

9 October 2017

The Secretary
State Commission Assessment Panel
GPO Box 1815
ADELAIDE SA 5001

Attention: Karl Woehle

Planning Officer
CBD & Inner Metro Team
Strategic Development Assessment
Planning and Development
Department of Planning, Transport and Infrastructure

Dear Sir/Madam

**INFORMAL REFERRAL COMMENTS – DA 090/M008/17 (APPIAN ID 2397)
244-246 UNLEY ROAD UNLEY**

Thank you for the informal referral received on the 28 August 2017 of the above-mentioned application lodged with the State Commission Assessment Panel, and invitation for comment within 6 weeks (9 October 2017) to assist the assessment process.

In accord with the Heads of Agreement with the State Government in relation to such applications, Council now provides informal comment on designated Council matters and observations on key local planning matters that require further analysis and assessment.

Proposed Comments Summary

The Council has concerns with the degree of variation from key planning policy parameters and local road and infrastructure impacts of the proposed redevelopment of 244-246 Unley Road, Unley, in its current form.

It is requested the range of matters raised in this report be given further consideration as part of the assessment process, including:

- Building height (and setbacks);
- Overlooking minimisation;
- Podium façade detailing and extent of footpath canopies;
- On-site parking provision, allocation, design and dimensions;

- Site landscaping and lack of medium to large trees and roof-top gardens;
- Hart Avenue traffic and on-street parking management;
- Hart Avenue public realm implications including road configuration, lack of room for outdoor dining, loss of on-street parking, street trees pruning and planting;
- Waste and service vehicle limitations;
- Survey plan to confirm dimensions of site, buildings, Unley Road and Hart Avenue;
- Public notification categorisation;
- Planning Consent conditions.

Council has delegated to the Chief Executive Officer or his nominee(s) the authority to negotiate appropriate outcomes in regard to street trees, future public realm upgrades, canopy encroachments and outdoor dining arrangements should the application be approved.

Background

The Urban Corridor Zone – High Street (Unley Road) Policy Area, allowing for mixed use development up to five (5) storeys (18.5 metres), was introduced into the Development Plan on the 31 October 2013 via the Corridors Development Plan Amendment.

Concurrently, the Minister for Planning amended Schedule 10 of the Development Regulations to make the State Commission Assessment Panel (SCAP) the relevant authority for development of five (5) storeys or more in the Urban Corridor Zone.

No formal referral of such development applications to Council is provided for. A Memorandum of Agreement (MoA) with the Department of Planning Transport and Infrastructure (DPTI) provides for informal referral to Council seeking comments on limited specific matters. Additional local key planning issues can be raised for attention of SCAP.

Through the informal MoA arrangements, Council officers can have a limited opportunity to provide input via the DPTI confidential Pre-Lodgement Panel deliberations. This is a voluntary process, and it is noted on this occasion the applicant has declined to participate. Similarly there has not been any involvement in a voluntary Design Review process facilitated by the Government Architect.

Discussion

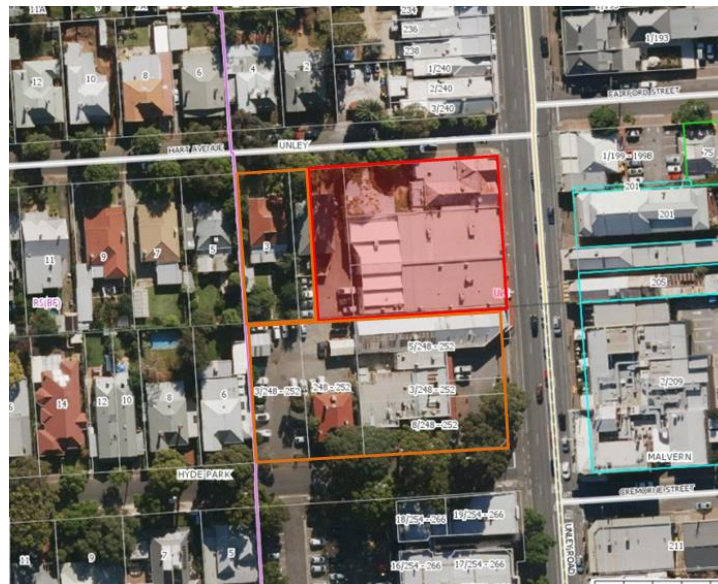
The full assessment of the development is the role of the Department of Planning Transport and Infrastructure (DPTI) officers and the ultimate planning approval judgement the role of the State Commission Assessment Panel (SCAP). It is appreciated Council's role is limited to comments on matters within its direct control and observations in relation to planning assessment matters from a local

perspective to highlight key issues that may require further analysis / assessment by DPTI officers and SCAP.

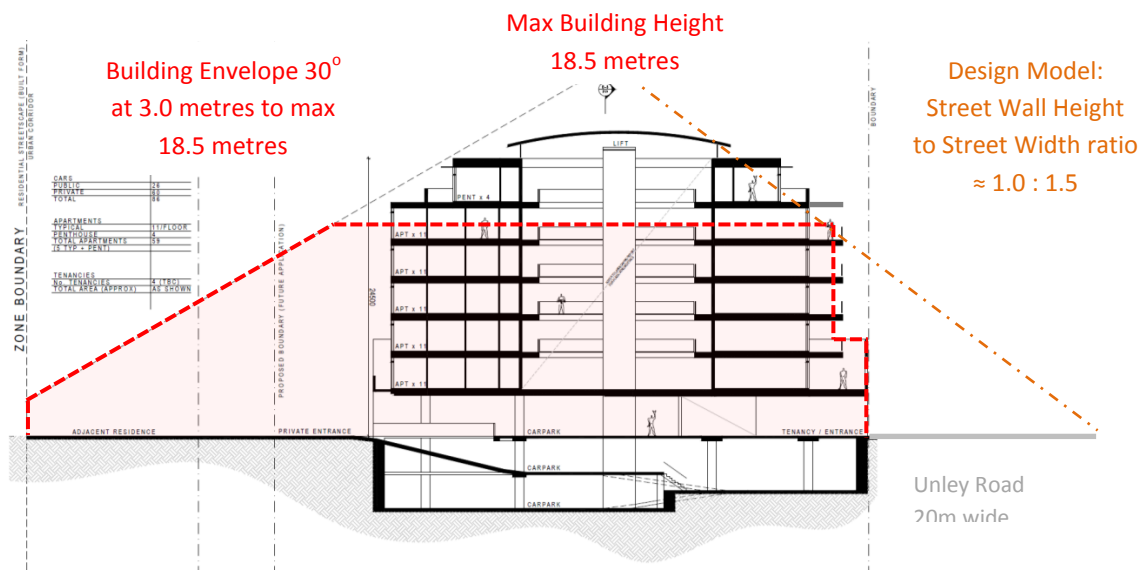
Proposed Development

In brief, the proposed development encompasses the following key features and concerns:

- Site comprising part of overall land holdings with frontage to 244-246 Unley Road of 42.0 metres and partial depth of 51.0 metres (of overall site of 74.1 metres) including part of 1 Hart Avenue;



- The development site does not include 3 Hart Avenue, and with the remaining portion of 1 Hart Avenue this area will be subject of a future application;
- The proposal on this portion of the site emulates the previous approved development, but does afford less mass with a smaller corner tower and a design that does not intrude into the rear zone interface building envelope;
- Ground floor to comprise 4 tenancies (café / shop / commercial) of 580²;
- Six levels above to comprise 59 apartments (10 x 1 bedroom, 10 x 2 bedrooms small unit of 73m², 35 x 2 bedrooms units 80-100m² and 4 x 3 bedrooms 155m²);
- Height to seven (7) storeys (24.5 metres to main roof edge and 26.0 metres to top of central courtyard cover) versus policy of five (5) storeys (18.5 metres). Represents a notable variation over desired height of 32% to 40%. Should remove at least one of lower levels whereby proposed recessed form at 6 storey may be more compatible and warranted;
- The extra height is contained within the zone boundary interface building envelope and recessed above Unley Road street wall to mitigate visible scale but the additional height will still be apparent and dominate adjacent outlooks;
- Above the 1 to 2 storey street wall façade, to Unley Road and Hart Avenue and adjacent site, there are setbacks reflecting the required 3 metres, with only intrusion by balconies and canopies;



- The Street Wall height to Unley Road and Hart Avenue (desired 18.5 metres) is limited to around 20.0 metres with the top 7th storey further recessed from the edge to reduce dominance in perspective, albeit will still be apparent and dominate from adjacent outlooks and well beyond desired scale and bulk;



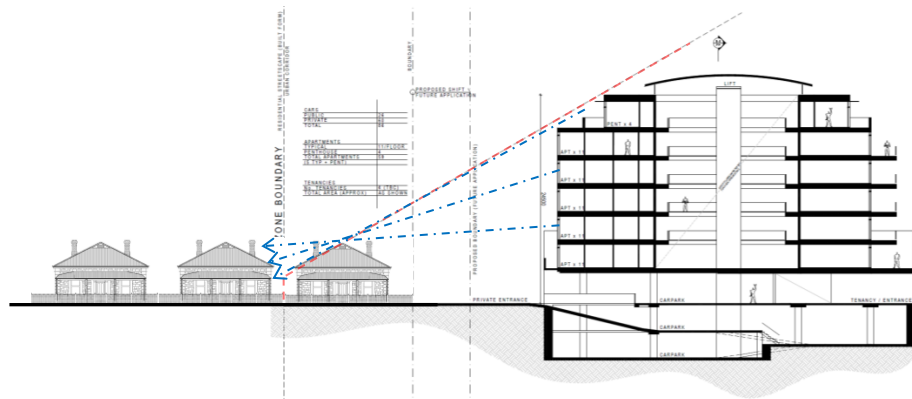
- The building emphasises a base podium façade, shop fronts and canopies to street frontages with recessed upper residential levels and open balcony and canopy features to articulate its mass. It is appreciated the treatment is contemporary and simple but more articulation and detailing could be provided to the parapet facades, pediments, individual shop fronts and particularly the canopies enlarged (longer and deeper with coordination with small building setbacks to create positive public spaces) to complement the desired and existing streetscape pattern;
- External materials consist of a mixture of stone, stained grey precast concrete, dark metal cladding / screening, exposed steel beams, tinted and clear glass;
- External landscaping is minimal with trailing vines off balconies – but with no details or evidence of how this is supported or to be sustained – and planter boxes and vines;

- The apartments enjoy an internal courtyard with planter boxes and trailing vines;
- There are none of the required deep-soil landscape areas and trees. New 3 storey and greater design policy suggests 7% of site area ($\approx 150\text{m}^2$) for medium to large trees (6-12m tall by 4-8m wide) be included per 30 to 60m² of deep soil zones = 3 large to 5 medium trees;
- An outdoor dining area in Hart Avenue adjacent to Unley Road is proposed. The building plans do not correlate with landscape plans regarding large northern shopfront openings and the road space is insufficient for the proposed facility;
- The proposed western accessway leads to the removal of one of the larger on-site existing trees;
- There are only three small street trees on the southern side of Hart Avenue, and indication of one supplementary opportunity with reconfiguration of street;
- With varied building setbacks and judicious placement of street trees supplementary green and tree canopy could be incorporated on the Unley Road frontage and western end of Hart Avenue (particularly with 2m required setback provided);
- Unreasonable open overlooking of adjacent residential private areas, particularly directly to the west and also obliquely to northwest and southwest, from rear and sides needs to be better addressed, ie by alternative orientation of outlooks, focus on long views, recessed viewing points, avoid reliance on variable effect vines, higher / wider / angled screening (eg obscure glass) to balconies and windows;

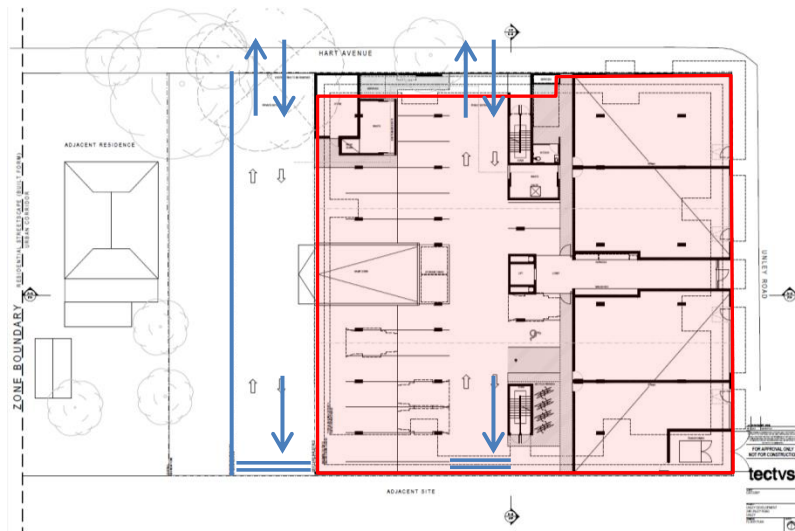


Hart Avenue (north) elevation

Rear (west) elevation



- The existing dwelling at 3 Hart Avenue, or alternative future development along the rear of the site, offers limited screening of downward views from higher levels into adjacent private residential areas;
- At the ground level 0.0 metre road and side boundary setbacks are acceptable, although up to 3.0 metre setbacks can be provided for outdoor dining. There should be a 2.0 metre setback provided from Hart Avenue west of 20.0 metres from Unley Road. This would provide relief to the narrow Hart Avenue and provide an opportunity for ground level landscaping;



- Two accessways (public and private) are provided to Hart Avenue. Preference would be for one shared accessway and convenient consolidated internal parking circulation avoiding dead-end isles. The remaining development site should also utilise the one consolidated accessway to avoid compounding on-street conflicts and issues;
- Internal carparking provided at ground level (25 spaces) and two lower internal levels (60 spaces – some double stacked), including disabled spaces, generally accords with required provisions although design and dimensions need review. However, small segregated public carparking areas compromise convenience and efficiency, and appropriate allocation for tenants, residents and visitors is required to facilitate proper and effective use;
- Required configuration for Hart Avenue and appropriate traffic flow leads to loss of current on-street parking adjacent to site that makes on-site parking more critical;
- Bicycle parking is provided for 8 public visitors in undercroft carpark, 28 racks for employees / occupants in basement carpark plus room in each apartment's storage area to exceed policy requirements;
- Waste vehicle servicing is to occur from Hart Avenue, and involves vehicle stopping in street and reversing into western accessway to service on-site bin storage in undercroft carpark. This is not ideal, but operational management to limit service times should help reduce potential conflict;
- On-site stormwater detention (14,000L) and retention (10,000L) is provided for addressing required peak stormwater outflows and limited on-site reuse;

- Energy efficiency includes passive design, natural light, cross-ventilation, courtyard planting, trailing vines, double glazing and solar collection panels. Landscaping, trees and greening of walls and roof-top gardens is lacking.

Overall, the proposal has a number of variations from fundamental policy parameters. Some are limited variations, individually of moderate significance, but together and the key elements are considerable variations. The proposal is a new application to be determined on its own merit, not on any previous precedence, and the integrity of the policy, resolved after comprehensive community debate, should be better observed.

Council Issues

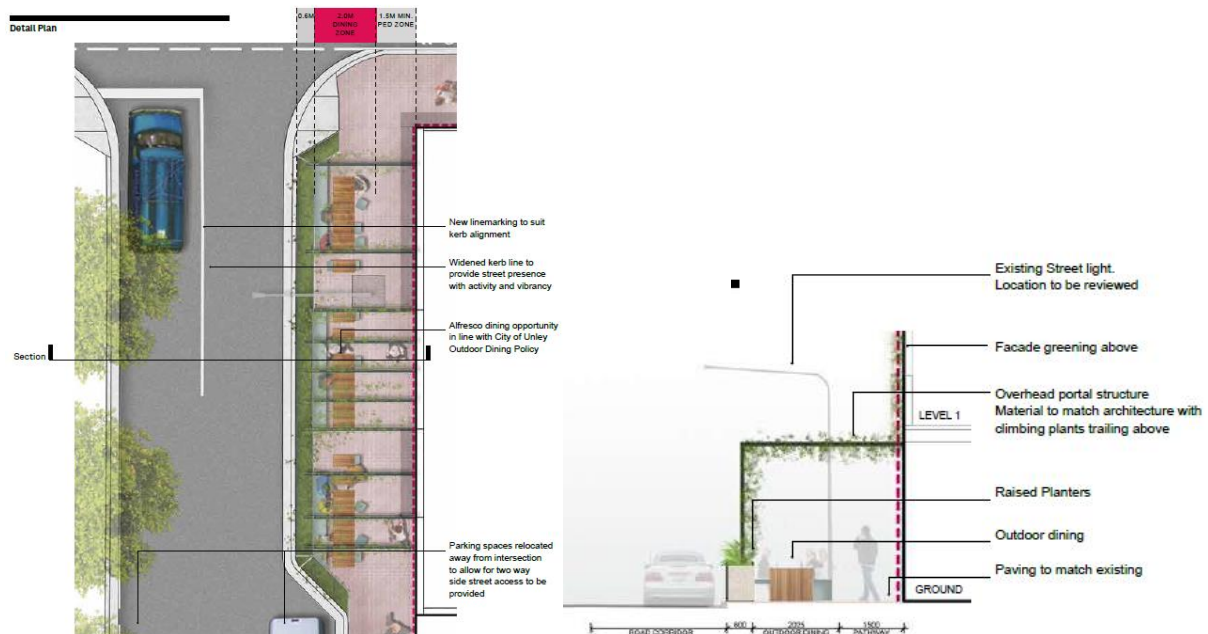
Council is able to provide specific comment in relation to matters where there are direct implications upon local public infrastructure as follows:

- Encroachments – outdoor dining and footpath canopies
- Public realm and street trees
- Vehicle traffic, access, parking and waste servicing
- Stormwater management

Encroachments

Hart Avenue Outdoor Dining Area

The Landscape Concept Plans show a proposed outdoor dining area and reconfiguration of Hart Avenue with large folding door opening to north façade of building. The building plans do not correlate and show these details.



A well designed and landscaped outdoor dining area forms a positive relationship and activation with the public realm. The outdoor area design and dimensions in-itself meet Council’s policy and requirements, although crash barriers need review.

However, the narrowing (to 5.8 metres) of the already narrow (7.4 metres) Hart Avenue roadway and junction with Unley Road is not feasible. The movement and pathways for junction and vehicle traffic, including necessary waste and service vehicles (up to 8.8 metres long), dictates that the current road way width (with current on-street parking removed) is required for adequate and safe performance.

At best, with a proper survey and further analysis, a minor narrowing and reconfiguration may, or may not, be possible. If possible, this could afford an opportunity to move the footpath (minimum 1.5 metres) out to a kerb re-alignment and provide a narrow space along the building frontage in combination with openings in the building wall for outdoor dining opportunities.

To this end it would be beneficial for the design to re-consider including a small building setback (as should be provided in any event for that part 20 metres west of Unley Road) to accommodate a suitable outdoor dining area predominately on the site.

Footpath Canopies and Outdoor Dining Overhead Portal Structure (Pergola)

Narrow 1.5 metre wide cantilever canopies over shop front openings along Unley Road and Hart Avenue are proposed.

The canopies are relatively shallow and should desirably be deepened to at least 1.8 metres (within 0.6 metres of existing kerb), in coordination with small building setbacks to create positive public spaces, and extended beyond just the extent of shopfront windows to afford appropriate pedestrian protection on the footpaths.

The outdoor dining portal structure adds the benefit of northern and overhead posts and beams for growing of beautifying and protective vines to the area and over the footpath.

The encroachments over the public realm are lightweight and non-integral to the main building which enables them to be addressed by Council's standard policy licensing requirements.

Public Realm / Street Trees

There is no indication of impacts upon existing street trees in Hart Avenue, other than pruning for building zero 0.0 metres setback and encroachments. Potentially 1 additional street tree is suggested to the west of the new proposed kerb protuberance.

One larger on-site tree at 1 Hart Avenue is proposed to be removed to make way for the new western accessway. It is unfortunate to lose a mature tree, particularly with minimal replacement on-site landscaping proposed, but it is not regulated (less than 1.5 metre circumference).

At this stage no discussion has occurred on Council requirements and additional opportunities to collaborate and mutually contribute to a public realm upgrade.

Construction will impact upon the area and footpaths surrounding the site. Alternative arrangements will need to be made during construction.

Any damage, additional planting and reinstatement of footpaths etc will be managed and costs recovered via normal Council procedures from the owner/developer.

A Survey Plan is required to confirm the accurate dimensions of the site, buildings, Unley Road and Hart Avenue carriageways, footpaths, street trees etc

Vehicle traffic, access and parking

Traffic

All vehicle access/egress into the site is, and will be, from the side street, Hart Avenue. Independent and council traffic assessment and modelling has been undertaken to assess the implications of the proposed development.

Hart Avenue is currently a narrow street and the safe vehicle movement pathways, including for larger waste and service vehicles (max 8.8 metres long) based on more favourable right turn in from Unley Road rather than tighter left turns, indicates there is little opportunity for further narrowing. Right turns may be complicated by future tram arrangements which may further compound design tolerances in Hart Avenue. In fact on-street parking on both sides up to around the western accessway will require banning to facilitate safe movements. However, on this basis the traffic capacity and arrangements for Hart Avenue should be feasible.

There is currently significant on-street parking in this location, likely mainly adjacent business premises staff, and the banning will lead to their relocation. A subsequent comprehensive traffic and parking study will be required to address the appropriate configuration and management within Hart Avenue.

Traffic generation modelling for peak periods indicates the proposed commercial and mainly residential combination will increase daily traffic along Hart Avenue and the surrounding local road network. However, it will be to a limited degree relative to current extensive largely commercial development (41 trips per peak hour versus 44) and primarily focussed towards Unley Road. The traffic at Hart Avenue/Unley Road intersection should perform satisfactorily. Overall a traffic increase will be noticeable but it is envisaged to have a minor impact on traffic performance and efficiency.

The construction of such a large development will be long and complex requiring careful consideration of staging and management of external impacts, notably traffic, parking, pedestrians and environmental emissions. A Construction Management Plan, to the reasonable satisfaction of Council, should be required as part of the approval and before proceeding with the development.

Access

Two accessways (public and private) are provided to Hart Avenue. It would be preferable for one consolidated vehicle accessway, reducing movement points in

street, potential on-street parking loss, reinforcing entry to parking area to public view and the efficiency and convenience of use with proper internal circulation. Further, the remaining western development site should also utilise this accessway and avoid further compounding these issues

The loss of existing additional on-street parking compounds the importance of conveniently available on-site carparking, which is to minimum standards that usually rely on such complementary on-street parking.

The nominated ‘private’ accessway should not have any entry control or gates, to ensure not only is all queuing contained within the site and movement along the footpath or street not impeded, but that the required 19 spaces are available without restrictions to commercial and residential visitors.

A subsequent comprehensive traffic and parking study will be required to address the appropriate configuration and management within Hart Avenue.

Parking

Based on provisions for higher density and mixed use development in the Urban Corridor Zone in Unley (City) Development Plan Table Un/5 and Un/5A the required parking is as follows:

Land Use	Scale	Rate	Required	Provided
Shop	580m ²	Min 3 / 100m ² gla	17.4	
Outdoor Dine	15m ²	Min 3 / 100m ² gla	0.45	
Storage Room	30m ²	Min 3 / 100m ² gla	0.9	
Commercial Total			19*	16*
Residential				
1 bed or < 75m ²	10 10	0.75	15	
2 bed or > 75m ²	35	1.25	43.4	
3 bed or > 150m ²	4	1.75	7	
Total	59		65	60
Visitor	59	0.25	15*	9*
Total			84*	85*

* Resident visitor and commercial public parking may be shared given complementary peaks gla “**gross leasable area** means **total floor area** of a building excluding public or common tenancy areas such as malls, verandahs or public toilets”

“**total floor area** with respect to a building or other roofed area means the sum of the superficies of horizontal sections thereof made at the level of each floor, inclusive of all roofed areas and of the external walls and of such portions of any party walls as belong to the building”

The required rates in the Development Plan are already substantially discounted in recognition of the urban corridor context, public transport accessibility, nature of apartments, complementary mixed uses and on-street parking. Expectations for additional discounting based on the reasons already accounted for are unwarranted. Further, the Adelaide situation is not comparable to the promoted lower demand Sydney suburban situation.

It has been nominated internal carparking is provided at the ground level in two segregated areas of 16 spaces off a 'public' accessway, with necessary use of a space at the southern end as a turn-around for the dead-end isle, and 9 spaces off second 'private' accessway, comprising a potential total of 25 spaces. These ground level areas pursuant to parking policy may reasonably be shared given the respective complementary peak demands of commercial, retail, café and residential visitors. There are two lower levels for 60 spaces (including 4 double stacked).

The total provision of 85 appears adequate in total compared to required total of 84 spaces. However, respective location, distribution and allocation is critical for effective and convenient use.

A minimum of 19 spaces at the ground level should be maintained for commercial users (including all gross leasable areas including storage) and for sharing by resident visitors. The 'public' eastern accessway provides 16 spaces. The 'private' western accessway serves 9 spaces at the ground level.

The 'public' area is 3 short plus the demand is compounded with the significant loss of on-street parking (8 or more spaces) through traffic movement consequences in Hart Avenue. Most or all of the 9 western spaces should be allocated to address the overall public commercial / visitor requirements and compensate for the significant loss of on-street parking along the sites frontage.

The remaining 60 or so spaces in the lower levels should be allocated to serve the 59 apartment residents needs. The double stacked spaces should only be allocated to the same dwelling.

One disable space is provided at ground level but based on 1 space per 25 spaces there should be a total of 3, ie a further 2 within residents area.

The design dimensions of the internal parking isles, space width, clearances to walls and dead-ends and pedestrian movements to stairs, lifts, walkways and lobby are insufficient to function effectively. Consequently the number of spaces is likely effectively less than nominated. Dimensions and clearances, particularly for ground level visitor higher turn-over areas, should be closely reviewed and reconfigured.

Bicycle parking is provided for 8 public visitors in ground level carpark, 28 racks for employees / occupants in basement carpark plus room in each apartment's storage area. This exceeds policy requirements.

Waste Servicing

The Waste Management Plan proposes adequate capacity but only a minimalist approach to waste management. A range of changes and improvements to the current proposed development design are suggested to meet the identified reference document SA Better Practice Guide for Waste Management for Residential and Mixed use Developments (Zero Waste). A much better outcome in relation to waste management could be achieved and ultimately reduce the amount of material going to land fill and reduce the waste collection traffic movements associated with the development.

This would include such common practices as:

- Allocate 15m² for hard storage area to address this neglected waste stream;
- Upgrade single chute with diverter to a minimum of two separate chutes to ensure the proper separation of general and recyclable waste streams;
- Incorporate a separate kitchen caddy system for each resident to capture food and organic matter which could then be presented at the central collection point;
- The waste storage and collection room having the ability to compact material within collection bins to maximise capacity and reduce collection frequency;
- Use of larger 1100L bins wherever possible to reduce number of required bin collections from potential 13 to 9 (or less if undertake above);
- Waste collection, storage and chute rooms being consolidated and conveniently located to avoid current separate locations that create conflict with moving bins across the carpark area and accessways.

Waste vehicle servicing is to occur from Hart Avenue, and involves the vehicle stopping in the street and reversing into western accessway to service on-site bin storage in the ground level carpark. This is not ideal, but tolerable with operational management to limit service times, eg limit service times to 7.00am to 7.00pm Monday to Saturday but excluding peak traffic times of 7.00-9.00am and 3.00-6.00pm Monday to Friday. Further, bin capacity should be maximised to reduce the number of required collections.

While not guaranteed, if there is cooperation with future development to the south the accessway may be able to extend to Opey Avenue, which may provide drive-through circulation and avoid the need for reversing in the street.

Stormwater Management

The existing development has 97% impervious (3% pervious) whilst the proposed development is 99% impervious (1% pervious) site coverage.

A marginal difference but council requirements have been noted to re-use stormwater run-off on-site via provision of a retention tank (10,000L) to service landscape irrigation – the reuse of retained water could be increased by additional landscaping and use in toilets and hot water etc.

The desired maximum runoff flow rate for commercial development is the equivalent of 80% impervious (20% pervious). A detention tank (14,000L) is proposed with throttled discharge to appropriately reduce the peak storm flow to the required rate.

The outflow is proposed through 5 outlets of 8 litres per second to Unley Road and Hart Avenue to address 1:10 year ARI events. Outflow outlets should desirably be kept below 4 to 5 l/s which means 8 outlets is required. These should be distributed equi-distant and as generously separated as possible along both the Unley Road

and Hart Avenue street frontages. The closest stormwater main is across Unley Road making a direct connection impractical.

Water quality issues are limited. Stormwater is mostly roof run-off, with gross pollutants able to be settled out through the tanks. The driveway and paved surfaces could lead to more pollutants but these are to be treated via grated sump traps.

Planning Consent Conditions

In the event approval is contemplated there are various issues that have been identified where planning conditions are warranted, as follows:

- Caparking design and dimensions be reviewed to improve convenient and efficient on-site circulation, space useability and conformity with AS2890;
- Car parking on-site be allocated to ensure a minimum of 19 spaces at ground level are available without any gates or other restrictions for commercial and residential visitors and 65 spaces are available for residents, with any double stacked spaces allocated to the same dwelling;
- Overlooking of adjacent and more remote private habitable areas, provided by the range of lower to higher building levels, towards the south west through to the north west be minimised by further design and mitigation techniques to external window and balcony placement, orientation, vertical and horizontal screening;
- Waste and servicing vehicles be a maximum length of 8.8 metres and enter from, and exit to, Unley Road and via a right turn in to Hart Avenue to ensure the most effective turn path geometry and least impacts;
- Waste and service vehicles only visit the site between 7:00am to 7:00pm Monday to Saturday, excluding public holidays and peak traffic periods between 7:00 to 9:00am and 4:00 to 6:00pm Monday to Friday;
- The Waste Management Plan recommended changes and improvements to the current proposed development design in accord with the SA Better Practice Guide for Waste Management for Residential and Mixed use Developments (Zero Waste) be incorporated; waste storage and collection rooms being consolidated; compactor included to maximise storage and use of larger 1100L bins wherever possible to reduce the number of required collections per week to 9 or less;
- Public realm configuration, alterations and damage in relation to footpaths, verges, encroachments, outdoor dining, crash protection, street trees etc are to be resolved with, and approved by, the Council at the expense of the owner/applicant;
- Stormwater management on-site be in accord with the submitted details other than the outlets to the street being limited to 4 to 5 litres per second each and a maximum of 8 outlets that should be distributed equi-distant and as generously separated as possible along both the Unley Road and Hart Avenue street frontages to the satisfaction of council;

- A Construction Management Plan be resolved with Council to guide the requirements and operations during construction to avoid traffic, parking, pedestrian and amenity issues.
- It is requested a Note be added indicating pursuant to the policy of the City of Unley On-street Parking Exemption permits are not issued for occupants of new development (post 2013).

Public Consultation

Development located on 'adjacent land' (adjoining or within 60 metres directly across a street) to a residential zone and three (3) or more storeys in height is subject to Category 2 public notification.

DPTI have initially determined the Public Notification status as Category 1 (no notice). This is because the subject development site is not considered to directly affect 'adjacent land' within the residential zone, ie adjoins 3 Hart Avenue and directly faces 2 Hart Avenue which are within the Urban Corridor Zone.

This has been challenged as the interpretation and typical practice adopted by Council's Development Management suggests it is Category 2 (direct advice but no appeal rights). This is because there are dwellings on 'adjacent land' within the Residential Zone when the radius of 60 metres is applied to the west across Hart Avenue, ie Numbers 6, 8 and 10 Hart Avenue.

Category 2 notice involves advice and the opportunity to make representations within 10 business days to owners of directly adjacent land (adjoining properties or across a road within 60 metres). No advice or obligation to hear other representors is afforded. No third party appeal rights exist.

The public notification categorisation is being reconsidered by DPTI and advice is being awaited on a final determination.

If the application becomes Category 2 the requisite public notification process will be a separate matter. It will allow neighbours to make their own comments.

Because of Council's inability to materially influence the outcome of this application, it is not the relevant planning authority and without control of the application, it is not appropriate for Council to conduct engagement or publically release any information. Any questions or information sought by residents needs to be referred to DPTI, CBD & Inner Metro Team, Strategic Development Assessment.

Conclusion

The development proposal is of great interest to Unley residents, particularly those in close proximity to the site.

The Council is not the assessing authority, and only an informal referral agency able to make comments. It is therefore appropriate that Council concentrate on the

specific areas of direct control while raising its concerns regarding the most significant divergences from the planning policy parameters.

The nature of the large scale mixed use development accords with the Urban Corridor Zone policy. However the highlighted areas of concern with planning design and council infrastructure matters should be addressed as part of the expected comprehensive assessment by SCAP.

Enquiries

If there are any queries or need for further explanation or information please contact David Brown, Principal Policy Planner, dbrown@unley.sa.gov.au or 8372 5185.

Yours sincerely



Peter Tsokas
CHIEF EXECUTIVE OFFICER

State Commission Assessment Panel
G.P.O. Box 1815,
ADELAIDE SA 5001

Dear Sir,

I advise that this Agency has **the attached** report to make on the proposed development described below.



Reporting Officer - *David Brown - Principal Policy Planner*

9/10/2017
Date

(Received 28/8/2017)

Council	CITY OF UNLEY
Application Number	090/M008/17 (APPIAN ID 2397)
Type	MERIT
Applicant	CATCORP PTY LTD
Locality	244-246 UNLEY ROAD, UNLEY
Hundred	ADELAIDE
Planner	KARL WOEHLE



GPO Box 1815, Adelaide SA 5001
Ph: 7109 7060

Reference 11833486
Contact Officer Karl Woehle
Telephone 71097169

23 August 2017

Dear Sir/Madam

INFORMAL REFERRAL

The Development Assessment Commission has received the development application described below (all relevant documentation is attached). The Commission is seeking comment from your Council to assist it in reaching a decision and would appreciate a response within **6 weeks** of receipt of this correspondence. Should no report be received by the Commission within that period the Commission will deem that you have no comments to make on the proposal.

Council's comments will not include a full planning assessment of the application, but may include comments on any local strategic issue, policies or plans. This may include comments on proposed policy amendments, planned public realm improvements, traffic management, waste services, encroachments, local heritage issues or the like for consideration by DAC. Council may also make brief observations in relation to planning assessment matters from a local perspective to highlight key issues that may require further analysis / assessment by DAC assessing officers.

Your co-operation in using the attached form when replying would be appreciated.

Yours faithfully,

A handwritten signature in black ink, appearing to read "Karl Woehle", is written over a white background.

For DEVELOPMENT ASSESSMENT COMMISSION

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