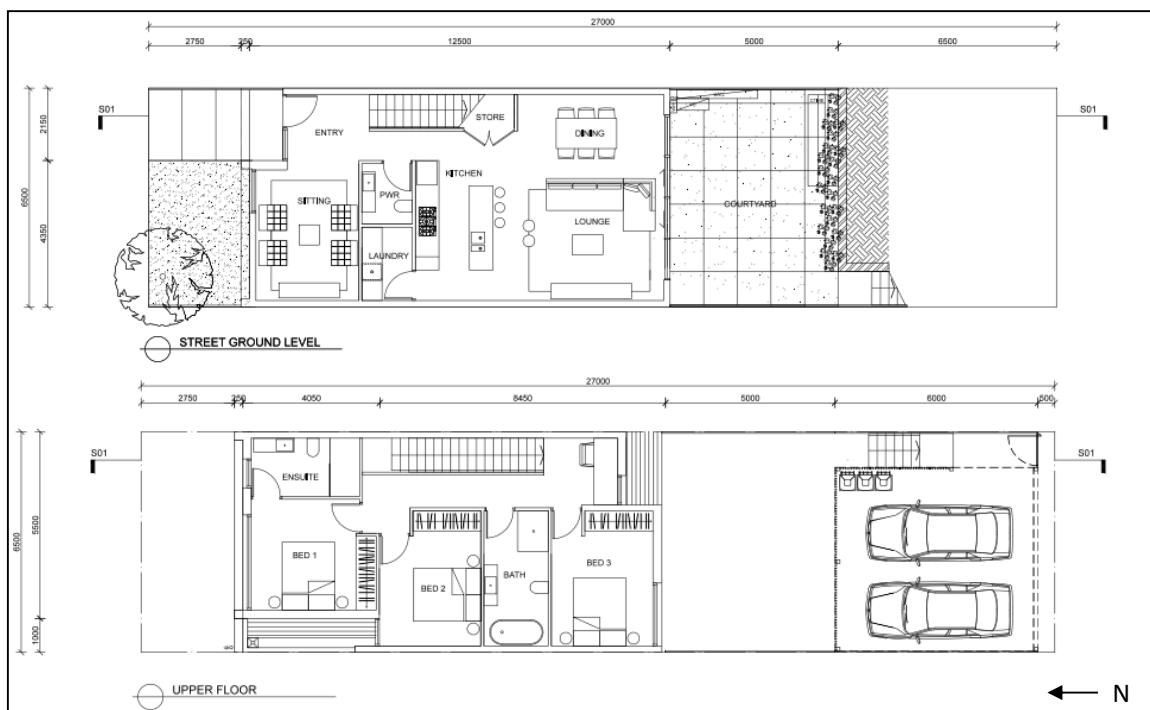


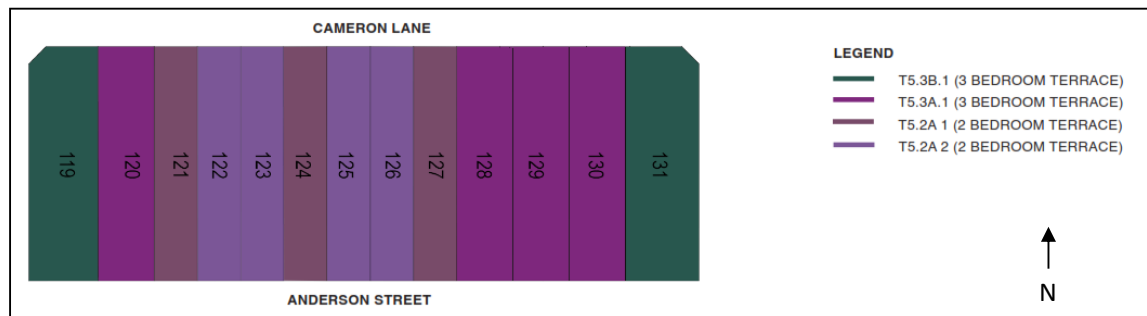
Figure 17 – Streetscape Elevations



2.6 Terrace Block 5 (T5) – Lots 119 - 132

- 13 x two storey townhouses disposed as 7 x 2 bedroom and 6 x 3 bedroom dwellings
- Each dwelling will have a frontage to Anderson Street to the south and rear access to Cameron Lane to the north

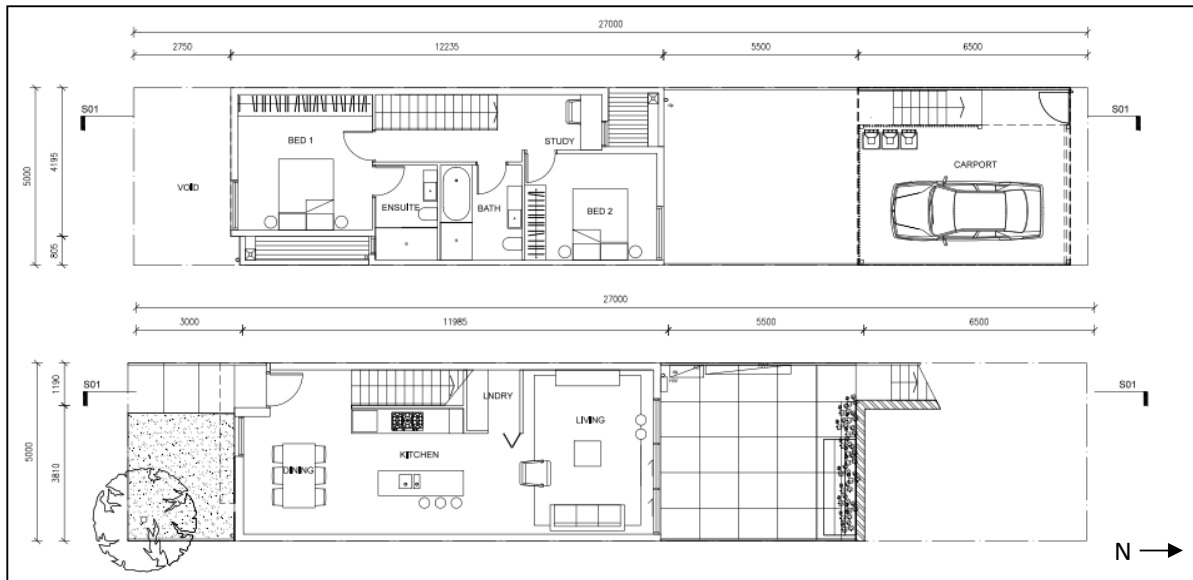
Figure 18 – Allotment Layout



- 2 bedroom dwellings:
 - 5m frontage
 - Front set-back 3m, rear set-back 0.5m
 - Site area of 135m²
 - Floor area of 118m²
 - One undercover car parking space (24m²)
 - POS of 27.5m² (ground level courtyard)

Refer to Figure 19 over page.

Figure 19 – Indicative Floor Plan



- 3 bedroom dwellings:
 - 6.5m-8.5m frontage
 - Front set-back 3m, rear set-back 0.5m
 - Site area of 175.5m²- 227m²
 - Floor area 153.5m²
 - Two undercover car parking spaces (38m²)
 - POS of 32.5m²-37m² (ground level courtyard)

Figure 20 – Indicative Floor Plan



Figure 21 – Streetscape Elevations



3. SITE AND LOCALITY

3.1 Site Description

The site consists of 64 allotments, described as follows:

Lot No	Street	Suburb	Hundred	Title Reference
Lots 119-130, 132, 138-150, 152-161 and 163-190 in DA 473/D049/15 (part Lot 1002 in DP 115165)	Glen Stuart Road	Woodforde	Adelaide	PT CT 6187/561

The subject site comprises five Terrace Blocks consisting of between 10 and 16 allotments each. Terrace Blocks 1, 4 and 5 are located to the south of the Rostrevor College Oval and are bound by Buchanan Drive, Anderson Road and Maxwell Lane; and are serviced by Cameron Lane and Chisholm Lane to the rear.

Terrace Blocks 2 and 3 are located to the south-east of blocks 1, 4 and 5 (south of the Kelso Apartment site) and are bound by Buchanan Drive, Lewis Walk, Macintyre Brae, and a 1355m² reserve. Vehicle access will be via Lewis Walk.

The subject land generally slopes from the south-east to the north-west, resulting in split level blocks, benching and retaining walls. Refer to Figures 22 and 23.

3.2 Locality

The subject site is currently surrounded by vacant land within the Hamilton Hill estate. Development proposed to be located adjacent the subject site includes 54 two storey townhouses located to the south of Terrace Blocks 1 and 4, a 3 storey residential flat building located to the east of Terrace Blocks 4 and 5 (development application not yet lodged), and a 4 and 5 storey residential flat building (Kelso Apartments) located on the northern side of Lewis Walk adjacent Terrace Block 2 (recently granted consent by the Panel).

The wider locality is predominately characterised by low density residential development in the form of single and two storey detached and semi-detached dwellings. Allotments and accompanying dwellings to the north-east and south-east

of Hamilton Hill (on the other side of Kintyre Road and Norton Summit Road) are generally larger and at lower density than those located to the west and south-west of Hamilton Hill.

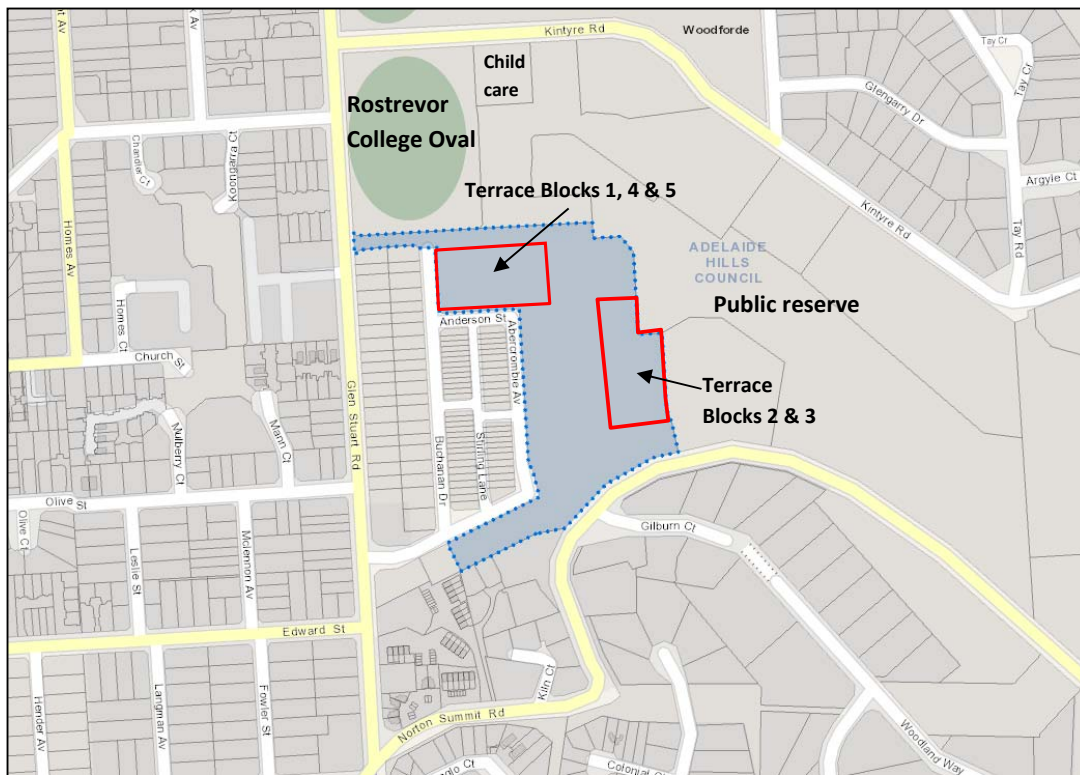
The nearest existing residences are located 65 metres to the south of T3 on Norton Summit Road, 100 metres to the west of T1 on Glen Stuart Road, and 250 metres to the north-east of T2 on Kintyre Road. It is noted that the proposed dwellings will be separated from these residences by other dwellings proposed within Hamilton Hill.

A new childcare centre and Rostrevor College are located 150 metres and 240 metres from Terrace Block 4, respectively.

Rostrevor College Oval is located to the immediate north of Terrace Block 1 and Terrace Block 4. A large public reserve recently vested with Council as part of the Hamilton Hill land division is located to the immediate east of Terrace Blocks 2 and 3 and between 50 and 120 metres from the other terrace blocks.

The nearest bus stop is located on Glen Stuart Road outside Rostrevor College, between 500 and 800 metres from the proposed dwellings.

Figure 22 – Locality Map 1



Rostrevor College Oval

Terrace Blocks 1, 4 & 5

Public reserve

Terrace Blocks 2 & 3

Streets labeled include: Kintyre Road, Anderson Street, Burman Drive, Striving Lane, Abercrombie Avenue, Glengary Drive, Argyle Court, Tay Crescent, Woodland Way, Moxton Summit Road, Kilburn Court, and others.

The DAP resolved to recommend that the SCAP defer its decision pending the supply of further information by the applicant to address the onsite car parking shortfall, overlooking, landscaping and stormwater management and other concerns, summarised below:

Table 1 – Council comments

	Council Comment	Applicant's Response	Planning Comment
1	<p>The civil designs for Stage 2 have not yet been submitted to Council and therefore kerb levels are unknown.</p> <p>It is recommended that a condition is attached requiring the finished floor levels (FFL) to be at least 300mm above the kerb level of a least one street frontage.</p>	<p>Dwelling FFLs will be 300mm above the top of kerb.</p> <p>Carport FFLs will be even with the highest top of kerb point for each allotment.</p>	<p>A condition will be attached requiring the dwelling FFLs to be a minimum of 300mm above the top of kerb and carport FFLs to be level with the top of kerb for each allotment.</p>
2	<p>Verification required that the stormwater management design for stage 2 will cater for 74-85% impervious surfaces on these allotments.</p>	<p>Fyfe has provided written confirmation that the stormwater design is adequate for the envisaged impervious areas.</p> <p>A stormwater management plan has been designed for</p>	<p>Response is considered satisfactory.</p>

		the entire suite and approved as part of the land division application.	
3	The provision of stormwater management plans for each allotment type.	Individual civil design for each allotment will be provided as part of the building rules consent information for each package, as per Schedule 5 of the Development Regs.	Response acceptable. No action required.
4	The maximum height of the proposed retaining walls should be indicated on the site plans and elevations.	The application has now been amended to include staging, with stage 1 being earthworks and construction of retaining walls and stage 2 being the substructure and superstructure of the dwellings.	<p>This is consistent with how the retaining walls for the stage 1 townhouses were addressed, with a minor variation being granted after planning consent was issued to allow for staging to occur.</p> <p>It will be a recommended condition of consent that the applicant submit a plan showing the top and bottom levels of the retaining walls prior to Development Approval being granted for Stage 1 works.</p>
5	The plans and south elevation for dwelling T1.3A.1 are inconsistent.	Plan has been amended.	Response acceptable. No action required.
6	The rear setback of 500mm could be reduced to 0m to increase POS and storage.	The setback of 500mm is required to facilitate easier turning movements and provide a transition in grade between the road and carport FFL.	Response acceptable. No action required.
7	An on-street car parking plan should be provided that demonstrates that the shortfall in resident parking (26 spaces) and visitor car parking (32 spaces - 1 per 2 dwellings) is available.	<p>On-street car parking allocation plans have been prepared by Fyfe and commentary provided by GTA with regard to the availability of on-street car parking.</p> <p>GTA advises that for Hamilton Hill as a whole, there will be a requirement for 245 on-street parking spaces. The plans prepared by Fyfe indicate that there will be 315 spaces available.</p>	<p>Response acceptable.</p> <p>Refer to discussion in Planning Assessment</p>
8	Landscaping plans required (excl. 3 storey dwellings)	A plan has been provided showing indicative streetscape and verge landscaping.	Response acceptable. No action required.

9	Privacy screens should be provided where car ports overlook courtyards of adjacent dwellings.	Plans amended to show privacy screens where carports will overlook adj. courtyards.	Response acceptable. No action required.
10	Fixed screens or blade walls that block the 45 degree angle views into adj. courtyards from upper level windows should be considered.	All required upper floor rear windows will have an opaque film installed to any section of window below 1500mm above FFL.	It is considered that screens/opaque glass are unnecessary. Refer to discussion in Planning Assessment
11	Consideration should be given to installing window canopies on west facing elevations and retractable shading for dwellings with north-south orientation.	The dwellings will be designed to achieve the necessary energy efficiency ratings under the BCA.	Refer to discussion in Planning Assessment
12	Details of the colour scheme for each dwelling should be provided.	Detailed material board pages have been provided in the updated plans.	Response acceptable. No action required.
13	More diversity of rear elevation/garage door treatment is required.	Rear façades will feature a mix of window placement and sizes to create interest. Garage doors will not be altered. Visual impact will be mitigated through the use of landscaping, similar to what was approved in stage 1.	Refer to discussion in Planning Assessment
14	Street lighting should be installed in rear lanes.	Street lighting will be considered during stage 2 civil design and, subject to Council approval, will be similar to stage 1 designs.	Response acceptable. No action required.
15	A footpath should be incorporated into the reserve abutting the eastern boundary of Allotments 179-190 to provide access to the front doors.	Footpaths will be considered during stage 2 civil design and will be similar to what has been implemented in stage 1.	Response acceptable. No action required.

5. REFERRAL AGENCY COMMENTS

Referral agency comments and the applicant's response are contained in the ATTACHMENTS.

5.1 Government Architect

The application was informally referred to the Associate Government Architect (AGA) for comment.

The AGA's comments and the applicant's response are summarised in Table 2.

Table 2 – Government Architect Comments

	AGA Comment	Applicant's Response	Planning Comment
1	<p>Shadow diagrams suggest that the majority of courtyards are in shadow for an extended period of time during winter.</p> <p>It is recommended that POS strategies are reviewed to improve residential amenity.</p>	<p>The private open space will not be redesigned. The allotment, dwelling and garaging design has been specifically developed to respond to site conditions and account for the sloping land.</p>	<p>Response acceptable.</p> <p>Refer to discussion in Planning Assessment</p>
2	<p>The window of some second bedrooms is located in a deep, narrow and roofed alcove, which may result in compromised access to natural light.</p> <p>Refinement of internal layouts is recommended to ensure the residential amenity if optimised.</p>	<p>All habitable spaces have access to natural light and ventilation. The floorplans have been designed to cater for set-backs/POS requirements and site level restrictions. Changing the floor plans will affect this balance.</p>	<p>It is noted that only 11 of the 64 dwellings are affected.</p> <p>While not optimal, this is not considered to be fatal to the application.</p>
3	<p>Additional information should be provided regarding on-street parking provisions on new street network to absorb the shortfall in off-street car parking.</p>	<p>Addressed in response to Council comments.</p>	<p>Sufficient on-street car parking will be available to absorb shortfalls in off-street car parking.</p> <p>Refer to discussion in Planning Assessment.</p>
4	<p>Front fencing details and information regarding the front entry sequence for reserve facing dwellings is required.</p>	<p>Entry to townhouses will be via pathways within the entry reserve, with detailed design of the reserve to occur in consultation with Council. The dwellings will have a path to their allotment boundary as part of the overall landscape design of the reserve.</p> <p>No front fencing is proposed for the other dwellings.</p>	<p>Response is acceptable. No action required.</p>
5	<p>Ground level interface to the rear laneways lacks activation resulting from the series of garage doors.</p> <p>Additional information required regarding the overall landscape and urban design strategies.</p>	<p>The laneways and primary street frontages will be landscaped in accordance with Urban Design Place Report submitted with the land division application.</p>	<p>Response is acceptable. No action required.</p> <p>A copy of the Urban Design Place Report is contained in the ATTACHMENTS.</p> <p>Refer to discussion in Planning Assessment</p>

6. PUBLIC NOTIFICATION

The proposed townhouses will be located in Stage 2 of the Hamilton Hill development site. The proposed dwellings have been categorised as detached dwellings as per the definition in Schedule 1 of the Development Regulations 2008:

A detached building comprising 1 dwelling on a site that is held exclusively with that dwelling and has a frontage to a public road, or to a road proposed in a plan of land division that is the subject of a current development authorisation.

The land division application creating Torrens titles allotments for each dwelling was approved by the Development Assessment Commission on 16 February 2016. Titles have not yet been issued for Stage 2 due to a number of minor amendments that have been made to the allotment boundaries within this stage.

Notwithstanding that each proposed dwelling does not yet have its own title, it is considered that the proposed dwellings still constitute detached dwellings by virtue of each dwelling being on a site that is held exclusively with that dwelling, with Schedule 1 defining 'site' as follows:

The area of land (whether or not comprising a separate or entire allotment) on which a building is built, or proposed to be built, including the curtilage of the building...

On this basis, the proposed dwellings have been deemed to constitute detached dwellings.

With regard to public notification, the Development Plan defers to Schedule 9 of the Development Regulations. Part 1 2(a)(ii) lists the following as Category 1:

2 Except where the development is classified as non-complying under the relevant Development Plan, any development which comprises-

- (i) 1 or more detached dwellings*
- (ii) ...*

As such, the application has been assigned Category 1 for public notification purposes.

7. POLICY OVERVIEW

The subject site is located within the Residential Zone and Medium Density Policy Area 43, as described within the Adelaide Hills Council Development Plan Consolidated 28 April 2016.

Relevant planning policies are contained in the ATTACHMENTS and summarised below. The Policy Area Map and Zone Map are shown in Figures 24 and 25, respectively.

7.1 Policy Area

The Medium Density Policy Area 43 comprises the subject site and two adjoining SA Water tank sites to the north and east. The key objective of the policy area is to facilitate the development of a range of dwellings at medium density (net densities of between 40 and 67 dwellings per hectare), including a minimum of 15% affordable housing.

The Desired Character speaks of the need for development to respond to the topography of the area and seeks a diverse range of dwellings on a variety of allotment sizes. Higher density development is envisaged near the centre of the

policy area, transitioning down to lower-rise development along the policy area boundaries. Higher density development should be located in close proximity to public open space to allow for reduced areas of private open space and to provide opportunities for passive surveillance of public open space.

Dwellings of up to three storeys are anticipated in the policy area provided impacts on adjoining properties are addressed. Buildings should be set relatively close to the primary street frontage to create a compact urban streetscape. Residential development should incorporate articulated and varied facades with balconies, increased set-backs at upper levels and a range of materials to promote visual interest and reduce the scale of the building. Shading elements should be incorporated into designs to provide for energy efficiency. The visual impact of garaging and driveway crossovers should be minimised. Landscaping should be provided to reduce large scale building facades and provide visual amenity and shade.

7.2 Zone

The Residential Zone seeks a range of dwelling types and an increase in dwelling densities in close proximity to centres, public transport routes, and public open space. Vacant land should be developed to increase housing choice by providing dwellings at densities higher than but compatible with adjoining development. With regard to design and appearance, accommodation at ground floor level should contribute to the character of the locality and activate street frontages by providing landscaping and terraces and opportunities to overlook adjacent public space. Living areas for dwellings should have an external outlook.

7.3 Council Wide

Residential zones and areas should be developed with a variety and choice of dwelling types to meet the needs of the community. Residential development should efficiently use infrastructure and services and not create conditions which are likely to exceed the capacity of existing roads and other infrastructure and public facilities. Development in a residential zone should not impair the character or amenity of an area.

Residential buildings should be sited on excavated rather than filled sites in order to reduce their vertical profile and minimise alteration of the existing land form. Residential buildings should comprise materials and finishes that complement the surrounding locality.

Refer to Figures 24 & 25 for Zone and Policy Area Maps.

Figure 24 – Policy Area Map

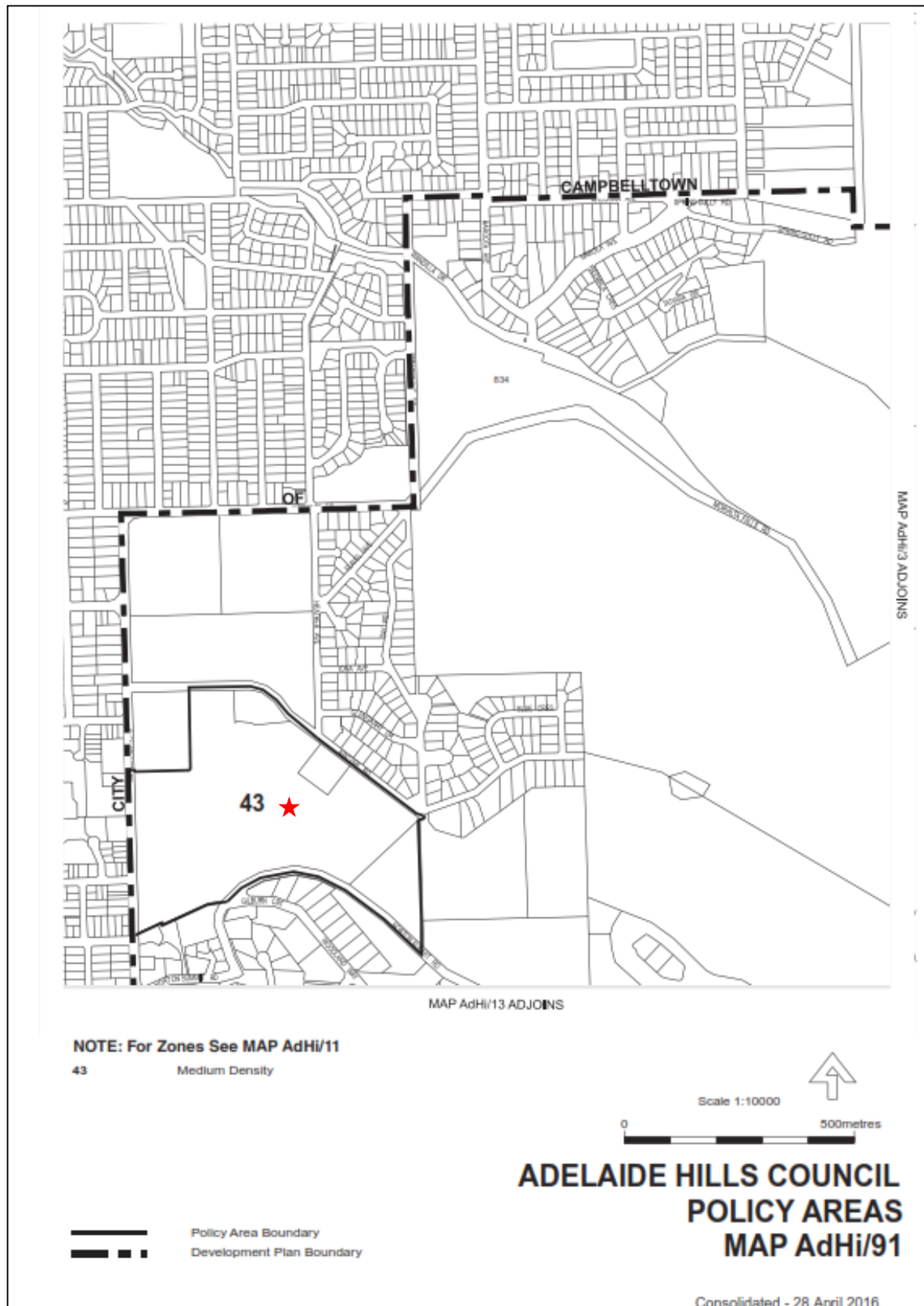
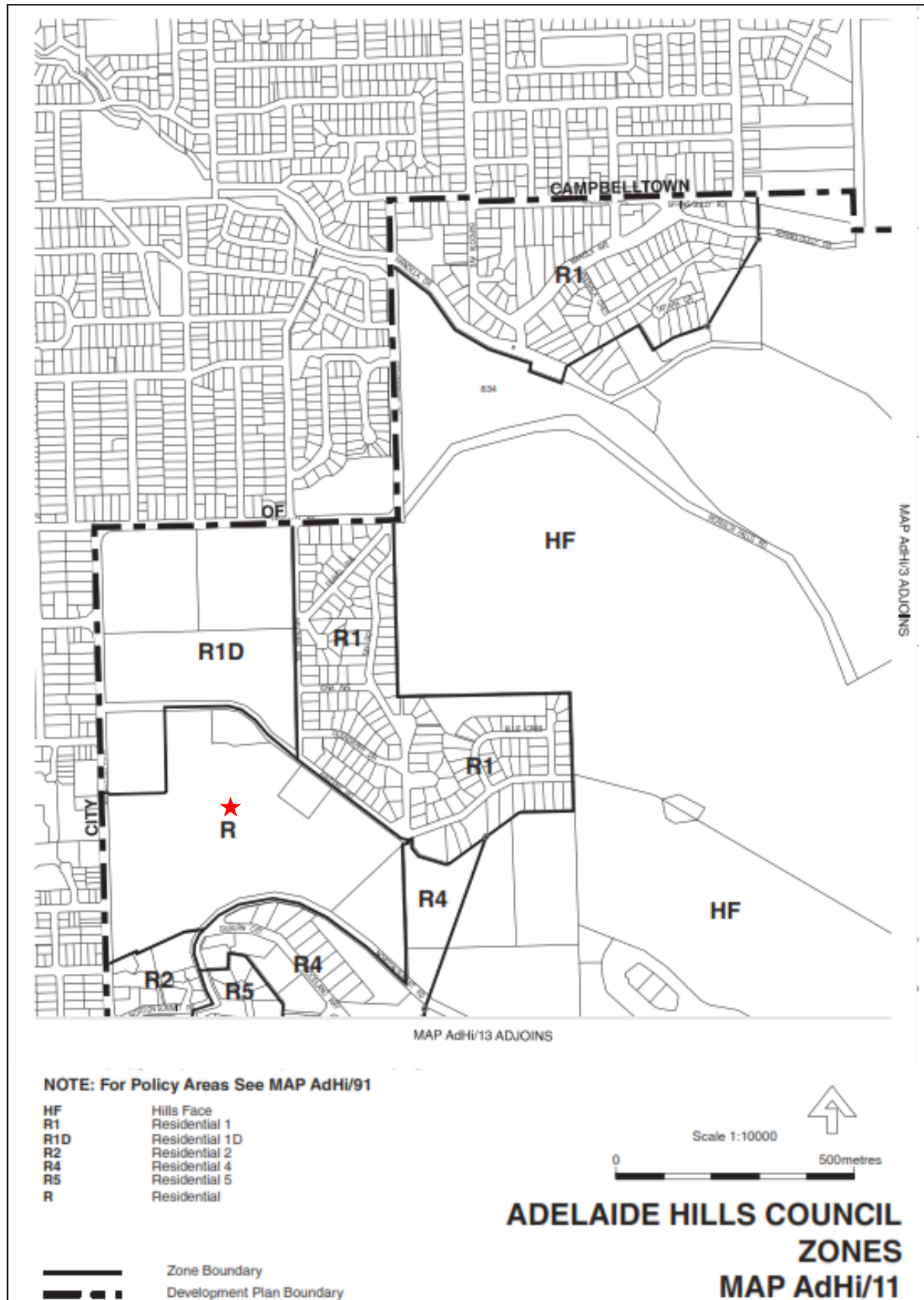


Figure 25 – Zone Map



8. PLANNING ASSESSMENT

The application has been assessed against the relevant provisions of the Adelaide Hills Council Development Plan, which are contained in ATTACHMENT 1.

8.1 Quantitative Provisions

	Policy Guideline	Proposed	Guideline Achieved	Comment
Building Height	3 storeys	2 and 2 storey	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> PARTIAL <input type="checkbox"/>	Complies
Car Parking	128	102 1 per two bedroom 2 per three bedroom	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> PARTIAL <input type="checkbox"/>	Shortfall of 26 car parking spaces. Discussed below.
Density	Net density 40 to 67 dwellings per hectare	Net density of 62 dwellings per hectare	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> PARTIAL <input type="checkbox"/>	Complies
Site Area	120m ² (row dwelling)	120 - 225m ²	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> PARTIAL <input type="checkbox"/>	Complies
Site Coverage (max)	60%	66% average T1 – 67% T2 – 62.5% T3 – 78% T4 – 63% T5 – 61%	YES <input type="checkbox"/> NO <input type="checkbox"/> PARTIAL <input checked="" type="checkbox"/>	Generally complies. Discussed below.
Primary Road Setback (min)	3 metres	3 metres	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> PARTIAL <input type="checkbox"/>	Complies
Secondary Road Setback (min)	1.5m	T1 – 1.2m T2 – 1.5m T3 – 0m T4 – 1.5m T5 – 1.5m	YES <input type="checkbox"/> NO <input type="checkbox"/> PARTIAL <input checked="" type="checkbox"/>	Generally complies.
Rear Setback (min)	0m adj. service lane	500mm	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> PARTIAL <input type="checkbox"/>	Complies
Side Setback (min)	0 metres	0	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> PARTIAL <input type="checkbox"/>	Complies
POS	25m ² per 2 bedroom 30m ² per 3 bedroom	27.5m ² 30m ² -42m ²	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> PARTIAL <input type="checkbox"/>	Complies
POS – Minimum Dimension	3m x 5m	<u>T1, 2, 4 & 5:</u> 4m x 5 metres (min) <u>T3:</u> 3.4m x 4.7m & 2.5m x 4.7m	YES <input type="checkbox"/> NO <input type="checkbox"/> PARTIAL <input checked="" type="checkbox"/>	Generally complies. Discussed below.

8.2 Land Use and Character

The desired character for the Medium Density Policy Area envisages a range of dwellings of up to 3 storeys in height. Higher density development should be located near the centre of the policy area and in close proximity to public open space.

The proposed development is generally consistent with these criteria, with the dwellings being 2 and 3 storeys in height and located towards the centre of Hamilton Hill adjacent the public reserve.

The proposed dwellings are also generally consistent with the quantitative requirements of the Policy Area, particularly in relation to site area, private open space, setbacks and density.

On balance, the proposed development is considered to be generally consistent with the character and land uses envisaged in the Medium Density Policy Area 43 of the Residential Zone.

8.3 Design and Appearance

The townhouses will be in the form of 34 two bedroom and 32 three bedroom dwellings located on allotments ranging in size from 120 to 225 square metres. Although technically classified as detached, the townhouses will appear and function as row dwellings.

The use of a range of dwellings typologies will create a varied streetscape while maintaining a sense of cohesion through the use of repeated roof forms, façade elements and materials.

The proposed dwellings will offer good sized and functional floor plans and will allow cross ventilation and access to daylight. Living areas have been located to overlook areas of private open space and in the case of Terrace Block 3, public open space.

The design and appearance of the proposed dwellings is considered to be acceptable.

8.4 Site Coverage

The dwellings in Terrace Blocks 1, 2, 4 and 5, will slightly exceed the maximum allowable site coverage of 60%, however it is considered that sufficient area will still be available for private open space, clothes drying and rainwater tanks (Residential Zone PDC 13). Storage of household waste and domestic storage will occur within each carport area, which is considered acceptable.

Dwellings in Terrace Block 3 are more problematic, with a site coverage of 78% meaning that private open space is limited to the second level terraces on either side of the building. The plans indicate that the garage will accommodate bin storage and a rain water tank, however the only space available for clothes drying would be one the terraces. Although not ideal, this is not considered to be fatal to the application.

On balance, the site coverage of each dwelling is considered acceptable.

8.5 Overshadowing

The dwellings in Terrace Blocks 1, 2, 4 and 5 will provide private open space (POS) in the form of courtyards located between the dwelling and carport whereas the dwellings in Terrace Block 3 will provide private open space in the form of two upper level terraces.

The proposed POS provision is considered to be generally acceptable in terms of area and dimensions. The T3 dwellings will have slightly undersized terraces however it is considered that they are generally acceptable due to the close proximity to the public reserve and the functional layout of the dwellings.

It is of concern that the courtyards for the north-south oriented dwellings in Terrace Block 4 (13 dwellings) will receive less than the minimum requirement of 2 hours of sunlight during winter solstice. This is primarily due to the orientation of the allotments combined with the sloping nature of the land, which has resulted in split level sites and sunken courtyards. In order to achieve the required amount of sunlight during winter, considerable filling would be needed, or the dwelling would need to be reduced in height, which would not be economically viable on such small allotments. The proposed approach is generally consistent with Council Wide PDC 88, which seeks for residential buildings to be sited on excavated rather than filled sites in order to reduce their vertical profile.

Although the conditions for residents will be less than optimal, it is considered that they are generally acceptable due to the limited design options available for these sites, the functional size and dimensions of the courtyards, and the close proximity of the dwellings to a public reserve.

8.6 Overlooking

The Council has raised concerns with the potential for overlooking to occur from carports and second level windows into the courtyards of adjoining dwellings. To remedy this, the applicant has amended the plans to show the inclusion of 1.8m high privacy screens along the three open sides of the carports in Terrace Blocks 1, 2 and 4. Screening is not required for Terrace Block 5 as the carports are located lower than the courtyards; or Terrace Block 3, where the garaging is provided under the main roof.

The applicant has also indicated that it is willing to install opaque film to second level windows to a height of 1.5m to reduce overlooking from oblique angles.

It is considered that overlooking cannot be completely avoided in medium density residential development. In this instance, given that the upper level rooms that overlook adjoining courtyards are second bedrooms and study nooks rather than living areas, it is considered that overlooking will not be significant enough to warrant the installation of opaque film or fixed screens.

8.7 Sunshading

Concern has been raised regarding the lack of sunshading to the north and west facing bedroom windows for Terrace Blocks 3, 4 and 5. Good residential design generally includes shading elements to north and west facing windows to reduce heat gains and improve comfort for residents. The applicant has advised that shading devices are not required in this instance as the windows have been reduced in size on these elevations, which will have the same effect as larger windows with eaves given that the same proportion of glass will be in direct sunlight. The expressed surrounds to the facades will also provide some shading to north and west facing windows. The applicant has advised that each dwelling will be able to achieve the relevant energy

efficiency ratings without sunshades or glazing treatments, as has been demonstrated for the Stage 1 townhouses.

It is considered that the applicant's response is acceptable.

8.8 Laneway Design

The design of the laneways has been raised by both Council and the Associate Government Architect in terms of the lack of activation and visual interest. There is also some concern that there will be limited opportunities for passive surveillance.

The primary function of the laneways is to provide vehicle and service access to each dwelling. Locating laneways at the rear will remove garaging from the primary street frontages, which will allow on-street visitor parking to be maximised and increase landscaping opportunities. This approach is accepted as a good design solution for medium density development on narrow allotments.

The laneways will be 8 metres wide, which will allow for a 5.5m wide carriageways and 1.25m verges on either side. The laneways will predominately present as a series of roller doors and gates providing access to the carports and the rear of each dwelling, with limited variety in colour or form. Council has suggested the use of different colours to improve visual interest, however the applicant has advised that visual relief will be achieved through the use of street trees and paving treatment, as proposed in the Urban Design Place Report and as approved in the Stage 1 laneways, shown in Figures 26 and 27 below. This is considered to be an acceptable response.

Figure 26 Laneway Design - Stirling Lane

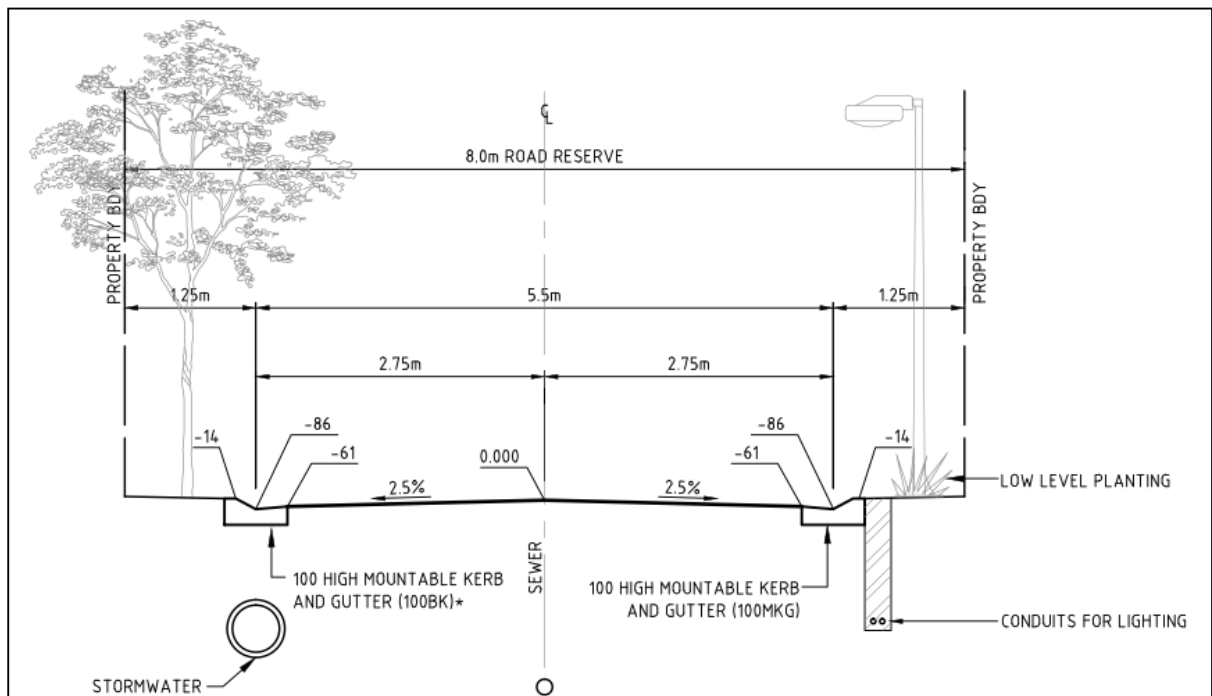
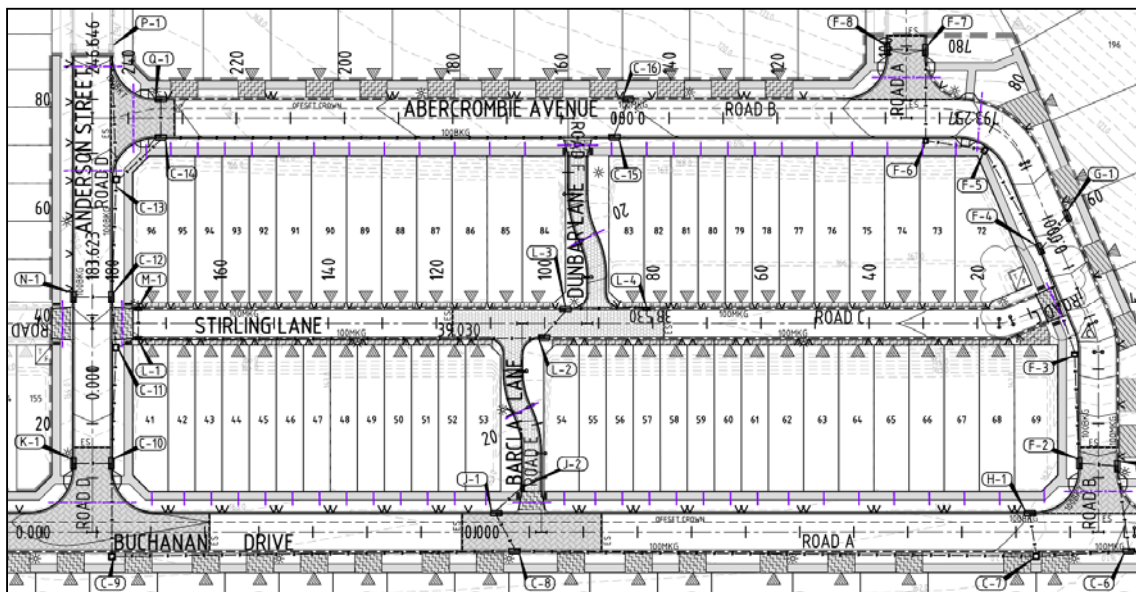


Figure 27 Laneway Design for Stage 1



It is noted that as the majority of courtyards and living areas will be set below the carport level, there will be minimal opportunity for passive surveillance of laneways. This is not ideal however it is acknowledged that the split level design of the allotments coupled with the need to provide a secure parking and courtyard area for residents makes it difficult to achieve activation at laneway level.

The applicant has advised that lighting will be installed in the laneways as part of the civil works for Stage 2 of Hamilton Hill in consultation with Council, which will improve safety and security for residents.

It is considered that the final laneway designs should be similar to those approved for Stage 1, with the use of paved areas and rolled kerbs serving to encourage low traffic speeds, pedestrian use and passive surveillance.

It will be a recommended condition of consent that the applicant submit indicative laneways designs to the Panel prior to Development Approval being granted.

8.9 Traffic Impact, Access and Car Parking

Access to each dwelling will be gained via the internal road network from Glen Stuart Road. The road network was approved as part of the land division application, at which time the applicant was able to demonstrate that the roads and laneways are capable of accommodating all vehicles likely to visit the site, including waste collection vehicles. The matter of impact on the surrounding road network was also considered at the land division stage, at which time it was resolved that the surrounding road network has capacity to accept the increased in traffic generated by Hamilton Hill.

With regard to carparking provision for the proposed dwellings, off-street car parking will be provided at a rate of one car parking space per two bedroom dwelling and two car parking spaces per three bedroom dwelling. The development plan requires the provision of two car parking spaces per dwellings, irrespective of the number of bedrooms, which equates to 128 spaces. The proposed development will provide a total of 102 off-street car parking spaces, resulting in a shortfall of 26 spaces.

On-street visitor carparking should generally be provided at a rate of one car parking space per two dwellings, therefore 32 on-street carparking spaces are required within close proximity (60m) of the proposed dwellings.

The applicant has provided car parking plans prepared by Fyfe that show that there will be sufficient on-street parking available to meet the likely demand for visitor parking and the shortfall in resident parking, as detailed below:

- Terrace blocks 1, 4 & 5 (36 dwellings):
 - shortfall of 18 resident parks
 - 18 visitor parks required
 - = 36 on-street spaces required

The plans prepared by Fyfe indicate that there are 37 on-street car parking spaces located immediately adjacent Terrace Blocks 1, 4 & 5 on Buchanan Drive and Anderson Street.

- Terrace Block 2 (16 dwellings):
 - shortfall of 8 resident parks
 - 8 visitor parks
 - = 16 on-street spaces required

The plans prepared by Fyfe indicate that there are 16 on-street car parking spaces located immediately adjacent Terrace Block 2 on Buchanan Drive and MacIntyre Brae.

- Terrace Block 3 (12 dwellings):
 - No shortfall in resident parks
 - 6 visitor parks required
 - = 6 on-street spaces required for.

The plans prepared by Fyfe indicate that there are 8 on-street car parking spaces located immediately adjacent Terrace Block 3 on MacIntyre Brae.

It is considered that adequate on-street and off-street car parking will be provided to meet the demands of the proposed development.

8.10 Environmental Factors

8.10.1 Crime Prevention

The Development Plan encourages passive surveillance of streets and car parking areas within residential areas.

The proposed dwellings have typically been designed so that the main pedestrian entry is via the primary street frontage or in the case of Terrace Block 3, the public reserve. The main pedestrian entry will generally lead into a living area of the dwelling, which will provide opportunities for passive surveillance of the street.

As previously discussed, opportunities for passive surveillance of the laneways from the dwellings will be minimal due to the location of carports and courtyards although some casual surveillance will occur as a result of local traffic movements through the laneways.

Appropriate street lighting will be included in the streets and laneways as a crime preventative measure and for resident safety.

8.10.2 Site Contamination

The subject land has been remediated and a site contamination audit undertaken that concludes that the land is suitable for a range of sensitive uses, including residential for access to soils and residential without access to soil.

On this basis it is considered that the subject land is suitable and safe for the proposed use.

8.10.3 Stormwater Management

At the broader level, a stormwater management masterplan was designed at land division stage to show how the stormwater generated by Hamilton Hill will be captured and disposed of. The applicant's stormwater consultant has advised that the stormwater management design will be able to cater for the likely stormwater flows from the proposed development.

Council has advised that the stormwater system for each dwelling will need to be located entirely within each allotment given that no drainage easements are proposed. The applicant has advised that individual civil design for each allotment will be provided as part of the information provided at building rules consent stage.

This is considered to be generally acceptable.

9. CONCLUSION

The key planning issues relate to the shortfall in off-street car parking, overshadowing of courtyards, laneway presentation and the lack of sunshading to the northern and western facing windows of some of the dwellings.

With regard to car parking, it is considered that although there will be a shortfall of 26 resident car parking spaces, there will be sufficient parking available within the immediate local street network to account for both the shortfall and visitor parking.

Of the proposed 64 dwellings, 13 will have courtyard areas that will receive less than 2 hours of sunlight during winter solstice. Although not ideal, it is considered that the dwelling design is generally acceptable due to the limited design options available for the sites; the functional size and dimensions of the courtyards; and the close proximity of the dwellings to a public reserve.

Council has requested that screening devices are installed along carport areas and upper level windows to limit overlooking of adjoining courtyards. The applicant has amended the plans to show screening of the relevant carports and has advised that opaque film can be applied to the upper storey windows. It is considered that some overlooking is to be expected in medium density developments and that in this instance, given that the windows in question are for bedrooms and study nooks rather than living areas, installation of opaque film or fixed screens is not warranted.

With regard to the laneways, both Council and the Associate Government Architect have raised concerns regarding the lack of activation and visual interest along the laneways due to the dominance of garaging. It is considered that these concerns can be alleviated through the planting of street trees to provide visual relief and the use of appropriate paving treatments and lighting to encourage shared use of the laneways.

The proposed development is generally consistent with the quantitative provisions of the Medium Density Policy area for building height, density, site area, setbacks and private open space provisions. The proposed development is also consistent with the desired character and envisaged uses for the Residential Zone and Medium Density Policy Area.

On balance, having assessed the application against the relevant provisions of the Adelaide Hills Council Development Plan, it is considered that the application has sufficient merit to warrant support.

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 related Objectives and Principles of Development Control of the Adelaide Hills Council Development Plan.
- 3) RESOLVE to grant Development Plan Consent to the proposal by Woodforde JV Pty Ltd for the staged construction of 64 two and three storey townhouses with ancillary car parking and associated site works (Stage 1 – earthworks and construction of retaining walls; Stage 2 – construction of substructure of superstructure of dwellings) at Lots 119-130, 132, 138-150, 152-161 and 163-190 in DA 473/D049/15 (part Lot 1002 in DP 115165), 25 Glen Stuart Road, Woodforde, 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 473/E015/17

Plans by Enzo Caroscio Architecture, Project No. 17002

Drawing Title	Drawing No.	Rev.	Date
Terrace Block 1 – 2A.1 3D views	A2.110	A	13.4.17
Terrace Block 1 – 2A.1 Floor Plans	A2.111	A	13.4.17
Terrace Block 1 – 2A.1 Roof Plan	A2.112	A	13.4.17
Terrace Block 1 – 2A.1 Elevation + Section	A2.113	A	13.4.17
Terrace Block 1 – 2A.1 Elevation	A2.114	A	13.4.17
Terrace Block 1 – 3A.1 3D views	A2.115	A	13.4.17
Terrace Block 1 – 3A.1 Floor Plans	A2.116	A	13.4.17
Terrace Block 1 – 3A.1 Roof Plan	A2.117	A	13.4.17
Terrace Block 1 – 3A.1 Elevation + Section	A2.118	A	13.4.17
Terrace Block 1 – 3A.1 Elevation	A2.119	A1	3.8.17
Terrace Block 1 – 3B.1 3D views	A2.120	A	13.4.17
Terrace Block 1 – 3B.1 Floor Plans	A2.121	A	13.4.17
Terrace Block 1 – 3B.1 Roof Plan	A2.122	A	13.4.17
Terrace Block 1 – 3B.1 Elevation + Section	A2.123	A	13.4.17
Terrace Block 1 – 3B.1 Elevation	A2.124	A	13.4.17
Terrace Block 1 – Overall Floor Plans	A2.150	A	13.4.17
Terrace Block 1 – Overall Floor Plans	A2.151	A1	3.8.17
Terrace Block 1 – Street Elevations	A2.152	A	13.4.17
Terrace Block 1 – Material Board	-	-	-

Terrace Block 2 – T2.2A.1 3D views	A2.210	A	13.4.17
Terrace Block 2 – T2.2A.1 Floor Plans	A2.211	A	13.4.17
Terrace Block 2 – T2.2A.1 Roof Plan	A2.212	A	13.4.17
Terrace Block 2 – T2.2A.1 Elevation + Section	A2.213	A	13.4.17
Terrace Block 2 – T2.2A.1 Elevation	A2.214	A	13.4.17
Terrace Block 2 – T2.3A.1 3D views	A2.215	A	13.4.17
Terrace Block 2 – T2.3A.1 Floor Plans	A2.216	A	13.4.17
Terrace Block 2 – T2.3A.1 Roof Plan	A2.217	A	13.4.17
Terrace Block 2 – T2.3A.1 Elevation + Section	A2.218	A	13.4.17
Terrace Block 2 – T2.3A.1 Elevation	A2.219	A	13.4.17
Terrace Block 2 – T2.3B.1 3D views	A2.220	A	13.4.17
Terrace Block 2 – T2.3B.1 Floor Plans	A2.221	A	13.4.17
Terrace Block 2 – T2.3B.1 Roof Plan	A2.222	A	13.4.17
Terrace Block 2 – T2.3B.1 Elevation + Section	A2.223	A	13.4.17
Terrace Block 2 – T2.3B.1 Elevation	A2.224	A	13.4.17
Terrace Block 2 – Overall Floor Plans	A2.250	A	13.4.17
Terrace Block 2 – Overall Floor Plans	A2.251	A1	3.8.17
Terrace Block 2 – Street Elevations	A2.252	A	13.4.17
Terrace Block 2 – Material Board	-	-	-
Terrace Block 3 – T3.3A.1 3D views	A2.310	A	13.4.17
Terrace Block 3 – T3.3A.1 Floor Plans	A2.311	A	13.4.17
Terrace Block 3 – T3.3A.1 Roof Plan	A2.312	A	13.4.17
Terrace Block 3 – T3.3A.1 Elevation + Section	A2.313	A	13.4.17
Terrace Block 3 – T3.3A.1 Elevations	A2.314	A	13.4.17
Terrace Block 3 – T3.3A.2 3D views	A2.315	A	13.4.17
Terrace Block 3 – T3.3A.2 Floor Plan	A2.316	A	13.4.17
Terrace Block 3 – T3.3A.2 Roof Plan	A2.317	A	13.4.17
Terrace Block 3 – T3.3A.2 Elevations + Section	A2.318	A	13.4.17
Terrace Block 3 – T3.3B.1 3D views	A2.319	A	13.4.17
Terrace Block 3 – T3.3B.1 Floor Plans	A2.320	A	13.4.17
Terrace Block 3 – T3.3B.1 Roof Plan	A2.321	A	13.4.17
Terrace Block 3 – T3.3B.1 Elevations + Section	A2.322	A	13.4.17
Terrace Block 3 – T3.3B.1 Elevations	A2.323	A	13.4.17
Terrace Block 3 – T3.3C.1 3D views	A2.324	A	13.4.17
Terrace Block 3 – T3.3C.1 Floor Plans	A2.325	A	13.4.17
Terrace Block 3 – T3.3C.1 Elevations + Section	A2.326	A	13.4.17
Terrace Block 3 – T3.3C.1 Elevations	A2.327	A	13.4.17
Terrace Block 3 – Overall Ground Floor Plan	A2.350	A	13.4.17
Terrace Block 3 – Overall Ground Floor Plan	A2.351	A	13.4.17
Terrace Block 3 – Overall Ground Floor Plan	A2.352	A	13.4.17
Terrace Block 3 – Overall Street Elevations	A2.353	A	13.4.17
Terrace Block 3 – Material Board	-	-	-
Terrace Block 4 – T4.2A.1 3D views	A2.410	A	13.4.17
Terrace Block 4 – T4.2A.1 Floor Plans	A2.411	A	13.4.17
Terrace Block 4 – T4.2A.1 Roof Plan	A2.412	A	13.4.17
Terrace Block 4 – T4.2A.1 Elevation + Section	A2.413	A	13.4.17
Terrace Block 4 – T4.2A.1 Elevations	A2.414	A	13.4.17
Terrace Block 4 – T4.3A.1 3D views	A2.420	A	13.4.17
Terrace Block 4 – T4.3A.1 Floor Plan	A2.421	A	13.4.17
Terrace Block 4 – T4.3A.1 Roof Plan	A2.422	A	13.4.17
Terrace Block 4 – T4.3A.1 Elevations + Section	A2.423	A	13.4.17
Terrace Block 4 – T4.3A.1 Elevations	A2.424	A	13.4.17
Terrace Block 4 – T4.3B.1 3D views	A2.425	A	13.4.17
Terrace Block 4 – T4.3B.1 Floor Plans	A2.426	A	13.4.17
Terrace Block 4 – T4.3B.1 Roof Plan	A2.427	A	13.4.17
Terrace Block 4 – T4.3B.1 Elevations + Section	A2.428	A	13.4.17

Terrace Block 4 – T4.3B.1 Elevations	A2.429	A	13.4.17
Terrace Block 4 – Overall Floor Plans	A2.450	A1	3.8.17
Terrace Block 4 – Overall Floor Plans	A2.451	A1	3.8.17
Terrace Block 4 – Overall Street Elevations	A2.452	A1	3.8.17
Terrace Block 4 – Material Board	-	-	-
Terrace Block 5 – T5.2A.1 3D views	A2.510	A	13.4.17
Terrace Block 5 – T5.2A.1 Floor Plans	A2.511	A	13.4.17
Terrace Block 5 – T5.2A.1 Roof Plan	A2.512	A	13.4.17
Terrace Block 5 – T5.2A.1 Elevation + Section	A2.513	A	13.4.17
Terrace Block 5 – T5.2A.1 Elevations	A2.514	A	13.4.17
Terrace Block 5 – T5.2A.2 3D views	A2.515	A	13.4.17
Terrace Block 5 – T5.2A.2 Floor Plans	A2.516	A	13.4.17
Terrace Block 5 – T5.2A.2 Roof Plan	A2.517	A	13.4.17
Terrace Block 5 – T5.2A.2 Elevations + Section	A2.518	A	13.4.17
Terrace Block 5 – T5.2A.2 Elevations	A2.519	A	13.4.17
Terrace Block 5 – T5.3A.1 3D views	A2.520	A	13.4.17
Terrace Block 5 – T5.3A.1 Floor Plans	A2.521	A	13.4.17
Terrace Block 5 – T5.3A.1 Roof Plan	A2.522	A	13.4.17
Terrace Block 5 – T5.3A.1 Elevations + Section	A2.523	A	13.4.17
Terrace Block 5 – T5.3A.1 Elevations	A2.524	A	13.4.17
Terrace Block 5 – T5.3B.1 3D views	A2.525	A	13.4.17
Terrace Block 5 – T5.3B.1 Floor Plans	A2.526	A	13.4.17
Terrace Block 5 – T5.3B.1 Roof Plan	A2.527	A	13.4.17
Terrace Block 5 – T5.3B.1 Elevations + Section	A2.528	A	13.4.17
Terrace Block 5 – T5.3B.1 Elevations	A2.529	A	13.4.17
Terrace Block 5 – Overall Floor Plans	A2.550	A1	3.8.17
Terrace Block 5 – Overall Floor Plans	A2.551	A1	3.8.17
Terrace Block 5 – Overall Street Elevations	A2.552	A1	3.8.17
Terrace Block 5 – Material Board	-	-	-
Stage 2 Axonometric Views	A3.100	A	13.4.17
Stage 2 Axonometric Views	A3.101	A	13.4.17
Stage 2 Axonometric Views	A3.102	A1	3.8.17
Stage 2 Axonometric Views	A3.103	A1	3.8.17
Shadow Diagrams – Terrace Block 1, 4, 5	A4.100	A1	3.8.17
Shadow Diagrams – Terrace Block 1, 4, 5	A4.101	A1	3.8.17
Shadow Diagrams – Terrace Block 1, 4, 5	A4.102	A1	3.8.17
Shadow Diagrams – Terrace Block 2, 3	A4.103	A	13.4.17
Shadow Diagrams – Terrace Block 2, 3	A4.104	A	13.4.17
Shadow Diagrams – Terrace Block 2, 3	A4.105	A	13.4.17
Shadow Diagrams – Terrace Block 1, 4, 5	A4.106	A1	3.8.17
Shadow Diagrams – Terrace Block 1, 4, 5	A4.107	A1	3.8.17
Shadow Diagrams – Terrace Block 1, 4, 5	A4.108	A1	3.8.17
Shadow Diagrams – Terrace Block 2, 3	A4.109	A	13.4.17
Shadow Diagrams – Terrace Block 2, 3	A4.110	A	13.4.17
Shadow Diagrams – Terrace Block 2, 3	A4.111	A	13.4.17

Reports and Correspondence:

- Intro Design Pty Ltd, Planning Report, Stage Two Townhouses, Glen Stuart Road, Woodforde, dated April 2017
- GTA Consultants, Response to Council Comments (dated 21st July 2017), Ref. #S129410, dated 7 August 2017

2. Prior to Development Approval being issued for Stage 1 works, a plan showing the top and bottom levels of the retaining walls for each of the dwellings shall be submitted to the State Commission Assessment Panel for approval.
3. Prior to Development Approval being issued for Stage 1 works, plans and cross-sections for Lewis Walk, Cameron Lane, and Chisholm Lane shall be submitted to the State Commission Assessment Panel for approval.
4. All vehicle car parks, driveways and vehicle entry and manoeuvring areas shall be designed and constructed in accordance with Australian Standards (AS/NZS 2890.1:2004 and AS/NZS 2890.6:2009) and be constructed, drained and paved with bitumen, concrete or paving bricks in accordance with sound engineering practice and appropriately line marked to the reasonable satisfaction of the State Commission Assessment Panel prior to the occupation or use of the development.
5. 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.
6. The finished floor levels of each dwelling shall be 300mm above the top of the kerb and the finished floor levels of the carports shall be level with the highest top of the kerb for each allotment, to the reasonable satisfaction of Council.
7. An appropriate Construction Environment Management Plan (CEMP) which addresses the mitigation or minimisation of impacts (especially from noise and dust) during the construction phase shall be prepared and implemented. Dust generated by machinery and vehicular movement during site works, and any open stockpiling of soil or building materials at the site, must be suppressed to ensure that dust generation does not become a nuisance off-site. Site development machinery should generally not be operated outside the hours of 7 AM to 6 PM daily.
8. An appropriate Soil Erosion and Drainage Management Plan (SEDMP) (as described in the "Stormwater Pollution Control, General Code of Practice for Local, State and Federal Government") shall be prepared and implemented which includes a range of strategies to collect, treat, store and dispose of stormwater during construction and from the final form of the development (i.e. from roofs, driveways, parking areas, lawns, etc) while minimising disposal into the environment.

ADVISORY NOTES

- a. The development must be substantially commenced within 12 months of the date of this Notification, unless this period has been extended by the State Commission Assessment Panel.
- b. The authorisation will lapse if not commenced within 12 months of the date of this Notification.
- c. The applicant is also advised that any act or work authorised or required by this Notification must be completed within 3 years of the date of the Notification unless this period is extended by the Panel.
- d. The applicant has a right of appeal against the conditions which have been imposed on this Development Plan Consent or Development Approval.
- e. 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.

- f. 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).



Nitsan Taylor
SENIOR PLANNING OFFICER
DEVELOPMENT DIVISION
DEPARTMENT OF PLANNING, TRANSPORT and INFRASTRUCTURE