

20 April 2018

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

Attention: Karl Woehle – Planning Officer
(karl.woehle@sa.gov.au)

Dear Karl Woehle

SUBJECT: DA 090/M008/15 Variation 2 – 56 Greenhill Road Wayville

Thank you for the Informal Referral of the development application for further Variation #2 of the approval (original 2015 and Variation #1 2017) of the *eight storey mixed use building comprising commercial, residential and serviced apartments* at the property at 56 Greenhill Road Wayville.

Proposed Variation #2 Application

The Informal Referral was received on the 21 March 2018 regarding a variation to the existing consent involving the *replacement of fourth floor serviced apartments with residential apartments, addition of basement floor level beneath car park to contain storage cages and plant room, reconfiguring car parking arrangements, revision of apartment layouts and the inclusion of a lift overrun which increases the building height by 1.05m.*

Four (4) weeks was provided for Council to comment, ie 20 April 2018.

It is noted Council comments may include matters of more direct involvement, for example: local plans, public realm improvements, street trees, stormwater, traffic management, waste services, encroachments, or the like; but only make observations regarding the planning assessment to highlight matters for further analysis / assessment by SCAP.

The original proposal raised a number of issues for Council. In regard to direct matters they were resolved. However, a range of planning concerns were raised about a lack of regard for 'Boulevard' desired character, building envelope, height, setbacks, overlooking and environmental sustainability provisions.

The current proposed variation is minor but has some implications for a range of planning matters that preferably should be addressed.

In summary, from Councils review of the variation it entails the following design changes and planning assessment implications:

Changes	Planning policy implications
Addition of a basement floor level beneath the car park which will contain residential storage cages and building plant room	Below ground level Positive addition of storage space
Fourth level serviced apartments replaced with residential apartments to change mix and respective number Apartment layouts revised to increase the number of 3 bedroom types Reduced ground floor commercial tenancy	Noted Maintains a land use mix but diminished commercial component
Widening of first floor car parks to accommodate turning paths around the structural columns Maintain vehicle parking provision	Noted Provision exceeds requirements, subject to convenient arrangements for visitors on-site
Bike storage moved to opposite side of entrance Decreased from 16 to 14 spaces No public visitor provision	Noted Provision below minimum requirements: <ul style="list-style-type: none"> ▪ 22 Serviced Apartments and 51 beds <ul style="list-style-type: none"> ○ 1/40 rooms = 2 ○ 1/20 employees = 1 ▪ 18 Residential Apartments <ul style="list-style-type: none"> ○ 1/2 dwellings = 9 ○ 1/6 dwellings for visitors = 3 ▪ 150m² Commercial <ul style="list-style-type: none"> ○ Office / Other NR <ul style="list-style-type: none"> - 1/150m² = 1 - 2 + 1/500m² for visitors = 3 ○ Shop <ul style="list-style-type: none"> - 1/300m² = 1 - 1/600m² for visitors = 1 Total <ul style="list-style-type: none"> ▪ Resident, employee, tenant spaces = 13 ▪ Visitor spaces = 4 to 6
Deletion of second roller door at mid-point of car park Maintain provision and convenient access for visitor vehicle parking	Noted The type and mix of uses requires 9 visitor vehicle spaces <ul style="list-style-type: none"> ▪ 18 Residential Apartments <ul style="list-style-type: none"> ○ 0.25 / dwelling for visitors = 4.5 ▪ 125m² Commercial plus breakout courtyard of 25m² = 150m² (based on Gross Leasable / Total Floor Area not Nett areas) <ul style="list-style-type: none"> ○ 3/100m² = 4.5 Rear 4 stackers (12 spaces?) indicated to be for visitors. Need to ensure (by condition)

	there are appropriate practical arrangements to provide for easy and convenient access and use by the range of resident, guest and customer visitors to the uses on site
Bin storage relocated to northern end of car park	Waste Service truck arrangements to remain as approved - reverse into site off rear laneway and exit in forward direction with suitable limited servicing hours
"Managed Bins" (?) enclosure with openings out to rear laneway	Unclear what this entails – should be clarified No servicing to occur from rear laneway
Fire pump room relocated to basement	Noted
Platform lift from car park to foyer replacing access ramp	Noted
Amended screening to car park on western façade to incorporate structural framing	Noted Unfortunate removal of trailing vines and green wall planting with Variation #1
Addition of first floor bedrooms to southern apartments (203 and 204) on L3 with a rear balcony area added Decreased setback of L3 to rear laneway from 7.2 to 1.8 metres	Increases scale and mass of elevation adjacent rear laneway, albeit articulated Windows and new balconies on southern elevation screened to 1.7 metres afl to address overlooking Within approved 30° transition plane, but from far-side adjacent property, not the zone boundary for orderly and proper long-term zone demarcation
Include a lift overrun on the roof level of 1.05 metres	Building unchanged at 27.7 metres (Policy limit of 25.5 metres) Lift overrun a limited area and well recessed from building edges to mitigate visibility
Increased extent screened services area at L5 on L4 roof	Noted
Subsequent changes to facades and fenestration resulting from floorplan changes	Generally appearance reasonable, apart from increased bulk of rear elevation given reduced setback of L3
Revision of landscaping, most notably to Joslin Street off Greenhill Road	Landscaping is limited and confined to the front of the site diminishing 'Boulevard' desired character. Should be optimised for such a new large scale development.

Council Comments

The proposed Variation #2 is minor and generally acceptable. The following comments are provided by Council for further consideration by SCAP in relation to the limited implications of the proposed Variation#2:

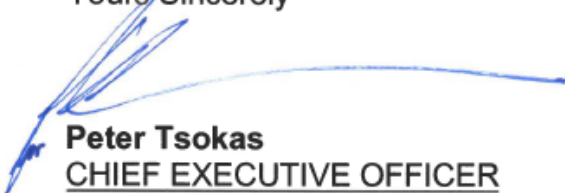
- The extension of L3 to the south increases the scale and mass of the rear elevation on the rear laneway, exacerbating the intrusion of the building envelope transition beyond the orderly desired demarcation at the zone boundary;

- Overlooking potential is addressed to south;
- The type and mix of uses requires 9 visitor vehicle spaces. Rear 4 stackers (12 spaces?) indicated to be for visitors. Need to ensure (by condition) there are appropriate practical arrangements to provide for easy and convenient access and use by resident, guest and customer visitors to the range of uses on-site;
- A lack of the required 4 to 6 visitor bicycle public spaces;
- Waste Service truck arrangements to remain as approved - reverse into site off rear laneway and exit in forward direction with suitable limited servicing hours;
- “Managed Bins” (?) enclosure with openings out to rear laneway. This facility should be clarified and any servicing avoided from the rear public laneway;
- Lift overrun on the roof level of 1.05 metres doesn’t change primary building height at 27.7 metres (policy limit 25.5 metres) and is of limited area and well recessed from building edges to mitigate visibility;
- Landscaping is limited and confined to the front of the site which diminishes ‘Boulevard’ desired character and should be optimised for such a new large scale development.

It is trusted these comments will be given further consideration and the issues that have been raised addressed by review of the nature of the proposed variations.

If there are any queries, or opportunity to contribute to the review and/or assessment by SCAP, please contact Mr David Brown, Principal Policy Planner on 8372 5185 or dbrown@unley.sa.gov.au

Yours Sincerely



Peter Tsokas
CHIEF EXECUTIVE OFFICER