

7 March 2023

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

Attention: Damon Huntley Damon.Huntley@sa.gov.au

**SCAP REFERRAL – Regulation 23 (2) (b) - COUNCIL COMMENTS
DA 22043097 – 106-108 Unley Road Unley**

Thank you for referral of the above-mentioned application. Council appreciates the opportunity to provide comment to assist the planning assessment process by the State Commission Assessment Panel (SCAP).

The nature of development encompasses:

Construction of a seven-level mixed-use building comprising residential apartments (floors 1 to 6), shops (ground floor level), car parking, shared amenities and public realm improvements

Council seeks to provide comment on designated Council matters in accord with Planning, Development and Infrastructure Regulations 23(3), and any observations on key local planning matters that are considered to require further analysis and assessment, to give SCAP an appreciation of the implications upon the orderly and proper planning of the local area, and the implication upon local infrastructure and the public realm.

Regulation 23(2)(b) affords an opportunity for a report on behalf of the Council by the Chief Executive Officer in accord with sub-regulation (3) *within 15 business days after the request is received* – 20 January therefore 10 February 2023.

Regulation 23(3) provides that *the following matters are specified for the purposes of a report under sub-regulation (2)(b):*

- (a) *the impact of the proposed development on the following at the local level:*
 - (i) *essential infrastructure;*
 - (ii) *traffic;*
 - (iii) *waste management;*
 - (iv) *stormwater;*
 - (v) *public open space;*
 - (vi) *other public assets and infrastructure;*
- (b) *the impact of the proposed development on any local heritage place;*
- (c) *any other matter determined by the Commission and specified by the Commission for the purposes of sub-regulation (2)(b). (Nothing specified).*

Council has delegated to the Chief Executive Officer, or his nominee(s), the authority to negotiate appropriate outcomes regarding street trees, crossovers, verge and future public realm upgrades, in the event the application is approved.

Discussion

The full assessment of the development is the role of the Planning & Land Use Services (PLUS) officers, and the ultimate planning approval judgement is the role of the State Commission Assessment Panel (SCAP).

It is appreciated that Council's role is limited to comments on designated matters but observations in relation to planning assessment matters with implications from a local perspective are appropriate to highlight key issues that require further analysis and assessment by PLUS officers and SCAP.

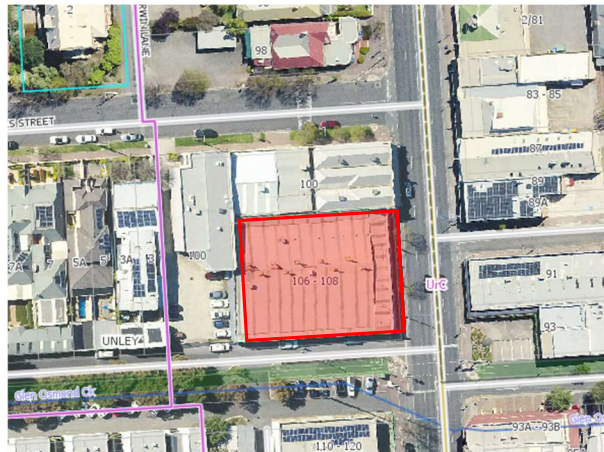
Planning Policy Observations

In general terms the proposal reflects the broad intent of the Urban Corridor (Main Street) Zone for high rise in a landscaped setting but encompasses some notable variations from applicable design policy.

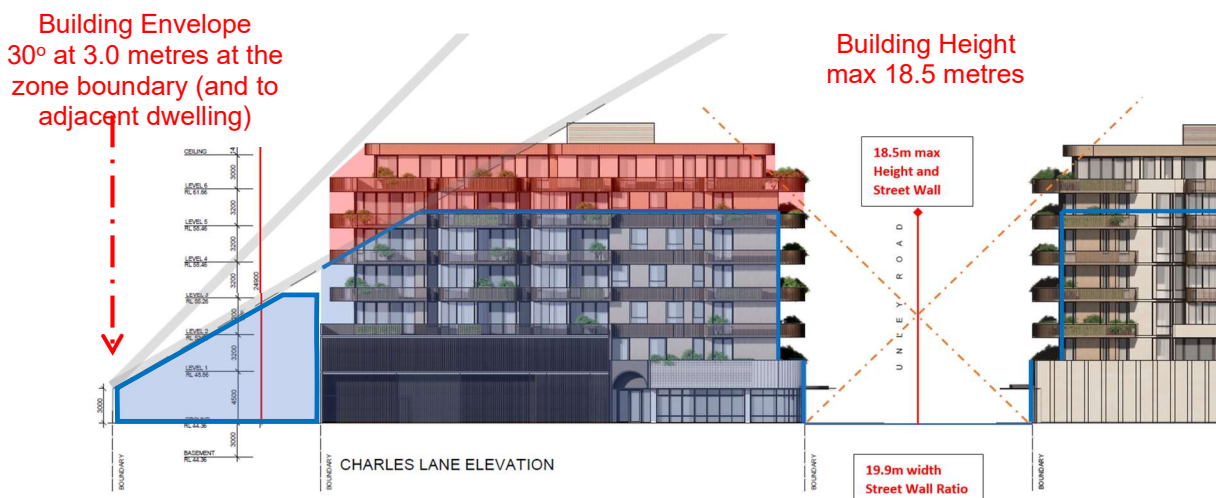
The Planning and Design Code policy transition from the Development Plan compromised the intended desired urban design outcome. While the new policy is appreciated, and has to be accepted, its desired outcome and policy intent should be properly observed, and variations from policy limited.

In brief, the following planning observations are made in relation to the proposed development notable features and variations from policy:

- Site is modest with a primary frontage to Unley Road of 32.3 metres, and side frontages to Charles Lane of 42.67 metres and an overall area of 1,378 square metres;
- Development is intensive with approx. 352 square metres of commercial floor space and 44 dwellings (comprising 1 x 1 bedroom, primarily 34 x 2 bedroom and 9 x 3+ bedroom). A net density of 320 dwellings per hectare, well above the minimum of 75 dwellings per hectare and the typical and reasonable capacity of the site;
- The substantive zone policy is for five (5) levels and 18.5 metres, which is significantly exceeded with a height to seven (7) levels and 24.9 metres, plus central lift overrun, and policy variation of 35%;
- It is not a Significant Development Site (over 25 metres frontage and 1,500 square metres in area) together with incorporation of a Local Heritage Place and affordable housing, or a multiple of other positive design features (public realm improvement contribution off-sets flooding mitigation needs and greening requirements not met on the site), to warrant any policy bonus in height;



- Existing examples of development on Unley Road are not comparable or relevant, being different locality contexts, nature and scale of site (with site size and depth providing design and functional benefits):
 - 244-246 Unley Road – large site 3,120m² and large depth 74.2 metres;
 - 248-252 Unley Road – large site 2,840m² and large depth 68.3 metres;
 - 166-182 Unley Road – very large site, different Suburban Activity Centre Zone, central heart and core of Unley district, and zone 9 storey height policy limited not being exceeded;
- Building height is also a critical urban design policy that addresses overall visual and building mass, and street wall scale and relationship with the corridor width, important to maintain a human scale, corridor amenity and avoid a canyon of overbearing development;



- There is also a critical intrusion to the Building Interface Envelope (30 degrees at 3m agl) and intent for an appropriate development relationship. The envelope applies from the zone boundary (adjoining residential use in an adjacent low rise Established Neighbourhood Zone) for development of sites within the Corridor Zone, to provide for an appropriate transition between diverse scales of development, limit overbearing building mass and undue overshadowing;
- Setbacks are respected, albeit no setback to rear boundary (minimum 3 metres within the zone) given the adjoining warehouse development to boundary, at least for the northern portion of the site;
- The building design, materials and overall style is contemporary but incorporates a dominant lower podium parapet façade, shopfronts glazing articulation to emulate desired stall boards and detail (above low plinth wall for raised floor levels) and projecting cantilever canopy over Unley Road at the ground level to respect the desired outcome for an appropriate 'main street' streetscape character;
- No deep soil (7% = 96m²) is provided on-site, given the lack of usual rear setback;
- Landscaping and greening on-site is minimal with minor internal and balcony fringe planter beds and pots;

- The required deep soil (tree planting) and general greening to the site is generally offset and complemented by maintaining the two (2) existing mature street trees to Unley Road and the proposal for new row of six (6) trees in the public realm upgrade to Charles Lane between the vehicle throughfare and the bicycle/pedestrian shared path (to be resolved with Council);
- Storage areas for typical larger and less used household goods for the residential apartments (1 bedroom is 8m³, 2 bedroom 10m³, and 3 bedroom 12m³) are not indicated. Adequate storage is important to facilitate practical apartment living by residents;
- Overlooking is limited due to the separation of site and intervening development from the adjoining Neighbourhood Zone and the overall generous distance to adjacent dwellings and generally front yard aspects, other than currently direct potential westerly views to rear courtyard of 3 Hughes Street and similar rear courtyards beyond to the west;
- Overshadowing may achieve policy for minimum access to sunlight (3 hours) but does cause impacts, particularly in winter, to the immediately adjacent dwellings to the south. The increased building height, overall mass and significant intrusion beyond the interface envelope compound these impacts;
- Energy efficiency is set to achieve a 6 Star NatHERS average rating for apartments (in accord with minimum requirements of Section J Energy of the National Building Code of Australia), all electric, solar panels, passive energy design principles with natural light and cross-ventilation, external shading treatments and rainwater capture and reuse.

Overall, the proposal may reflect the broad intent of the planning policy parameters for a mixed-use, medium-rise, and high-density development, but there are some substantial variations from fundamental planning policy design parameters (in particular over development with excessive height and building interface envelope intrusion) that requires further consideration. Collectively there is a compounding effect leading to a serious variation from the Planning and Design Code.

In the event where approval is contemplated, several matters require ongoing conditions that address the specific limited operating business hours, complementary sharing of visitor spaces, waste and servicing arrangements and times to avoid peak hours and on-site parking (vehicle and bicycle) allocation to respective users.

Further, the critical and integral public realm upgrade for flooding mitigation and greening (tree) contribution requires further and specific resolution of design detail, specification, and Council approval.

Council Issues

Council specific comment is provided pursuant to Planning, Development and Infrastructure Regulations 23(3) in relation to the following matters and the direct implications and impacts upon the local area:

- Essential infrastructure:
 - Electrical power transformer;
- Vehicle traffic, access and parking (on-site and on-street);

- Waste Management and Servicing;
- Stormwater management and flood mitigation;
- Public open-space;
- Other public assets and infrastructure in the public realm:
 - Street trees;
 - Charles Lane public realm;
 - Pedestrian footpath and verge;
 - Encroachments;
- Local Heritage Place (Not Applicable).

Essential Infrastructure

Electrical Power Transformer

There is a screened enclosure in the central southern ground floor elevation for the electrical power transformer for the site.

The treatment to the enclosure appears reasonable. Access is required to Charles Lane with gates.

Vehicle traffic, access and parking

Vehicle Traffic

The anticipated traffic generation rates and distribution for the large and intensive scale of development is significant and requires further analysis and consideration as follows:

- Traffic Generation rates adopted in the transport report are from the NSW RTA's Guide to Traffic Generating Developments 2002, which is a respected guide, and indicates the proposed 44 apartments and 352sqm of commercial space would generate up to 42 AM and 44 PM peak hour movements, and based on typical peak hour generation rates being 10% of daily traffic volumes, is likely to generate an additional 420-440 daily movements along Charles Lane;
- The existing showroom generates negligible traffic as there is no on-site parking;
- Traffic distribution is indicating 90% of traffic will enter and exit the site from Unley Road and 10% will travel west and use a combination of Mary Place, Little Charles Lane and/or Palmerston Place;
- A detailed SIDRA assessment of the nearby Charles Lane and Unley Road intersection was undertaken which indicates that post development traffic will have a minimal impact on the operation of the intersection, with minor increases in queueing (+6m) and average delays (less than 1 second);
- Unley Road is under the care and control of the Department for Infrastructure and Transport (DIT), approval for the change in conditions at the intersection of Charles Lane and Unley Road must be sought directly from DIT as the relevant road authority;

- Taking into consideration all of the above, the level of traffic generated by the site is expected to have an acceptable impact on the operation of Charles Lane and nearby local road network;
- Also to note, the ongoing future development of adjacent sites and corridor will lead to a compounding issue for movements on Unley Road, and particularly side streets and local network, which will need ever more critical consideration into the future.

Vehicle Site Access

Appropriate vehicle access is generally provided, but some matters of detail require attention, as follows:

- Basement level western crossover to Charles Lane:
 - Vehicle access to the basement carpark is provided in accordance with the Planning and Design Code and swept path assessment for B85 and B99 design vehicle simultaneously entering and exiting the site;
 - the plans are unclear if a pedestrian sight triangle has been provided adjacent the vehicle exit lane to Charles Lane, in accordance with Australian Standards to ensure a pedestrian sight triangle at least 2m x 2.5m is provided, and that all landscaping within the sight triangle is kept below 900mm;
 - the basement carpark is secured by a roller door presumed to be operated by remote control access for residents;
- Grade and level 1 eastern crossover to Charles Lane:
 - Vehicle access to the at-grade and level 1 car park is proposed in accord with the Planning and Design Code and swept path assessment for B85 and B99 design vehicle simultaneously entering and exiting the site;
 - the plans are unclear if a pedestrian sight triangle has been provided adjacent the vehicle exit lane to Charles Lane, in accordance with Australian Standards to ensure a pedestrian sight triangle of at least 2m x 2.5m is provided, and that all landscaping within the sight triangle is kept below 900mm;
 - the grade carpark is secured by a roller door, which is indicated will remain open during business hours and be shared between commercial and residential visitors, but arrangements and resident controlled access will be required after hours to allow entry of residential visitors;
 - the upper level 1 carpark is secured by a further roller door presumed to be operated by remote control access for residents;
- Carpark headroom clearance and ramp gradients appear appropriate, but it should be ensured that a clearance of at least 2.2 metres to accommodate cars and light vans is provided for all spaces, including and disabled space;

Approval conditions are required to ensure appropriate management and operation of the roller doors, to allow effective service of the respective resident, visitor and commercial staff and visitor needs.

Application, approval and agreement on design, specification, and payment of costs by applicant with Council is required in relation to the closure, changes and new crossovers, on-street parking signage and/or line marking.

On-site Car Parking

The overall on-site parking provision is outlined as follows:

- Total of 44 dwellings pursuant to the policy suggests:
 - 46 spaces for resident occupants (1 bed x1 @ 0.75 = 0.7, 2 bed x 34 @ 1.0 = 34 and 3 bed x 9 @ 1.25 = 10.8);
 - 11 spaces for visitors (44 @ 0.25 = 11);
- Total commercial (office or shop) floor area of approx. 352m² (assumed gross leasable floor area but may not be) pursuant to the policy suggests:
 - 11 spaces for commercial occupants and visitors (commercial 352m² @ 3/100m² = 10.56);
 - The commercial gross leasable floor area should be confirmed by the applicant, noting per the policy requirement it relates to:

Gross Leasable Floor Area = Means the total floor area of a building excluding public or common tenancy areas such as malls, hallways, verandahs, public or shared tenancy toilets, common storage areas and loading docks;

Total floor area = Means the sum of the superficies of horizontal sections of a building or other roofed area made at the level of each floor (including any mezzanine 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 11 residential visitor spaces can reasonably be shared to also service the 11 commercial occupant and visitor spaces, where the office hours are limited to weekday periods of low residential visitor demand, and fully available to be utilised out of business hours when residential visitor demand is higher;
- These shared spaces should be allocated for commercial and visitor needs but not designated for any individual user to ensure optimal efficiency and use of the varied and reciprocal needs;
- A total of 57 spaces is required pursuant to the policy, providing above sharing arrangements are confirmed;
- A total of 67 spaces is provided for the development comprising:
 - 55 spaces at the basement and level 1 car parks for residents;
 - 12 spaces in the grade level parking area for complementary shared use by commercial users and residential visitors;

The provision of on-site parking should also future-proof and be adaptable, and with the nature of the accommodation and sustainability ethos it would suggest that there should be provision for:

- Electric Vehicles parking allocation and charging points within the car parks;
- Car Sharing service and arrangements to support vehicle user needs but potentially allow reduced parking, vehicle use and in turn level of traffic movements into the local network.

The proposed DDA space provision is appropriate:

- 1 disabled space is indicated in the grade carpark, in accord with the Building Code of Australia (1/100 spaces or part thereof or 1/50 spaces or part thereof for a shop);
- The residential dwellings (Class 2) generally do not require spaces per the Building Code of Australia unless their nature is Class 1b or 3.

Subject to revisions and confirmation of appropriate arrangements, additional conditions should be included to ensure respective car parking spaces allocation and designation, particularly for visitor spaces, and the provision of signs around the site and on the main entry that highlight and encourage the availability of spaces for visitors.

On-street Car Parking

On-street parking in the locality is at a premium with generally high demand and limited supply whereby adequate on-site parking should be provided to avoid undue additional demand imposition from new development:

- Unley Road (Arterial Road – DIT) is a Bicycle Lane / Clearway that operates between 7:30-9:00am Monday to Friday and 1 Hour parking between 9am-5pm Monday-Friday and 9am-12Noon Saturday. Outside of those times, kerb-side parking is unrestricted adjacent the site, for approx. 3 spaces. However, parking standards assume there will be an amount of on-street parking and these do not substitute for on-site requirements;
- Charles Lane (Local Residential Street/Laneway) currently has some informal unrestricted parking for storing vehicles and/or loading activities but post development, like the remainder of the street with full time No Stopping restrictions along the southern side of the street and the northern side of the street comprising mostly driveway crossovers / residential garages, will effectively mean no on-street parking will be available;

Existing on-street parking restrictions will not be changed to cater for any needs of the specific development. Periodic review occurs when warranted by general locality circumstances and optimisation of on-street parking efficiency;

On-street parking exemption permits are not provided for new developments (post 2012) and all users will need to abide by the applicable on-street parking restrictions.

Bicycle Parking

The proposed development accommodates a range of bicycle parking spaces:

- Bicycle parking requirements encompass:
 - 11 resident bicycle parking spaces required ($44 @ 0.25 = 11$);
 - 4 commercial occupant bicycle parking spaces required ($352m^2 @ 1/200m^2 + 2 = 8.0$);
 - 4 resident visitor bicycle parking spaces required ($44 @ 0.1 = 4.4$);
 - 1 commercial visitor bicycle parking spaces required ($352m^2 @ 1/1,000m^2 = 0.35$ or minimum of 1);

- It is indicated that 38 bicycle parking spaces will be provided across the site:
 - 30 spaces in a secure area for staff and visitors off the grade level car park, assumed to be accessed and used reciprocally by the different users;
 - 8 spaces for visitors indicated in Traffic report to be adjacent to Unley Road and assumed to be shown on the architectural plans between the street tree and Charles Lane (4 spaces) and between the two street trees on Unley Road (4 spaces). These spaces must be located so as not to interfere with the public footpath (at least 1.8m clear footpath width) and car door opening envelope (at least 1.1 from back of kerb which allows 0.5m for a bicycle and 0.6m for door opening);
- The access and egress, safety and convenience for users to, and within, the grade carpark for the bicycle parks should be considered as part of the design;
- End of Trip facilities are not indicated for the office use, albeit it is of limited size (208m²), however, a changing room and shower may be able to be accommodated in the disability toilet room. Encouraging more people to ride for transport purposes, including commuting to work/office space, through provision of end of trip facilities would be positive.

The architectural design should confirm the arrangements and location of the required number of bicycle parking spaces for residents, commercial occupants and visitors. Further the bicycle parking location and dimensions within the public realm should be confirmed. Approval from Council will be required.

Waste Management and Servicing

The proposed waste management arrangements are noted, with the following comments provided:

- The applicable policy provides for:
 - service vehicle movements to be separate from passenger vehicle parking areas;
 - waste to be stored, serviced and collected on-site;
 - forward entry and forward exit, although reverse entry and forward exit may be acceptable as a compromise;
 - movements to avoid interruption of operation of, and queuing on, public roads and pedestrian paths;
- The indicated approach provides for:
 - sharing the grade level carpark access to reverse the waste/service truck from Charles Lane for collection and loading activities and exit in a forward direction;
 - the waste and service vehicles should be required to enter and exit via Unley Road;
 - Waste Management Plan assessment per Zero Waste SA Better Practice Guide Waste Management confirms volumes for uses, acceptable storage space for bins and washing, with up to 11 bins (7 for residential and 4 for commercial) across the three service streams (general waste, recycling, and green organics) to be serviced twice weekly and therefore generating 12 truck movements per week. If one contractor is used for both services at the same time the movements would reduce to 6 per week;

- a vehicle swept path assessment for a Waste Truck up to 10.0m shows appropriate access for the reverse movement in and forward direction exit, allowing for suitable clearances and limited number of corrective manoeuvres;
- reversing arrangement and simple manoeuvres generally accepted taking into consideration the site constraints, narrow width of Charles Lane and low traffic volumes;
- Further confirmation on plans and in traffic design analysis is required for:
 - ensuring adequate height clearance for expected waste and loading vehicles and activities;
 - additional information on how general loading activities (eg typical large furniture, equipment and other goods for residents and commercial) will be managed;

Upon confirmation of appropriate design and arrangements, approval conditions should be included for waste and large service vehicles maximum size, visiting the site from and to Unley Road and outside peaks hours between 10:00am to 3:00pm Monday to Saturday (excluding Sundays and public holidays).

Stormwater management and flood mitigation

Stormwater management

The large scale of development and site coverage requires on-site management of stormwater detention and retention to address peak discharge rates, water quality and reuse of water:

- Existing site has high site cover which can impose high peak outflow rates and implications for local stormwater management;
- In accord with Council's preference the outflow from the site should be limited to suitable reduced discharge rates to address nominated storm conditions and local drainage system capacity;
- The Stormwater Management Plan demonstrates:
 - stormwater will be captured, managed, and detained for all events up to and including a 1% AEP storm (Annual Exceedance Probability);
 - limitation of peak outflow rate, retention of water for reuse in building and landscaping, and mitigation of water quality discharged from the site.
 - retention of 8,000 litres of roof water in a suitable tank in the ground level carpark to provide water for reuse within levels 1 to 3 of the development (ie toilet and laundry cold water), but it could also be used more broadly across the building and for balcony landscaping;
 - detention of 5,000 litres of balcony and other areas water in a suitable tank in the ground level carpark with suitable restricted outflow to manage quality and mitigate peak discharge to Charles Lane culvert and limited capacity of the downstream systems;
 - tank overflows, overland flow or any other stormwater is directed to Charles Lane culvert;
 - further water quality WSUD treatments and gross pollutant traps beyond the on-site tanks is not specified, albeit it is appreciated the discharge water quality will not be materially different to that which currently exists;

- Stormwater discharge is indicated to be directly discharged to the Charles Lane underground culvert, with other incidental surface water to be managed by the usual kerb and water-table capture and flow direction.

The stormwater arrangements are generally considered acceptable, subject to final design details and approvals through Building Consent and Council processes.

Any stormwater pipe under the footpath or road crossing to the kerb and watertable or culvert will require suitable specification, prior permit approval and cost recovery from the owner/developer pursuant to Council policy and procedures.

Flood mitigation

Available flood modelling indicates that the property is seriously affected by major flooding up to 0.3 metres by a 1% AEP storm (Annual Exceedance Probability) flooding event and there is a high risk of flooding from the adjacent culvert under Unley Road and along Charles Lane whereby mitigation of impacts require incorporation into the design of the development:

- the building ground floor and carpark entries off Charles Lane levels are recommended, and substantially appear designed to provide 0.3 metres freeboard above the know flood level of a 1% AEP storm event to avoid water entry;
- Council is undertaking further specific flood modelling and analysis to determine the full scope of the potential flooding in the locality, recommended building final floor levels and public realm mitigation measures to avoid exacerbating implications on neighbouring sites and the downstream stormwater network. The limited Referral period does not allow completion of these specific and critical investigations and a further follow-up advice will be provided in due course, for incorporation into the final decision and/or inclusion of necessary conditions;
- the roadway on Charles Lane near the Unley Road intersection is to be raised approximately 100mm to 250mm as a part of the road and public realm upgrade and should maintain appropriate footpath and other levels. The bicycle lane and carpark to the southern side are not to be changed;
- provision is made for water capture, pumping and direction to the external public stormwater system for any surface or ground water entering the basement carpark;

Setting of building floor levels, external areas flow paths and prevention of entry to basement carparks, and necessary water pumping, have largely been addressed but the final finer design and details will need to be addressed through the detailed design phases and approvals (conditions).

Further suitable engineering advice should be provided and in liaison with Council a satisfactory local design solution be determined.

Public Open Space

The City of Unley has the lowest area of public open space at around 3% and the highest residential area average population density in Adelaide at 2,740 per square kilometre. The northern suburbs of the City being located adjacent to the City of Adelaide Parklands helps with access to additional open space. The provision of additional public open space, or publicly accessible spaces and greening with development, is always encouraged.

The intensive development of such a corridor site imposes demand upon existing limited open space and facilities but presents an opportunity through the financial contribution to the Planning and Development Fund:

- financial contribution for each new allotment created in lieu of land for open space as a result of the land division of the dwellings;
- acknowledging Council needs to make application and compete for matching funding from the Fund for public open-space land purchase and/or improvements to benefit the quantity and/or quality of public open space.

Other Public Assets and Infrastructure in the Public Realm

Street Trees

Site excavations (to the boundaries for basement) and other works could likely impact the root zones of the existing street trees to Unley Road.

Further detail will be required regarding the design and management of construction works to ensure protection of the existing street trees from excavations and new work.

Discussion is encouraged with Council to explore the potential impacts, risk management and opportunity to enhance the public realm.

Charles Lane Public Realm

To address current flooding impacts, vehicle and service access, and contribution to the public realm, a reconfiguration of Charles Lane along the frontage of the site is proposed.

The revised levels of roadways, enhanced quality of the infrastructure and establishment of additional landscaping bed and row of six (6) trees appears a positive and viable design solution.

The interpretation of the *Unley Road Public Realm Design Guidelines* is supported, subject to resolution of finer details, eg a continuous footpath along Unley Road, larger tree pits, paving selection combinations and details within Charles Lane.

Greening of the site is minimal without any available substantial planting whereby the contribution in Charles Lane to the greening and establishment of trees in the adjacent public realm and locality helps to off-set this failure on-site.

Early discussion is encouraged with Council to refine and resolve the improvements and design treatments to Charles Lane, and to facilitate necessary approvals, to enhance the public realm and address the requirements for the new development.

Pedestrian Footpath and Verge

Site excavations (to the boundaries for basement), new crossovers and other works will impact the public infrastructure to Unley Road and Charles Lane.

The interpretation of the *Unley Road Public Realm Design Guidelines* is supported, subject to resolution of finer details, eg a continuous footpath along Unley Road, larger tree pits, paving selection combinations and details.

Further detail will be required regarding the final design and management of works during construction to ensure ongoing operation of pedestrian movement, protection of the existing street trees, footpath and any other infrastructure. Any hoardings, closure and new crossovers, will require suitable design, specification and prior permit approvals, and costs recovery from the owner/developer pursuant to Council policy and procedures.

Any damage and reinstatement of footpaths and verge will be managed, and costs recovered from the owner/developer, pursuant to Council policy and procedures.

Encroachments

The proposed building extends to the property boundaries. The ground level lightweight cantilevered canopy extends over the footpath of Unley Road.

This encroachment over the public realm will need to ensure critical clearance for head room height over the footpath (vertical of at least 2.4 metres) and from kerb alignment (horizontal of at least 0.6 metres), accommodate the two (2) existing prominent street trees and any other existing service infrastructure.

An Encroachment approval will be required from Council. The encroachment over the public realm is cantilevered and lightweight which enables it to be addressed by Council's standard policy licensing requirements.

The applicant should be reminded of the requirement for an Encroachment Permit.

Refer to <https://www.unley.sa.gov.au/Page/Forms-Applications> for applicable forms for public realm matters.

Conclusion

Large development proposals are of great interest to Unley residents and businesses, particularly those near the site.

The Council is not the assessing planning authority, and only a referral agency able to make comments on direct impacts on local public infrastructure, but the local implications are of interest to the ongoing long-term success of the development and locality.

The nature of the large-scale residential development broadly accords with the Urban Corridor (Main Street) Zone desired outcomes.

However, within this advice there are highlighted areas of concern with planning design and Council infrastructure, including:

- building over-development, being significantly over-height and substantially beyond the critical interface envelope transition to adjacent low-rise residential;
- no deep soil or trees on-site, but proposed off-set by public realm contribution;
- grade level parking spaces allocation and sharing for visitor spaces, and ensuring complementary business trading hours restriction;
- bicycle parking spaces allocation and location, including necessary clearances from infrastructure and for pedestrians in the public realm;
- no on-street parking exemption permits are granted for new developments;
- waste and general servicing design (head clearance), operational arrangements and service hours restrictions;
- residential storage;
- overlooking mitigation;
- final stormwater design details and external connections to Council specifications;
- flooding management, final public realm contribution mitigation design treatments and exact building finished floor levels (further engineering advice is proposed to be provided by Council) to be resolved;
- street trees protection during construction and as part of new building;
- public realm re-design details and specifications; and
- documentation and approvals for council infrastructure impacts, reinstatements, proposed works and encroachments;

that should be addressed as part of the expected comprehensive assessment, revised design details and/or conditions by SCAP.

Enquiries

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

Yours sincerely



Peter Tsokas
Chief Executive Officer