

TO: COUNCIL ASSESSMENT PANEL

DATE: 24 FEBRUARY 2021

SUBJECT: COUNCIL ASSESSMENT REPORT

AUTHOR: ALEXANDER STAMATOPOULOS
 DEVELOPMENT OFFICER - PLANNING

ATTACHMENTS: 1. LOCALITY MAP
 2. PROPOSAL PLANS

HEARING OF REPRESENTORS: NO

DA NO.	:	<u>110/01050/20</u>
APPLICANT	:	<u>SCOTT SALISBURY HOMES</u>
LOCATION	:	<u>26 PATAWALONGA FRONTAGE GLENELG NORTH</u>
DEVELOPMENT PLAN	:	<u>CONSOLIDATED 2 JUNE 2016</u>
ZONE AND POLICY AREA	:	<u>RESIDENTIAL ZONE</u>
NATURE OF DEVELOPMENT	:	<u>MERIT</u>
PROPOSAL	:	<u>SINGLE STOREY DWELLING ADDITION COMPRISING GARAGE TO ADJOIN EXISTING GARAGE FACING STANLEY STREET</u>
REFERRALS	:	<u>NIL</u>
CATEGORY	:	<u>ONE</u>
RECOMMENDATION	:	<u>DEVELOPMENT PLAN CONSENT SUBJECT TO CONDITIONS</u>

1. Background

An application was lodged to council on the 3rd of December 2018 to construct a detached dwelling. The application was assessed and approved by a private planning certifier via the Residential Code assessment pathway.

2. Site and Locality

The subject site has is rectangular in nature with a primary frontage of 16.76 metres, corner cut off of 4.32m and a depth of 36.58m. The density of the locality varies from low to medium with examples of infill development evident on both corner and conventional street fronting allotments. The Patawalonga River is located to the east of the site providing high amenity value to the locality. A recently constructed two storey dwelling is located directly to the west of the subject land.

Refer to Attachment 1

3. Proposed Development

The proposal comprises of an addition to the existing dwelling which involves a garage that will adjoin the existing garage fronting Stanley Street. The addition will be located under the main roof of the existing garage which will result in partial demolition of the existing structure. The built form of the addition will replicate the existing garage consisting of vertical Scyon 'Axyon'

cladding, a double width garage door and a texture parapet roof form. The garage has a width of 6.3m, a depth of 7.2m and is setback 1m from the secondary boundary.

Refer to Attachments 2 – 2.1

4. Development Data

DEVELOPMENT DATA		
Aspect	Proposed	Compliance
Site Area	720m ²	
Site Coverage	312m ² or 43%	<u>Complies</u>
Private Open Space	201m ² or 28%	<u>Complies</u>
<u>Garage Dimensions</u>		
Area	45qm	<u>Complies</u>
Wall Height	3.2m	<u>200mm variance</u>
Total Height	3.7m	<u>Complies</u>
Wall Length	6.3m and 7.2m	<u>Complies</u>
Western Rear Setback	2.69m	<u>1.31m shortfall</u>

6. Development Plan Provisions

HOLDFAST BAY (CITY) DEVELOPMENT – ASSESSMENT – RESIDENTIAL ZONE AND POLICY AREAS – OBJECTIVES AND PRINCIPLES OF DEVELOPMENT CONTROL

RESIDENTIAL ZONE	
Objectives	
3. Development that contributes to the desired character of the zone.	Complies
Desired Character	
The zone contains the majority of the city's living areas, which are of predominantly low-density suburban form, but within policy areas include medium-to-high density forms of housing on the coast, along key transport corridors and within Glenelg, as well as coordinated development opportunities within large institutional sites. The zone includes five policy areas, three of which cater for coastal development, one for the City's residential institutions (including Minda and Masonic Homes) and one for medium density development along the key transit routes of Brighton Road, Anzac Highway, Tapleys Hill Road and along sections of the Seaford railway transit corridor. Development outside of the policy areas will be suburban in nature and evolve in response to progressive infill development of existing individual sites and through consolidation of sites to form larger comprehensive redevelopment opportunities. Infill development outside of the Policy Areas will not compromise the suburban character but will progressively increase dwelling densities through unobtrusive small-scale developments. In this regard, infill development will have a comparable height, mass, scale and setbacks to that of existing dwellings in the relevant locality.	Complies

RESIDENTIAL ZONE (Cont)	
Desired Character (Cont)	
<p>The zone's primarily suburban character outside of the policy areas is defined by detached dwellings on individual allotments. Infill development in these suburban areas will contribute to the city's housing diversity through development opportunities that (in order of preference):</p> <p>(a) increase dwelling numbers on allotments that have dual road frontages</p> <p>(b) provide low scale dwellings at the rear of large allotments with street frontages wide enough to accommodate appropriate sited and sized driveway access and landscaping</p> <p>(c) semi-detached dwellings, where site considerations permit.</p> <p><i>Development outside of the policy areas will generally be single storey in height in the areas east of Brighton Road, and up to two storeys in height in the areas west of Brighton Road. Buildings will be both domestic and contemporary in design and character to support and reinforce the essentially suburban character through typical domestic design forms, low front fencing and landscaping. Landscaping will help define the public realm and private property boundaries, and substantial landscaped front yards will contribute to the locality, with the retention of mature trees. Development will have side and rear building setbacks that incorporate an access path on one side, with on-boundary built form limited in height, length and location to the equivalent of typical open carports or garaging. Vehicle garaging will be set back clearly behind the immediately adjacent part of the front building facade. Development will enhance and protect streetscape character by minimising driveway access points and width of crossovers and driveways. Undercroft car parking will also be avoided on flat sites and sites that slope down from the street level. Buildings will be stepped and articulated at the front elevation to achieve visual relief and architectural interest as viewed from the street.</i></p> <p>Residential development outside of the policy areas will utilise materials and finishes that respond to the character of the immediate locality and utilise brick, stone and rendered finishes to provide visual interest to facades. Development will also incorporate architectural design and detailing that responds to localised character by way of fenestration, doorways, windows, eaves and roof forms. Development will be setback and orientated to minimise impacts of the privacy of neighbouring residents.</p>	
<p>1. The following forms of development are envisaged in the zone:</p> <ul style="list-style-type: none"> • affordable housing • domestic outbuilding in association with a dwelling • domestic structure • dwelling • dwelling addition • small scale non-residential use that serves the local community, for example: <ul style="list-style-type: none"> • child care facility • health and welfare service • open space • primary and secondary school • recreation area • supported accommodation. 	Complies

RESIDENTIAL ZONE (Cont)	
Principles of Development Control	
6. Development should not be undertaken unless it is consistent with the desired character for the zone.	Complies

HOLDFAST BAY (CITY) DEVELOPMENT PLAN – ASSESSMENT – RESIDENTIAL - COUNCIL WIDE – PRINCIPLES OF DEVELOPMENT CONTROL

Residential Development	
9. The vertical distance between any lower floor of a building and the natural ground level should not exceed 1.5 metres at any point to minimise the depth of excavation and/or height of filling of land,	Complies
13. Garages, carports and outbuildings should have a roof form and pitch, building materials and detailing that complement the associated dwelling.	Complies
14 Garages and carports facing the street should not dominate the streetscape and should be designed in accordance with the following: (a) have a maximum total width of garage or carport openings of 6 metres or 50 per cent of the dwelling frontage width, whichever is the lesser (b) be located at least 0.5 metres behind the main face of the associated dwelling (c) where it is in the form of an enclosed double carport or garage, be setback at least 8 metres from the primary road frontage and incorporate one of the following: (i) two individual doors with a distance of not less than 300 millimetres between them (ii) double tilt-up doors with moulded door panels having a maximum width of no more than 5 metres (d) be constructed of materials that integrate with those of the associated dwelling, or pre-coloured treated metal.	(a) The opening of the garage is 4.8m, however when combined with the existing structure the total is 9.6m. Does not Comply (b) The garage fronts a secondary boundary (c) The garage fronts a secondary boundary (d) Complies
15 Garages, carports and domestic outbuildings should be set back from the secondary road frontage in line with or greater than the setback of the associated dwelling.	Does not comply
17. Garages, carports and outbuildings should be designed within the following parameters:	
Total floor area (maximum) Within 3 metres of side or rear boundary Sites 600 square metres or more: 60 square metres Sites 400-600 square metres: 40 square metres Sites less than 400 square metres: 30 square metres On a side or rear boundary Sites 600 square metres or more: 60 square metres Sites 400-600 square metres: 40 square metres Sites less than 400 square metres: 30 square metres	Complies
Wall height above natural ground level 3 metres	Complies
Wall length Within 3 metres of side or rear boundary 9 metres On a side or rear boundary 8 metres, provided the total length of all existing and proposed boundary walls does not exceed 30 per cent of the total common boundary length	Rear garage exceeds anticipated length on boundary by 2m and percentage by 35%.

Residential Development (Cont)							
Maximum height 4.5 metres	Complies						
23. 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	Complies						
38. Site coverage (the proportion of a site covered by ground floor level buildings and structures including dwelling, garage, carport, verandas and outbuildings but excluding unroofed pergolas and unroofed balconies) should not exceed the following values: <table border="1" style="width: 100%; margin-top: 10px;"> <thead> <tr> <th style="text-align: left;">Parameter</th> <th style="text-align: left;">Value</th> </tr> </thead> <tbody> <tr> <td>Site with an area less than or equal to 300 square metres</td> <td>60 per cent</td> </tr> <tr> <td>Site with an area greater than 300 square metres</td> <td>50 per cent</td> </tr> </tbody> </table>	Parameter	Value	Site with an area less than or equal to 300 square metres	60 per cent	Site with an area greater than 300 square metres	50 per cent	Complies
Parameter	Value						
Site with an area less than or equal to 300 square metres	60 per cent						
Site with an area greater than 300 square metres	50 per cent						
29. Site coverage should be limited to ensure sufficient space is provided for: (a) vehicle parking (b) domestic storage (c) outdoor clothes drying (d) a rainwater tank (e) private open space and landscaping (f) front, side and rear boundary setbacks that contribute to the desired character of the area (g) convenient storage of household waste and recycling receptacles	Complies						
31. 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 internal living areas of the dwelling (b) generally at ground level 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.	Complies						
32. Dwellings and residential flat buildings at ground level should include private open space that conforms to the requirements identified in the following table:							
Site area of dwelling - 250 square metres or greater.							
Minimum area of private open space - 20 per cent of site area.							
Provisions Balconies, roof patios, decks and the like, can comprise part of this area provided the area of each is 10 square metres or greater. One part of the space should be directly accessible from a kitchen, lounge room, dining room or living room (excluding a bedroom) and have an area equal to or greater than 10 per cent of the site area with a minimum dimension of 5 metres and a maximum gradient of 1-in-10.	Complies						

Residential Development (Cont)	
33. Private open space should not include driveways, front yards (except where it is a group dwelling that has no frontage to a public road and the private open space is screened from adjacent dwellings), effluent drainage areas, rubbish bin storage, sites for rainwater tanks and other utility areas and common areas such as parking areas and communal open space.	Complies
34 Private open space at ground level should be designed to provide a consolidated area of deep soil (an area of natural ground which excludes areas where there is a structure underneath, pools and non-permeable paved areas) to: (a) assist with ease of drainage (b) allow for effective deep planting (c) reduce urban heat loading and improve micro-climatic conditions around sites and buildings.	Complies

7. Summary of Assessment

Rear Setback Shortfall

With the inclusion of the addition, the site coverage and private open space of the allotment remain compliant. The 1.31m rear setback shortfall is not considered to detrimentally impact the amenity of the adjoining western dwelling. It is not uncommon to see established garages that face a secondary street located on the rear boundary adjacent to front yards of adjoining dwellings where impacts are considered to be negligible. The proposal contains a 2.69m setback from the rear boundary which will provide a degree of separation from the neighbouring dwelling and retaining the western boundary fence will further screen the structure.

Streetscape Impacts

The planning concerns raised from the assessment relate to the visual impacts of the addition in combination with the existing garage to the streetscape. The existing garage contains a garage opening width of 4.8m which is replicated by the addition which results in a total opening width of 9.6m. The addition will result in two double garages facing Stanley Street.

Principle of Development Control 14(a) of the General Section – Residential Development anticipates:

- 14 *Garages and carports facing the street should not dominate the streetscape and should be designed in accordance with the following:*

(a) have a maximum total width of garage or carport openings of 6 metres or 50 per cent of the dwelling frontage width, whichever is the lesser

It is not unreasonable to assess both the garages against the above-mentioned provision. It is acknowledged that the total garage widths when combined exceed 6m, however regard should be given to the proposal's siting on the allotment in relation to overall frontage width of the secondary street. The garages front Stanley Street, to which the allotment contains a frontage width of 33.53m. When the total garage width of the proposal and the existing garage (9.6m) is determined as a percentage of the frontage width (33.53m) it equates to 28.6%.

PDC 14(a) can be interpreted in a manner where it emphasises garage widths that face a primary frontage as opposed to a secondary frontage, in order to ensure that dwelling facades remain as the prominent features to a streetscape. Dispensation should be given to garages that face corner allotments with substantial boundaries as when compared to the total frontage width the garage openings constitute less than one-third of the allotment frontage and do not dominate the streetscape.

The appropriateness of the proposal is further emphasised by the design. The addition will be comprised of a built form that ties in with the existing garage and dwelling, and is not comprised of a material that contrasts with the existing built form such as colourbond sheeting or other forms of sheet metal.

Conclusion

When assessed against the relevant provisions of the Development Plan and having regard to the context of the locality and the nature of the proposed development, it is considered that the proposal as amended on balance satisfies the relevant provisions of the Development Plan. The proposal is broadly consistent with the desired character of the zone and will not detrimentally impact upon the amenity of the adjoining properties of the locality. Accordingly, the proposal warrants Development Plan Consent subject to conditions

8. RECOMMENDATION

- 1. That the proposed development is NOT seriously at variance with the policies in the Development Plan.**
- 2. Following a detailed assessment of the proposal against the provisions of the Holdfast Bay (City) Development Plan, and consideration of representations, the application is considered to be reasonably consistent with the relevant provisions of the Development Plan and that the Council Assessment Panel resolves to grant Development Plan Consent, to DA 110/01050/20 subject to the following conditions:**

PLANNING CONDITIONS

- 1. That the design and siting of all buildings and structures and site works shall be as shown on the plans submitted to and approved by Council unless varied by any subsequent conditions imposed herein.**
- 2. That adequate provision be made for the disposal of stormwater to the reasonable satisfaction of Council. Where possible, stormwater should be retained on site by the use of natural drainage methods.**
- 3. A 1m wide holding point between the two driveways will need to be established to the satisfaction of Council.**



This map has been created for the purpose of showing basic locality information and is a representation of the data currently held by The City of Holdfast Bay. This information is provided for private use only. While every effort has been made to ensure the accuracy of the product, Council accepts no responsibility for any errors or omissions. Property Boundary line network data is supplied by State Government.

Locality Map



BILLINGER RESIDENCE

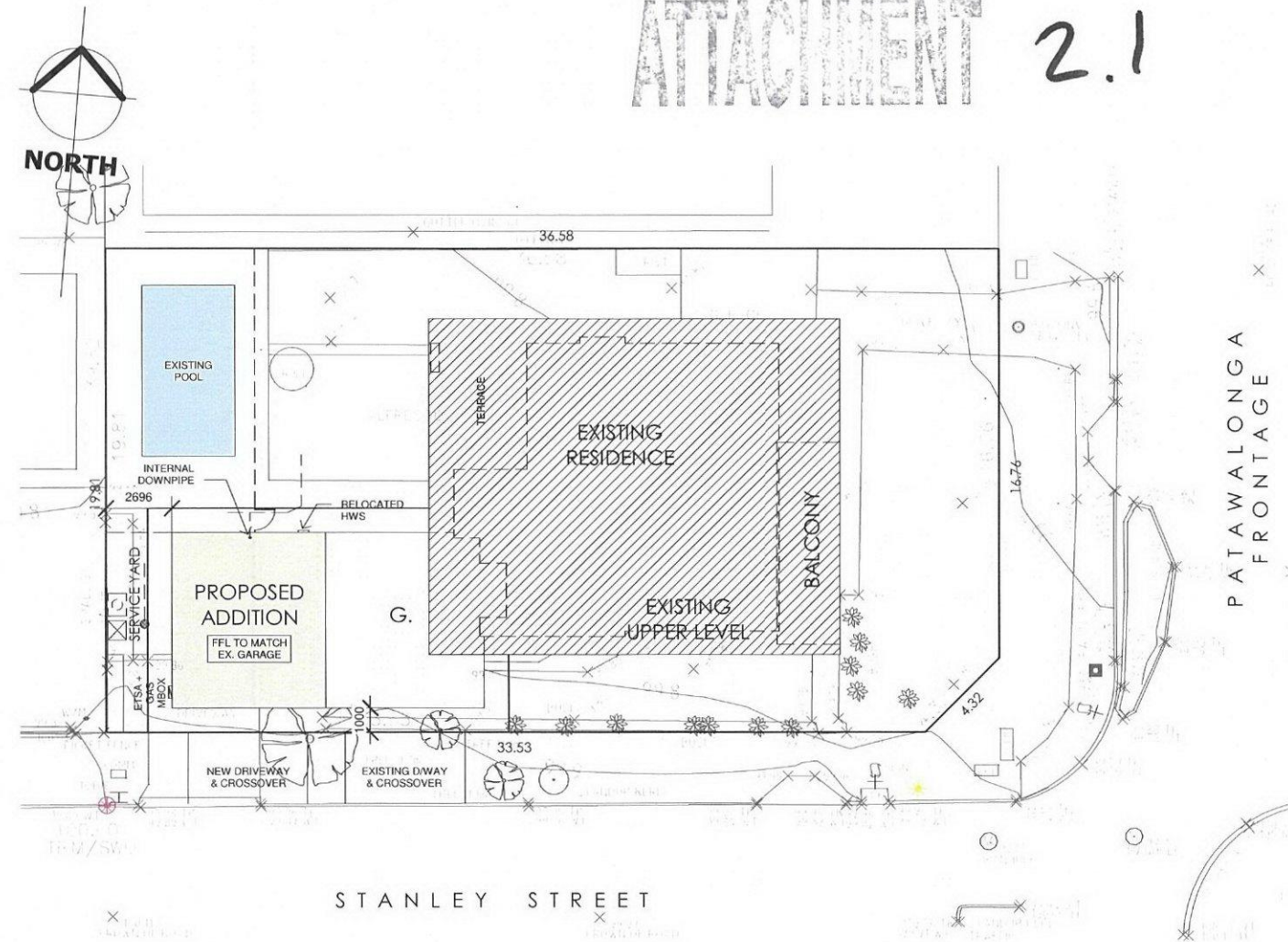


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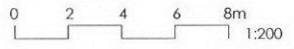
ATTACHMENT 2.1



SCOTT SALISBURY
HOMES



SITE PLAN
SCALE: 1 : 200



NOTES:

NEW DOWNPIPE & SURFACE DRAINS TO BE CONNECTED TO EXISTING STORMWATER RUN TO STREET WATER TABLE

Issue	Amendment	Date

Client:
M Billinger
Project:
NEW ADDITION
At:
26 Patawalonga Frontage
GLENELG NORTH
Sheet:
1 OF

AREAS

Licence No. GL57020
ABN 97 004 375 167

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Date:.....

PLANNING ISSUE

Designer:
PE
Date:
7-10-2020
Issue:
A

Drawn by:
PE
Job Number:
4022

ATTACHMENT 2.2



SCOTT SALISBURY HOMES

Issue	Amendment	Date

Client:
M Billinger
Project:
NEW ADDITION
At:
26 Patawalonga Frontage
GLENELG NORTH
Sheet:
2 OF

AREAS

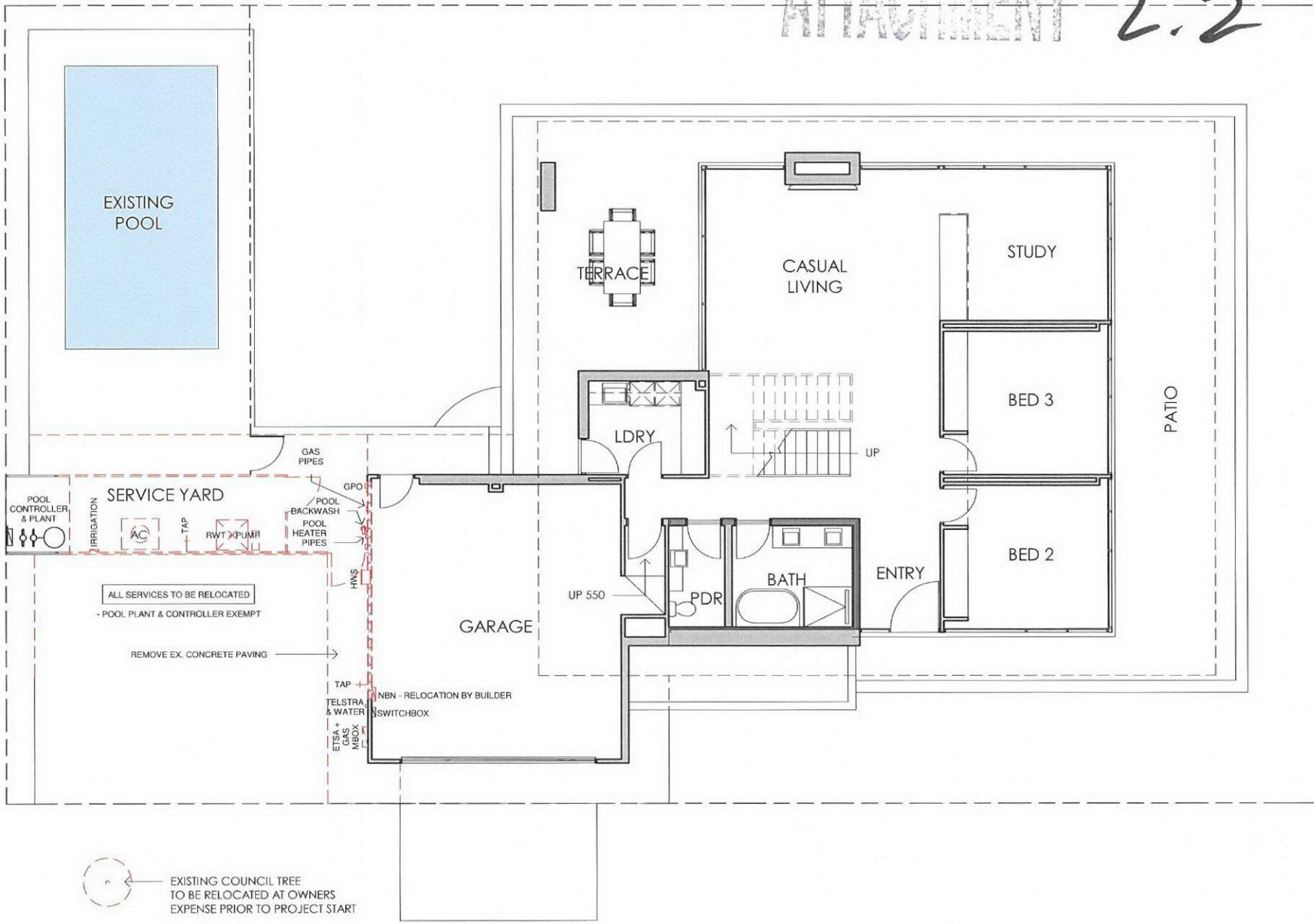
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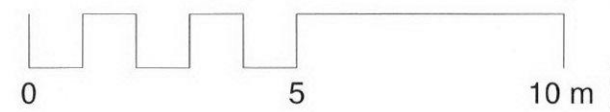
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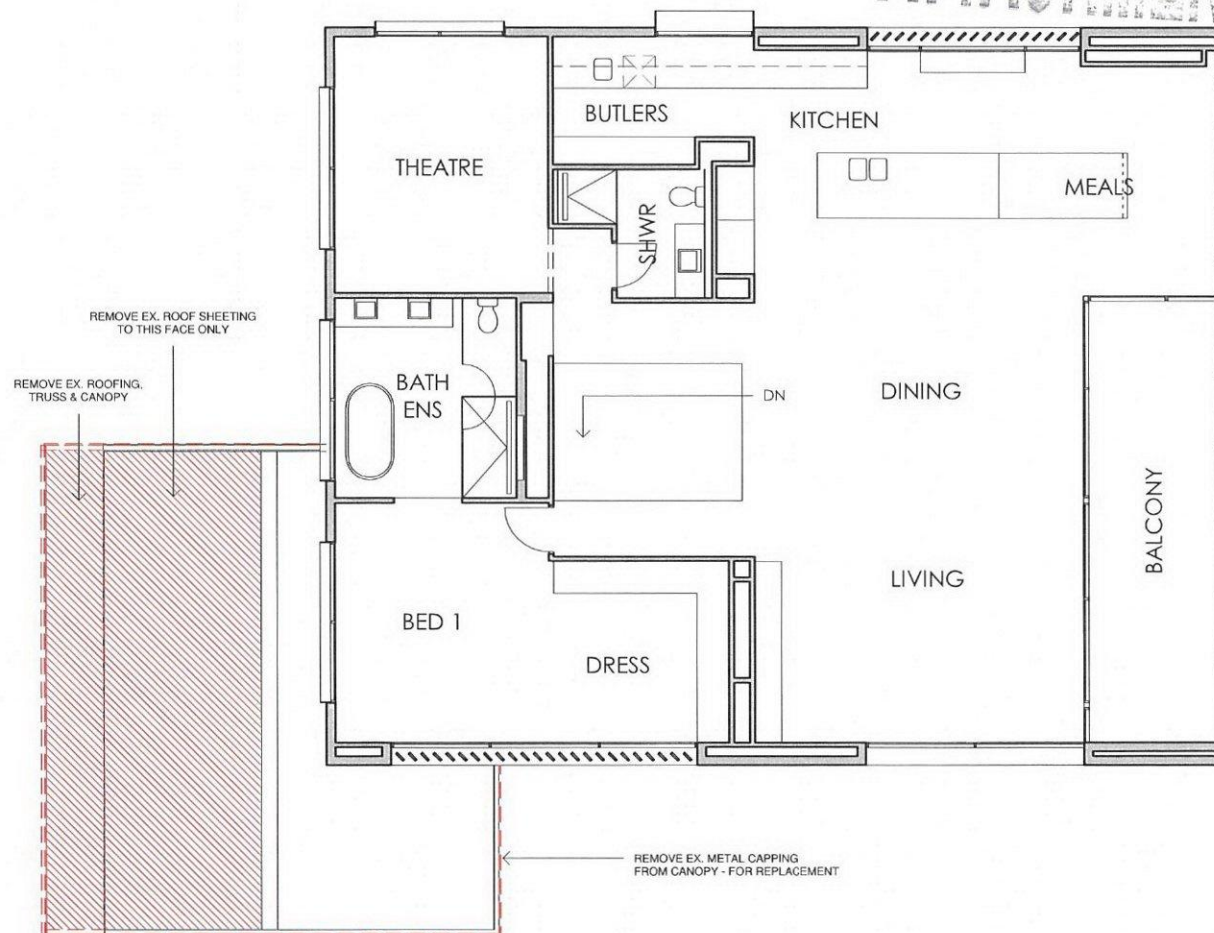
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Designer: PE Drawn by: PE
Date: 7-10-2020
Issue: A Job Number: 4022



GROUND FLOOR DEMO
SCALE: 1 : 100





FIRST FLOOR DEMO
SCALE: 1 : 100

Issue	Amendment	Date

Client:
M Billinger
Project:
NEW ADDITION
At:
26 Patawalonga Frontage
GLENELG NORTH
Sheet:
3 OF

AREAS

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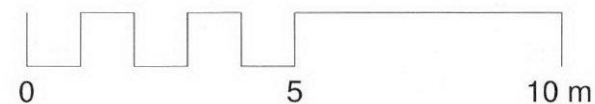
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Issue: A
Job Number: 4022





Issue	Amendment	Date

Client:
M Billinger
Project:
NEW ADDITION
At:
26 Patawalonga Frontage
GLENELG NORTH
Sheet:
4 OF

AREAS

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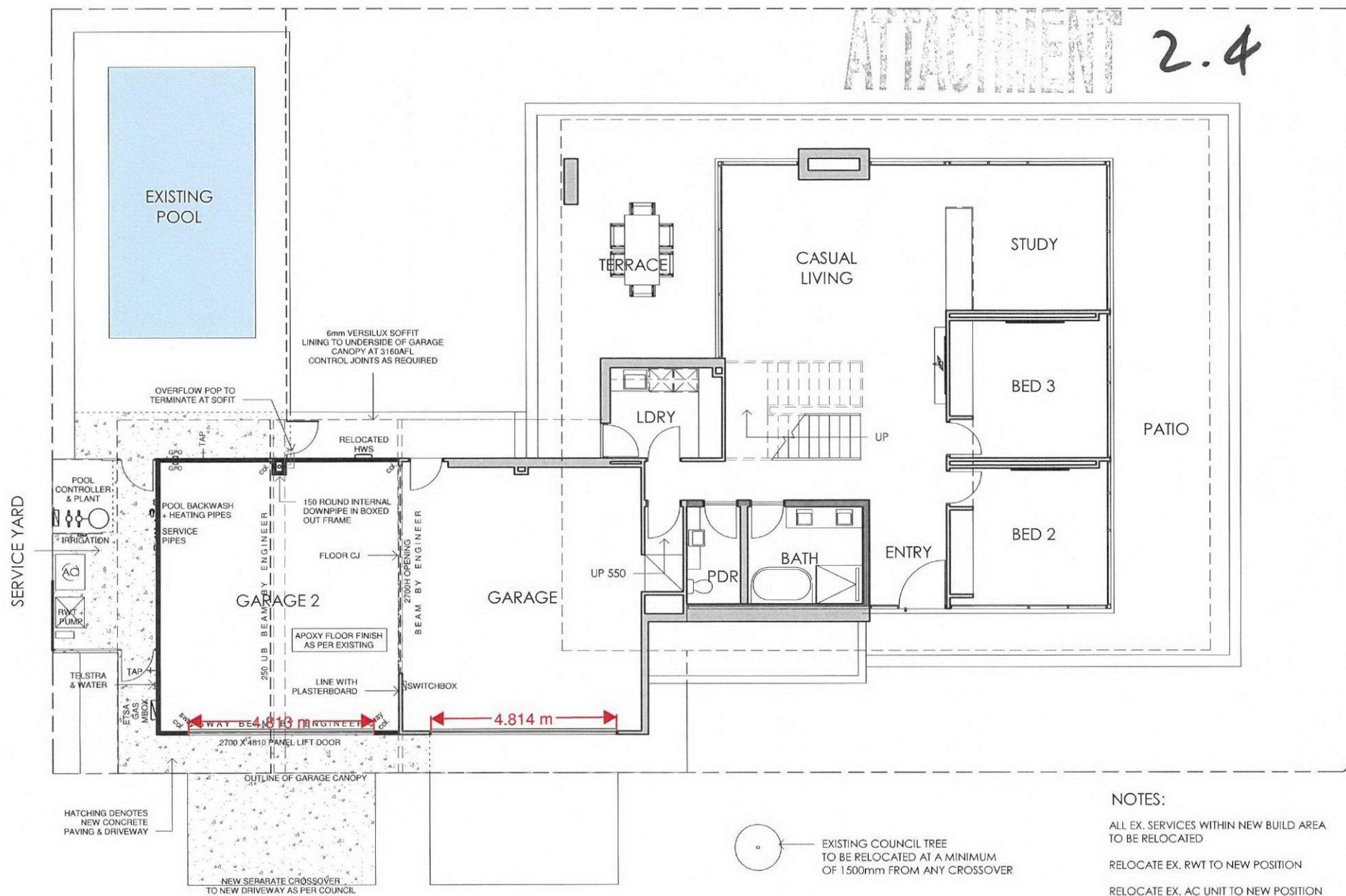
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PLANNING ISSUE

Designer: PE Drawn by: PE

Date: 7-10-2020

Issue: A Job Number: 4022



NOTES:

ALL EX. SERVICES WITHIN NEW BUILD AREA TO BE RELOCATED

RELOCATE EX. RVWT TO NEW POSITION

RELOCATE EX. AC UNIT TO NEW POSITION

NEW ALARM PAD & SENSOR TO GARAGE 2 BY OWNER DURING CONSTRUCTION

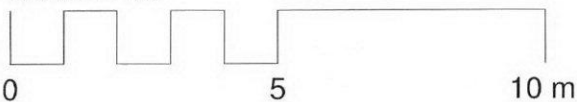
NBN RELOCATION BY BUILDER

EXISTING IRRIGATION SYSTEM & CONTROLLER TO BE AMENDED AS REQUIRED

EXISTING EXTERNAL OF GARAGE TO BE PAINTED INCLUDING SHELDCOAT TO CANOPY

PROPOSED GROUND FLOOR

SCALE: 1 : 100



ATTACHMENT

2.5



SCOTT SALISBURY HOMES

Issue	Amendment	Date

Client:
M Billinger
Project:
NEW ADDITION
At:
26 Patawalonga Frontage
GLENELG NORTH
Sheet:
5 OF

AREAS

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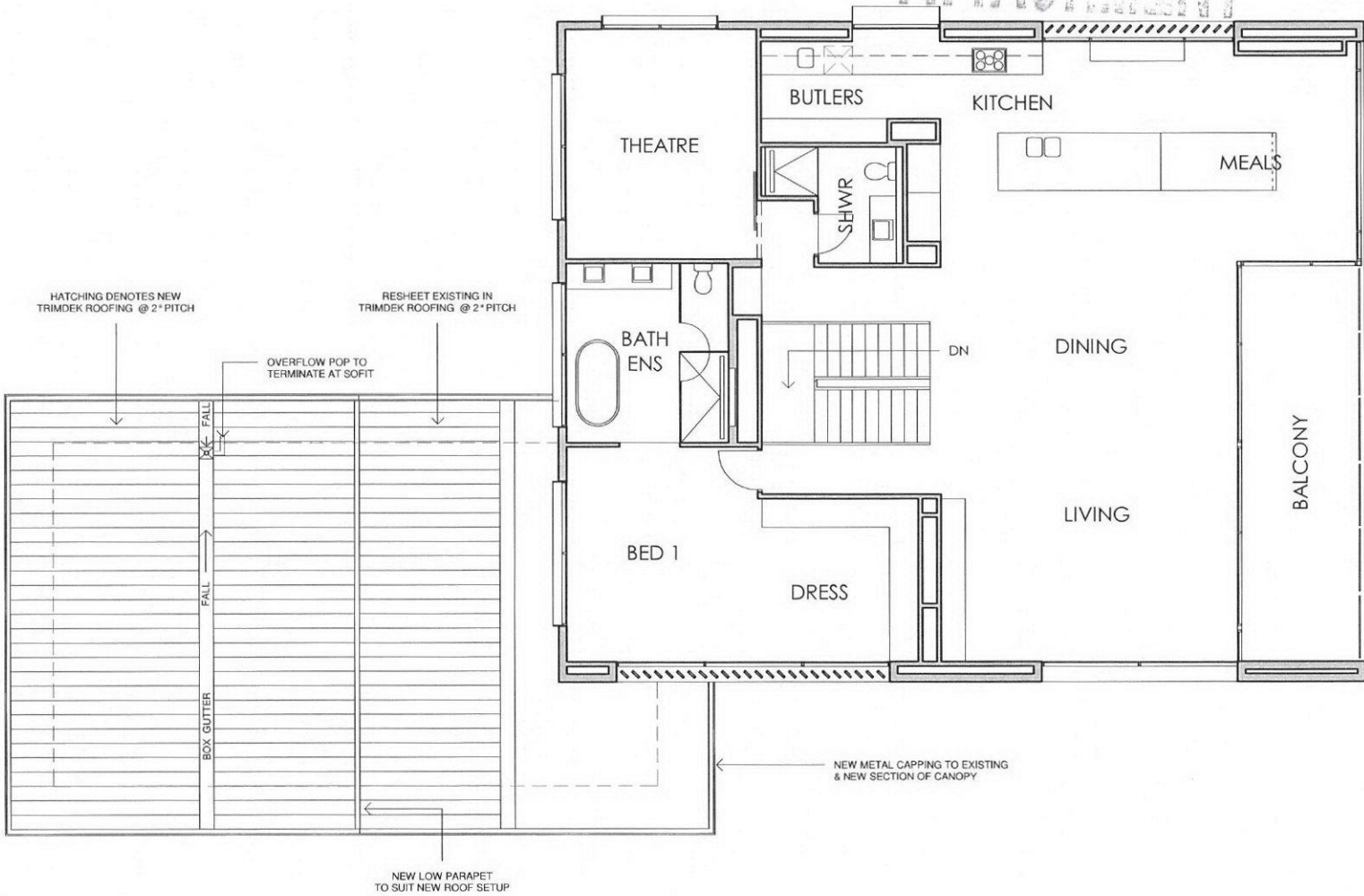
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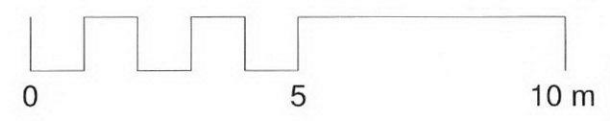
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Date: 7-10-2020
Issue: A Job Number: 4022



PROPOSED FIRST FLOOR
SCALE: 1 : 100



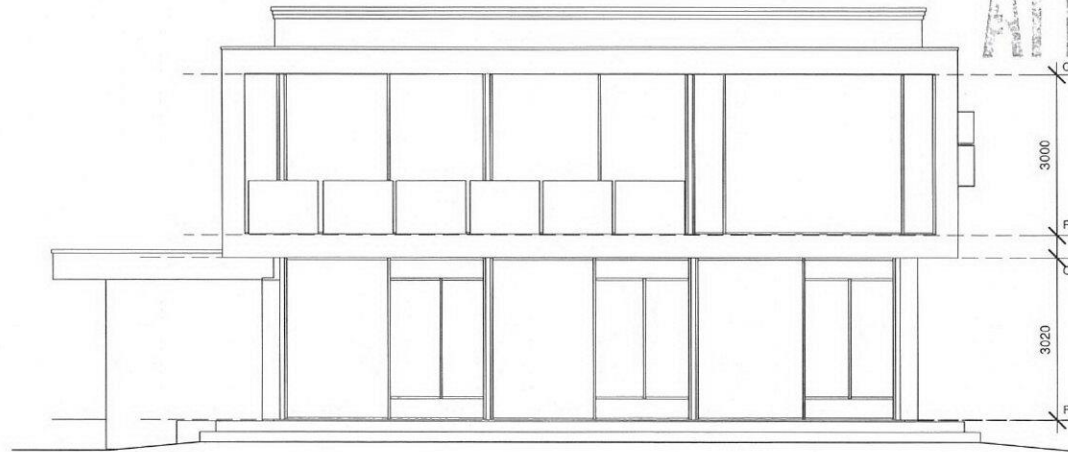
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2.0

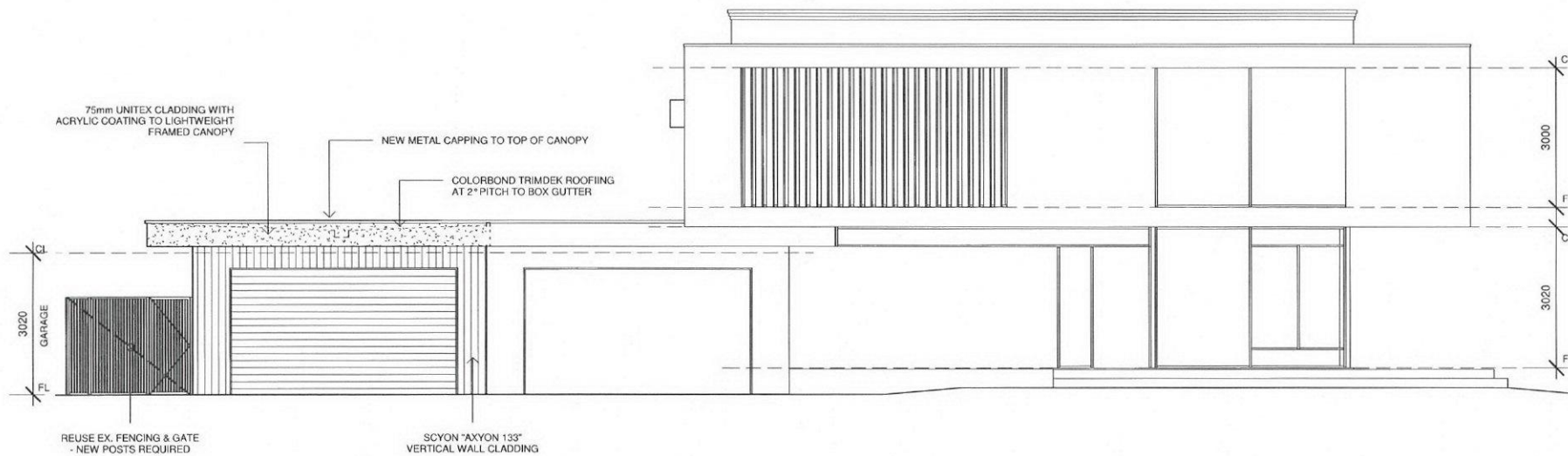


SCOTT SALISBURY
HOMES

Issue	Amendment	Date



EAST ELEVATION
SCALE: 1 : 100



SOUTH ELEVATION
SCALE: 1 : 100

Client:
M Billinger
Project:
NEW ADDITION
At:
26 Patawalonga Frontage
GLENELG NORTH
Sheet:
6 OF

AREAS

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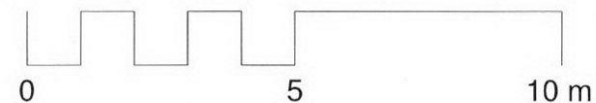
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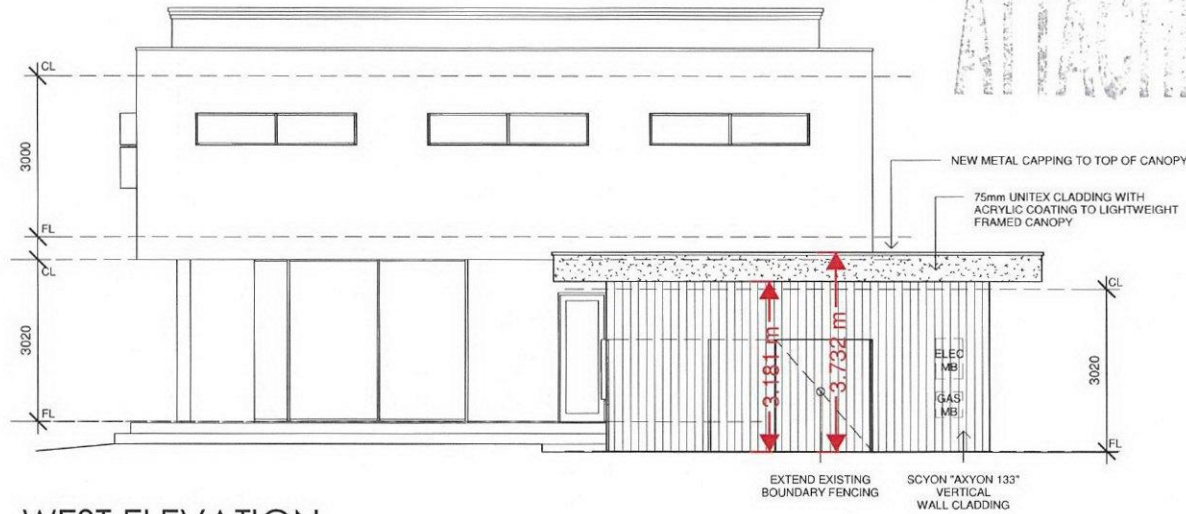
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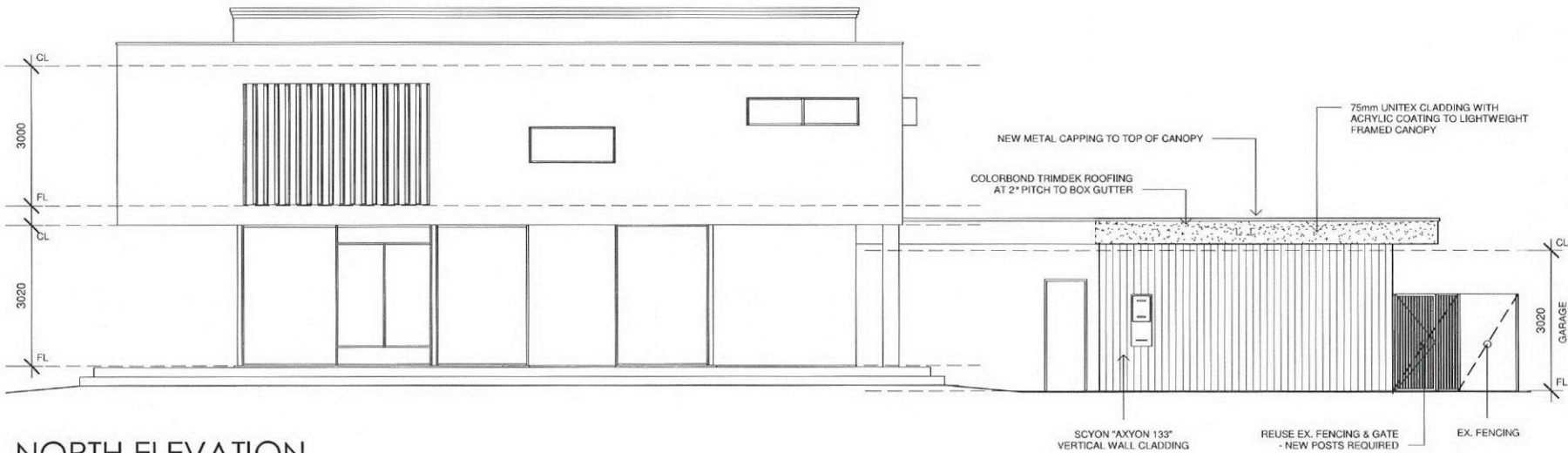
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Job Number: 4022

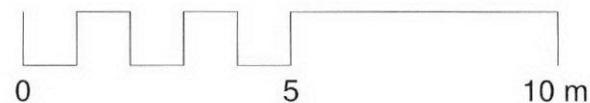




WEST ELEVATION
SCALE: 1 : 100



NORTH ELEVATION
SCALE: 1 : 100



Issue	Amendment	Date

Client:
M Billinger
Project:
NEW ADDITION
At:
26 Patawalonga Frontage
GLENELG NORTH
Sheet:
7 OF

AREAS

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