

Catcorp

Demolition of existing building and construction of a seven-storey building plus basement level containing offices, a shop, and ancillary on-site parking and signage.

210 Greenhill Road, Eastwood

DA 180/M005/19

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OVERVIEW

Application No	180/M005/19
Unique ID/KNET ID	2019/05537/07
Applicant	Catcorp
Proposal	Demolition of existing building and construction of a seven-storey building plus basement level containing offices, a shop, and ancillary on-site parking and signage.
Subject Land	210 Greenhill Road, Eastwood
Zone/Policy Area	Urban Corridor Zone / Boulevard Policy Area
Relevant Authority	State Commission Assessment Panel
Lodgement Date	9 May 2019
Council Area	City of Burnside
Development Plan	Burnside (City), consolidated 19 December 2017
Type of Development	Merit
Public Notification	Category 1
Referral Agencies	Government Architect Commissioner of Highways City of Burnside
Report Author	Will Gormly, Senior Planning Officer
RECOMMENDATION	Development Plan Consent, subject to conditions

EXECUTIVE SUMMARY

This report assesses the suitability of the proposed demolition of an existing building and construction of a seven-storey building plus basement level containing offices, a shop, and ancillary on-site car parking and signage, against the relevant policies and provisions contained within the Burnside (City) Development Plan.

The proposed development, located at 210 Greenhill Road, Eastwood, is located wholly within the Urban Corridor Zone, and the Boulevard Policy Area. The proposed development accords with the land uses sought for the Zone and Policy Area, but challenges a number of quantitative measures sought by both.

The proposal is a Category 1, Merit development. Accordingly, no public notification was required. The application was referred to the Government Architect, the Commissioner of Highways, and the City of Burnside. Each referral agency are generally supportive of the proposal, with the Government Architect and Commissioner of Highways seeking additional information in which the applicant has responded to positively. It is noted that the GA has some outstanding concerns, namely the secondary street frontage, although these are not considered fundamental to the overall success of the development.

This report discusses the shortfalls it presents against Development Plan policy, and summates with a recommendation for Development Plan Consent, subject to conditions.

ASSESSMENT REPORT

1. BACKGROUND

1.1 Amended Documentation

This assessment report is made on an amended set of documents to the originally submitted plans when the application was lodged.

Following the referrals to the Government Architect and City of Burnside, and in addition to requests for changes from the Department of Planning, Transport and

Infrastructure to meet Development Plan policies, the applicant provided a revised set of drawings and supporting documentation.

In summary, the changes from the originally submitted plans include:

- The introduction of a 4.0 metre setback to Greenhill Road, where the original submission proposed zero setback, which was unsupportable
- The introduction of landscaping within this setback area
- The introduction of a 1.0 metre setback to Birkin Street, where the original submission proposed zero setback, which was unsupportable
- The introduction of a 3.15 metre setback to levels four through six, where the original submission proposed zero setback at each level (ground through three is still zero)
- The retention of all council owned street trees along Birkin Street
- The raising of the finished floor level of ground (with a ramp access from the Greenhill Road entry point), to protect the ground level from localised flooding
- The provision of a basement level pump and sump system to further accord with flood management, which is a known localised issue
- The removal of one crossover, where only one crossover is now required
- The addition of one building level for the purposes of car parking

Where required, referral agencies were given the opportunity to provide a response to the amended documentation. A copy of the original and amended referral comments have been provided as attachments to this report.

2. DESCRIPTION OF PROPOSAL

Application details are contained in the attachments of this report.

The application is for the demolition of the existing building on the site, and the construction of a seven storey building plus basement level, containing offices, a shop, ancillary on-site car parking, landscaping and signage.

A summary of the proposal is as follows:

Land Use Description	Demolition of existing building and construction of a seven-storey building plus basement level containing offices, a shop, and ancillary on-site car parking and signage.	
Building Height	25.5 metres (plus screened roof mounted plant)	
Description of levels	Basement	Car parking
	Ground	Retail tenancy, bicycle parking and end-of-trip facilities, vehicle parking, waste storage area
	Level 1	Car parking
	Level 2	Car parking
	Level 3	Car parking
	Level 4	Office
	Level 5	Office
	Level 6	Office
	Roof	Plant (screened)
Site Access	Crossover off Birkin Street	
Car and Bicycle Parking	169 vehicle parking spaces for office and retail land uses.	
Encroachments	Nil	
Staging	Staging is not proposed for this application	

3. SITE AND LOCALITY

3.1 Site Description

The subject site consists of four allotments, incorporated over a Strata scheme, and is legally described as:

Lot No	Street	Suburb	Hundred	Title Reference
S7771 U1	Greenhill Road	Eastwood	Adelaide	CT 5010/70
S7771 U1	Greenhill Road	Eastwood	Adelaide	CT 5010/71
S7771 U2	Greenhill Road	Eastwood	Adelaide	CT 5010/71
S7771	Greenhill Road	Eastwood	Adelaide	CT 5010/72

The subject site is located on the southern side of Greenhill Road, and is at the western side of the Birkin Street and Greenhill Road intersection.

The site currently contains a two storey cream brick building which has a history of office use. The site contains a number of at-grade car parks, located at the south of the site and shielded from view from the main street frontage by the office building.

A stand of existing vegetation towards the northern and eastern boundary of the site obscures the view of the built form on the land from the Greenhill Road and Birkin Street frontages.

The site is generally flat.

3.2 Locality

The locality is characterised by the expansive Adelaide Park Lands to the north, and generally one to six storey commercial buildings to the south of Greenhill Road.

The commercial built form is exemplified by generous setbacks from their northern boundaries, of which most examples feature mature vegetation within this setback. Land uses of these buildings vary, but are generally office, restaurant, and residential.

Greenhill Road, a six-lane, two-directional carriageway, carries traffic in an east-west direction. It has bicycle lanes in each of its directions, and a vegetated verge about its centre. Being a key route for heavy vehicles from the South Eastern Freeway, this road carries high volumes of traffic and is classified as a Primary Arterial Road in the Development Plan.



Figure 1 – Location Map

4. COUNCIL COMMENTS or TECHNICAL ADVICE

4.1 City of Burnside

The application was forwarded to the City of Burnside for consideration pursuant to Section 33(1) of the *Development Act 1993* and Regulation 38(2) of the *Development Regulations 2008*.

In their response, the council considered the zoning and land use, vehicle access and car parking, and street trees.

The council consider the land use to be consistent with the zoning and objectives of the *Development Plan*. The medium-to-high rise building frames the street and is considered to provide a tall, well-articulated building façade that is considered to fit neatly within the streetscape, retains vehicle access through Birkin Street and limits the impact on the function of Greenhill Road.

The council consider the vehicle access from Birkin Street only as acceptable, with the car parking rates provided as adequate. They do, however, raise a number of technical aspects of the car parking, such as; blind aisles on the north-west corner at each level; a provision of turnaround bays; reconfiguration to only require one crossover; and the consideration of basement flooding in stormwater events.

The council consider the proposed removal of two Crepe Myrtle trees as appropriate.

Since the original referral, the applicant provided new plans – where a re-referral to the City of Burnside was undertaken. Through these changes, the council provided additional comments. They support the amendments, where they enhance the functionality of the proposal by reducing the vehicle access to a single crossover to Birkin Street; retention of all street trees along Birkin Street; and the provision for a

basement level sump and pump system to manage potential flooding issues (which is suggested as a Reserved Matter).

A copy of the referral response and re-referral response is contained in the attachments of this report.

5. STATUTORY REFERRAL BODY COMMENTS

The Government Architect and Commissioner of Highways are mandatory referrals in accordance with Schedule 8 of the Development Regulations 2008. The State Commission Assessment Panel (SCAP) must have regard to the advice of each referral body.

Referral responses are contained in the attachments of this report.

5.1 Government Architect

The Government Architect was referred on the original proposal, and again with the revised plans; of which this assessment is made on.

In her response, she considers the four metre primary frontage setback as appropriate, however does not support the one metre secondary frontage setback, as she believes this has a potential to set a precedent for future development to the south. Further, she is concerned that the zero setback to the lower levels on the southern boundary compromises potential future development opportunities on the adjoining site.

The Government Architect supports the land uses, the bicycle facilities, and the provision of basement car parking. She considers the high ratio of car parking levels as challenging, and her support for this extent of above ground car parking is contingent on the successful mitigation of its visual impact.

Summarising her referral response, she recommends:

- Further review of the Birkin Street and southern boundary setbacks
- Provision of safe and convenient access to the waste room for the office levels
- A section detail demonstrating car park infrastructure including crash rails, balustrades, and lighting to demonstrate the successful mitigation of the visual impacts of above ground car parking
- Clarification of glazing selections including physical samples for car parking and office levels
- Provision of a physical sample of the patterned precast to demonstrate its quality and overall visual effect
- Review of the location of solid signage panels, which partially enclose the level six terrace
- Confirmation of visual impact of any required lift overrun
- Confirmation of visual impact of the solid lift and stair core
- Further consideration of the articulation of office levels on the southern elevation.

A copy of each referral response are contained in the attachments of this report.

5.2 Commissioner of Highways

The Commissioner of Highways considers the crossover, whilst not identifying whether it meets the appropriate Australian Standard, meets its minimum clearance. It notes that final access and building design should clarify this, in addition to the proposal meeting 'Minimum Sightlines for Pedestrian Safety'.

The Commissioner of Highways considers the car parking provision to be appropriate.

Given the support, a re-referral was not undertaken.

A copy of the referral response, including their recommended conditions, are contained in the attachments of this report.

6. POLICY OVERVIEW

The subject site is located wholly within the Urban Corridor Zone and the Boulevard Policy Area as described within the Burnside (City) Development Plan Consolidated 19 December 2017. It does not share any Zone or Policy Area boundaries.

Relevant planning policies are contained in Appendix One and summarised below.

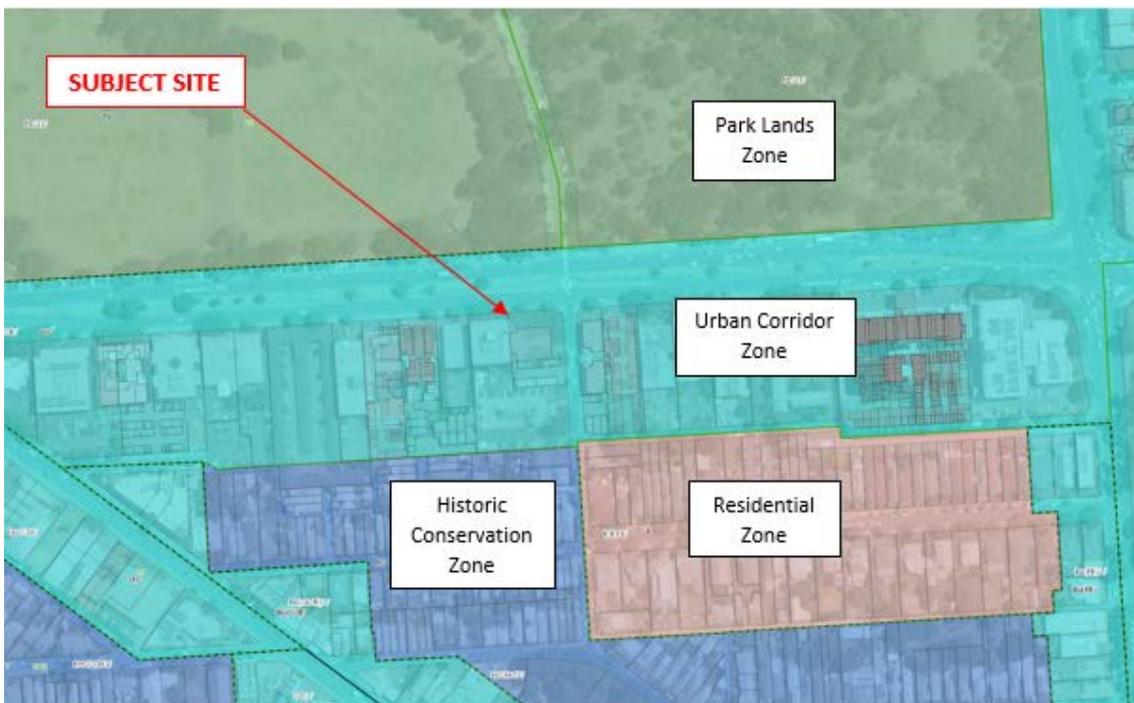


Figure 2 – Zoning Map

6.1 Boulevard Policy Area

Development in the Boulevard Policy Area will enhance the character of the wide avenue that is uniformly planted with tall trees spaced at regular intervals. The transport function of the road corridor as a strategic transport route will be maintained and pedestrian areas will be enhanced to maximise safety and promote activity in appropriate locations.

Buildings will be medium and high rise to frame, and be proportionate in height to the width of the road. Buildings will also be set back uniformly from the main road frontage to reinforce the consistent built form façade, provide space for landscaping and pedestrian environment enhancement. Buildings will provide tall walls when viewed from the main road but may be articulated with finer details such as balconies and verandahs, and canopies over the ground floor.

The use of buildings that incorporate podium elements may be used to improve air quality through greater air circulation and enhance solar access, privacy and outlook for both the residents of the building and neighbours. Podium buildings that frame the street in proportion to the width of the road are encouraged.

On-site vehicle parking will not be visible from the primary street frontage through the use of design solutions such as locating parking areas behind the front building façade and screening undercroft parking areas with landscaping and articulated screening.

Land uses of the Policy Area seek that development should predominantly comprise mixed use buildings, and wholly residential uses. Shops, other than a restaurant, should generally have a gross leasable floor area of less than 2000 square metres.

The ground floor of buildings should be built to dimensions including a minimum floor to ceiling height of 3.5 metres to allow for adaptation to a range of land uses including retail, office and residential without the need for significant change to the building. A minimum of 50 percent of the ground floor primary frontage of buildings should be visually permeable, transparent or clear glazed to promote active street frontages and maximise passive surveillance.

6.2 Urban Corridor Zone

The Urban Corridor Zone supports an innovative mix of medium to high density residential and mixed use development along the Fullarton Road and Greenhill Road Primary Road Corridors.

Buildings will create a linear corridor that frames the main road frontage with active street frontages that establish an interesting pedestrian environment and human scale at ground level. Buildings of 4 or more storeys will be the predominant built form.

A high amenity pedestrian environment will be established that provides integrated linkages to adjacent centres, public transport stops, and public spaces. High quality footpaths will be provided that are shaded by street trees that cool the street environment and reduce air pollution.

Greenhill Road and Fullarton Road are strategic routes. Their function as major transport corridors will be protected with minimal on-street vehicle parking and access points. Access will be provided from secondary road frontages and rear access ways. Parking areas will be consolidated, shared where possible, and screened from the street or public spaces.

Development will be undertaken within defined building envelopes. The location and scale of buildings will achieve high quality urban design outcomes. A coherent public realm that shapes the street space and, in particular, the physical and functional character of the main road, will be established. In general, the greatest height, mass and intensity of development will be focussed at the main road frontage, and will reduce in scale to transition down where there is an interface with low rise residential development in an adjacent residential zone.

Development will have a human scale and contribute positively to the public realm with articulated buildings that incorporate canopies, modelled facades, fenestration and balconies that make use of light and shade. Solid materials will be appropriately balanced with glazed areas. Buildings will have a strong horizontal emphasis with clearly defined and segmented vertical elements.

Well-designed landscaping will assist to visually reduce the scale of large building facades, soften edges and provide visual amenity and shade. Plant and service

equipment will be enclosed and screened from view from the street and neighbouring sites.

Water sensitive urban design for the harvest, treatment, storage and reuse of stormwater will be integrated at the neighbourhood, street, site and building level. Harvested stormwater will improve the aesthetic and functional value of open spaces, including public access ways and greenways.

6.3 Council Wide

Council Wide policies relating to the development include Design and Appearance, Amenity, Movement and Parking of Vehicles, and Medium and High Rise Development.

Development should be of a high standard an appearance that responds to and reinforces positive aspects of the local environment and built form. Buildings should reflect the desired character of the locality while incorporating contemporary designs that have regard to building height, mass and proportion, external materials, patterns, colours and decorative elements, roof form and pitch, façade articulation and detailing, and verandahs, eaves, parapets and window screens.

Structures located on the roofs of buildings to house plant and equipment should be screened from view and should form an integral part of the building design in relation to external finishes, shaping and colours.

Balconies should be integrated with the overall form and detail of the building, and include balustrade detailing that enables line of sight to the street, and be recessed where wind would otherwise make the space unusable.

Commercial, office and retail development should be designed to create a strong visual connection to the public realm and that contributes to the vitality of the locality.

Development facing the street should be designed to provide attractive, high quality and pedestrian friendly street frontages by incorporating active uses such as shops or offices, prominent entry areas for multi-storey buildings, providing a well landscaped area that contains a deep soil zone for a medium to large tree in front of the building, feature well-articulated building facades which contrast between solid elements and voids, with the positioning of services in discreet or screened locations, ensuring ground, basement and above ground parking does not detract from the streetscape, and minimise the number and width of driveways and entrances to car parking areas to reduce the visual dominance of vehicle access points and impacts on street trees and pedestrian areas.

A copy of the policies used in this assessment are contained in the attachments of this report.

6.4 Overlays

6.4.1 Affordable Housing

The proposal is subject to the affordable housing overlay. As no dwellings are proposed, this overlay is not applicable to this application.

6.4.2 Noise and Air Emissions

This site is located within the designated area for the Noise and Air Emissions Overlay, and as such requires assessment against *Minister's Specification SA 78B for Construction Requirements for the Control of External Sound*.

7. PLANNING ASSESSMENT

The application has been assessed against the relevant provisions of the Burnside (City) Development Plan, which are contained in Appendix One.

7.1 Quantitative Provisions

	Development Plan Guideline	Proposed	Guideline Achieved	Comment
Building Height	Minimum: 4 storeys Maximum: 7 storeys (and up to 25.5 metres)	7 storeys and 25.5 metres (plus screening to roof mounted plant)	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> PARTIAL <input type="checkbox"/>	'Building height' specifically excludes rooftop mechanical plant or equipment
Land Use	Office Shop	Office Shop	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> PARTIAL <input type="checkbox"/>	Envisaged land uses of the Urban Corridor Zone.
Car Parking	Minimum: 3 per 100 sqm of gross leasable floor area (Minimum: 113) Maximum: 5 per 100 sqm of gross leasable floor area (Maximum: 188)	169 vehicle spaces	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> PARTIAL <input type="checkbox"/>	Falls within the minima and maxima required in accordance with parking spaces required for a 'Designated Area'.
Bicycle Parking	Office employee: 1 for every 200 sqm of gross leasable floor area PLUS Shop employee: 1 for every 300 sqm of gross leasable floor area PLUS Office visitor: 2 plus 1 per 1000 sqm of gross leasable floor area PLUS Shopper: 1 for every 600 sqm of gross leasable floor area. Required: 19 office and shop employee PLUS 6 office and shop visitor spaces.	12 bicycle spaces total	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> PARTIAL <input type="checkbox"/>	25 total spaces required (6 of which are visitors); a shortfall of 13 spaces.
Primary Road Setback (Greenhill Road)	6 metres	4 metres	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> PARTIAL <input type="checkbox"/>	See Part 7.4 of report for 'setback' descriptions.
Secondary Road Setback (Birkin Street)	2 metres	1 metre	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> PARTIAL <input type="checkbox"/>	
Side Setbacks	1 metre	0 metres (ground to level 3) and 3.15 metres (levels 4 through 6)	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> PARTIAL <input type="checkbox"/>	

7.2 Land Use and Character

Land uses in the Boulevard Policy Area should comprise mixed use buildings and wholly residential buildings. In mixed use buildings, non-residential development should be located on the ground floor and lower levels, and residential development should be located on the upper levels.

Whilst this policy plainly sets out that a mixed use building should contain residential land uses with other uses, the proposed mix of office and retail are appropriate, and are both envisaged land uses of the Zone.

Shops in the Boulevard Policy Area should generally have a gross leasable floor area of less than 2000 square metres. The proposed shop at ground level has a gross leasable floor area of 200 square metres, and accordingly satisfies this policy.

The finished ground floor level should be approximately at grade and level with the footpath. Whilst this policy is not strictly achieved, its intent is met where it is proposed that a ramp along a portion of the front façade of the building will provide access for those entering from Greenhill Road.

The ground floor of buildings should be built to dimensions including a minimum floor to ceiling height of 3.5 metres to allow for adaptation to a range of land uses including retail, office and residential without the need for significant change to the building. Whilst a section drawing demonstrating the ceiling height of the ground level has not been provided, it is noted that the ground floor retail area to the first floor level is 3.8 metres. Factoring in a 500mm ceiling-to-floor-above depth, this would result in 3.5 metres, which accordingly satisfies this policy.

A minimum of 50 percent of the ground floor primary frontage of buildings should be visually permeable, transparent or clear glazed to promote active street frontages and maximise passive surveillance. The programming of the Greenhill Road edge of the ground floor comprises, from east to west, a retail tenancy, an entry foyer, a stair and lift core, male and female end of trip facilities, and a bicycle storage room. Beyond the retail tenancy and entry foyer, which have a visually permeable frontage of approximately 14 metres, the balance (approximately 19 metres) is impermeable. As such, this policy is not met.

7.3 Building Heights

The Desired Character of the Boulevard Policy Area seek buildings of medium to high rise which frame, and are proportionate in height to the width of the road. Quantitatively, this is guided by policy in the Urban Corridor Zone, which seeks that buildings in the Boulevard Policy Area have a minimum building height of 4 storeys for land that is directly adjacent to or facing the Adelaide Park Lands, and a maximum building height on land adjoining Greenhill Road between Fullarton Road and Glen Osmond Road of 7 storeys (and up to 25.5 metres). The term 'building height' explicitly excludes any rooftop mechanical plant or equipment.

The proposed building height stands at 7 storeys tall, and 25.5 metres. It does have roof plant which extends beyond this, however this is excluded from its 'height', as above. Accordingly, it satisfies the policies which relate to building height for this site.

7.4 Setbacks

For the purposes of setbacks, and given the allotment has two street frontages, the allotment has two side boundaries and no 'rear' boundaries.

The Urban Corridor Zone sets out guides for setbacks for the Boulevard Policy Area. For its street frontages, it seeks a 6 metre setback to Greenhill Road, and 2 metres to Birkin Street. For both of its side boundaries, it seeks a setback of 1 metre.

The proposed primary road setback is 4 metres. There is a short portion of recessed element at the western end, which directly adjoins the property (which is built to its boundary), that matches its front setback; in turn providing some visual relationship to its forward building line. Whilst this setback is not strictly met, the proposed setback is considered appropriate as it is contextual to the building to its immediate west, and offers a generous area for landscaping and buffering to the built form beyond it in this 4 metre setback. The setback also accommodates

Furthermore, the applicant has provided a comprehensive 'setback analysis' (Figure 3, below) which further demonstrates its acceptability through the rhythm of prevailing setbacks in the locality. Refer to locality plan below, prepared by URPS, which shows the existing setbacks in the immediate area.

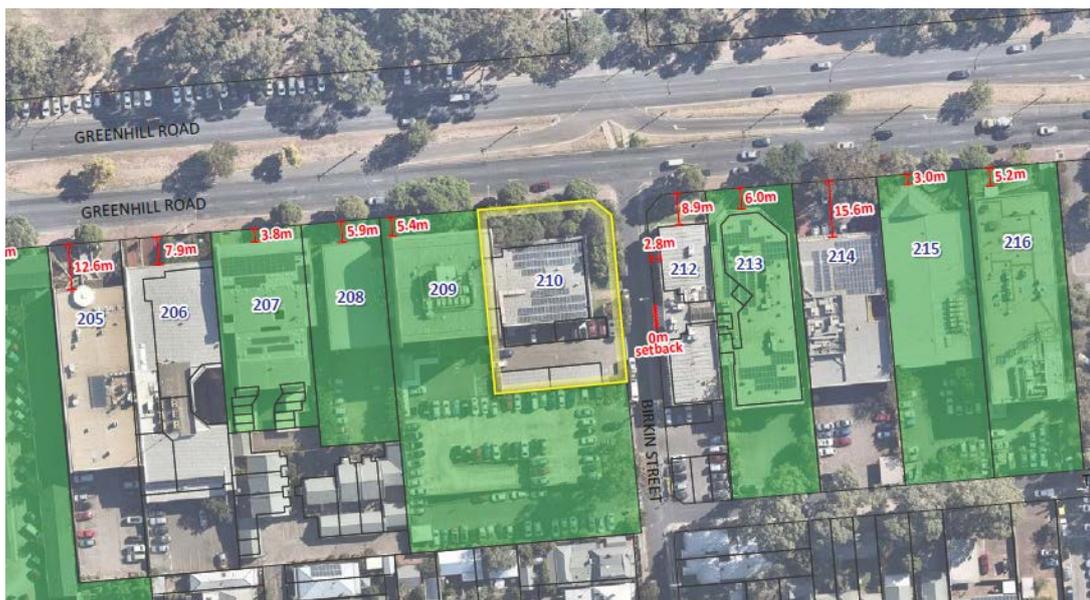


Figure 3 – Setback Analysis (provided by URPS)

The proposed secondary road (Birkin Street) setback is 1 metre. There are elements which extend into this setback, however these are architectural (fins and the like) and are not considered part of the building line and as such it is taken that 1 metre setback is offered. Whilst the offered setback is half of the required setback, it is considered that this is acceptable, as the Birkin Street verge trees are retained, the built form offers visual interest through articulation, and the shortfall does not negatively impact on the amenity of the locality.

The proposed western side setback is zero to the building's first four levels, and 3.1 metres to the three levels above it. It should be noted here that the building to the immediate west is built to its boundary, and stands approximately half way past the fifth floor level of the proposed building. Functionally, there is little need (at least from a design perspective) to seek a setback at this western edge, as the programming of use of the levels which cannot afford light or ventilation to these levels are for car parking; which does not demand it. The levels above the car park, and which do have a 3.1 metre setback to their western boundary, are office. Accordingly, there will be access to light and ventilation. It is considered that this setback is appropriate, as there is visual relationship to the immediately adjacent building which shares a zero setback,

and the upper levels being set back achieve Development Plan requirements and functionality for their land uses at these levels.

The proposed southern side setback is zero to the building's first four levels, and 3.15 metres to the three levels above it. Immediately adjacent the proposed building is a two-level deck car park. As it stands, and with the adjacent site considered undeveloped (and with a developable potential of 7 storeys under current zoning), the southern elevation will present an inactive and visually impermeable wall for its first four storeys. The Government Architect expressed concern with this, and the applicant, in their revised documentation, respond to this by specifying a 'high quality' precast material. From the materiality page provided in the documentation and the supporting physical materials board, this appears to be a vertical expressed grey concrete panel, which will provide some visual interest over a smooth, plain panel. Accordingly, the proposed setbacks of zero metres for the lower portion of the building (until level 4) is considered acceptable.

7.5 Design and Appearance

The Urban Corridor Zone, and, to a more locality-specific detail, the Boulevard Policy Area, provides guidance to how built form should appear and be designed. It is established that the Zone will accommodate mixed use development along the Greenhill Road Primary Road Corridor. This development will create a linear corridor that frames the main road with active street frontages, which further establish an interesting pedestrian environment and human scale at ground level.

Policy seeks articulated buildings which incorporate canopies, modelled facades, fenestrations and balconies that make use of light and shade are desired in the Zone. Buildings on sites with a frontage greater than 10 metres should be well articulated through variations in forms, materials, openings and colours.

The use of buildings that incorporate podium elements may be used to improve air quality through greater air circulation and enhance solar access, privacy, and outlook for the users of the building and neighbours. Podium buildings that frame the street in proportion to the width of the road are encouraged.

On-site vehicle parking will not be visible from the primary street frontage through the use of design solutions such as locating parking areas behind the front building façade and screening undercroft parking areas with landscaping and articulated screening.

The GA requested clarification and confirmation on the following:

- A section detail demonstrating car park infrastructure including crash rails, balustrades, and lighting to demonstrate the successful mitigation of the visual impacts of above ground car parking
- Clarification of glazing selections including physical samples for car parking and office levels
- Confirmation of visual impact of any required lift overrun
- Confirmation of visual impact of the solid lift and stair core
- Further consideration of the articulation of office levels on the southern elevation.

Following this, the applicant has provided additional drawings which demonstrate the car park infrastructure, confirmation of glazing selections, and that glazing is proposed to the lift and stair cores.

It is considered that the proposal sufficiently achieves the policies which relate to the design and appearance of the building. In particular; the provision of a suitable mix of varying materials, the use of fins and other structural elements which provide both articulation and visual interest, and act as a visual screening device for vehicles – and

their headlights – from view. The siting of the office levels on a podium above the car parking levels further assists in the proposal achieving design and appearance policy.

7.6 Materiality

Council Wide provisions provide guidance to materiality. Buildings should reflect the desired character of the locality while incorporating contemporary designs that have regard to external materials, patterns, colours and decorative elements.

The proposal features a mix of materials, which include: natural precast concrete, patterned precast concrete, dark grey standing seam metal cladding, aluminium vertical façade blades, grey tinted glass, painted steel, and 'Corten' steel.

The GA has recommended that there be clarification of glazing selections including physical samples for car parking and office levels and a review of the location of solid signage panels, which partially enclose the level six terrace.

The proposed materials are of a contemporary nature, and are considered to provide a suitable response to policy.

7.7 Landscaping

By providing a 4 metre setback to its primary road frontage allows the site to retain an area of deep soil, which is sought in Development Plan policy. This area is proposed to be vegetated with a number of feature trees – 'Skyrocket' juniper – and *Murraya paniculata* and *Westringia fruticosa* hedging. Pandorea 'Snowbells' are proposed to be grown amongst the façade system of the building, through the use of wires integrated into the aluminium slat façade. This climber will extend over both street frontages.

The retention of the street trees along both Greenhill Road and Birkin Street is a positive outcome, and this has been made possible by setting the building back from its main street frontage, and the consolidation of crossovers to require only one.

The landscaping approach is considered suitable for the proposal. The specified species are considered appropriate for a commercial use; requiring minimal maintenance once mature.

7.8 Traffic Impact, Access and Parking

A traffic report prepared by Cirqa notes a number of non-conformances with the required Australian Standards relating to the on-site car parking, however also mentions that these are considered easily addressed during detailed design without notable impact on the proposal. The report also considers that the shortfall in bicycle spaces provided could be accommodated in the car parking area or elsewhere during the detailed design process.

This section breaks up the elements into four parts, as follows:

7.8.1 Pedestrian Access

Footpaths are provided on both sides of Birkin Street, and on the southern side of Greenhill Road. Pedestrians are generally to access the development from Greenhill Road, where an entrance ramp leads up to the entry foyer at ground level.

7.8.2 Vehicle Access

The Parking of Vehicles section of Council Wide policy seeks, through Principle of Development Control 110, an area for car parking and the manoeuvring of vehicles that is located and designed to ensure safe and convenient pedestrian access to and from the parked vehicles and between parked vehicles and the facilities served by the car parking area, and PDC 111 that the driveway on an allotment leading to an off-street parking area be as short as practicable.

The proposal gains its vehicle access from Birkin Street, through the use of one double-width crossover, which provides the egress points to the 169 vehicle parking spaces located at basement, ground, first, second, and third levels. Internal ramping carries vehicles between these levels.

The distance from its primary street frontage, location of the crossover on its secondary street, and the crossover width are considered to meet this policy, and aim to mitigate any potential pedestrian/vehicle conflicts.

7.8.3 Vehicle Parking

Table Bur/6 of the Burnside (City) Development Plan provides guidance for off-street vehicle parking rates for development in Designated Areas. The Urban Corridor Zone is a Designated Area for this purpose. This table lists the following requirements for vehicle parking for the proposed development:

Non-residential development excluding tourist accommodation		
Location of development	Desired minimum number of vehicle parking spaces	Maximum number of vehicle parking spaces
Urban Corridor Zone	3 spaces per 100 square metres of gross leasable floor area	5 spaces per 100 square metres of gross leasable floor area

Accordingly, the Development Plan seeks a minimum of 113 and a maximum of 188 car parking spaces for the proposed development. The provision of 169 car parking spaces falls within the minimum and maximum sought, and is considered acceptable where it meets the requirements of the Development Plan.

7.8.4 Bicycle Access and Parking

Table Bur/7 of the Burnside (City) Development Plan provides guidance for bicycle car parking rates for development in the Urban Corridor Zone. It does not give any discounted rates for bicycle parking for the proposed development. This table lists the following requirements for bicycle parking for the proposed development:

Form of development	Employee bicycle parking spaces	Visitor/shopper bicycle parking spaces
Office	1 for every 200 square metres of gross leasable floor area	2 plus 1 per 1000 square metres of gross leasable floor area
Shop	1 for every 300 square metres of gross leasable floor area	1 for every 600 square metres of gross leasable floor area

Accordingly, the Development Plan seeks 19 spaces for office and shop employees, plus an additional 6 spaces for visitors; totalling 25 spaces. 12 spaces are provided, however this is accessed via the ancillary car parking section, and provides for no easily accessible visitor spaces.

Notwithstanding the deficiency in bicycle parking spaces (providing less than half the total number of required spaces), a generous end-of-trip facility is provided adjacent the bicycle area.

The access for the bicycle storage area and end-of-trip facilities is directly off the car park aisle at the north-western corner of the ground level of the building.

In additional documentation provided, the applicant has responded to a request for visitor bicycle parking to be provided in a clearly defined, and easily accessible area. Visitor bicycle parking is provided at the approximate centre of the building at its northern frontage, which is easily accessible by visitors to the retail tenancy and office proper, which locates it towards the end of the access ramp at this elevation. I consider the bicycle parking provisions as acceptable.

7.9 Environmental Factors

7.9.1 Crime Prevention

Crime Prevention Through Environmental Design (CPTED) has been considered by the applicant. The revised documentation has resulted in a review of the stair alcove and open access-way along the western boundary, which now positions the egress from this directly to the Greenhill Road frontage.

Access to the car parking off Birkin Street is now secured with the use of a tilt door to this entrance. Further, the revised access for the cycling end-of-trip facilities allow for a safer and more secure outcome.

The ground floor plan has no recessed elements, and is afforded good passive surveillance through the use of glazed elements which will provide a direct visual connection, and, when illuminated from behind, lighting to the immediate area.

7.9.2 Noise Emissions

The proposal is not considered a sensitive receiver, given its commercial uses. The proposal is, however, likely to emit noise – generally through vehicle movements and the use of plant. Positively, this is located on top of the building, and as such is unlikely to impact surrounding properties. Notwithstanding, the applicant has not provided any detail around the acoustic properties of the building. It will be necessary to condition acoustic management for the proposal – for the construction, and for the ongoing operation of the development.

7.9.3 Waste Management

Council Wide policy regarding waste management seek that development provide a dedicated area for on-site collection and sorting of recyclable materials and refused, that it be designed to minimise waste, and that an appropriately sized area for the storage of waste be provided.

The proposal includes a waste room which is located away from Greenhill Road, and affords its access directly from Birkin Street.

A waste management report prepared by Colby Phillips details the waste generation volumes, as well as the collection of waste. They detail that waste is to be collected by the use of a private waste contractor, and that this collection is to be done on-street. This is at odds with policy which talks about collection occurring on-site.

Waste collection frequency is noted at 3 per week for each of general waste, dry recycling, and food organics; with one per week each for confidential paper and recycled deposit containers where they are required.

Council raise no concerns with the proposed waste management.

The waste management, whilst being undertaken by a private contractor, is considered acceptable.

The waste management report is included as an attachment to this report.

7.9.4 Site Contamination

The known uses of the subject site are limited, however its current use is for office purposes. The proposed uses are not considered sensitive, and it is therefore considered unnecessary for the applicant to undertake any site history audits.

7.10 Signage

Building/corporate identification is proposed as part of this application. This is shown notionally on the plans, with no further documentation of dimensions, illumination, or materiality provided.

The proposed location of the signage at the sixth floor on the eastern and northern elevations are acceptable. The indicated size of signage is also considered acceptable.

The logo of the intended tenant, Bridgestone, features an uppercase 'B', and features red, white, and black as its three colours. The two signs on the building are unlikely to proliferate the locality amongst other building signage, and satisfies the policy to this end.

An advisory note detailing the requirement of signage details prior to Development Approval has been discussed with the applicant, and this will be necessary in determining the suitability of the materials and illumination – to accord with Development Plan policy.

8. CONCLUSION

The proposed development presents a contemporary, suitably scaled building for the site. It regenerates an existing commercial premise with a specialty-designed multi-storey office building which contains a high ratio of car parking which services the tenant of the building. The mixes of land uses are envisaged in the Zone, and by combining an active use at the ground level will add to the amenity of the area.

Whilst the proposal falls short on a number of quantitative measures required by the Burnside (City) Development Plan, these shortfalls are considered, as a whole, as an acceptable divergence. From a design perspective, the success of the visual presentation of the building is dependent on the proposed materials being of a high finish quality and are maintained in good order through the life of the building.

Overall, the proposal is considered to satisfy the intent of policies it falls short on, and achieves – and often exceeds – others of the Zone and Policy Area, in addition to those of Council Wide. Accordingly, the proposal warrants Development Plan Consent, subject to conditions.

9. RECOMMENDATION

It is recommended that the State Commission Assessment Panel:

- 1) RESOLVE that the proposed development is NOT seriously at variance with the policies in the Development Plan.
- 2) RESOLVE that the State Commission Assessment Panel is satisfied that the proposal generally accords with the related Objectives and Principles of Development Control of the Burnside (City) Development Plan.
- 3) RESOLVE to grant Development Plan Consent to the proposal by Catcorp for the demolition of an existing building and construction of a seven-storey building plus basement level containing offices, a shop, and ancillary on-site parking and signage, at 210 Greenhill Road, Eastwood, subject to the following conditions of consent.

PLANNING CONDITIONS

1. That except where minor amendments may be required by other relevant Acts, or by conditions imposed by this application, the development shall be established in strict accordance with the details and following plans submitted in Development Application No 180/M005/19.

Reason for condition: To ensure the development is undertaken in accordance with endorsed plans and application details.

2. All access to Birkin Street shall be in accordance with AS/NZS 2890.1:2004, Figure 3.1 – 'Prohibited Location of Access Driveways'. Additionally, clear sightlines, as shown in Figure 3.3 – 'Minimum Sight Lines for Pedestrian Safety' in AS/NZS 2890.1:2004, shall be provided at the property line to ensure adequate visibility between vehicles leaving the site and pedestrians on the adjacent footpath.

Reason for condition: To ensure safe operation of the car parking associated with the development.

3. All internal ramps and car parking areas shall be designed and constructed in accordance with AS/NZS 2890.1:2004 and 2890.6:2009.

Reason for condition: To ensure safe operation of the car parking associated with the development.

4. Any redundant crossovers (or parts thereof) on Birkin Street shall be closed and reinstated to Council's satisfaction at the applicant's cost prior to the development becoming operational.

Reason for condition: To ensure safe operation of the car parking associated with the development.

5. All stormwater design and construction shall be designed constructed in accordance with AS/NZS 3500.3:2015 (Part 3) to ensure that stormwater does not adversely affect any adjoining property or public road.

Reason for condition: To ensure stormwater is management appropriately and does not cause grief or detriment as a result of the development.

6. The car parks shall only be used for purposes ancillary to the approved retail and office land uses upon the site.

Reason for condition: To ensure the safe and controlled manner in the way in which the private car parking is used.

7. Landscaping shown on the approved plans shall be established prior to the operation of the development and shall be maintained and nurtured at all times, with any diseased or dying plants being replaced.

Reason for condition: To ensure the development maintains its appearance.

ADVISORY NOTES

- a. This Development Plan Consent will expire after 12 months from the date of this Notification, unless final Development Approval from Council has been received within that period or this Consent has been extended by the State Commission Assessment Panel.
- b. The applicant is also advised that any act or work authorised or required by this Notification must be substantially commenced within 1 year of the final Development Approval issued by Council and substantially completed within 3 years of the date of final Development Approval issued by Council, unless that Development Approval is extended by the Council.
- c. The applicant has a right of appeal against the conditions which have been imposed on this Development Plan Consent. Such an appeal must be lodged at the Environment, Resources and Development Court within two months from the day of receiving this notice or such longer time as the Court may allow. The applicant is asked to contact the Court if wishing to appeal. The Court is located in the Sir Samuel Way Building, Victoria Square, Adelaide, (telephone number 8204 0289).
- d. Signage does not form part of this development application. No advertising display or signage shall be erected or displayed on the subject land without any required Development Approval being obtained first.
- e. The applicant is reminded of their obligations under the Local Nuisance and Litter Control Act 2016 and the Environment Protection Act 1993, with regard to the appropriate management of environmental impacts and matters of local nuisance. For further information about appropriate management of construction sites, please contact the City of Burnside council.



Will Gormly
Senior Planning Officer
DEVELOPMENT DIVISION
DEPARTMENT OF PLANNING, TRANSPORT and INFRASTRUCTURE

Ref: 19ADL-0165

2 July 2019

Mr Will Gormly
Senior Planning Officer
Department of Planning, Transport and Infrastructure

will.gormley@sa.gov.au



URPS

Suite 12
154 Fullarton Road
ROSE PARK SA 5067

08 8333 7999
www.urps.com.au
ABN 55 640 546 010

Dear Will

Amended Plans - 210 Greenhill Road Eastwood

In response to the Government Architect (GA) referral response and our recent conversation about the planning merits of this matter we provide the following:

- Amended plans and design study prepared by Tectvs.
- Written response to GA referral prepared by Tectvs.
- Supporting letter from Bridgestone Australia Ltd (BSAL).
- Landscaping plan prepared by Jensen Planning and Design.
- Setback and context analysis prepared by URPS.

I am also now in receipt of the referral responses from the City of Burnside and Department of Planning, Transport and Infrastructure (Commissioner of Highways) and I will make comment in respect to their respective responses, below.

Response to GA Referral Comments

Tectvs has addressed the GA referral comments in their attached letter. In respect to the pertinent setback issues we discussed I note the following.

Greenhill Road Setback and Landscaping

The Greenhill Road setback has been increased to now be 4.0 metres as measured to the ground floor which is a considerable increase from the lodged scheme at zero metres.

That previous zero metre setback, while below the standard, did provide for a highly activated and engaging streetscape presentation and still retained the street trees forward of the building, noting that all access was to be located off Birkin Street.

Given the varied setback patterns along Greenhill Road, I remain of the view that the previous front setback was acceptable, and the City of Burnside agreed with that position.

In so far as the amended plans goes however, the front setback is increased to provide space for landscaping, as sought by the Development Plan and to better complement some nearby landscaping elements provided within the private areas forward of buildings.

The amended setback is compatible with the locality and the wider Greenhill Road context which features setbacks that vary from as little as 2.2 and 2.6 metres at properties 201 and 204 Greenhill Road up to as much as 20.1 metres at 218 Green Road. indeed, there are a large number (by my count at least 10 properties) with front setback elements within the desired 6 metres on the southern side of Greenhill Road within the locality.

I maintain that this diverse setback pattern and the highly varied manner in which built form addresses the street, noting in particular the variation in finished floor levels and planting features (influenced by the presence of stairs/ramps leading to entrances), means it is reasonable for some flexibility to be applied in the front setback policy.

Given the amended proposal's 4 metre front setback is deeper than 9 of the 10 properties within the locality with setbacks of less than 6 metres and allows for a generous planting zone for landscaping, I consider this a highly appropriate outcome for the land and locality.

By way of landscaping features, the proposal will now feature:

- A setback that allows for the full canopy protection of the two mature street trees within the Greenhill Road verge.
- A "murraya paniculata" hedge that will border the proposed retail area.
- A "westringa fruticosa" feature hedge.
- Tree planting in the form of "juniperus scopulorum" (likely mature height of 6 metres¹).
- Transitional planting of a variety of grass species in a banding pattern to be of contrasting colour and texture.
- "pandorea pandorana" or 'snowbells' to climb wires integrated into aluminium slat façade and wrap around building.

Birkin Street Setback

The Birkin Street setback is now amended and increased to be 1.0 metre in depth which is less than the desired 2.0 metres but which supports small plantings to soften the edge of the building and improve pedestrian environment.

As detailed in the Jensen Planning and Design plan, a similar approach is proposed to the Birkin Street facade as to what is proposed on Greenhill Road in that there will be these "pandorea pandorana" or 'snowbells' that climb wires integrated into aluminium slat facade. Such a secondary street setback protects the canopies of the to be retained street trees along this street frontage which in any case are quite small. Further, now with only a single crossover onto Birkin Street, none of the eight (8) street trees adjacent this site will require removal to facilitate this development.

¹ www.rhs.org.uk/Plants/53771/Juniperus-scopulorum-Skyrocket/Details

It is also noted that, as identified on the URPS setback analysis plan, there is a building element (albeit small) with a zero setback to Birkin Street on the adjacent site to the east at 212 Greenhill Road. On this same site to the east, as I measure it, there is a similar 1 metre wide landscaping strip to the proposal.

Rear Setback

The rear boundary setback is on boundary for levels ground – three and then is setback 3.15 metres for Levels four-six. Therefore, only levels ground-three does not satisfy the Development Plan provision.

From the GA response we did not interpret this aspect of the proposal to be a serious planning issue noting that this part of the building sits adjoining a commercial car park.

Concern was raised with the appearance of this wall and Tectvs has improved the appearance of this rear wall in response to the comments raised by incorporating a high-quality precast material which will mitigate the impact of this wall until that adjoining site is developed.

No concern with this setback has been raised by the City of Burnside.

Response to DPTI

DPTI has advised they **support** the proposed development.

We have no objection to the recommended conditions provided within their referral response being imposed on any consent SCAP may issue.

Response to City of Burnside

The City of Burnside has advised that the proposed development, from a zoning and land use perspective is *“consistent with the objectives of the Development Plan”*.

The City of Burnside also advises they have *“no objection to the proposed seven level mixed use building provided due consideration to the configuration and functionality of the car parking including (providing a) stormwater management plan to address the potential for flooding of the car park in the event of a 1:20 year flood”*.

In relation to the comments regarding Vehicle Access, Car Parking and Street Trees:

- The car park design has been amended in response to concerns about the front setback as raised by the GA. The Council may wish to provide a revised comment on this aspect of the development given the car park has been amended in several ways.
- The proposal now only features a single crossover onto Birkin Street which satisfies the Council’s request for a single crossover.
- Given the amended car park and access arrangements, all street trees can be retained along Birkin Street.

- We have been made aware of the localised flooding conditions in the locality by the project engineers. The amended drawings feature a raised finished floor level that will protect the ground floor from localised flooding.
- Provision is to be made for a below basement level pump and tank system that will deal with any flooding issues of the basement and further details of this can be provided as part of a Reserved Matter should content be granted.

Yours sincerely

A handwritten signature in black ink, appearing to read 'M King', with a long horizontal flourish extending to the right.

Matthew King RPIA

Director

210 Greenhill Road

tectvs

Design
Report

Version 1.0

The logo features a stylized 'B' with a red triangle on its upper left side, followed by the word 'BRIDGESTONE' in a bold, italicized, black sans-serif font.

BRIDGESTONE

Contents

4	EXECUTIVE SUMMARY
5	CONTEXT
8	STREETSCAPES
9	PRECEDENTS
11	SHADOWS
12	ARCHITECTURAL DRAWINGS
30	TEAM

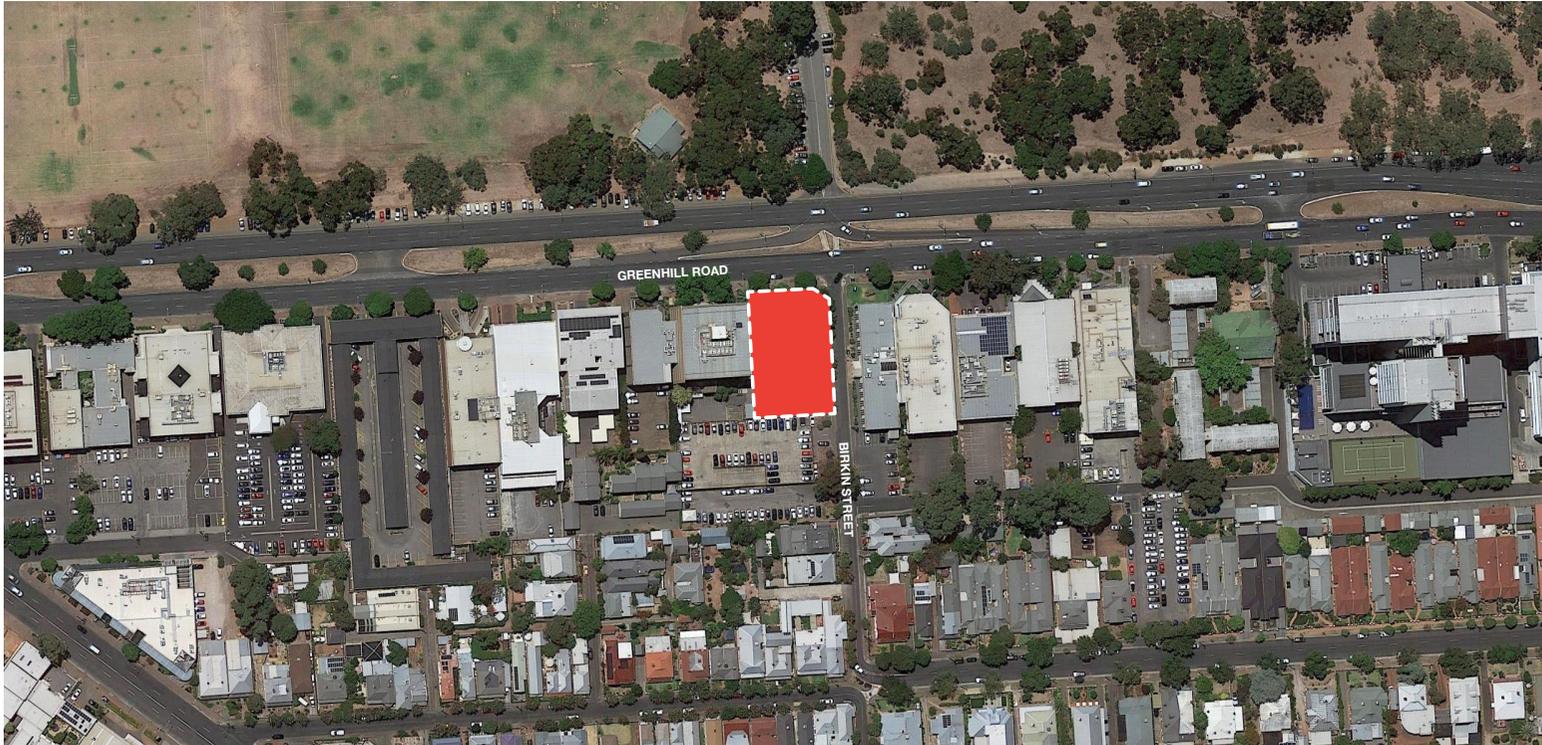
Executive Summary

Principle	ODASA	Addressed	Solution	Reference
 Height	Building height supported as it's below height limit envisaged by the Development Plan.	Yes	Building is now seven storeys (approximately 25.5m), which is in line with the maximum height for the Boulevard Policy Area.	Amended drawings and built form analysis
 Built Form	Review of built form setbacks, informed by a contextual analysis, Development Plan policy and envisaged future context. Review the articulation of the southern car park facade.	Yes	An increased setback to Greenhill Road (4 metres or 60% of the numeric guideline) and Birkin Street is unchanged (1 metre or 50% of the numeric guideline). Landscaping and green wall has been introduced along Birkin Street to 'soften' the Eastern facade and reduce perceptions of excessive bulk and scale. The rear site is still in the Urban Corridor zone and likely to follow a similar development pattern to the subject site.	Amended drawings and built form analysis
 Context	Ground floor built form setback and canopy arrangement is inconsistent with the existing Greenhill Road context.	Yes	The built form setbacks are highly varied along Greenhill Road. The increased setbacks ensures the street trees are unaffected.	Amended drawings and built form analysis
 Access	Review stair alcove and open accessway on the western boundary, cognisant of CPTED principles. Review access and building management strategy of the unsecured car park openings informed by CPTED principles.	Yes	Access to the car park is now controlled with the introduction of a tilt door to Birkin Street and the revised access arrangements for the end of trip facilities vastly improves CPTED. All openings are now secured.	Amended drawings
 Landscaping	Development of a landscaping and maintenance strategy to ensure successful delivery of landscape intent.	Yes	A comprehensive landscape strategy has now been incorporated	Amended drawings and landscape concept
 Facade	Review the visual interest of the southern car park facade. Confirm material finishes for south and west facades.	Yes	A high quality patterned precast is proposed to mitigate the impact of a blank facade.	Amended drawings
 Parking	Review of the extent and method of above ground car parking and dual crossover arrangement. Confirm elevational treatment of car park facades.	Yes	Car park design has been radically changed (which has necessitated an additional level given some loss of efficiency thereby making each level on a single floor plate and hidden behind the facade with a matching floor to floor thereby enabling the future repurposing of floors in the future as the demand for car parks is expected to reduce. Only one crossover is required (the other deleted) and no street trees are being removed. All car parking will be obscured behind glass or vertical (blade) screens.	Amended drawings
 Waste	Review the location and access arrangement of waste collection.	Yes	The waste room has been relocated away from Greenhill Road and now directly accessible from Birkin Street in line with the recommendations of the Waste Management Report.	Amended drawings

ODASA's received commentary is outlined against responses and corresponding content.

Context

SITE PLAN



NOT TO SCALE

210 Greenhill Road



Context

SURROUNDS

Imagery of immediate surrounds capture the leafy and 'botanic' setting in which the Site is situated.

Varied built form prevails with similar scales to the proposed development existing nearby.



- 1 Greenhill Road - Facing West
- 2 Greenhill Road - Facing East
- 3 Through Site from Birkin Street
- 4 View down Birkin Street from Greenhill Road
- 5 Through Site from Greenhill Road
- 6 Through parklands from Site

Masterplan



Masterplan shows proposed building on site in context to the surrounding buildings.

Streetscapes



NORTHERN STREETSCAPE

BIRKIN STREET

Streetscapes show how the proposed building sits in context of the surrounding site.



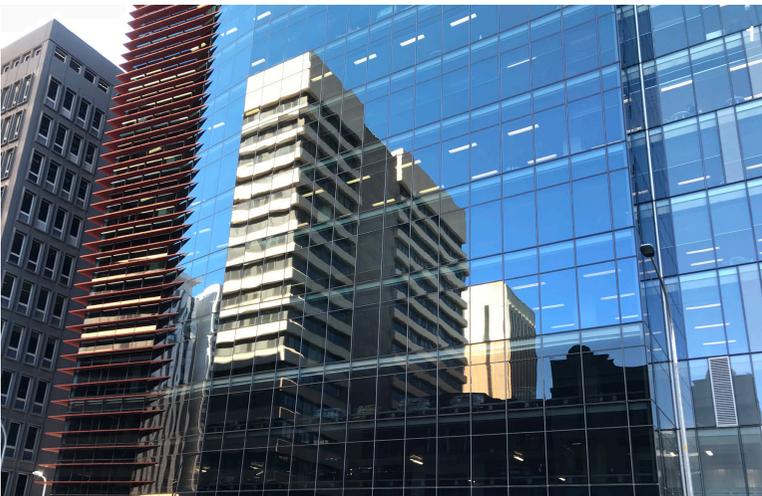
EASTERN STREETSCAPE

GREENHILL ROAD

NOT TO SCALE

210 Greenhill Road

Precedents

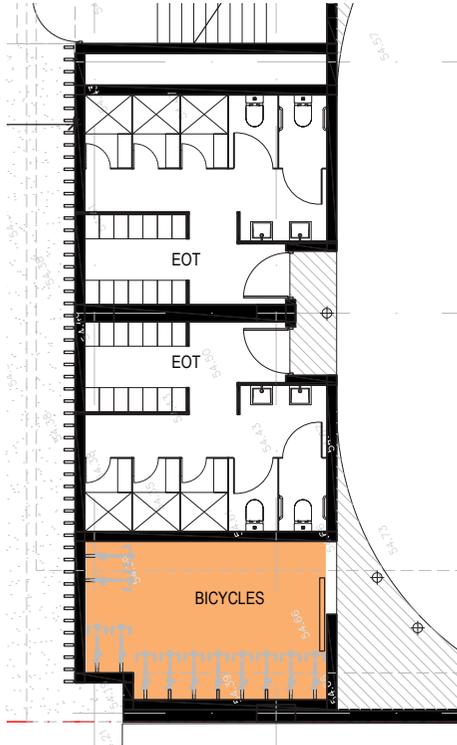


- 1 50 Flinders Street, Adelaide
- 2 Billings Public Library, Montana

Bicycles

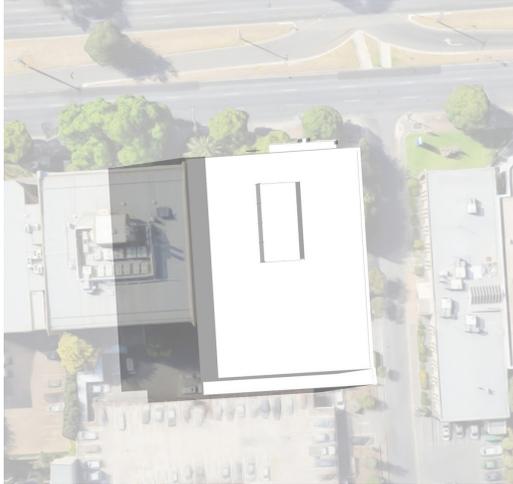
STORAGE

The use of bicycles is promoted through provision of storage and parking facilities.

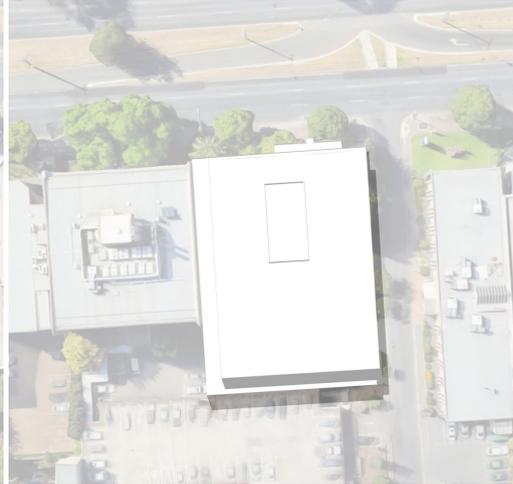


Shadows

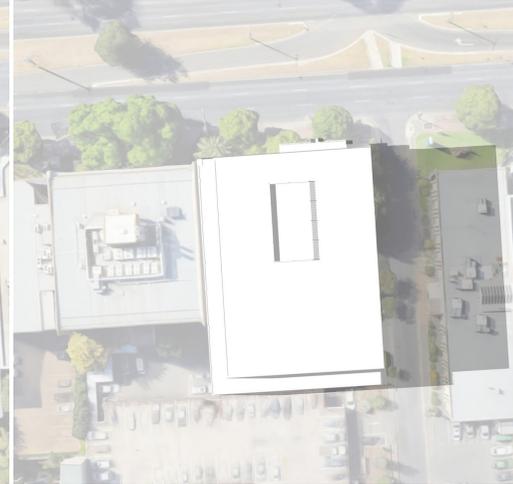
Summer Solstice
0900



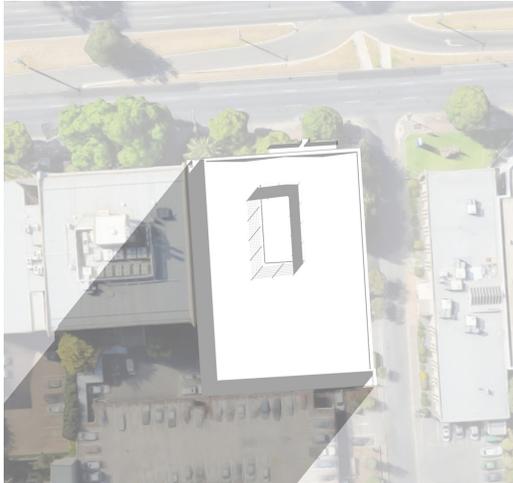
1200



1500



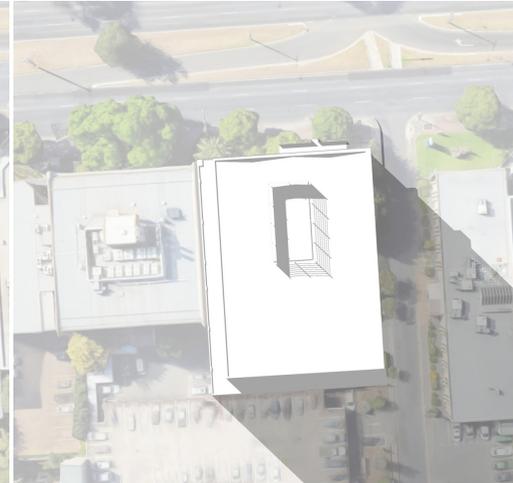
Winter Solstice
0900



1200



1500



SHADOWS CAST

Building shadows cast during summer and winter solstice demonstrated.



Architectural Drawings



 LOCALITY PLAN
1:2000 @ A1 1:4000 @ A3



1.2	280619	ISSUED FOR RFI
1.1	160519	WASTE ROOM REVISION
1.0	280419	ISSUED FOR DPC
0.1	0415	DESCRIPTION

FOR APPROVAL ONLY
NOT FOR CONSTRUCTION

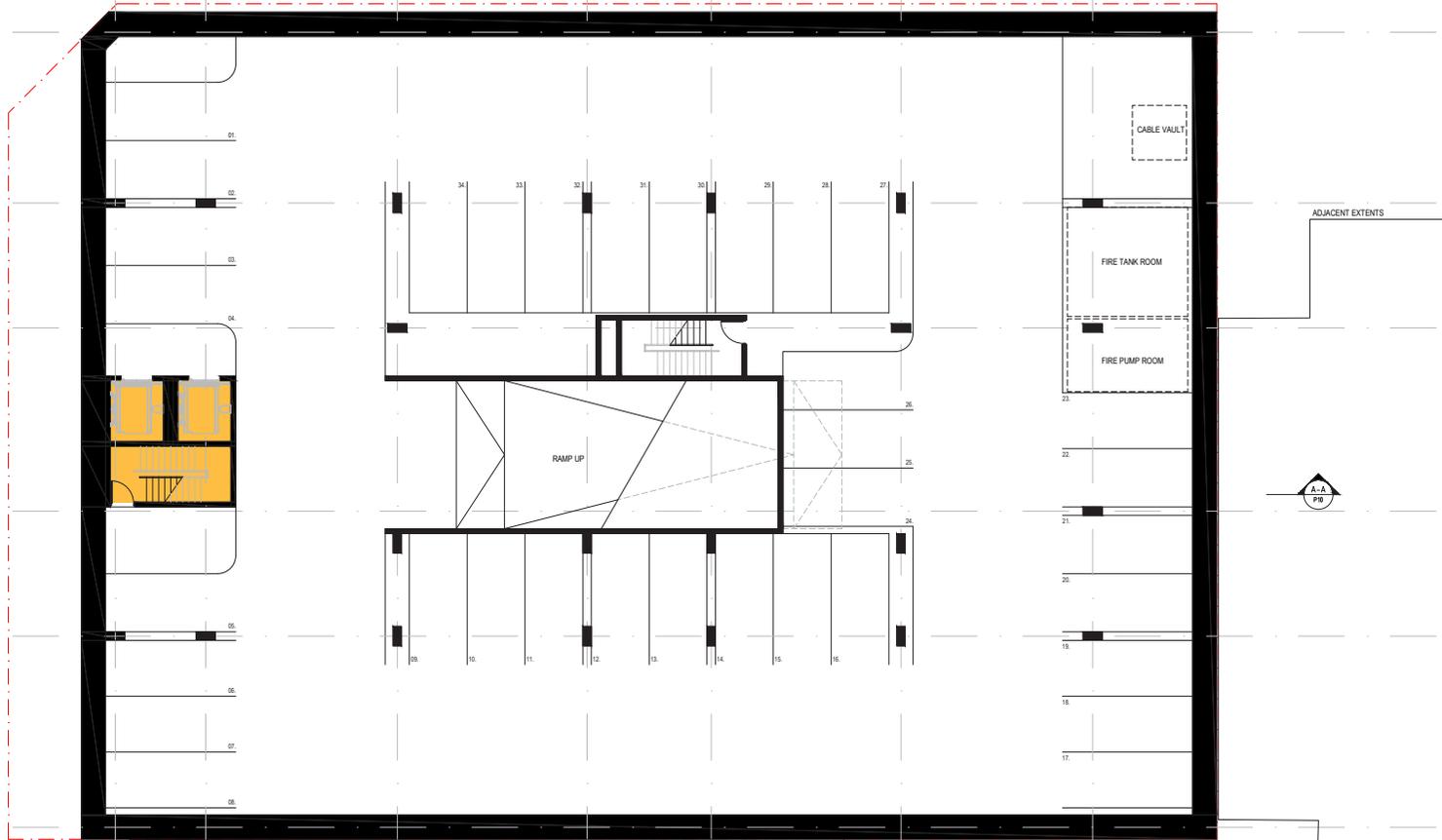
PROJECT
 BRIDGESTONE
 210 GREENHILL ROAD
 EASTWOOD
 CLIENT
 CATCORP

ISSUED FOR APPROVAL
 GROUND FLOOR PLAN
 SCALE
 1:100 @ A1

DATE
 JUNE 2019

PROJECT NO
 28026
 DRAWING
 P01
 1.2 | FB | mdf

ADJACENT EXTENTS



ADJACENT EXTENTS

CABLE VAULT

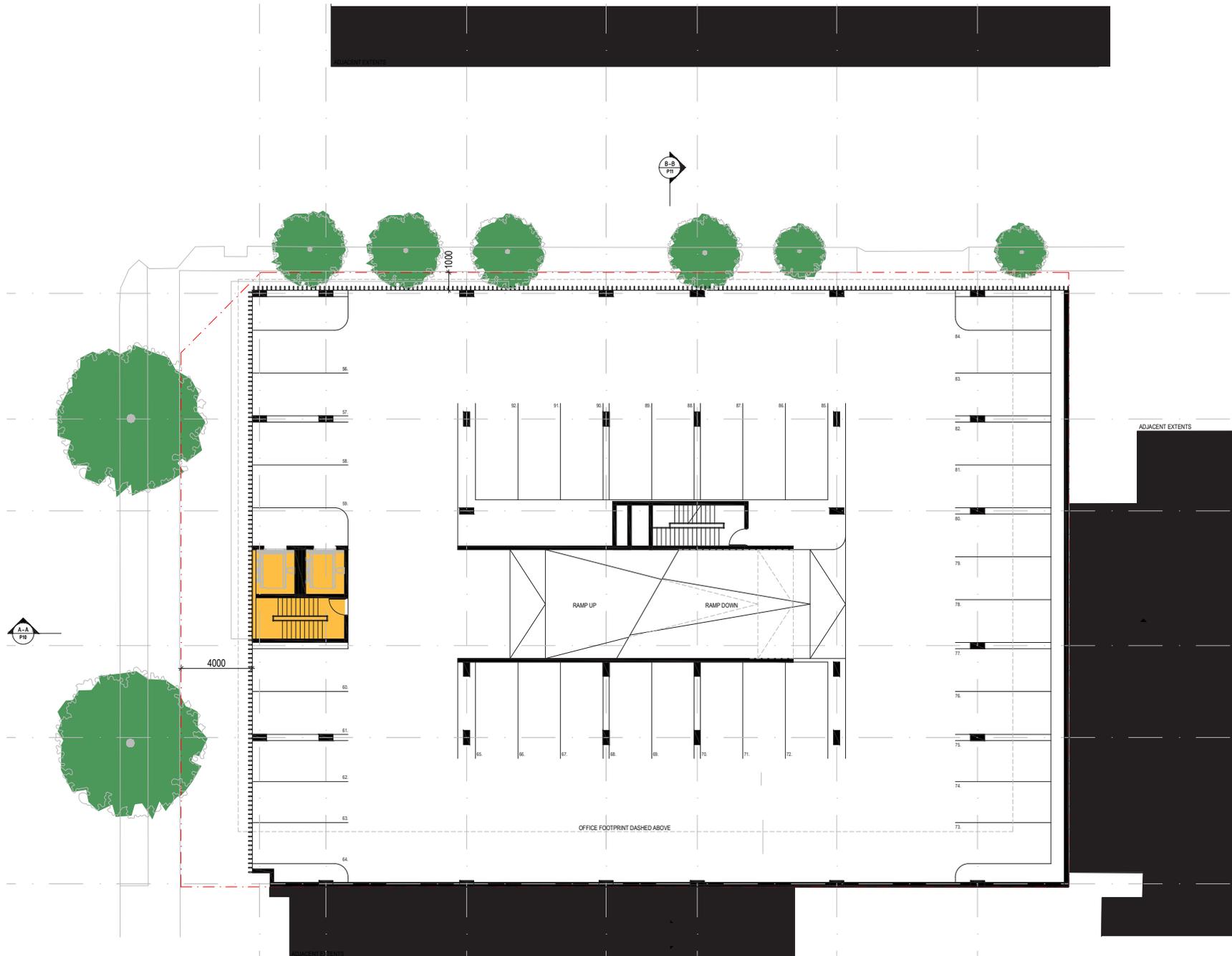
FIRE TANK ROOM

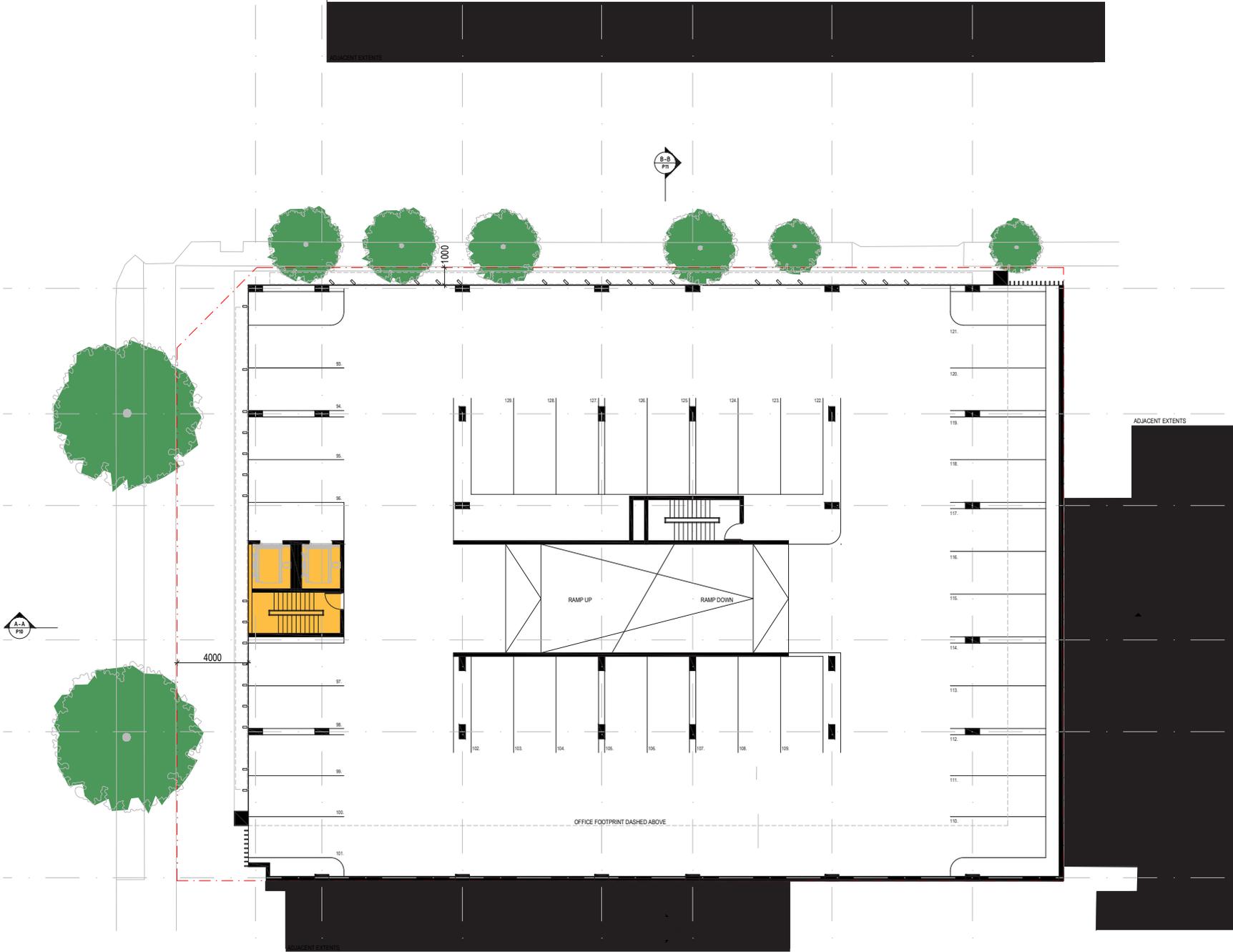
FIRE PUMP ROOM

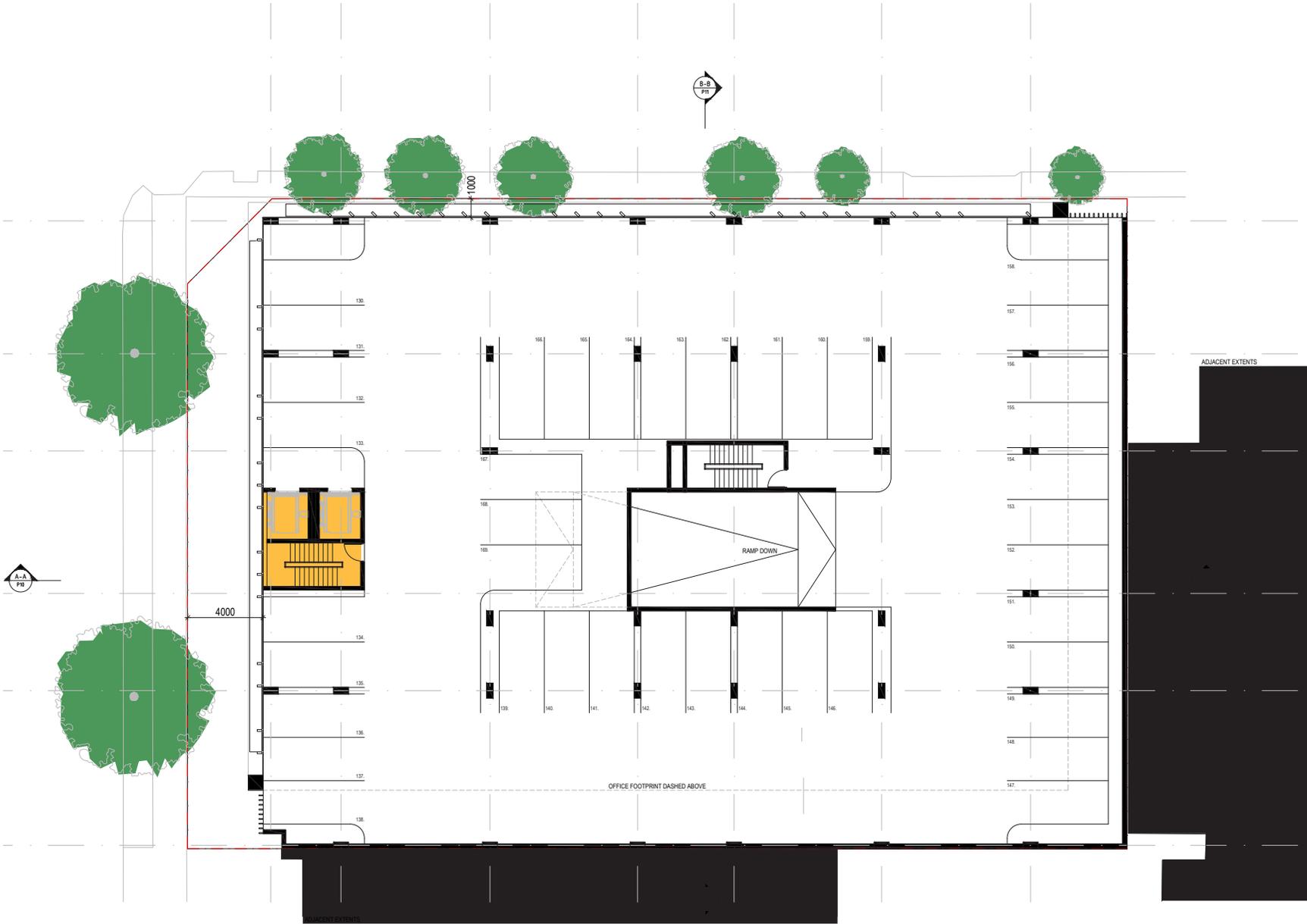
RAMP UP

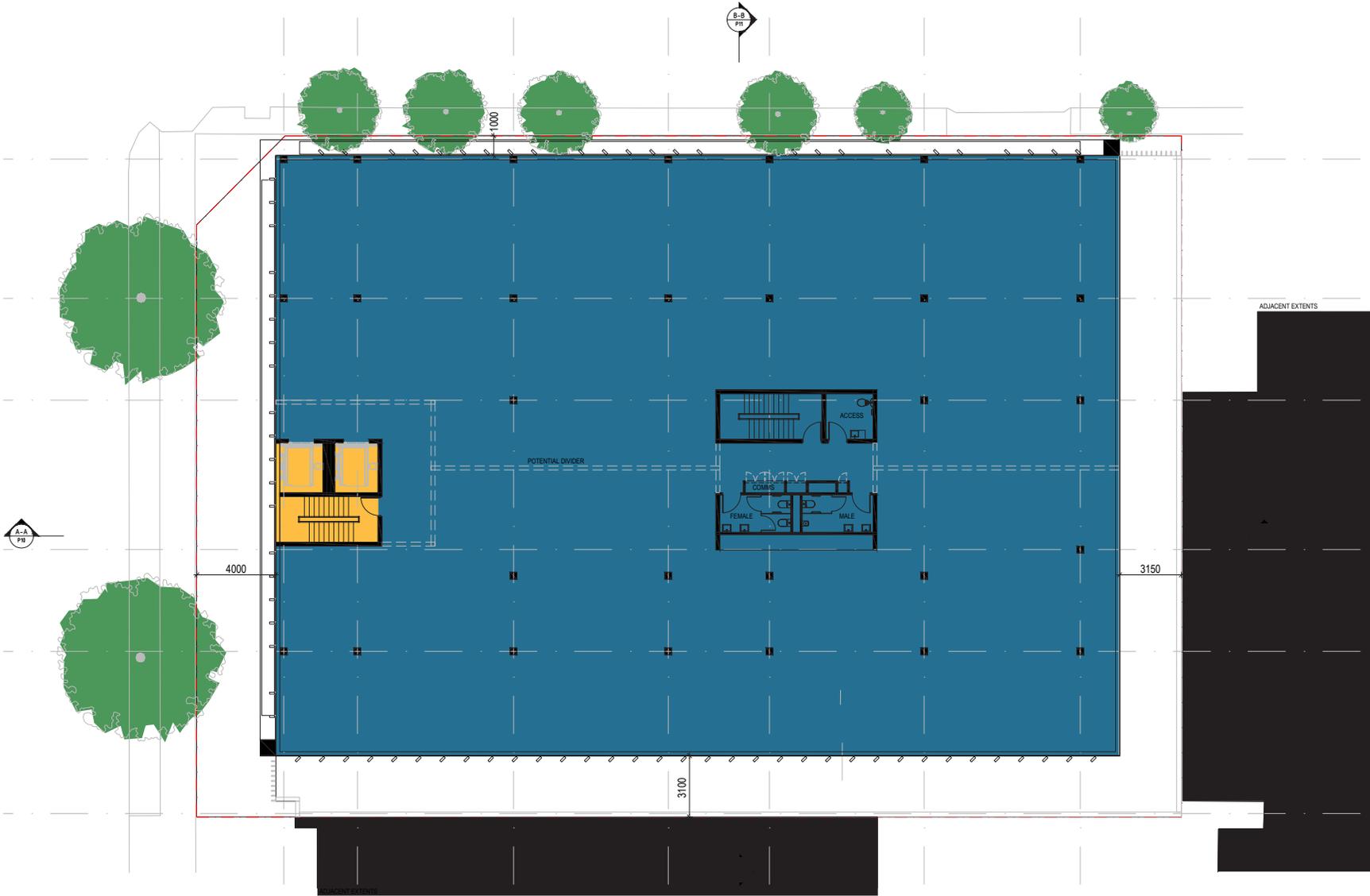


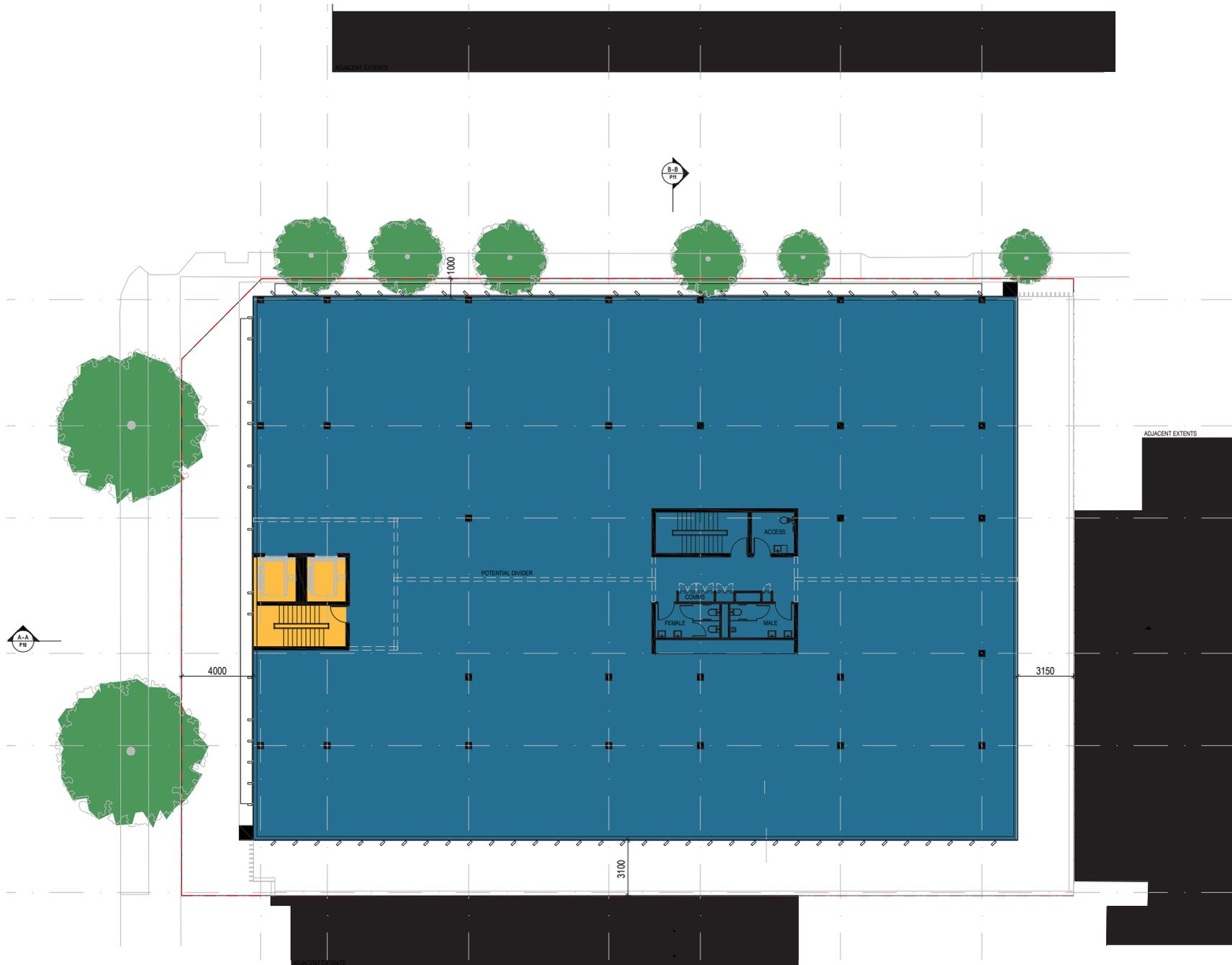
ADJACENT EXTENTS

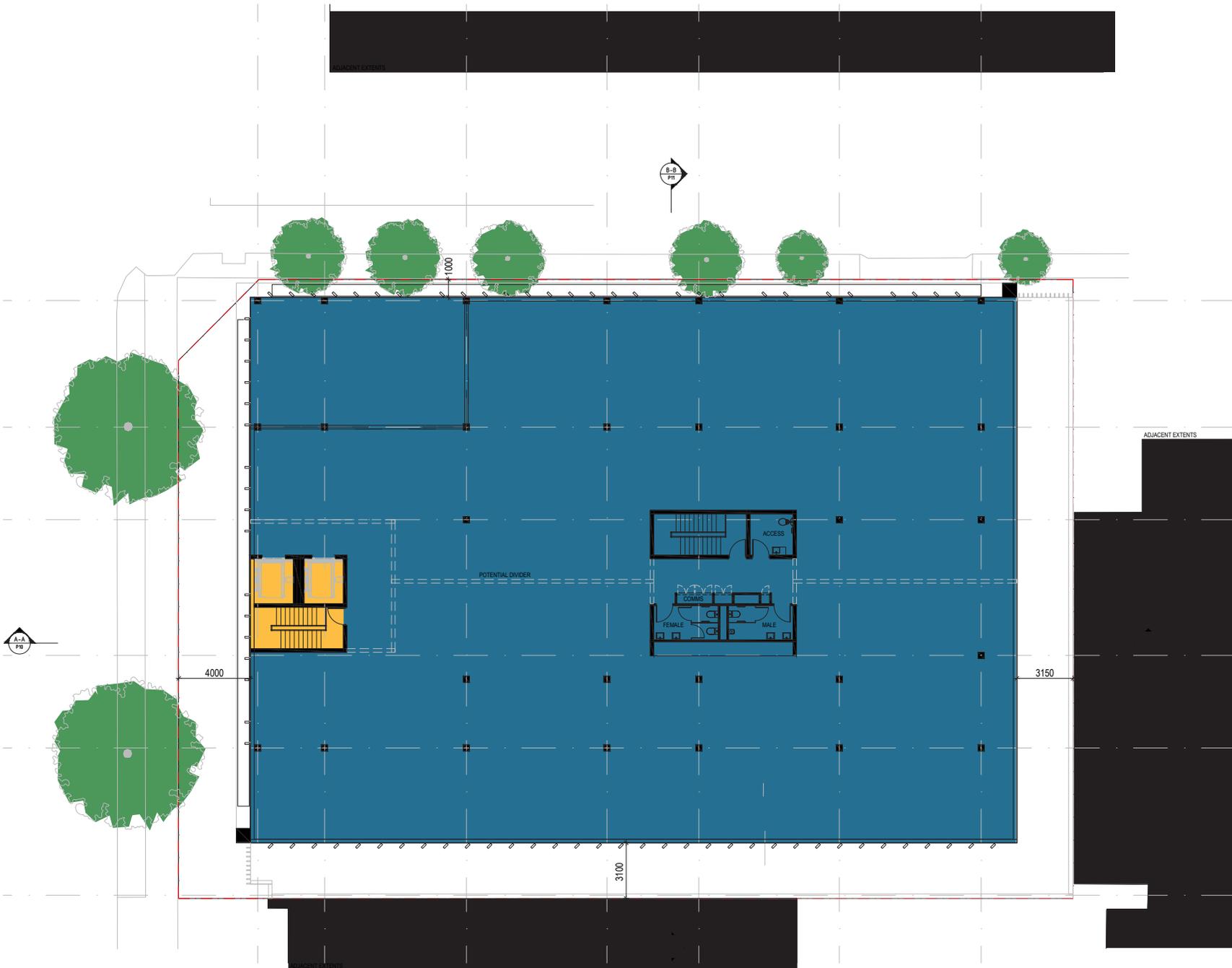


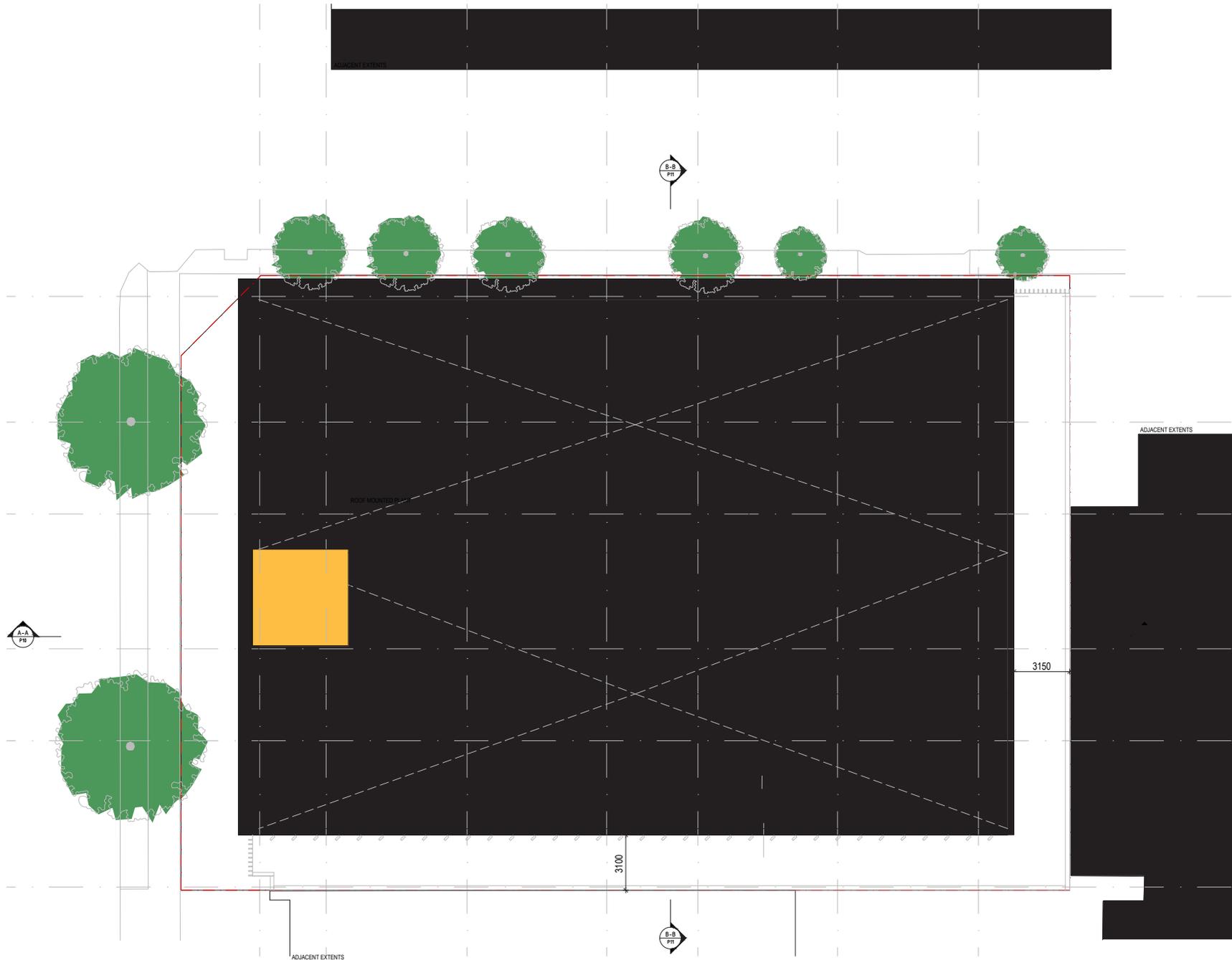












1.2	200619	ISSUED FOR RFI
1.1	200519	GROUND FLOOR DIMENSION
1.0	200419	ISSUED FOR DPC
REV	DATE	DESCRIPTION

FOR APPROVAL ONLY
NOT FOR CONSTRUCTION

PROJECT
 BRIDGESTONE
 210 GREENHILL ROAD
 EASTWOOD
 CLIENT
 CATCORP

ISSUING
 ROOF PLAN
 SCALE
 1:100 @ A1

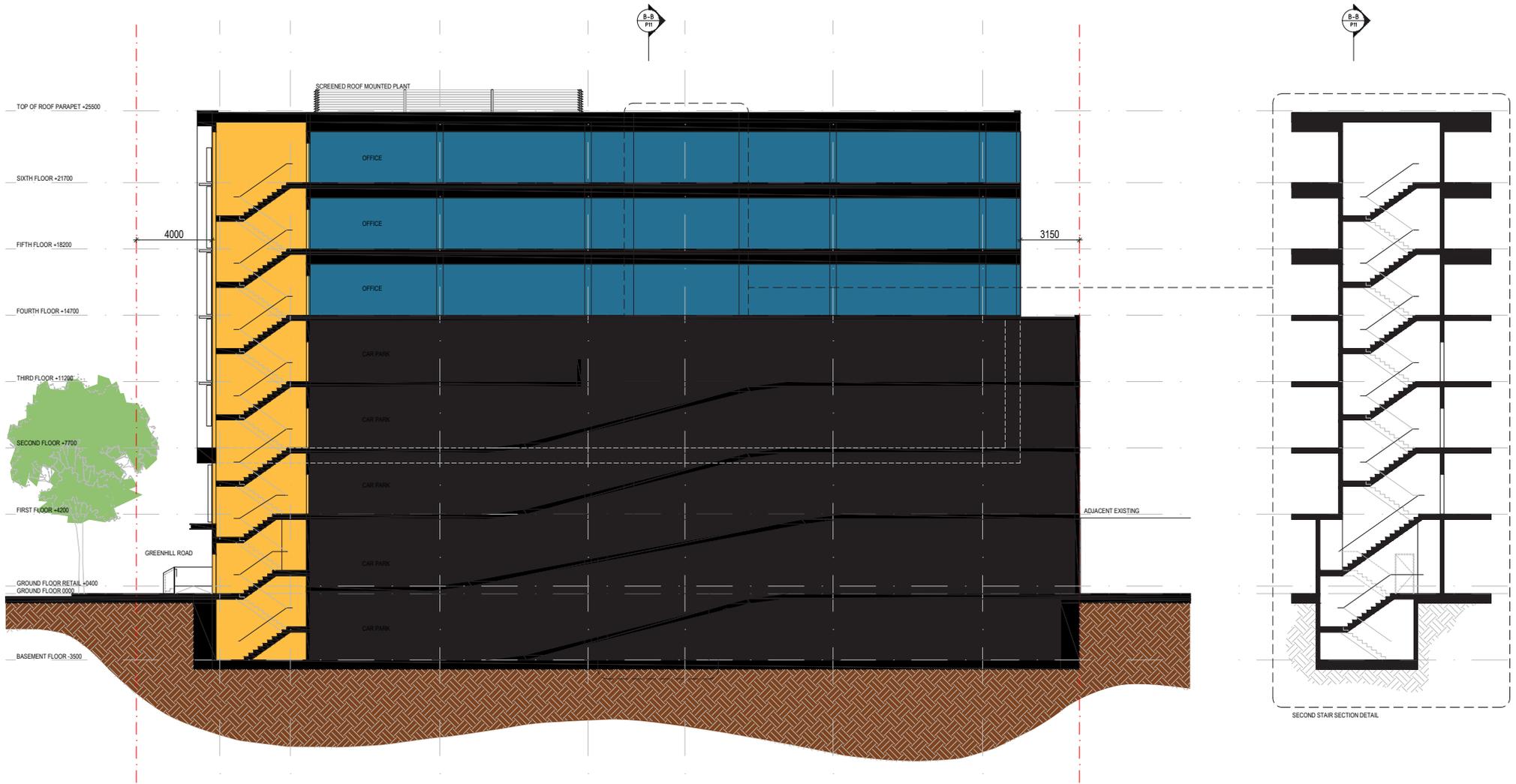
DATE
 JUNE 2019

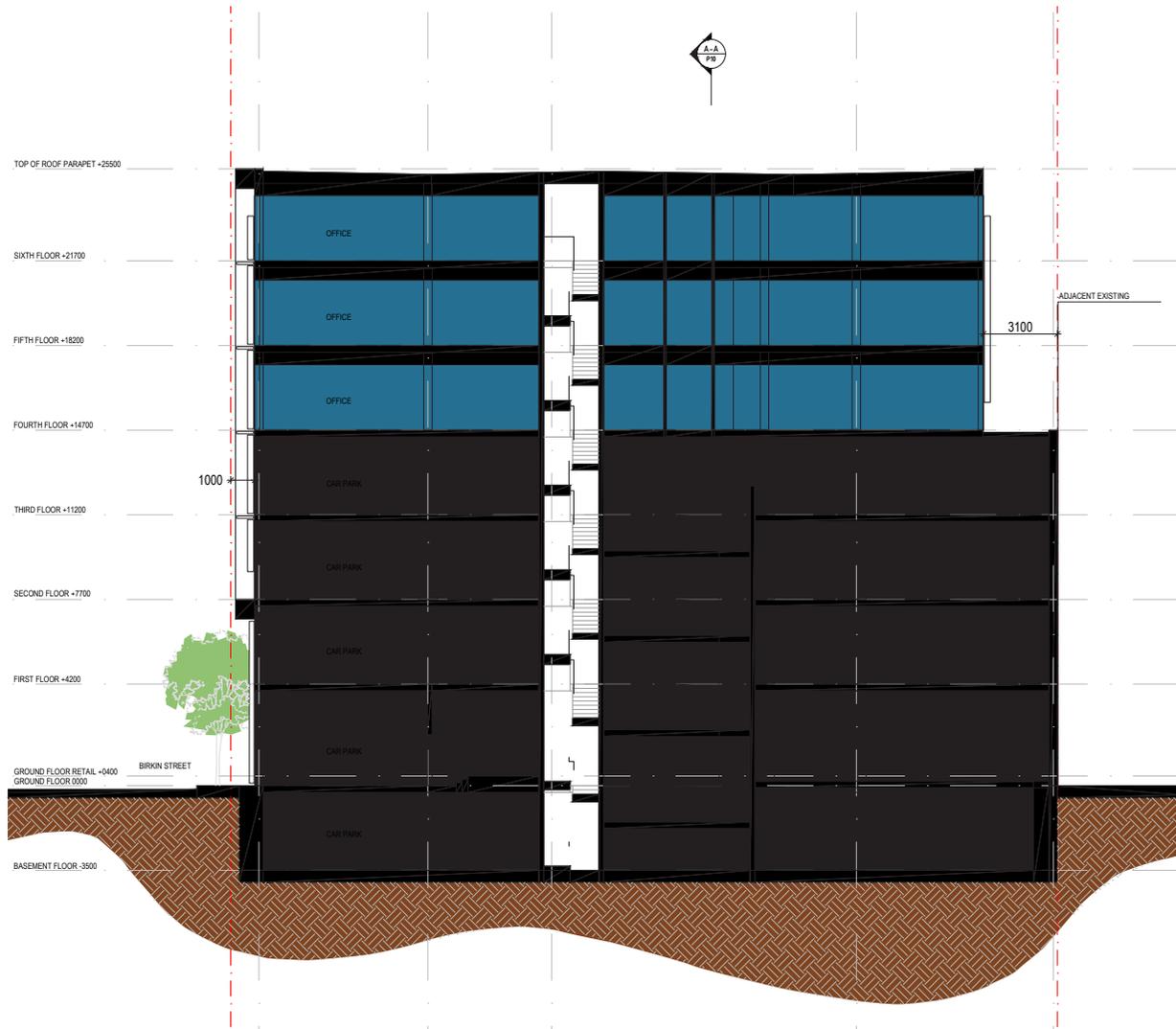
PROJECT NO
 28026
 DRAWING
 P09

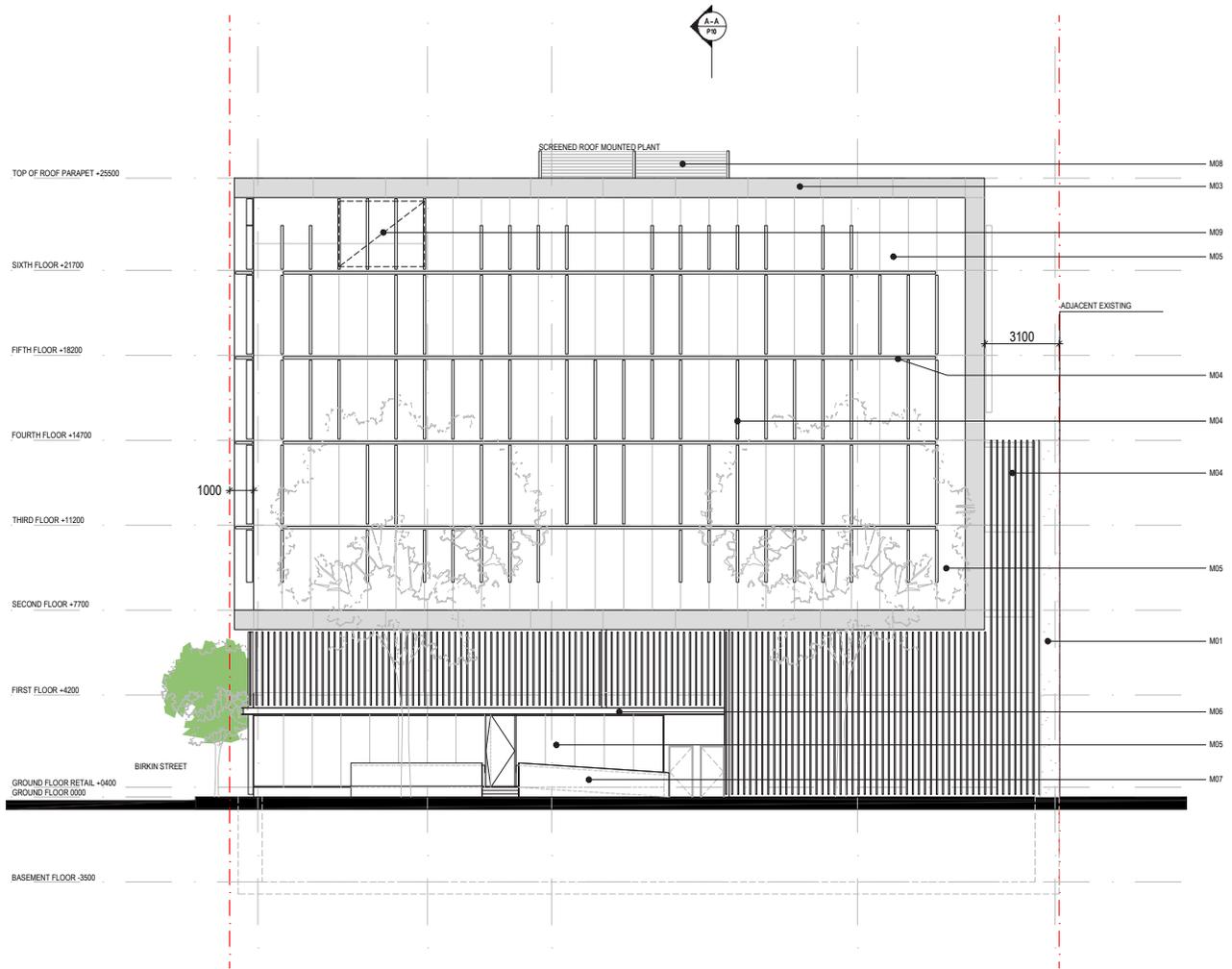
1.2	FB	mf
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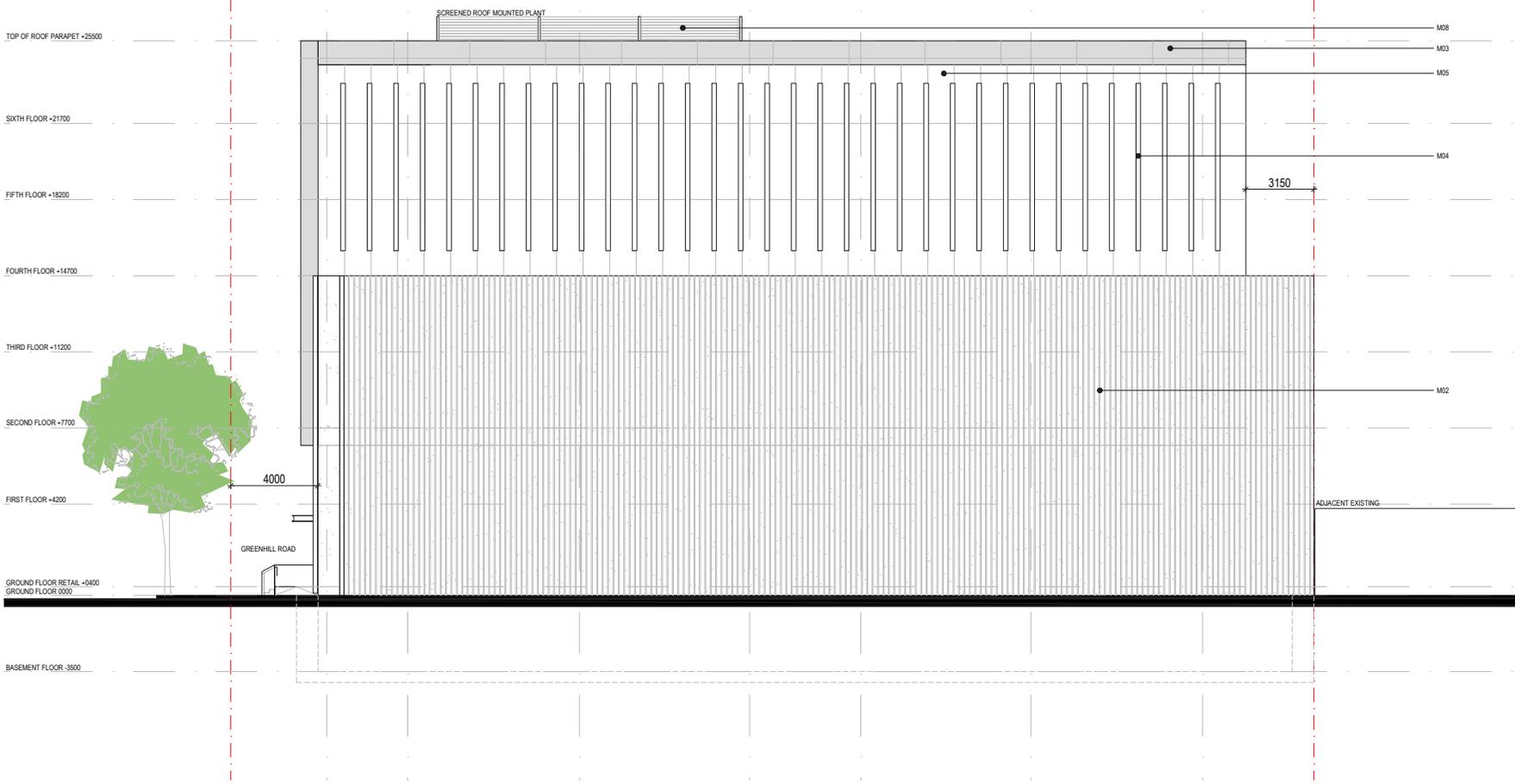
CARS	169		
SCHEDULE OF AREA	GLA	NLA	TERRACE
GROUND (TENANCY)	230	200	0
FOURTH FLOOR (OFFICE)	1288	1258	0
FIFTH FLOOR (OFFICE)	1288	1258	0
SIXTH FLOOR (OFFICE)	1288	1258	(34)

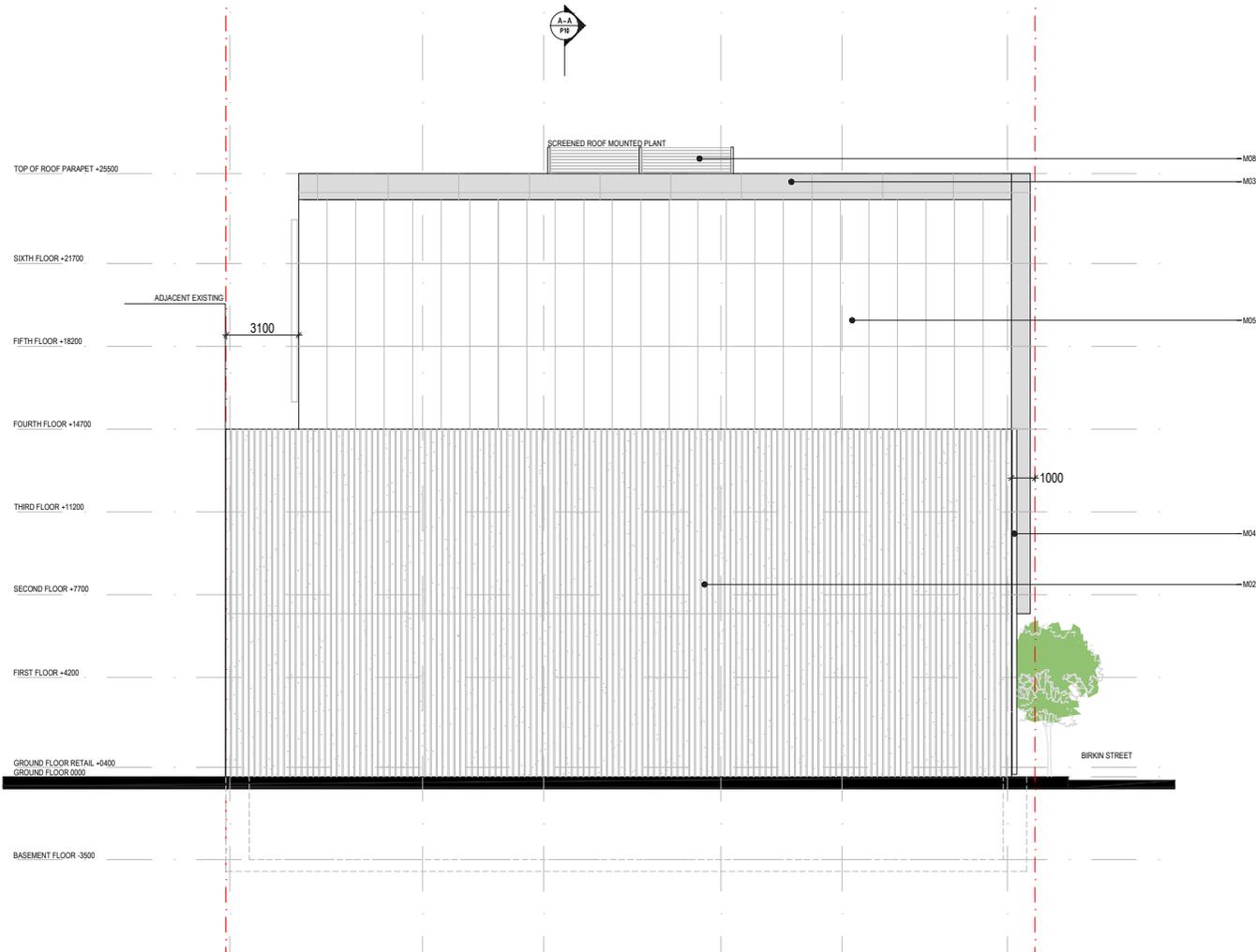
NOTE
 AREAS (NLA) EXCLUDES LIFTS & NORTHERN STAIR ONLY
 ALL AREAS APPROXIMATE ONLY
 ALL AREAS GIVEN IN m²

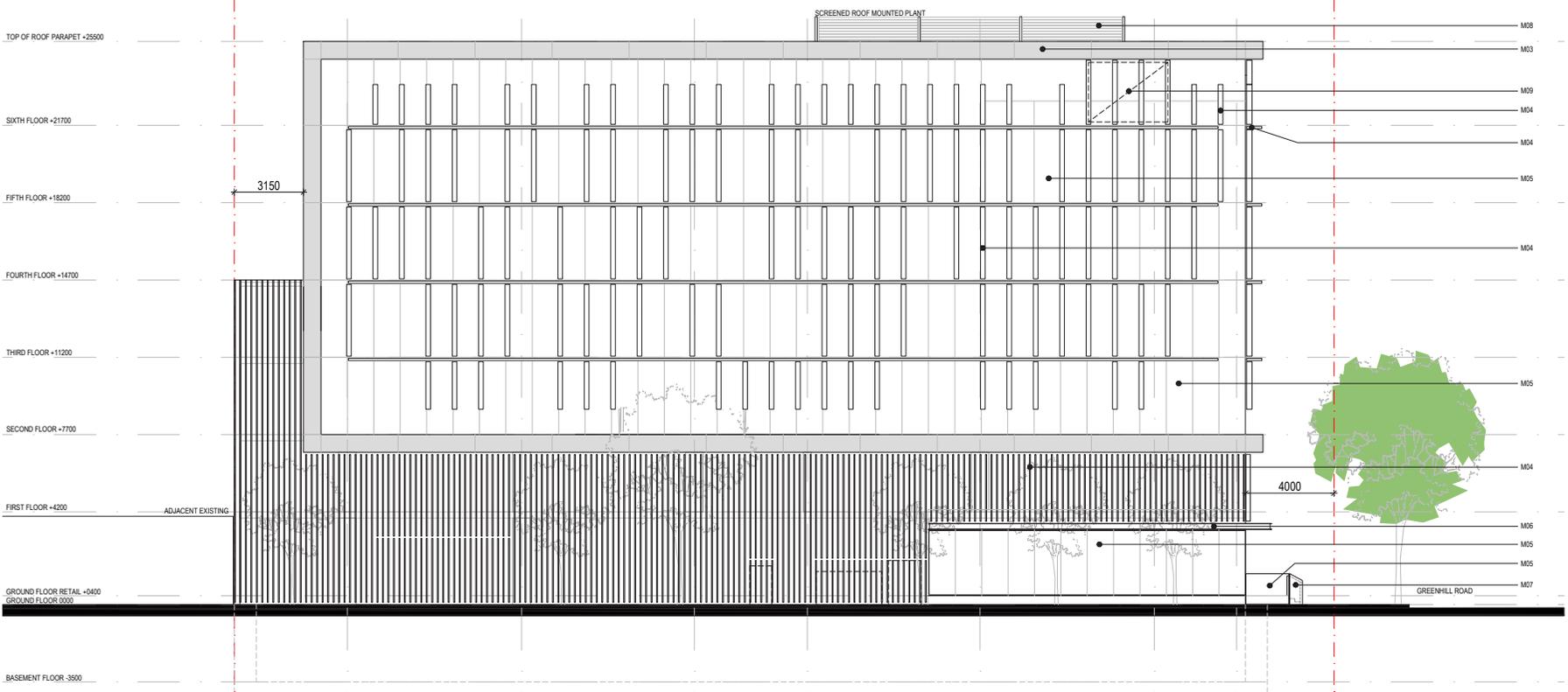














M01
PRECAST CONCRETE
NATURAL

M02
PRECAST CONCRETE
TREATED

M03
METAL CLADDING
DARK GREY

M04
FACADE BLADES
ALUMINIUM

M05
GLASS
GREY CLEAR

M06
STEEL CANOPY
PAINTED

M07
STEEL PANEL
CORTEN

M08
ROOF PLANT SCREENING
ALUMINIUM

M09
CORPORATE IDENTITY
SIGNAGE

Team



tectvs

FB: MA

26 June 2019

Office for Design + Architecture SA

by email: Kirsteen.Mackay@sa.gov.au

Level 1
26-28 Leigh Street
Adelaide SA 5000

Attention: Kirsteen Mackay

Dear Kirsteen

**210 GREENHILL ROAD EASTWOOD
RESPONSE**

On behalf of our Client, **Commercial & General Property** Pty Ltd, and in response to letter dated 06 June 2019, we offer the following response:

Further to the referral 180/M005/19 received 21 May 2019 and additional information received 31 May 2019 pertaining to the development application at the above address and in my capacity as a statutory referral in the State Commission Assessment Panel, I am pleased to provide the following comments for your consideration.

The proposal was not presented to the Design Review Panel.

Response

Given significant commercial constraints the opportunity to engage in design review was problematic, but always acknowledging the potential benefits.

The proposed scheme is for a six storey commercial building with ground floor retail, entrance lobby, bicycle parking, end of trip facilities and waste room, three levels of above ground car parking and three floors of office accommodation.

Response

The proposed scheme has been modified in response to this commentary and now has an additional level of car parking.

Related Document

Refer amended drawings

The subject site is located on the western corner of Greenhill Road and Birkin Street, Eastwood within the Urban Corridor Zone, Boulevard Policy Area. Greenhill Road is an arterial road accommodating three traffic lanes in each direction separated by a wide central median. Greenhill Road is characterised by commercial development that generally ranges in height from two to six storeys, with the exception being the 12 storey Air Apartments building located on the corner of Greenhill and Fullarton Roads to the east of the subject site. The existing built form is generally set back with landscaping, pedestrian access (stairs and ramps) and vehicle access to undercroft car parking located within the setback zone. Established street trees provide intermittent screening. Birkin Street is

a secondary street featuring side elevations of the commercial buildings fronting Greenhill Road and access points to rear car parking areas. Street trees ranging in maturity exist on the western side of the street. The context to the south transitions to low scale residential with predominantly single storey dwellings on small allotments. The Adelaide Park Lands are located opposite the site across Greenhill Road. The subject site currently contains a two storey office building with at grade car parking to the rear. The adjacent site to the west comprises a six storey office building with a solid boundary wall. The adjoining site to the south comprises an elevated car parking deck and at grade car parking.

The proposed building height is six storeys (approximately 21.5 metres), which is below the maximum seven storey height limit envisaged by the Development Plan. In principle, I support the proposed building height, however I am concerned by the proposed built form setbacks which are generally inconsistent with Development Plan policy. I do not support this departure, as in my opinion the proposed built form encroachment into the prescribed setback areas is not supported by demonstration of a convincing response to the existing and envisaged built form pattern for the area.

Response

The building is now seven storey (approximately 25.5m) which is in line with the maximum height for the Boulevard Policy Area. This has enabled an increased setback to Greenhill Road (4 metres or 60% of the numeric guideline) and Birkin Street is unchanged (1 metre or 50% of the numeric guideline).

It should also be stressed here that the built form pattern is highly varied and an additional analysis of setback has been undertaken by URPS.

Related Document

Refer amended drawings and built form analysis.

While I acknowledge there is some variation, typically the Greenhill Road context includes relatively consistent built form setbacks. These setbacks enable establishment of landscaping within individual sites along the Greenhill Road frontage and allow established street trees to maintain their full form. The proposal locates the approximately 4.6 metre tall ground floor built form on the Greenhill Road boundary, where a minimum six metre setback is envisaged. An approximately 1.2 metre deep canopy also extends over the Greenhill Road boundary. While I support the consideration given to pedestrian amenity and activation, in my view the ground floor built form setback and canopy arrangement is inconsistent with the existing context. I am also concerned that the proposed ground floor built form will impact on street tree canopies. The five levels of built form above also encroaches within the six metre setback area, at approximately 3.3 metres (2.6 metres to the facade screening element). I recommend holistic review of the Greenhill Road setbacks informed by a contextual analysis. In my opinion, the proposed built form should not project beyond the adjoining blade wall to the west.

Response

The manner in which buildings address their street frontages and the built form setbacks are highly varied along Greenhill Road. The increased setback ensures the established street trees full form along Greenhill is unaffected. See also commentary above re increased setback.

The canopy has been brought back within the boundary with only a small portion at the corner extending over the boundary. The canopy returns along Birkin Street to further reinforce and strengthen the presence of the ground floor retail portion.

The Greenhill Road elevation uses a re-entrant corner to align it with the adjoining blade wall.

Related Document

Refer amended drawings and built form analysis.

The ground floor element includes a chamfered corner treatment, with the Birkin Street tenancy frontage located on the boundary, which projects beyond the general facade line of the building along Birkin Street with a one metre setback. Closely centred aluminium facade blades are proposed reducing the built form setback to approximately 450mm on the ground and first floors. Groups of deeper aluminium facade blades are proposed for the levels above. I understand the Development Plan seeks a two metre setback from the Birkin Street boundary. I do not support the reduced side setback, as in my view the proposed scheme has a potential to set a precedent for future development to the south. A greater side setback may also assist in mitigating the bulk and scale of the building in Birkin Street, which is narrow at approximately five metres wide.

Response

The Birkin Street setback is 50% (1 metre) of the desired setback guideline. The vertical blade setback has been reduced from 300mm to 250mm (without detriment to the thermal performance) and landscaping and green wall has been introduced along Birkin Street to 'soften' the Eastern façade and reduce perceptions of excessive bulk and scale.

Related Document

Refer amended drawings and landscape concept.

The ground, first and second levels are located on southern (rear) boundary, abutting the existing elevated car parking deck. The glazed facade of the three levels of office accommodation above is setback approximately 3.5 metres. While I acknowledge the existing conditions, I am concerned that the proposed built form on the rear boundary comprises potential future development opportunities on the adjoining site. I recommend further review of the rear setback, cognisant of the Development Plan policy and the envisaged future context. The southern elevation of the approximately 8.7 metre tall car park facade is noted as natural precast concrete, and is currently presented with no articulation. The southern facade may remain in its exposed condition indefinitely. As such, I recommend further consideration of articulation and visual interest of this elevation, informed by long view perspectives from the southern end of Birkin Street. In regards to the internal configuration, a 90 square metre tenancy (cafe) is proposed on the ground floor level fronting Greenhill Road, which is combined with an entrance/lift lobby. I support the approach for a visual and physical connection between the retail and lobby uses.

Response

The rear site is still in the Urban Corridor zone and likely to follow a similar development pattern to the subject site acknowledging the transitioning down of bulk and scale at the residential boundary well beyond the subject site. Nevertheless, a high quality patterned precast is now proposed to mitigate the impact of a blank façade in the interim period until the adjoining is eventually developed.

Related Document

Refer amended drawings.

I also support the provision of active uses that extend from Greenhill Road to Birkin Street, and the potential for the tenancy to contribute to the amenity of the broader Greenhill Road precinct. The remaining section of the Greenhill Road frontage is dedicated to an inset egress stair and corridor that accesses end of trip facilities, bicycle storage and a waste room. I support the provision of generous and convenient bicycle parking and associated amenities. However, I am concerned by the location of the waste room and long corridor arrangement adjacent the main frontage. I am also not convinced by the functionality of the access arrangement for waste collection, via a sliding door on the western facade and through the car park to Birkin Street. I recommend further review of the corridor, bicycle store and waste room configuration, with the view to optimising the Greenhill Road frontage. I also recommend further review of the stair alcove and open accessway on the western boundary, cognisant of Crime Prevention Through Environmental Design (CPTED) principles.

Response

The waste room has been relocated away from Greenhill Road and now directly accessible from Birkin Street in line with the recommendations of the Waste Management Report.

The end of trip facilities have been made accessible from within the at grade car park area thereby maximising the opportunity for landscaping along the Greenhill Road frontage.

Access to the car park is now controlled with the introduction of a tilt door to Birkin Street and the revised access arrangements for the end of trip facilities vastly improves CPTED.

Related Document

Refer amended drawings and landscape concept.

One level of basement car parking and three levels of above ground car parking is proposed, accommodating 164 spaces. I support the provision of basement car parking. However, in my view the extent of above ground car parking is challenging, particularly given the high ratio of car parking levels to office accommodation levels. I recommend further review of the extent of above ground car parking including exploration of innovative car parking solutions that reduce the car park footprint and facilitate potential future adaptive reuse. The Birkin Street ground floor frontage of the car park includes dual crossovers, the first being approximately six metres wide and the second opening being approximately 9.8 metres wide. The second opening includes an offset column and a services zone. I recommend further testing of the car parking arrangement with the view to reducing the number and width of crossovers and minimising impacts on pedestrian amenity and safety as well as existing street trees. I also recommend provision of further information regarding building services including a potential transformer, booster and gas services indicated on the Birkin Street frontage, to confirm their visual impact and integrated screening strategy. I also recommend further detail be sought regarding the access and building management strategy of the unsecured car park openings informed by CPTED principles.

Response

The car park design has been radically changed (which has necessitated an additional level given some loss of efficiency thereby making each level on a single floor plate and hidden behind the façade with a matching floor to floor thereby enabling the future repurposing of floors in the future as the demand for carparks is expected to reduce. Full spatial provisions for services have been provided by Lucid Consulting Engineers and now integrated into the design. This has required the provision of a transformer at the rear of the Birkin Street façade, which is entirely contained within the building façade. All openings are now secured. Only one crossover is required (the other deleted) and no street trees are being removed.

Related Document

Refer amended drawings.

Regarding the car park screening strategy, I acknowledge the intent to sleeve ground floor car parking along the Greenhill Road frontage with active uses, however, the design of the expressed car park facades and screening strategy for levels one and two is yet to be clearly demonstrated. The elevations indicate the car parking levels are unenclosed. On the northern facade, the level one car park is partially screened by the 1.1 metre tall parapet of the ground floor building element along the Greenhill Road boundary. The additional information indicates the intent to completely obscure vehicles with the use of additional perforated metal screening, however no details of the screen system has been provided. I also note the drawings do not include this screening element. The ground and first floor car parking fronting Birkin Street is screened by closely spaced aluminium blades. Level two car parking on both the north and east elevations is integrated into the architectural expression of the office floors, which feature randomly placed blades that achieve greater permeability. I note additional information indicates the northern car park facade will also be enclosed by tinted glass. I request that the elevational treatment of the car park facades be confirmed and supported by consistent documentation.

Response

All car parking is obscured behind glass and as most vehicle movements will be during daylight hours any impacts are negligible.

Related Document

Refer amended drawings.

I also recommend demonstration of the screening strategy that adequately mitigates the visual impact of vehicles in day and night time conditions. The visualisation indicates climbing vegetation over the lower levels of the Birkin Street car park facade and a portion of the northern facade. I support the inclusion of greening to the development generally, as this assists in integrating the proposal into the landscaped Greenhill Road context. I recommend development of a landscaping and maintenance strategy to ensure successful delivery of landscape intent.

Response

All car parking will be obscured behind glass or vertical (blade) screens and as most vehicle movements will be during daylight hours any impacts are negligible. A comprehensive landscape strategy has now been incorporated.

Related Document

Refer amended drawings and landscape concept.

The typical office floor plates are 1280 square metres, with an inboard stair and amenities core. Access is via two lifts and a stair core that abuts the northern frontage. The north and east office facades feature exposed slab edges, full height grey tinted glazing and randomly spaced vertical aluminium blades (white). These blades sit within a charcoal metal clad framing element with a 0.8-1.0 metre wide fascia that extends over four building levels and caps the top on the building on the south and west facades. The elevations indicate the south and west facades are glazed between horizontal spandrels, however I recommend that the material finishes be confirmed. I also request confirmation of the visual impact of the solid lift and stair core on the north elevation.

Response

The lift(s) and stair(s) have now been integrated and hidden behind the façade.

Related Document

Refer amended drawings.

In principle, I support the intent for a contemporary commercial architectural expression and the use of vertical blades for articulation, screening and managing solar loads. In my view, however, the proposal is yet to demonstrate its contextual relationship or visual impact from multiple view perspectives. The performance of the blades as screening elements is also yet to be demonstrated. I urge the project team to review the strategy for the facade treatment informed by internal programming as well as the existing and envisaged future context. I recommend provision of streetscape elevations that extend along both Greenhill Road and Birkin Street. I also recommend provision of visualisations that demonstrate the proposal in its realistic context, including a visualisation from the southern view perspective (Birkin Street).

Response

An informed strategy has been adopted for the façade treatment with the vertical and horizontal blade size, shape, frequency and location now contextually responsive to the various façade orientations. Streetscape elevations, both along Greenhill Road and Birkin Street, together with visualisations are provided to assist in demonstrating the proposal in its realistic context.

Related Document

Refer amended drawings and visualisations.

The key issues relating to this proposal are summarised below. In my view, these matters warrant further review and resolution prior to consideration by the State Commission Assessment panel in order to achieve the most successful design outcome.

- *Holistic review of built form setbacks, informed by a contextual analysis, Development Plan policy and envisaged future context*

Response

Addressed above

- *Further consideration of the articulation and visual interest of the southern car park facade*

Response

Addressed above

- *Further review of the corridor, bicycle store and waste room configuration, stair alcove and open accessway on the western boundary*

Response

Addressed above

- *Further review of the extent and method of above ground car parking and dual crossover arrangement*

Response

Addressed above

- *Provision of further information regarding building services including visual impact and screening strategy along Birkin Street*

Response

Addressed above

- *Provision of further information regarding the car park access strategy informed by CPTED principles*

Response

Addressed above

- *Confirmation of elevational treatment of the car park facades supported by consistent documentation, and demonstration of screening strategy that mitigates the visual impact of vehicles in day and night time conditions*

Response

Addressed above

- *Review of facade treatment strategy, informed by internal programing and site context*

Response

Addressed above

- *Provision of a landscaping and maintenance strategy for Birkin Street car park facade and northern facade climbing plants*

Response

Addressed above

- *Confirmation of material finishes (spandrels) for south and west facades*

Response

Addressed above

- *Provision of streetscape elevations that include the existing Greenhill Road and Birkin Street context*

Response

Addressed above

- *Provision of visualisations that demonstrate the proposal in its realistic context, including a visualisation from the southern view perspective (Birkin Street)*

Response

Addressed above

We trust this is satisfactory and should you have further questions, please do not hesitate to contact this office.

Yours sincerely



Francesco Bonato BArch(Hons)(Adel) LFRAIA FDIA
Adjunct Associate Professor, School of Architecture & Built Environment, University of Adelaide
Director
for Tectvs Pty Ltd
Adelaide + Melbourne

Encs – Mentioned

Cc – Anthony Catinari, Commercial & General Property, anthonyc@catcorpgroup.com.au
Matthew King, URPS, matthew@urps.com.au



BRIDGESTONE AUSTRALIA LTD.
ABN 65 007 516 841

HEAD OFFICE
Level 1
196 Greenhill Road
Eastwood 5063 South Australia
Postal Address - GPO Box 2200
Adelaide 5001 South Australia
Telephone (08) 8206 0200
Facsimile (08) 8206 0299
E-mail headoffice@bsal.com.au

20th June 2019

Mr Matthew King
Director
URPS
Suite 12, 154 Fullarton Road
ROSE PARK SA 5067

Dear Matthew,

Re: Development Application, 210 Greenhill Road, Eastwood

Bridgestone Australia Ltd. ("BSAL") is a tyre importer and reseller, and is a wholly owned subsidiary of Bridgestone Asia Pacific Pte Ltd in Singapore, with its ultimate holding company being based in Japan. BSAL has had a long and successful history as one of South Australia's iconic businesses, commencing in 1939 as SA Rubber Mills located in Edwardstown. BSAL currently has sales revenues in excess of \$700m, and employs more than 1,600 people across ANZ.

As you are aware, BSAL are planning to move its Australia & New Zealand head office to new, purpose-built office facility at 210 Greenhill Road, Eastwood. This site is located a short distance from our existing premises at 196 Greenhill Road. As a result of the decision to retain the head office in Adelaide (rather than relocating interstate), a minimum of 150 jobs will be retained in SA.

The proposed new office facility is well suited to BSAL's future needs in relation to the provision of:

- an energy efficient, comfortable and modern office space;
- high levels of staff amenity, including on-site parking;
- an outlook to the picturesque Adelaide parklands; and
- a central location on the city fringe, which is easily accessible from the wider metro area and CBD.

The team at BSAL is excited by the prospect of relocating the ANZ head office, and look forward to your support and assistance with achieving planning consent to Catcorp Group in a timely manner.

If there is anything further you require to assist with the development application process, please contact our General Affairs Manager, Doug Barclay at dbarclay@bridgestone.com.au or on 08 8206 0237

Yours sincerely,

Darren Denley
Finance Director
Bridgestone Australia Ltd.
Bridgestone New Zealand Ltd

DEVELOPMENT APPLICATION FORM

PLEASE USE BLOCK LETTERS

FOR OFFICE USE

COUNCIL: City of Burnside

Development No: _____

APPLICANT: CATCORP

Previous Development No: _____

Assessment No: _____

Postal Address: C/: URPS Suite 12, 154 Fullarton Road Rose Park

Owner: _____

Postal Address: _____

BUILDER: _____

Postal Address: _____

_____ Licence No: _____

CONTACT PERSON FOR FURTHER INFORMATION

Name: Matthew King

Telephone: 0417080596 [work] 8333 7999 [Ah]

Fax: _____ [work] _____ [Ah]

EXISTING USE: Office

DESCRIPTION OF PROPOSED DEVELOPMENT:

Office and Shop

LOCATION OF PROPOSED DEVELOPMENT: 210 Greenhill Road Eastwood

House No: 210 Lot No: Street: Greenhill Road Town/Suburb: Eastwood

Community Property Strata Plan 7771 in the area named Eastwood Hundred of Adelaide, Unit 1 Strata Plan 7771 in the area named Eastwood Hundred of Adelaide and Unit 2 Strata Plan 7771 in the area named Eastwood Hundred of Adelaide

DIVISION:

Site Area [m²] _____ Reserve Area [m²] _____ No of existing allotments _____ Number of additional allotments [excluding road and reserve]: _____ Lease: **YES** (8) **NO** (8)

<input type="checkbox"/> (8) Complying <input type="checkbox"/> (8) Non Complying <input type="checkbox"/> (8) Notification Cat 2 <input type="checkbox"/> (8) Notification Cat 3 <input type="checkbox"/> (8) Referrals/Concurrences <input type="checkbox"/> (8) DA Commission	Application forwarded to DA Commission/Council on / / Decision: _____ Type: _____ Date: / /
---	---

	Decision required	Fees	Receipt No	Date
Planning:	_____	_____	_____	_____
Building:	_____	_____	_____	_____
Land Division:	_____	_____	_____	_____
Additional:	_____	_____	_____	_____
Development Approval				

BUILDING RULES CLASSIFICATION SOUGHT: No Present classification: _____

If Class 5,6,7,8 or 9 classification is sought, state the proposed number of employees: Male: _____ Female: _____

If Class 9a classification is sought, state the number of persons for whom accommodation is provided: _____

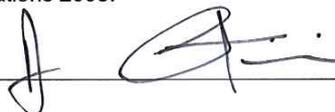
If Class 9b classification is sought, state the proposed number of occupants of the various spaces at the premises: _____

DOES EITHER SCHEDULE 21 OR 22 OF THE DEVELOPMENT REGULATIONS 2008 APPLY? YES NO

HAS THE CONSTRUCTION INDUSTRY TRAINING FUND ACT 2008 LEVY BEEN PAID? YES NO

DEVELOPMENT COST [do not include any fit-out costs]: \$ _____

I acknowledge that copies of this application and supporting documentation may be provided to interested persons in accordance with the Development Regulations 2008.

SIGNATURE:  _____ Dated: 29/04/2019

DEVELOPMENT REGULATIONS 2008
Form of Declaration (Schedule 5 clause 2A)



Government
of South Australia

To: STATE COMMISSION ASSESSMENT PANEL

From: CATCORP

Date of Application: 1 / 5 / 19

Location of Proposed Development: 210 GREENHILL ROAD EASTWOOD

House No: _____ Lot No: _____ Street: _____

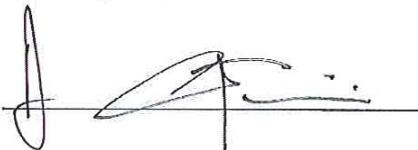
Town/Suburb: _____

Section No (full/part): _____ Hundred: _____

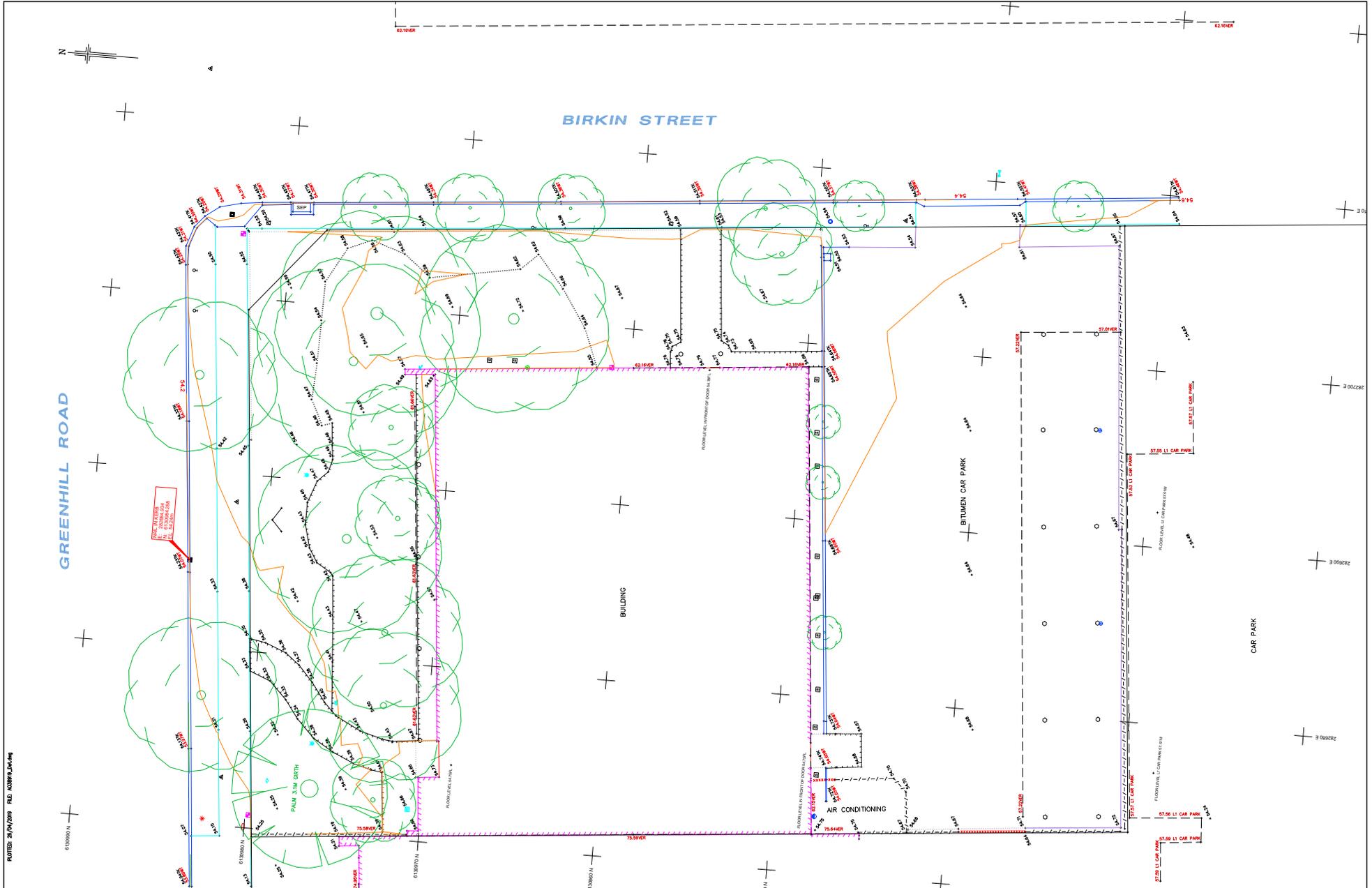
Volume: _____ Folio: _____

Nature of Proposed Development: OFFICE + SHOP

I ANTHONY CAIMANI being the applicant/ a person acting on behalf of the applicant (delete the inapplicable statement) for the development described above declare that the proposed development will involve the construction of a building which would, if constructed in accordance with the plans submitted, not be contrary to the regulations prescribed for the purposes of section 86 of the Electricity Act 1996. I make this declaration under clause 2A(1) of Schedule 5 of the Development Regulations 2008.

Signed: 

Date: 1 / 5 / 19



PLOTED: 26/04/2019 FILE: A038919.DWG

REV	DATE	DESCRIPTION	CALC	FIELD
		ADDITIONS, AMENDMENTS AND APPROVALS		

LEGEND	
<ul style="list-style-type: none"> STATION TOP MARK WATER TABLE FLOOR LEVEL IN-USE INVERT LEVEL WATER TAP WATER METER SPRINKLER IRREG VALVE HYDRANT DOMESTIC OUTLET DOMINANT DOMESTIC SUMP SYMPTOMATIC WHOLE SEW. GROUNDING 	<ul style="list-style-type: none"> AIR COND. UNIT TEL. COMM. PILLAR / FIT TRAFFIC LIGHT SIGN BUS SIGN LITTER BIN MAIL BOX / SIGNAL BOX POCKET MACHINE ROADSIDE ELEC. SERVICE WATER SV / FP GAS METER GAS SERVICE
<ul style="list-style-type: none"> SM PGS / TEM POWERS CORNER LIGHT POLE CABLE MARKER POCKET SIGN POST ROLLING SEWER MH / CJ / SP UNKNOWN POINT / SERVICE 	<ul style="list-style-type: none"> EDGE OF VEGETN ASPH. ROAD / DRIVE / PARKING CHANGE OF GRADE CONCRETE SEWER PIPE LG WATER PIPE LG TEL. COMM. LG WATER RIVE LG BUILDING WALL CONCRETE FENCE GATE

NOTES:

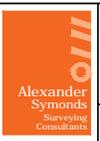
COORDINATES BASED ON: 662815172
 HEIGHT DATUM BASED ON: 662815172
 CONTOUR INTERVAL: 0.2M

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1:100 ORIGINAL SHEET SIZE A1	
COORDINATES: MGA2020	SURVEY: LVGC 23/04/2019
HEIGHT DATUM:	DRAWN: LVGC 26/04/2019
DATA FILE:	
FLD/LVL BOOK:	CHECKED: MRE

Alexander & Symonds Pty Ltd
 11 King William Street Kent Town,
 South Australia 5007
 PO Box 1000 Kent Town, SA 5071
 DX 209 ABN 93007 733 988

T (08) 8130 1666
 F (08) 8362 0099
 W www.alexander.com.au
 E ade@alexander.com.au

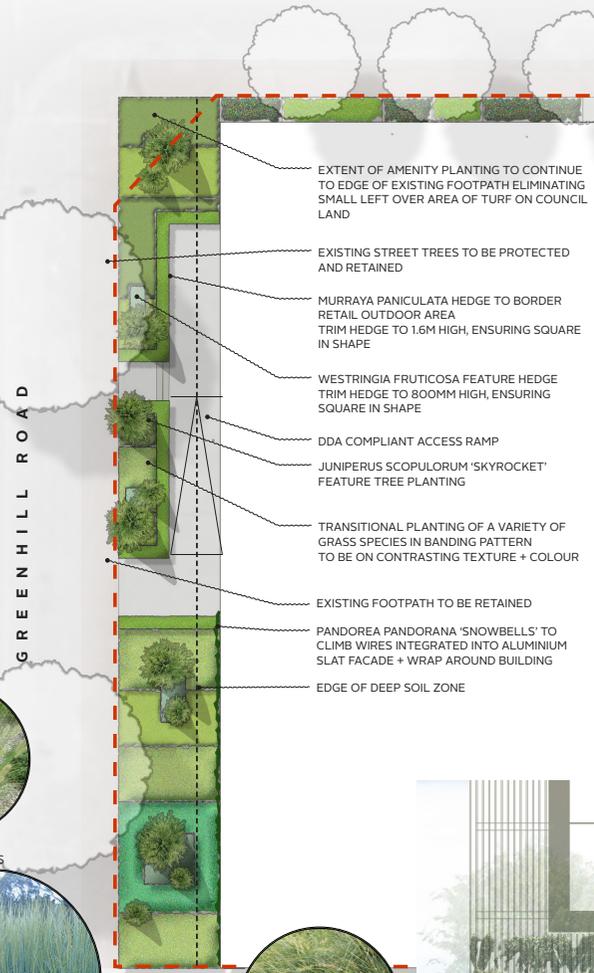
+ Property + Land Development +
 + Construction + Mining +
 + Spatial Information Management +



DETAIL & LEVEL SURVEY		SHEET 1 OF 1
210 GREENHILL RD EASTWOOD		
DRAWING NO.	A038919_DET(0)	REVISION
		0

LEGEND

-  EXISTING STREET TREES TO BE PROTECTED + RETAINED
-  PROPERTY BOUNDARY
-  NEW AMENITY PLANTING
-  FEATURE TREE PLANTING JUNIPERUS SCOPULORUM 'SKYROCKET'
-  NEW HEDGE PLANTING MURRAYA PANICULATA
-  CONCRETE ACCESS PATH + STEPS

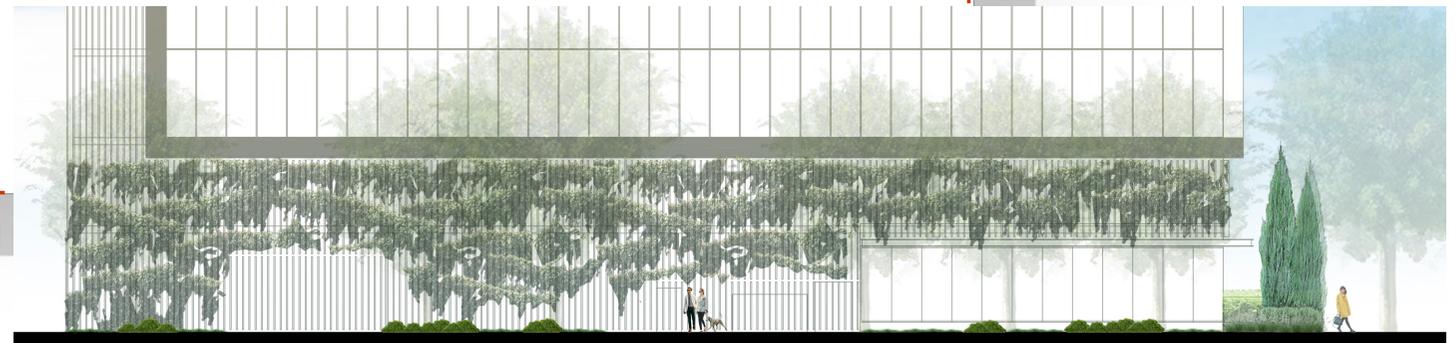


- EXTENT OF AMENITY PLANTING TO CONTINUE TO EDGE OF EXISTING FOOTPATH ELIMINATING SMALL LEFT OVER AREA OF TURF ON COUNCIL LAND
- EXISTING STREET TREES TO BE PROTECTED AND RETAINED
- MURRAYA PANICULATA HEDGE TO BORDER RETAIL OUTDOOR AREA TRIM HEDGE TO 1.6M HIGH, ENSURING SQUARE IN SHAPE
- WESTRINGIA FRUTICOSA FEATURE HEDGE TRIM HEDGE TO 800MM HIGH, ENSURING SQUARE IN SHAPE
- DDA COMPLIANT ACCESS RAMP
- JUNIPERUS SCOPULORUM 'SKYROCKET' FEATURE TREE PLANTING
- TRANSITIONAL PLANTING OF A VARIETY OF GRASS SPECIES IN BANDING PATTERN TO BE ON CONTRASTING TEXTURE + COLOUR
- EXISTING FOOTPATH TO BE RETAINED
- PANDOREA PANDORANA 'SNOWBELLS' TO CLIMB WIRES INTEGRATED INTO ALUMINIUM SLAT FACADE + WRAP AROUND BUILDING
- EDGE OF DEEP SOIL ZONE

- EXTENT OF CONCRETE PAVING TO ALLOW ACCESS TO SERVICES
- DRIVEWAY ACCESS TO CAR PARKING
- PANDOREA PANDORANA 'SNOWBELLS' TO CLIMB WIRES INTEGRATED INTO ALUMINIUM SLAT FACADE + WRAP AROUND BUILDING
- BANDING PATTERN OF LOW LEVEL ARCHITECTURAL SHRUB + GROUND COVER PLANTING - ACACIA COGNATA 'LIMELIGHT' + VIOLA HEDERACEA



GREENHILL ROAD ELEVATION



BIRKIN STREET ELEVATION



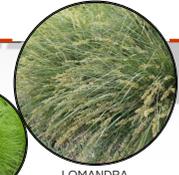
PENNISETUM ALOPECUROIDES



POA LABILLARDIERI



LOMANDRA 'LITTLE CON'



LOMANDRA 'SHARA'



- LEGEND**
- SUBJECT LAND
 - 212** STREET NUMBER
 - FRONT SETBACK
 - LOTS FRONTING GREENHILL ROAD WITH SETBACK UNDER 6m



0 15 30 60m
SCALE: 1:1,500 @ A3

SETBACK ANALYSIS

210 Greenhill Road, Eastwood

JOB REF. 19ADL-0165
 PREPARED BY. MP
 DATE. 26.06.19
 REVISION. 1
 DATA SOURCE. Nearmap (28.03.19)
 data.sa.gov.au











**PROPOSED OFFICE DEVELOPMENT
210 GREENHILL ROAD, EASTWOOD**

TRAFFIC AND PARKING REPORT



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DOCUMENT CONTROL

Report title: Proposed Office Development – 210 Greenhill Road, Eastwood

Project number: 19115

Client: Catcorp Group

Client contact: Cosi Dichiera

Version	Date	Details/status	Prepared by	Approved by
Draft	16 May 19	For review	BNW	BNW
V1	17 May 19	For submission	BNW	BNW
V1.1	8 July 19	Updated plans	BNW	BNW

CIRQA Pty Ltd

ABN 12 681 029 983

PO Box 144, Glenside SA 5065

150 Halifax Street, Adelaide SA 5000

(08) 7078 1801

www.cirqa.com.au

1. INTRODUCTION

CIRQA has been engaged to provide design and assessment advice for the proposed office development at 210 Greenhill Road, Eastwood. Specifically, CIRQA has been engaged to provide advice in respect to traffic and parking aspects of the proposal.

This report provides a review of the subject site, the proposed development, its access and parking provisions and the associated traffic impact on the adjacent road network. The traffic and parking assessments have been based upon plans prepared by Tectvs (drawings no. 28026 P01 to P16, dated 26 June 2019).

2. BACKGROUND

2.1 SUBJECT SITE

The subject site is located adjacent the south-western corner of the intersection of Greenhill Road and Birkin Street. The site is bound by Greenhill Road to the north, Birkin Street to the east and commercial (office) properties to the west and south. The City of Burnside's Development Plan identifies that the site is located within an Urban Corridor Zone (Boulevard Policy Area).

Figure 1 illustrates the location of the subject site and adjacent road network.



Figure 1 – Location of the subject site and adjacent road network

The subject site is currently occupied by an office building (approximately 1,000 m² gross floor area) with associated car parking. Vehicular access is provided via a two-way crossover on Birkin Street (at which all turning movements are permitted). No direct vehicular access is provided via Greenhill Road (albeit a pedestrian access is provided via the footpath on Greenhill Road).

2.2 ADJACENT ROAD NETWORK

Greenhill Road is an arterial road under the care and control of the Department of Planning, Transport and Infrastructure (DPTI). Adjacent the site, Greenhill Road comprises three traffic lanes in each direction separated by a wide central median. A bicycle lane is provided for eastbound movements, however no formal on-road facility (other than a wide kerbside lane) is provided for westbound traffic. Traffic data obtained from DPTI indicates that this section of Greenhill Road has an Annual Average Daily Traffic (AADT) volume in the order of 43,100 vehicles per day (vpd). Adjacent the site, a 60 km/h speed limit applies on Greenhill Road. Clearway parking restrictions apply on the adjacent section of Greenhill Road between 7am to 10 am and 3pm to 7pm on weekdays for both directions of traffic flow. Immediately adjacent the site's frontage, 1 hour parking restrictions also apply between 10 am and 3 pm on Greenhill Road on weekdays.

Birkin Street is a local road under the care and control of City of Burnside. Birkin Street comprises an approximately 5.5 m wide two-way carriageway. The general urban speed limit of 50 km/h speed limit applies on Birkin Street. Traffic volumes on Birkin Street are understood to be between 500 to 1,000 vehicles per day. No Stopping restrictions apply at all times on the eastern side of Birkin Street and between 7:30 am to 9 am and 4 pm to 6 pm weekdays on the western side (adjacent the site's frontage). Between 9am and 4pm weekdays, ½ hour parking controls apply on the western side in front of the site.

Greenhill Road and Birkin Street form a priority-controlled (unsignalised) four-way intersection with Beaumont Road (on the northern side of Greenhill Road). The raised central median restricts movements associated with Birkin Street to left-in/left-out only. Right turns into and out of Beaumont Road are accommodated via separated turn lanes, however the ingress and egress points on Greenhill Road are separated from the intersection with Birkin Street. In relation to Birkin Street, the intersection essentially operates as a T-intersection (i.e. there is negligible interaction between movements associated with Birkin Street and Beaumont Road).

2.3 WALKING AND CYCLING

Footpaths are provided on both sides of Birkin Street and on the southern side of Greenhill Road (as well as the northern side east of Beaumont Road). No formal cycling facilities are provided on Birkin Street (cyclists either share the road with cars or the footpaths with pedestrians). Cyclist refuge facilities are however

provided in the median on Greenhill Road to allow cyclists to cross between Birkin Street and Beaumont Road (which provides connection to the broader cycling network within the Adelaide Park Lands and beyond).

2.4 PUBLIC TRANSPORT

Public transport bus services operate along Greenhill Road adjacent the site. Bus stops are provided within 100 m of the site on both sides of Greenhill Road. The stops are serviced by the following services:

- 147 (Beaumont to City)
- 580 (Keswick to Paradise Interchange)
- 820/820S (Burnside to City)
- AO13 (Burnside to Adelaide Oval – “Footy Express”)

Additional services are also available on Glen Osmond Road (less than 400 m from the site) including regular services to/from the Adelaide CBD.

3. PROPOSED DEVELOPMENT

3.1 LAND USE AND YIELD

The proposed development comprises the demolition of the existing building on the subject site and the construction of a new multi-storey office building. Specifically, the proposal will comprise 3,864 m² of office area plus a 230 m² ground floor commercial/retail tenancy.

3.2 ACCESS AND PARKING DESIGN

The site will be serviced by a 169-space multi-level parking area (including two spaces for use by persons with disabilities). A further 12 bicycle parking spaces are also proposed with associated end of trip facilities (changerooms, showers, toilets and lockers).

The parking area will generally comply with the requirements of Australian/New Zealand Standard, *Parking Facilities Part 1: Off-street car parking* (AS/NZS 2890.1:2004) and Australian/New Zealand Standard, *Parking Facilities Part 6: Off-street parking for people with disabilities* (AS/NZS 2890.6:2009). There are some minor non-conformances associated with the current design plans, however it is considered that these could easily be addressed during detailed design (and conformance with the Standards conditioned accordingly) without notable impact on the proposal. Specifically, the detailed design of the car park layout should achieve the following provisions:

- regular parking spaces shall be at least 2.4 m wide and 5.4 m long (or 4.8 m long with 0.6 m overhang);
- disabled parking spaces shall be 2.4 m wide and 5.4 m long (with an adjacent shared space of the same dimension);
- small car parking spaces shall be at least 2.3 m wide and 5.0 m;
- the parking aisles shall be at least 5.8 m wide;
- 1.0 m end-of-aisle extension shall be provided beyond the last parking space in dead-end aisles;
- 0.3 m clearance shall be provided to all objects greater than 0.15 m in height;
- pedestrian sightlines shall be provided at the site's property boundary; and
- ramps shall be no steeper than 1 in 4 with appropriate transitions (typically 1 in 8 for 2 m at each end of a ramp unless a gradient of 1 in 6.7 or flatter is provided).

Vehicle access to the site will be provided via a two-way crossover on Birkin Street. Simultaneous turning movements will be accommodated at the access. All vehicles will be able to enter and exit the site in a forward direction.

Bicycle access will be accommodated via both the car park access points (with rear access to the bicycle parking and end of trip facilities) as well as via the entrance adjacent the Greenhill Road footpath. Pedestrians will have similar access provisions.

3.3 REFUSE COLLECTION

Refuse collection is proposed to occur on-street in Birkin Street. Bins will be stored on-site (in close proximity to the street) and wheeled to/from Birkin Street for collection.

4. PARKING ASSESSMENT

4.1 CAR PARKING

The City of Burnside's Development Plan (Table Bur/6) identifies that the site is within a Designated Area (due to its Urban Corridor zoning). For Designated Areas, non-residential development (excluding tourist accommodation) is identified as requiring 3 spaces (minimum) to 5 spaces (maximum) per 100 m² of gross floor area. On this basis, the proposal requires between 123 and 205 parking spaces. The proposed provision of 169 car parking spaces will therefore meet the requirements of the Development Plan.

4.2 BICYCLE PARKING

The Development Plan identifies the following bicycle parking provision requirements for office developments:

- 1 employee space for every 200 m² of floor area; and
- 2 visitor spaces plus 1 visitor space per 1,000 m² of floor area.

On this basis, there is a requirement for 21 employee and 6 visitor bicycle spaces associated with the proposal. The provision of 12 bicycle parking spaces will therefore result in a shortfall of 12 bicycle spaces. There are a number of locations within the site's parking areas where there is opportunity to provide additional bicycle parking to meet the Development Plan requirement. This can be reviewed as part of detailed design (which could also include consideration of public/visitor bicycle parking within the adjacent verge).

In addition to the above, the proposal includes a high level of end-of-trip facility provision (showers, toilets, change rooms and lockers) as sought by the Development Plan.

5. TRAFFIC ASSESSMENT

The NSW Roads and Maritime Services' *"Guide to Traffic Generating Developments"* (the RMS Guide), and its subsequent updates, are documents commonly used by traffic engineers in order to determine the forecast traffic generation of a variety of land uses.

For office developments, the RMS guide identifies traffic generation rates of 1.6 am and 1.2 pm peak hour trips per 100 m² gross floor area. The proposal will result in the addition of 3,094 m² of floor area (compared to the current use). As a result, it is forecast that the proposal will generate approximately 50 am and 38 pm peak hour trips.

The additional movements generated by the site would be distributed via a number of access routes via either the Greenhill Road/Birkin Street intersection or the Fullarton Road/Hauteville Terrace intersection, namely:

- **from the north-east and east (via Fullarton Road north or Greenhill Road east)** – either left in from Greenhill Road (to Birkin Street) or right into Hauteville Terrace (from Fullarton Road);
- **to the north-east and east (via Fullarton Road north or Greenhill Road east)** – either left out to Greenhill Road and utilise a u-turn facility or left out from Hauteville Terrace to Fullarton Road;

- **from the west, north-west and south-west (via Greenhill Road)** – u-turn on Greenhill Road to turn left into Birkin Street (alternative more circuitous routes would also be available by utilising Glen Osmond Road, Fullarton Road and Hauteville Terrace);
- **to the west, north-west and south-west (via Greenhill Road west)** – left out of Birkin Street to Greenhill Road;
- **from the south and south-east (via Fullarton Road south or Greenhill Road)** – either left into Hauteville Terrace from Fullarton Road or left into Birkin Street from Greenhill Road; and
- **to the south and south-east (via Fullarton Road south or Greenhill Road)** – either left out to Greenhill Road and utilise a u-turn facility or turn left down Glen Osmond Road, or right out from Hauteville Terrace to Fullarton Road.

It is considered that the majority of traffic associated with the proposal will be distributed to/from the intersection of Greenhill Road and Birkin Street (in the order of 75% of the trips generated). These movements will be restricted to low conflict-risk left-in and left-out movements and will be within the capacity of the intersection.

While some drivers will enter and exit via Hauteville Terrace, the additional number of movements would be relatively low (in the order of 10 additional peak hour trips) and within the capacity of the street. It is noted that drivers exiting to head south on Fullarton Road via a right out from Hauteville Terrace may experience relatively high delays during the peak commuter periods. However, there are alternative routes to head to the south which would drivers would likely undertake instead.

On the basis of the above, the additional traffic associated with the proposal will be readily accommodated on the adjacent road network without significant impact.

The level of traffic generated by the proposal is in line with that which would be anticipated under the Urban Corridor zoning. Furthermore, as sought by the Development Plan, given no direct vehicle access is proposed on Greenhill Road, the proposal will maintain the road's function as a strategic transport route and pedestrian corridor.

6. SUMMARY

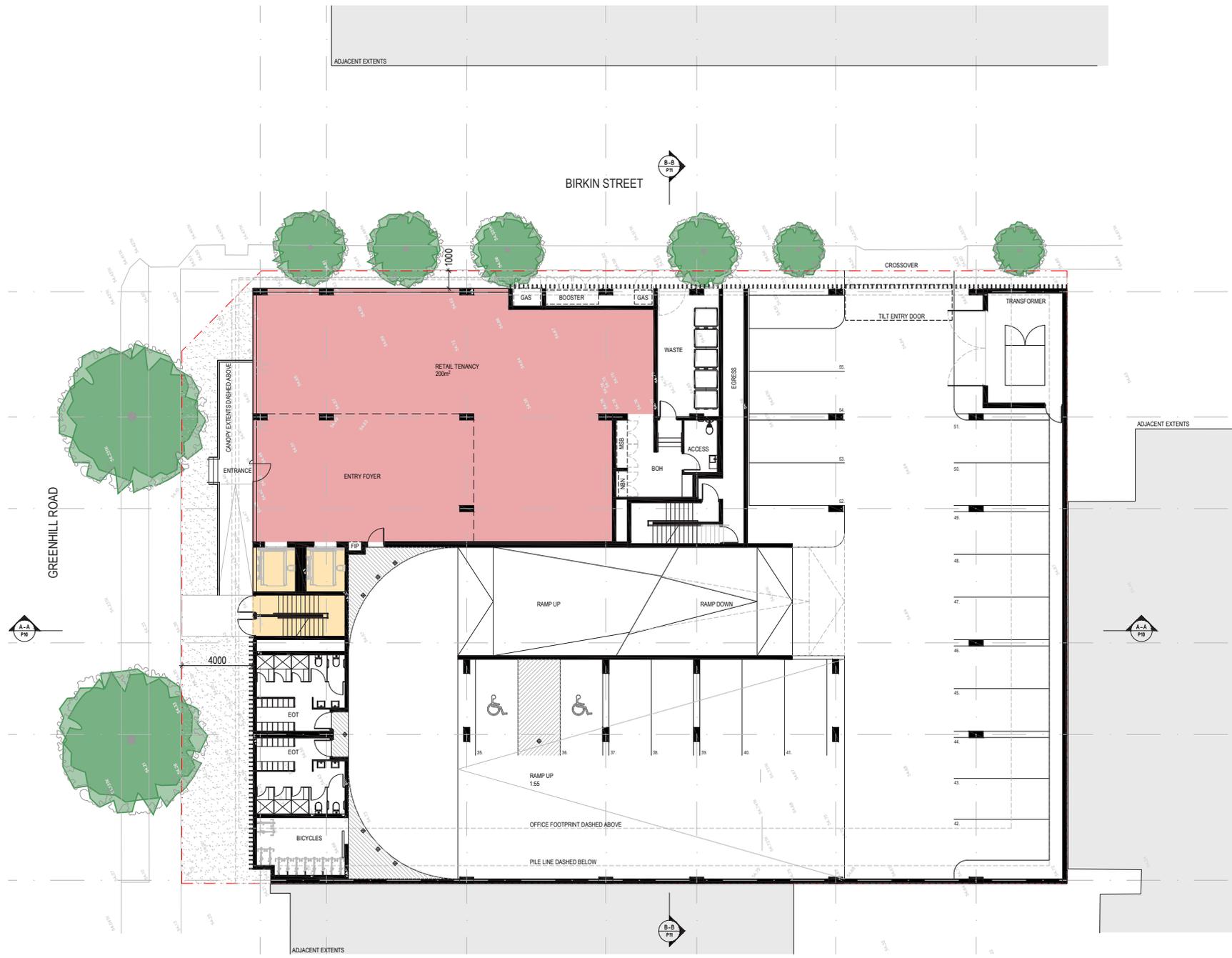
The proposed development will result in the demolition of the existing office building and construction of a new commercial building with 4,094 m² gross floor area.

The proposal will be serviced by 169 parking spaces within basement, at-grade and above ground parking levels. The parking will be accessed via one crossover on Birkin Street. The car parking provisions will meet the requirements of Council's Development Plan. In addition, 12 bicycle parking spaces will be provided and additional bicycle parking can be identified during detailed design to meet the requirements of Council's Development Plan (if required).

The proposal will generate in the order of 35 to 50 additional movements on to the adjacent road network during the peak am and pm hours. The majority of trips will be distributed to left-in and left-out (low conflict and delay) movements at the intersection of Birkin Street and Greenhill Road, with a secondary distribution of movements to/from Fullarton Road via Hauteville Terrace. The number of additional movements would be readily accommodated on the adjacent road network without significant impact. Furthermore, the traffic generation associated with the proposal is in line with potential uses and yields which would be anticipated under the site's Urban Corridor zoning.

APPENDIX A

SITE LAYOUT PLANS



1.2	280619	ISSUED FOR RFI
1.1	1605019	WASTE ROOM REVISION
1.0	280419	ISSUED FOR DPC
REV	DATE	DESCRIPTION

FOR APPROVAL ONLY
NOT FOR CONSTRUCTION

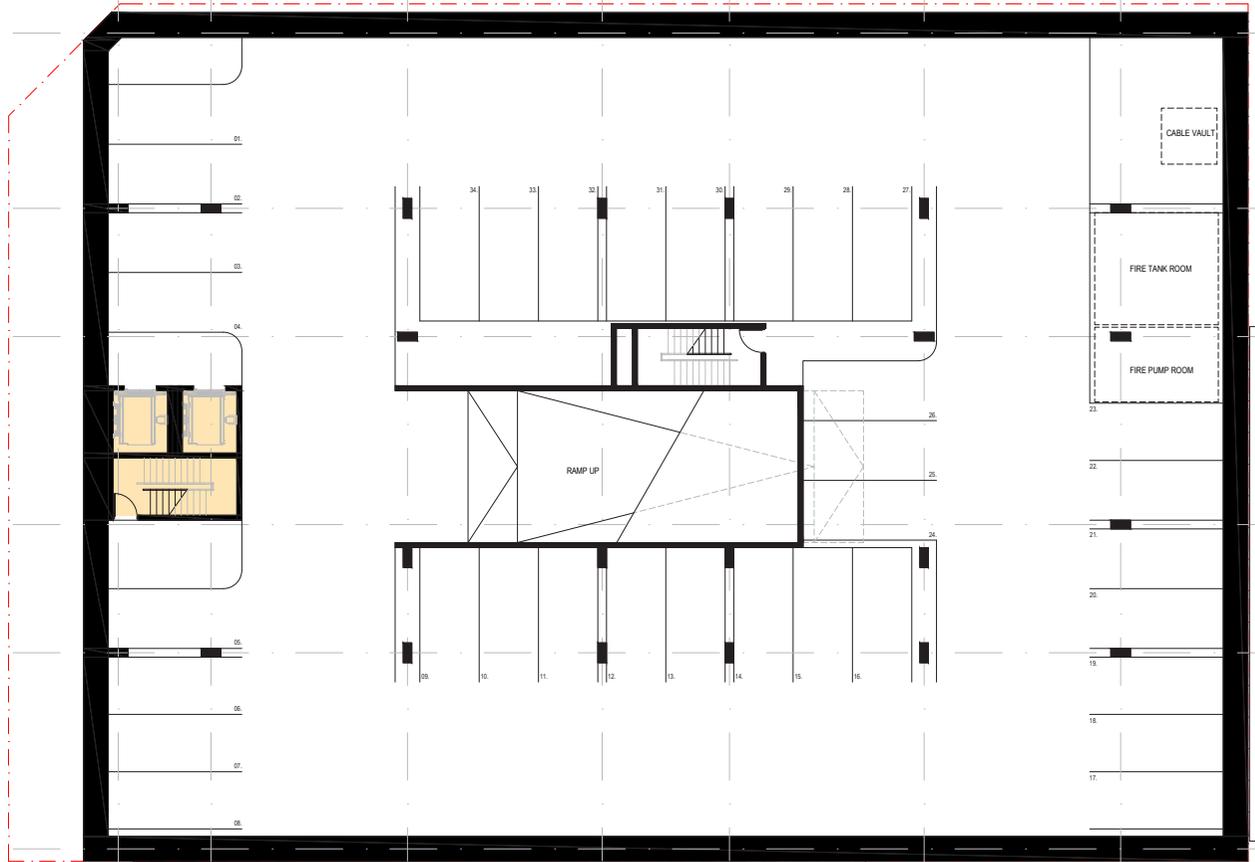
PROJECT
 BRIDGESTONE
 210 GREENHILL ROAD
 EASTWOOD
 CLIENT
 CATCORP

ISSUING
 GROUND FLOOR PLAN
 SCALE
 1:100 @ A1

DATE
 JUNE 2019

PROJECT NO	28026	DRAWING	P01
REVISION		DATE	
1.2		FB	mf

ADJACENT EXTENTS

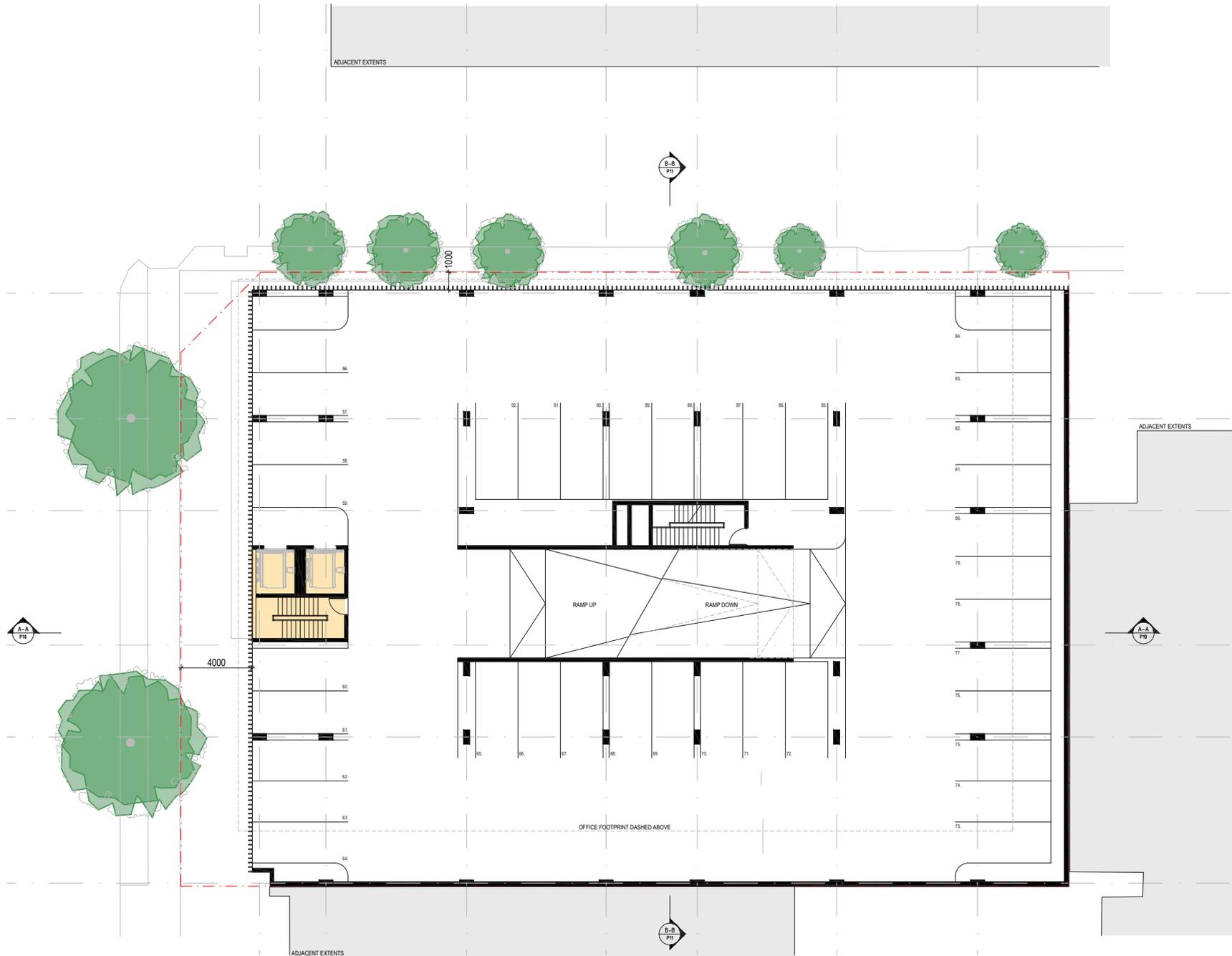


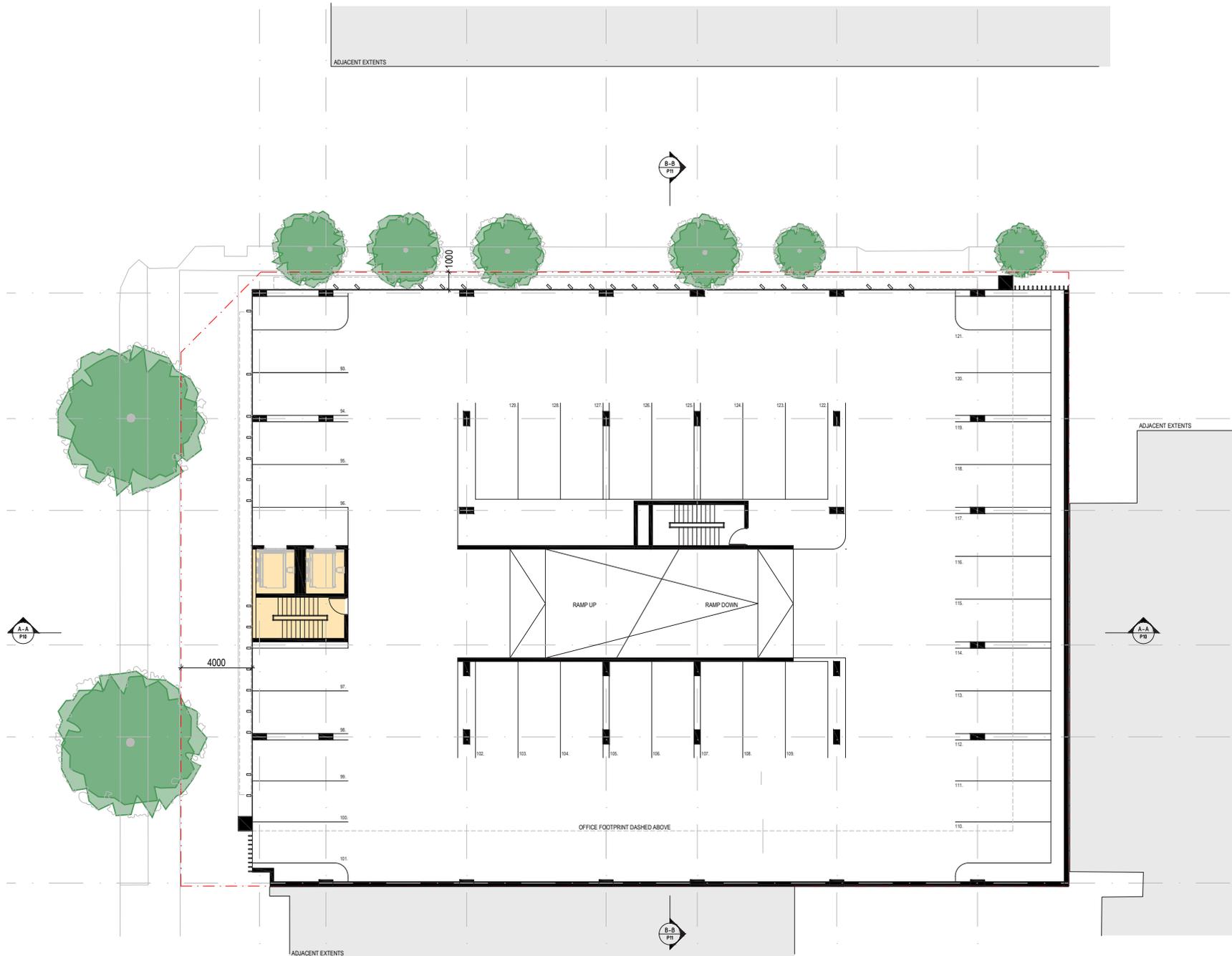
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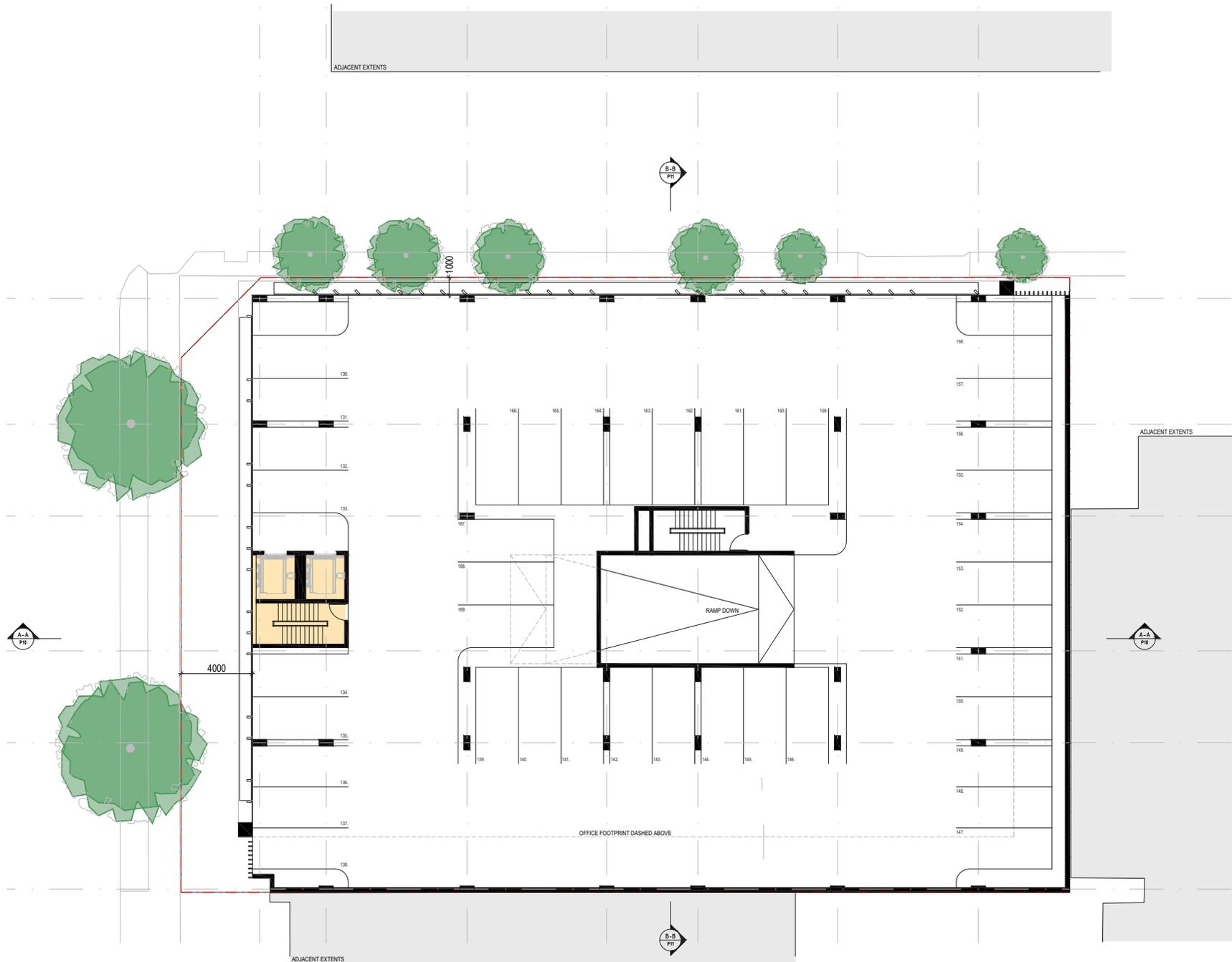


ADJACENT EXTENTS





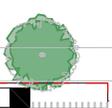
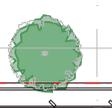
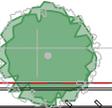
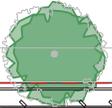
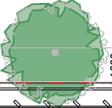
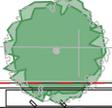
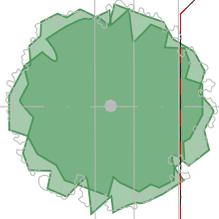




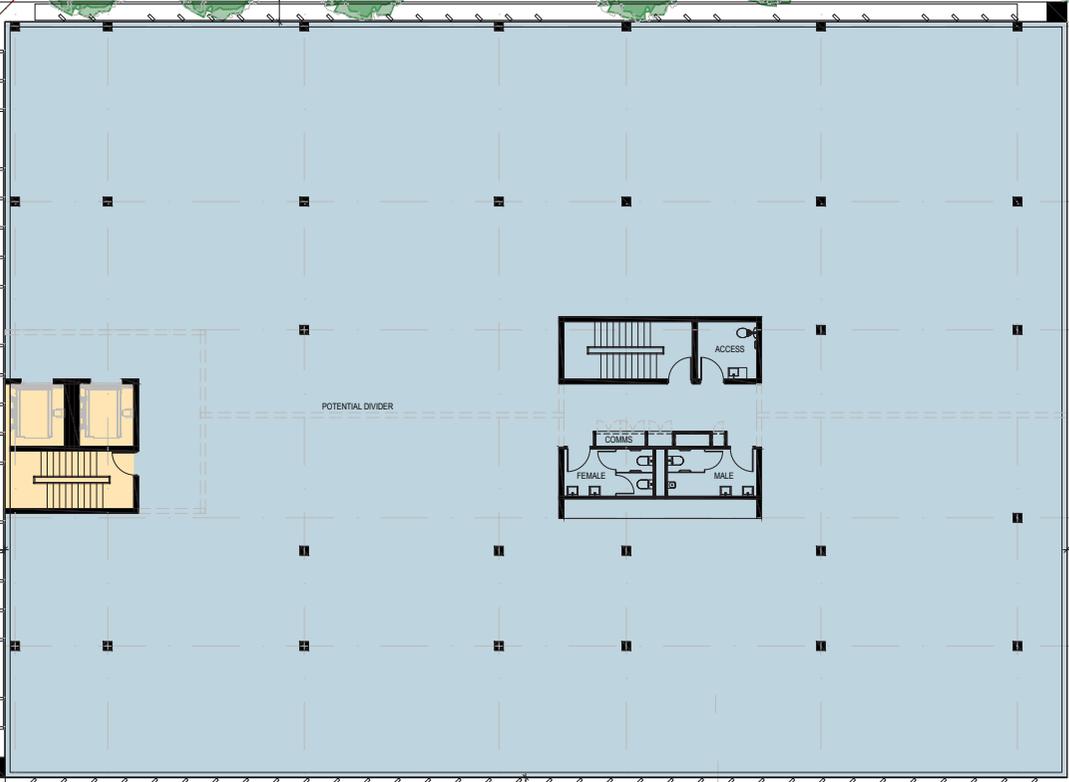
ADJACENT EXTENTS

B-B
PIT

1000



ADJACENT EXTENTS



A-A
PIT

4000

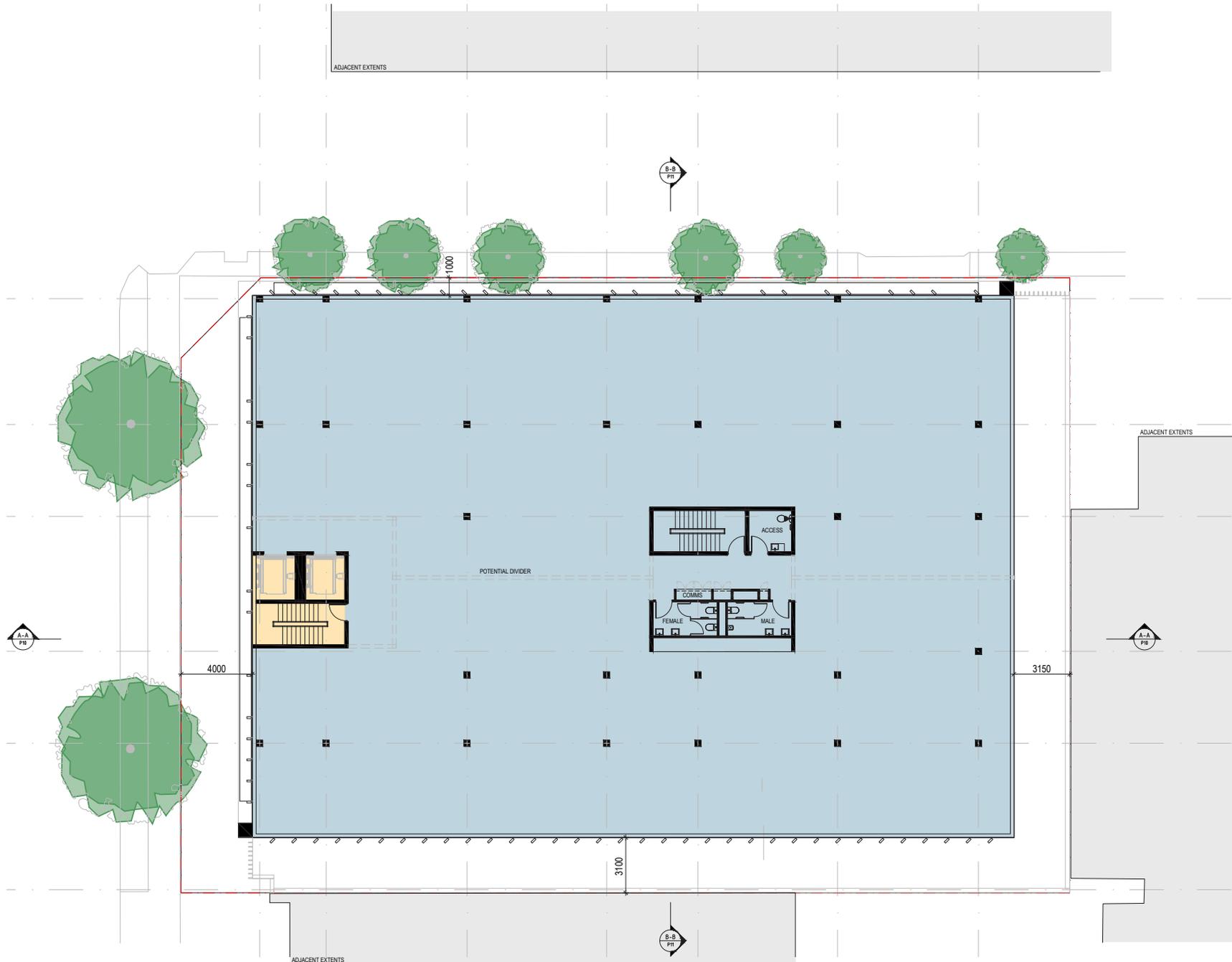
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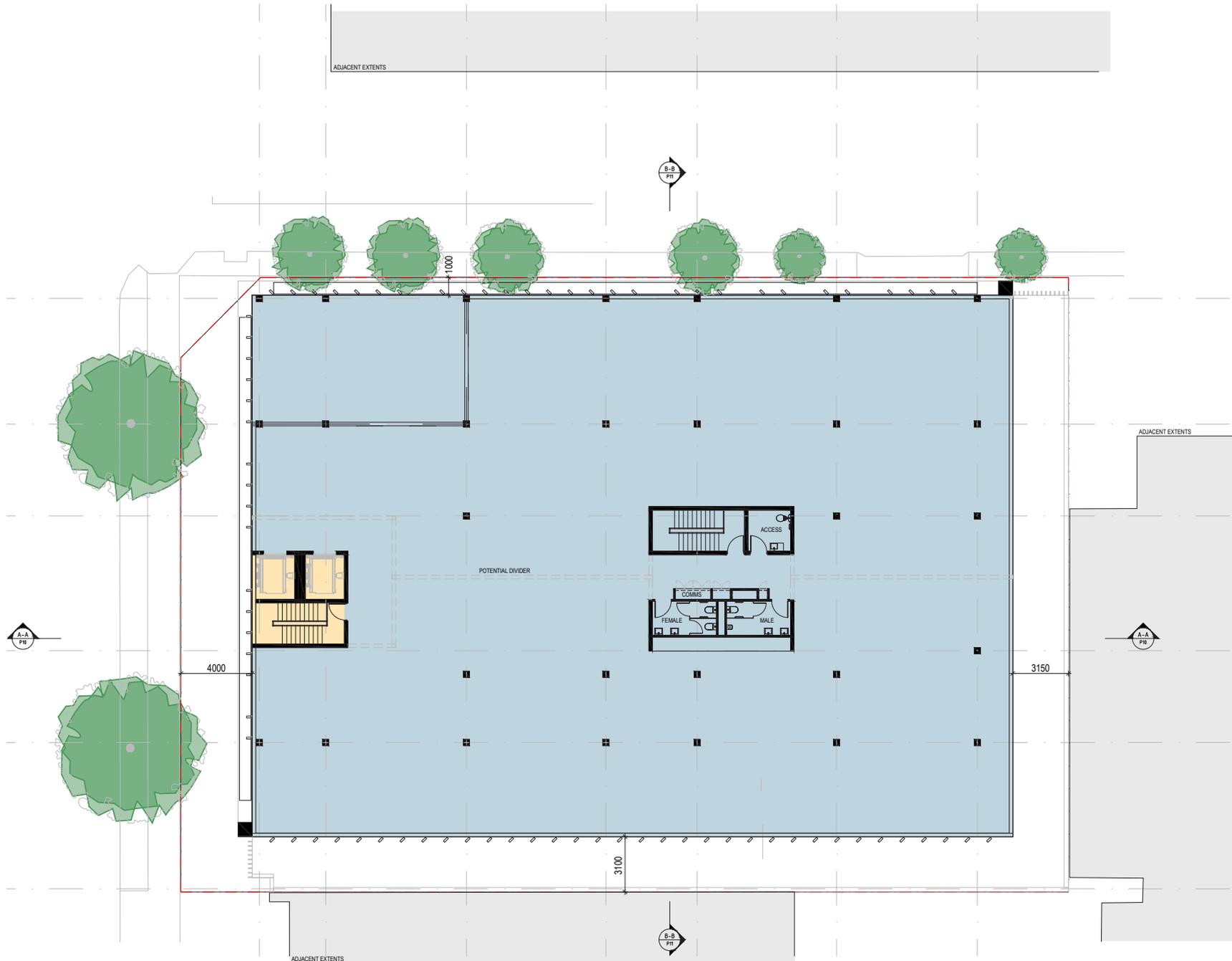
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PIT

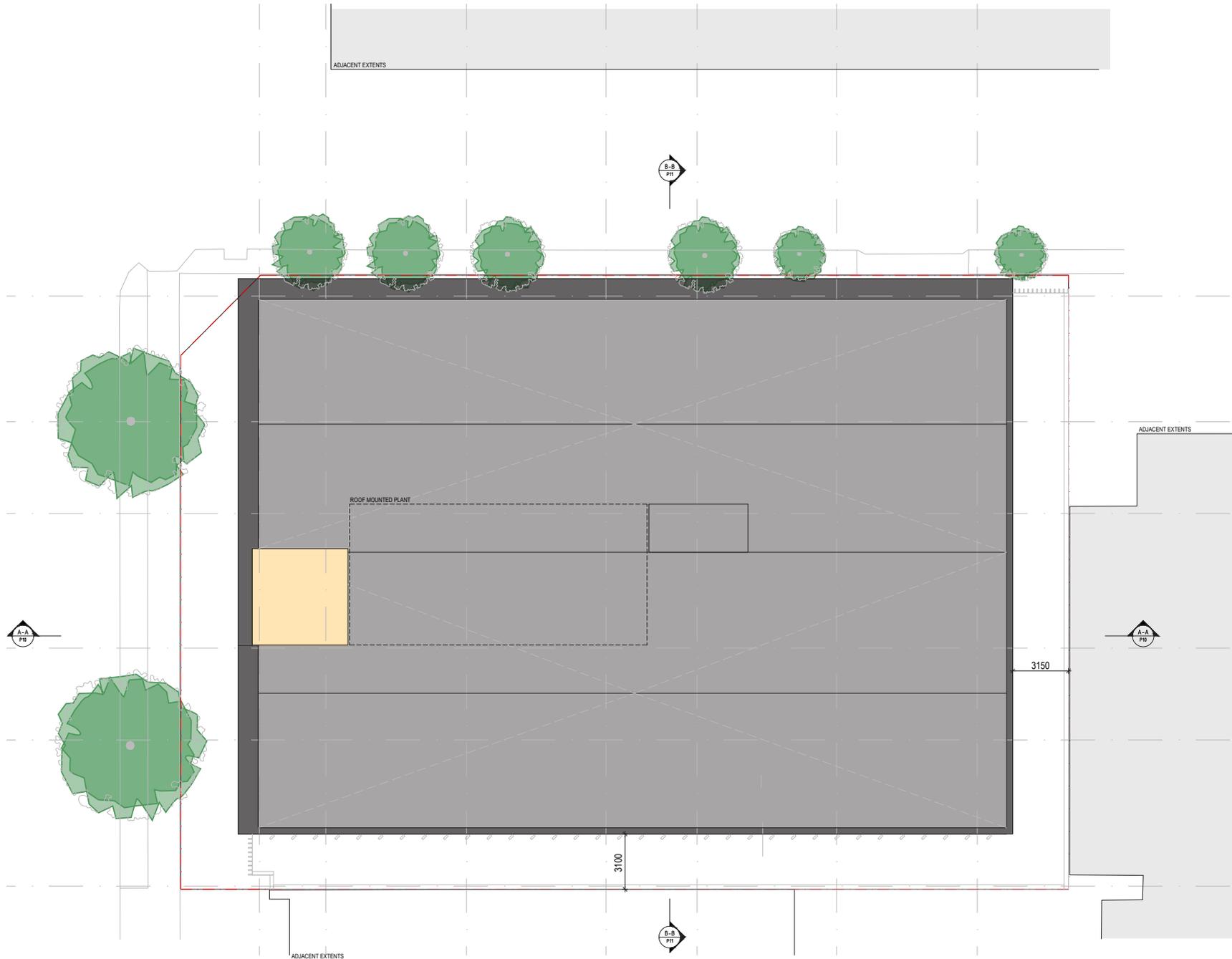
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ADJACENT EXTENTS

B-B
PIT







1.2	200619	ISSUED FOR RFI
1.1	200519	GROUND FLOOR DIMENSION
1.0	200419	ISSUED FOR DPC
REV	DATE	DESCRIPTION

FOR APPROVAL ONLY
NOT FOR CONSTRUCTION

PROJECT
 BRIDGESTONE
 210 GREENHILL ROAD
 EASTWOOD
 CLIENT
 CATCORP

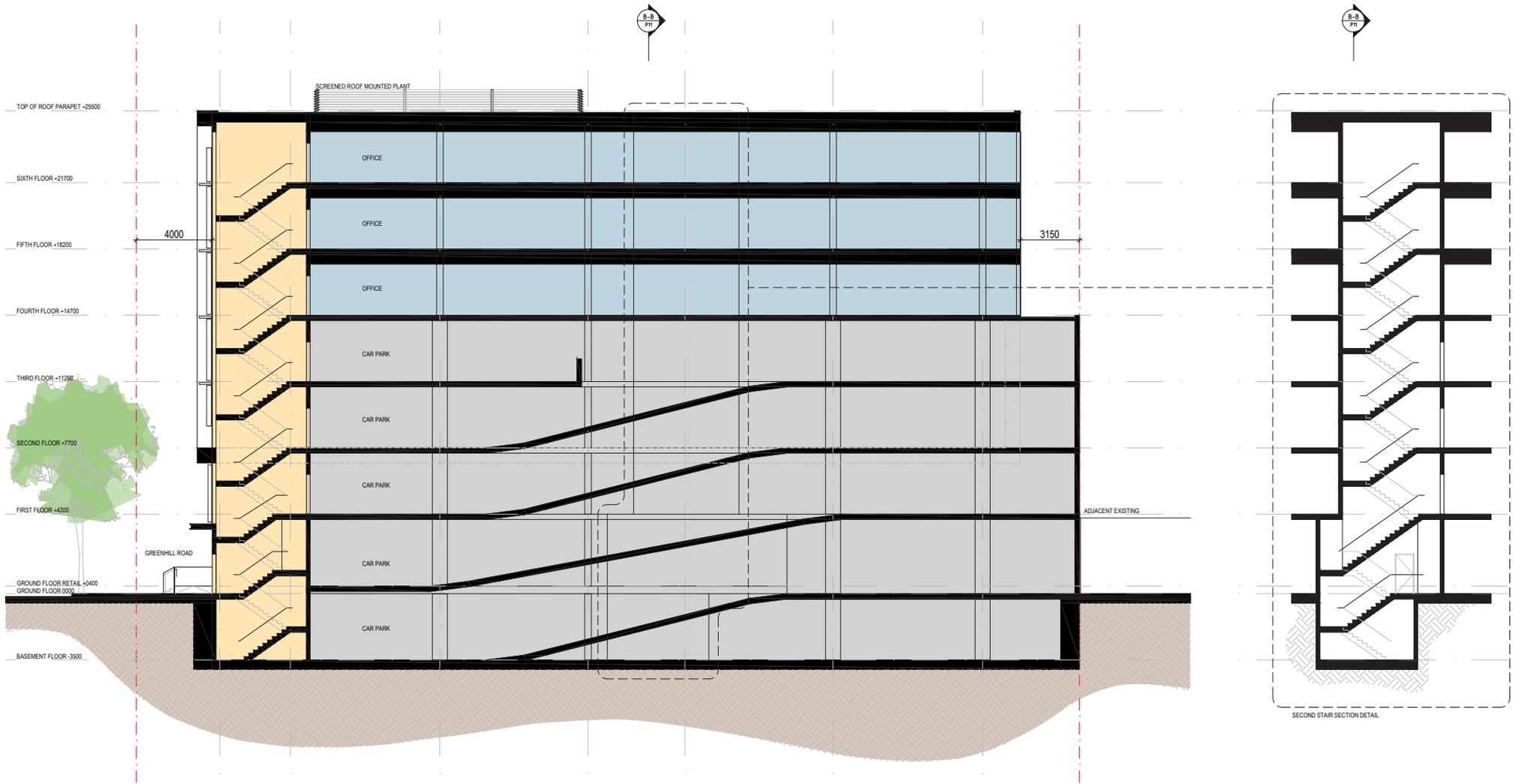
ISSUING
 ROOF PLAN
 SCALE
 1:100 @ A1

DATE
 JUNE 2019

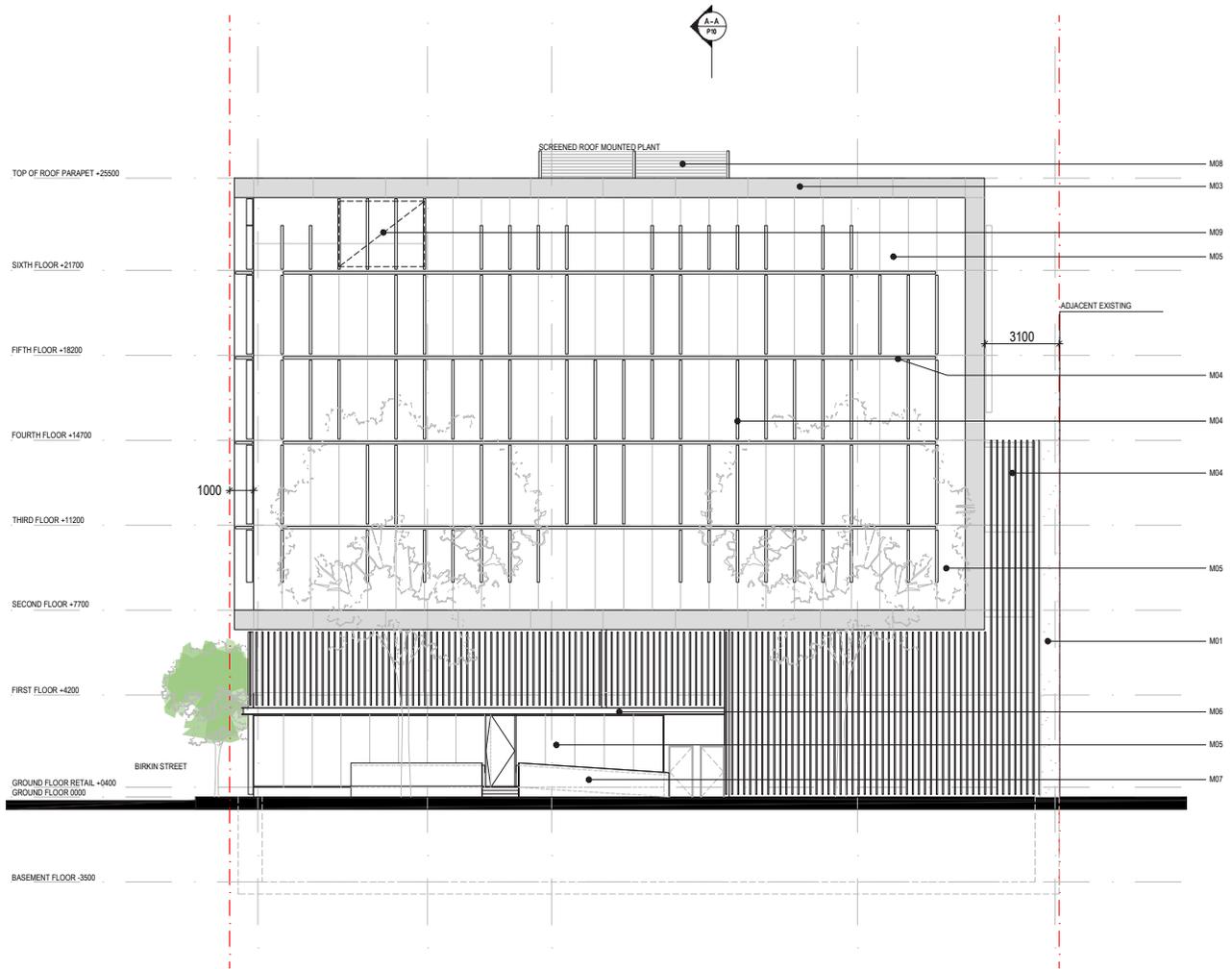
PROJECT NO
 28026
 DISC NO
 P09
 REVISION
 1.2 | FB | mdf

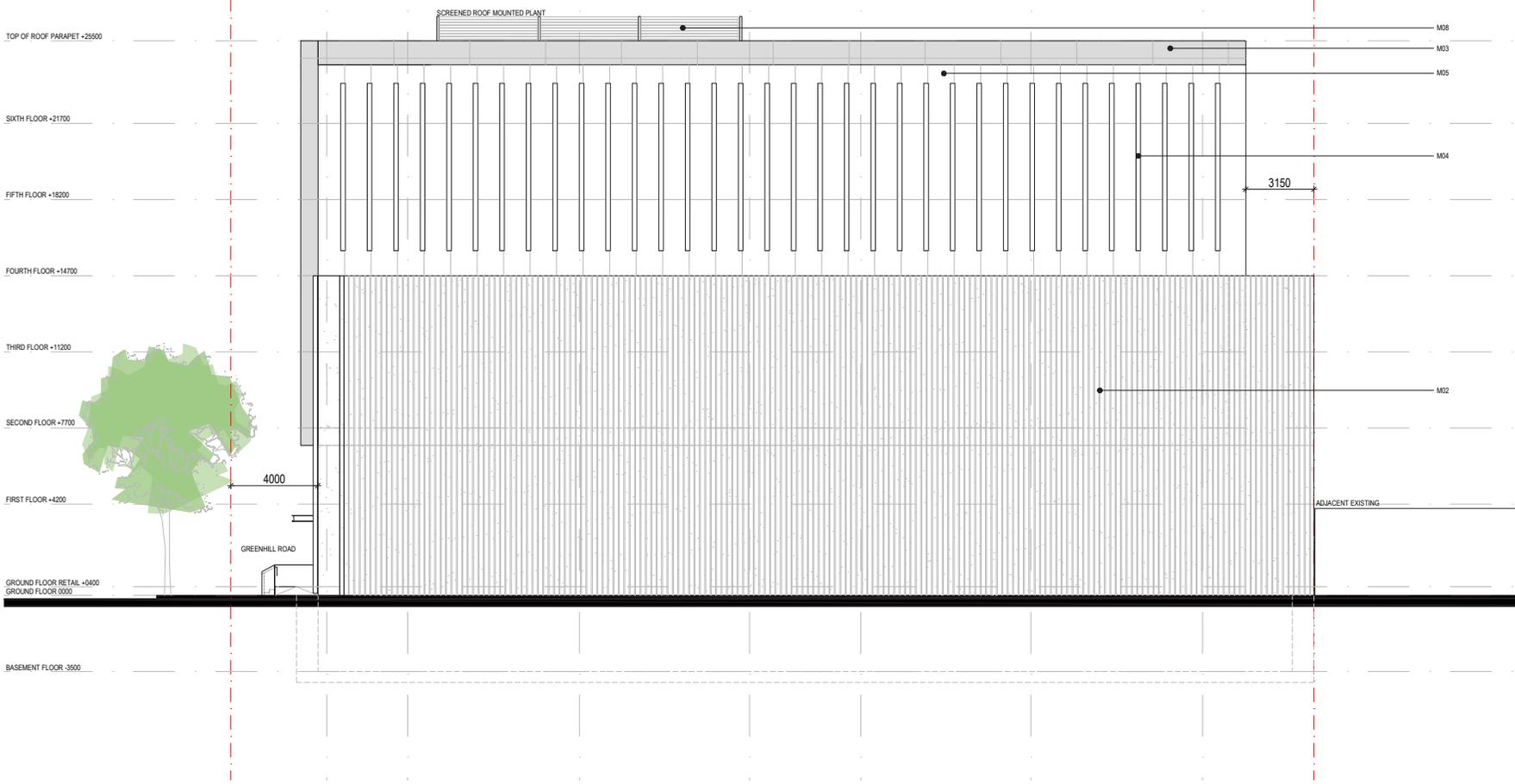
CARS		169	
SCHEDULE OF AREA	GLA	NLA	TERRACE
GROUND (TENANCY)	230	200	0
FOURTH FLOOR (OFFICE)	1288	1258	0
FIFTH FLOOR (OFFICE)	1288	1258	0
SIXTH FLOOR (OFFICE)	1288	1258	(34)

NOTE
 AREAS (NLA) EXCLUDES LIFTS & NORTHERN STAIR ONLY
 ALL AREAS APPROXIMATE ONLY
 ALL AREAS GIVEN IN m²









TOP OF ROOF PARAPET -25500

SIXTH FLOOR -21700

FIFTH FLOOR -18200

FOURTH FLOOR -14700

THIRD FLOOR -11200

SECOND FLOOR -7700

FIRST FLOOR +4200

GROUND FLOOR RETAIL +0400

GROUND FLOOR 0000

BASEMENT FLOOR -3500

M08

M03

M05

M04

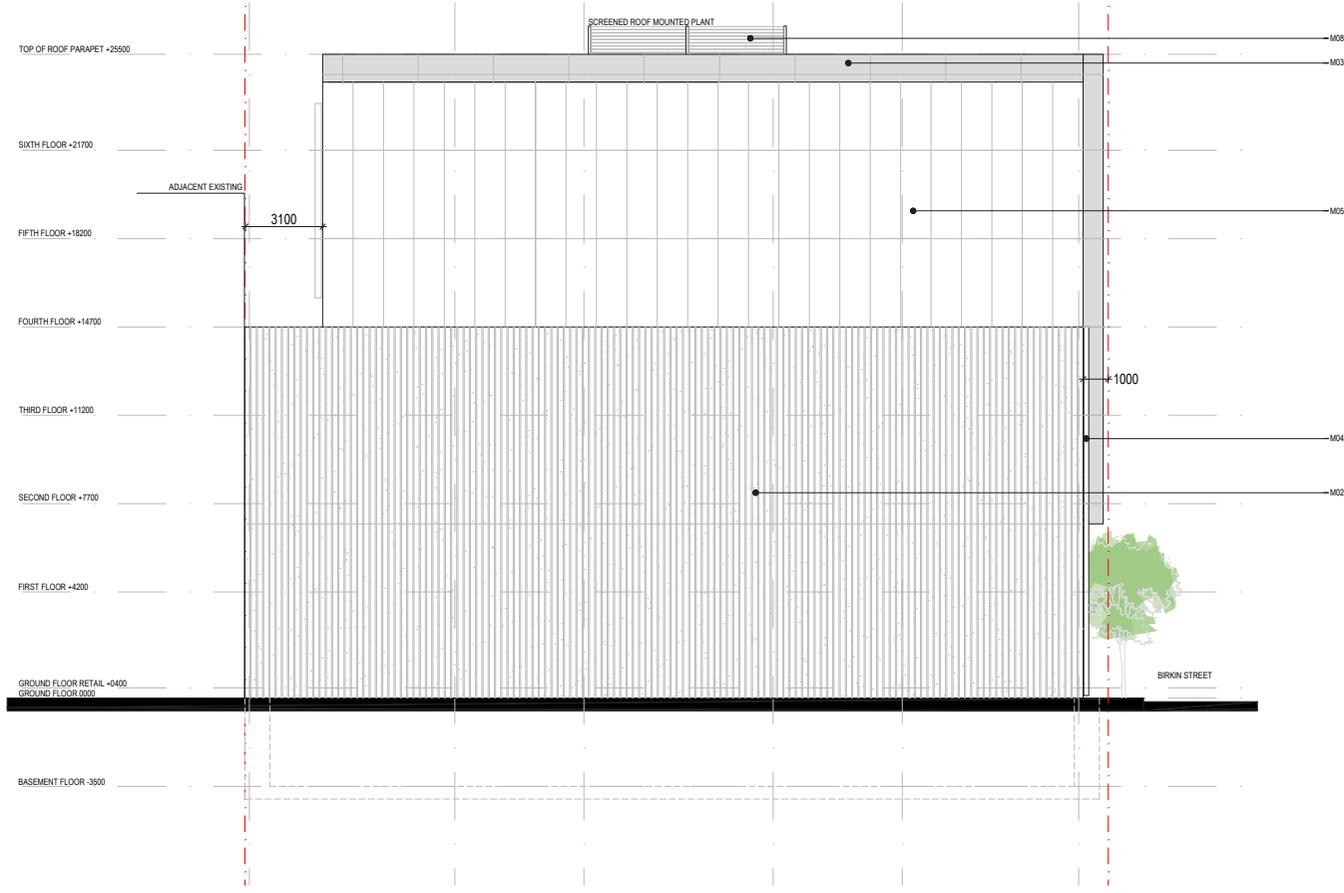
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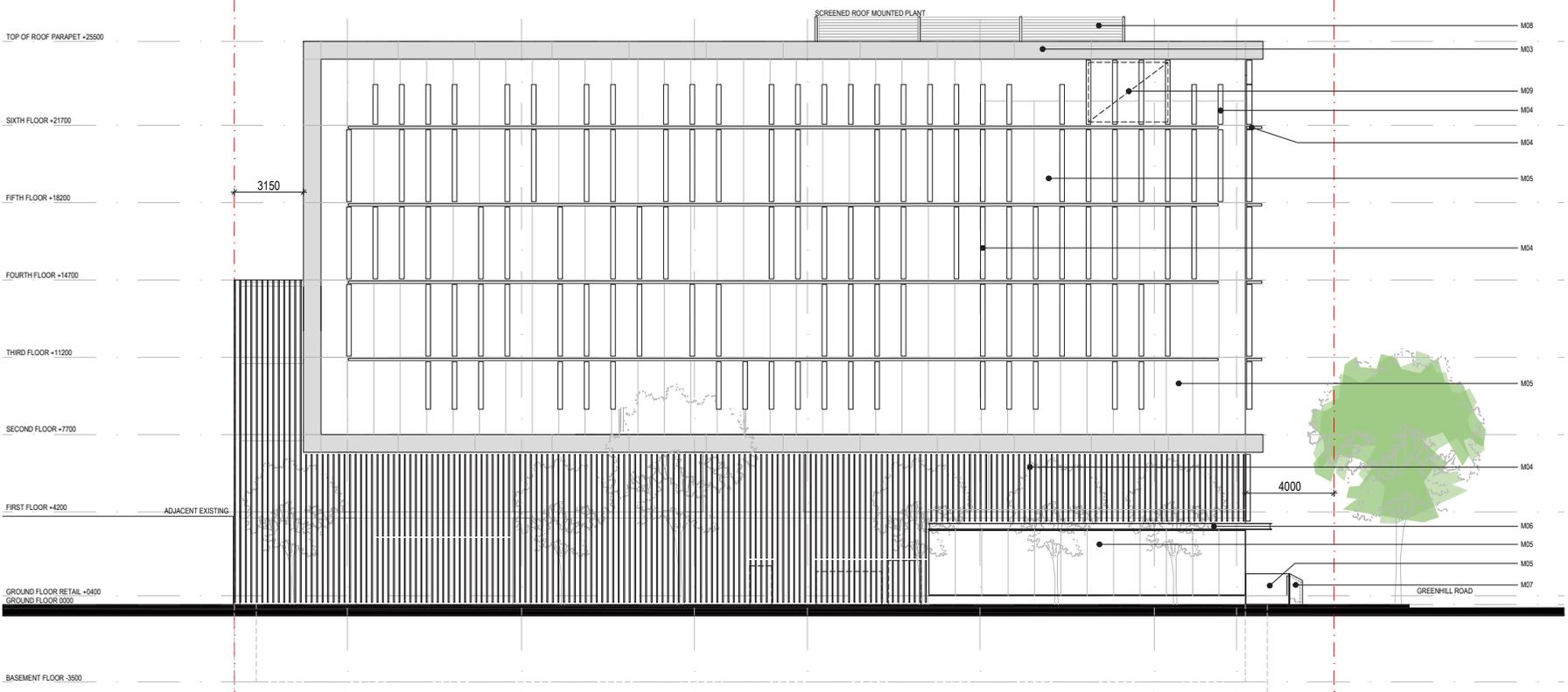
ADJACENT EXISTING

4000

3150

GREENHILL ROAD







Matthew King
Director
URPS
Suite 12 / 154 Fullarton Road
Rose Park, SA 5067
matthew@urps.com.au

Level 1
60 Hindmarsh Square
Adelaide SA 5000
info@colbyphillips.com.au

Tuesday, 2 July 2019

Dear Matt,

Re: Waste Management Plan - 210 Greenhill Rd, Eastwood SA 5063

Please find in the letter below a Waste Management Plan (WMP) to support planning approval of this proposed development.

1 Description of proposed development

Based on the supplied plans (ref: 28026 Rev 1.2 P01 to P16), the proposed development is Mixed Use Development consisting primarily of three commercial office levels (1,250m² NLA each), with a medium sized (200m²) light café and car parking.

2 Waste & recycling volumes

Table 2-1 below shows the metrics used for calculation of waste volumes. Allowance has been made for waste generated in the common accessible areas (carparks, lobbies, open spaces).

Table 2-1 Development Metrics

Land Use	Description	Site Location	Land UseType	Dev. Metric(s)	
Commercial	Light café	Ground	Light Café*	200	m2 GFA
	Commercial Offices (3xtenancies)	Level 3, 4, 5	Offices or Consulting Rooms	3750	m2 GFA
Open Space	Open Space, lobbies, and carpark	Ground, 1 - 5	Showroom**	100	m2 GFA

* Derated Café WRGRs from State Guideline: General waste = -40%, Recycling = -30%, Food Waste = - 60%

** Activated area assumed

Table 2-2 estimates the waste and recycling volumes for Routine services to the proposed development. These estimates are based on recommended Waste Resource Generation Rates (WRGRs) in the South Australian Better Practice Guide (SABPG) - Waste Management in Residential or Mixed-Use Developments (Zero Waste SA, 2014). These estimates assume shared waste storage for the entire site.



Table 2-2: Estimated waste & recycling volumes for proposed development – Routine Services

Waste Storage Area(s)	Location	Routine Service	Estimated Waste/Recycling Volumes (L/wk)	Collection Frequency (Events/wk)	Max. Bins/Items Stored & Collected (per Event)		
					No.	Size (L)	Type
1. Cafe & Offices	<i>Ground Level Waste Room</i>	General Waste	7086	3	3	1,100	Skip
		Dry Comingled Recycling	5384	3	2	1,100	Skip
		Recycled Deposit Container (optional)	147	1	1	240	MGB
		Confidential Paper (optional)	1125	1	5	240	MGB
		Food/Garden Organics	2058	3	2	660	Skip

3 Waste Management System

3.1 Routine Services

Table 2-2 includes the recommended bin storages for each service assuming shared bins and private collection service.

Figure 1 (page 3) shows transfer paths for local disposal of waste to the Waste Storage Room from the café and from the upstairs offices. Transfer paths are less than 30m in each case. Access to the Waste Storage Room will be with key or fob or access code.

Figure 2 (page 4) shows the layout of the Waste Storage Room. Space is available for all necessary bins.

Figure 1 shows the Collection Path for collection of bins by a private contractor. The contractor would approach the building from Fullarton Road via Hauteville Terrace and Burkin St. The truck would park on the street outside the carpark. The contractor would then walk to the Waste Storage Room, collect each bin, and return to the truck for Rear Lift disposal. The disposal path is 12m. Collection would take 8 to 12 minutes for each service. Access to the Waste Storage Room would be by key or fob or access code.

3.2 Confidential Paper

Confidential paper would be managed by individual tenants. Aggregation and storage will be in each tenancy. Collection of confidential paper bins would be negotiated directly with private contractors, with bins being collected directly from each tenancy as required.

3.3 Container Deposit Bottles

Bottles and containers carrying the 10c deposit label (Container Deposit Legislation / CDL) may be collected and stored by the Café. Containers may be stored in 140L or 240L MGBs in the café tenancy. Collection of the bin would be negotiated directly with a private contractor.

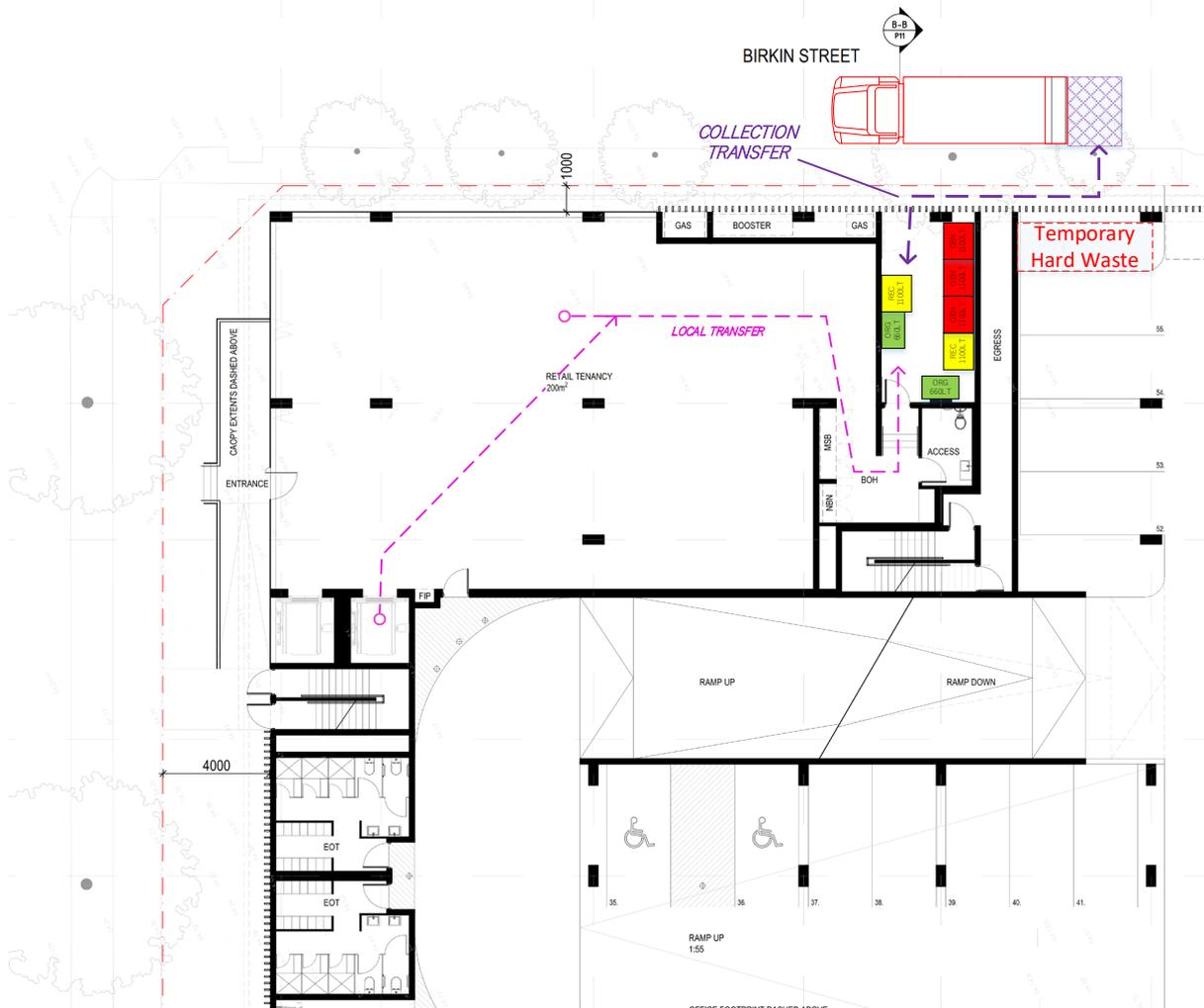


Figure 1: Site plan showing location of bin storage and disposal / collection transfer paths.

3.4 Hard Waste management

Disposal of hard waste is to be coordinated by Building Management. Space for temporary hard waste storage is available adjacent the car park exit as shown in Figure 1. Hard waste would be collected within 24 hours by a private contractor. Alternatively, individual tenants may arrange for collection of hard waste directly from the tenancy.

3.5 Management of Other Waste

Building Management would ensure tenants are made aware of where they can correctly dispose of other waste items, e.g.

- Printer cartridges
- Batteries
- Lighting
- Hazardous waste

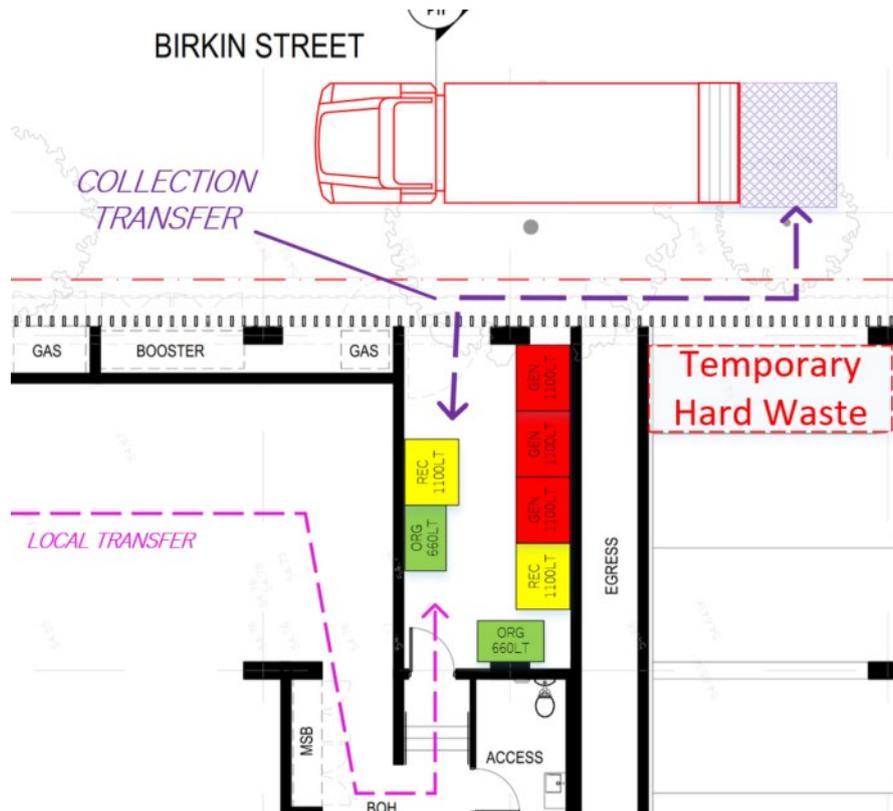


Figure 2: Waste storage room. Bin labels are: GEN - General Waste; REC - Mixed Recycling; ORG - Food Organics

3.6 Collection & Traffic Issues

The site would use Private Contractors for collection of all wastes. Collection vehicles will park on Birkin Street. There should be no significant collection or traffic issues caused by the service. However, it may be necessary to confirm with Council whether parking controls (Loading Zone) should be applied to ensure collection truck access to road verge for lifting bins.

3.7 Operation, Management & Communication

- **Waste system operation and management** - The Building Management would be responsible for managing and operating the waste system at the site.
- **Building User Manual** - Advice and instructions on waste management and using the waste system would be included in the Building Manual for tenants, including contact information for further information, questions and issues.

3.8 Bin cleaning

Bin cleaning at the Development may be outsourced to an external contractor (e.g. <http://binforce.com.au/>).

- These external contractors generally have self-contained bin washing systems on back of ute or truck that enable them to clean bins on site - Figure 3 below.
- Some will remove bins from site, replacing them with an empty spare, clean the bins, then return them to site.
- Their vehicles can usually access areas the waste storage areas are located (e.g. to min. clearance of 2.2m).



Figure 3 – On-site bin wash system for rear-lift trucks on back of ute. Source: <http://binforce.com.au/>

Alternatively, a dedicated on-site bin cleaning area may be provided and multi-purposed with the bin storage area.

- This bin wash area would require grading to a sewer drain with basket screen to remove gross solids, tiles or epoxy coating to water-proof adjacent walls and flooring, standard cold-water supply faucet and commercial-grade electrical power supply (if pressure washer system is to be used), plus bunds and screens for use during bin wash events.
- Bin washing would be timed to occur immediately after bins are emptied.

4 Other Waste System Design or Management Issues

The following should be considered and/or implemented.

- **Bin colours** – Should comply with the Australian Standard for Mobile Waste Containers (AS 4213).
- **Signage** –
 - Appropriate signage should be used in bin storage areas to encourage correct disposal of waste and recycling.
 - This signage should conform to the signage requirements of the State Guideline (Zero Waste SA, 2014).
- **Vermin, hygiene & odour management (inc. ventilation)**
 - Inspection & cleaning
 - An inspection and cleaning regime should be developed and implemented by tenants(s) for their waste systems at the Development, including ensuring that surfaces and floors around disposal areas, transfer pathways and waste storage areas are kept clean and hygienic and free of loose waste and recycling materials.
 - Odour Control
 - Where putrescible materials are stored, Waste Storage Areas should be –
 - *Mechanically ventilated for control of odours.*
 - *This ventilation should extract to atmosphere, to prevent odour build up.*
 - *The extraction vent discharge location would be selected to avoid impact on other tenants and/or neighbours.*
 - *It should be a requirement for waste bins that lids are closed after use.*
- **Access & security** –
 - CCTV video recording of the bin storage areas is recommended for encouraging appropriate waste disposal practices in the bin storage areas.
- **Transfer pathways** –
 - *Disposal pathways* (to bin storage area) – Must be hard surfaces, free of steps, no grades greater than 1:15, and cater for mobility impaired users.
 - *Presentation pathway* (from bin storage to presentation on road verge) – Must be hard, even surfaces, no steps or grades greater than 1:10



5 Implementation

To successfully implement this WMP, the following may need to be considered or should be put in place.

- ***Mandated responsibilities for tenants or property owners*** – Obligations for tenants to properly implement and operate the agreed waste systems provided should be detailed in tenancy lease agreement(s) and / or as part of any Property Management / Community Title plan(s) for the site.
- ***Emergency Response or Property Management Plan(s)*** – Should include response measures (or contingencies) for:
 - *Waste collection services suspended or not available;*
 - *Incorrect use of the waste systems;*
 - *Illegal dumping on-site; and*
 - *Poor waste management outcomes (including cleanliness, odour and/or low diversion).*

I trust that this letter and Waste Management Plan assists with resolution of this matter. Please let me know of any queries or where further information is required. If needed, I would be available to meet or speak with the assessment team regarding any further questions they may have.

Yours Sincerely,

Joel Phillips
Principal Consultant & Director
Colby Phillips Advisory

References:

Zero Waste SA. (2014). South Australian Better Practice Guide – Waste Management in Residential or Mixed Use Developments.

File No:
2014/11235/01

12 July 2019

Ref No:
14227982

Will Gormly
Planning Officer
Planning and Land Use Services
Department of Planning, Transport and Infrastructure
Level 5, 50 Flinders Street
Adelaide SA 5000

will.gormly@sa.gov.au

For the attention of the State Commission Assessment Panel

210 Greenhill Road, Eastwood

Further to the referral 180/M005/19 pertaining to the development application at the above address and in my capacity as a statutory referral in the State Commission Assessment Panel, I am pleased to provide the following comments for your consideration. This referral advice relates to the amended application received 2 July 2019 and additional information (visualisations) received 9 July 2019. This advice supersedes the referral letter dated 6 June 2019.

The proposal was not presented to the Design Review panel.

I welcome the provision of streetscape elevations and visualisations that demonstrate the proposal in its realistic context. I also acknowledge the setback analysis undertaken and the engagement of a landscape architect to progress the proposal's greening strategy.

The proposed scheme is for a seven storey commercial building that comprises one level of basement car parking, ground floor retail, entrance lobby, bicycle parking, end of trip facilities, waste room and car parking, three levels of above ground car parking and three levels of office accommodation.

The subject site is located on the western corner of Greenhill Road and Birkin Street, Eastwood within the Urban Corridor Zone, Boulevard Policy Area. Greenhill Road is an arterial road accommodating three traffic lanes in each direction separated by a wide central median. Greenhill Road is characterised by commercial development that generally ranges in height from two to six storeys, with the exception being the 12 storey Air Apartments building located on the corner of Greenhill and Fullarton Roads to the east of the subject site. The existing built form is generally set back with landscaping, pedestrian access (stairs and ramps) and vehicle access to undercroft car parking located within the setback zone. Established street trees provide intermittent screening. Birkin Street is a secondary street featuring side elevations of the commercial buildings fronting Greenhill Road and access points to rear car parking areas. Street trees ranging in maturity exist on the western side of the street. The context to the south transitions to low scale residential with predominantly single storey dwellings on small allotments.

Level 1
26-28 Leigh Street
Adelaide SA 5000

GPO Box 1533
Adelaide SA 5001

DX 171

T- +61(0)8 8402 1884
E- odasa@sa.gov.au



File No:
2014/11235/01

Ref No:
14227982

The Adelaide Park Lands are located opposite the site across Greenhill Road. The subject site currently contains a two storey office building with at grade car parking to the rear. The adjacent site to the west comprises a six storey office building with a solid boundary wall. The adjoining site to the south comprises an elevated car parking deck and at grade car parking.

The proposed building height is seven storeys (25.5 metres) to the top of the roof parapet and approximately 26.7 metres to the top of the setback roof mounted plant enclosure. I support the proposed building height, as it is consistent with the existing context and height limits envisaged by the Development Plan.

The proposal is setback four metres from the Greenhill Road boundary and one metre from the Birkin Street boundary. I support the Greenhill Road setback, as it is consistent with the existing context and allows for established street trees to maintain their full form. The Birkin Street tenancy frontage is setback one metre from the boundary with aluminium facade blades reducing the setback to approximately 800mm. I understand the Development Plan seeks a two metre setback from the Birkin Street boundary. I do not support the reduced side setback, as in my view the proposed scheme has a potential to set a precedent for future development to the south. A greater side setback may also assist in mitigating the bulk and scale of the building in Birkin Street, which is narrow at approximately five metres wide. The ground, first, second and third building levels are located on the southern (rear) boundary, abutting the existing elevated car parking deck. The glazed facade of the three levels of office accommodation above is setback 3.15 metres. While I acknowledge the existing conditions, I am concerned that the proposed built form on the rear boundary comprises potential future development opportunities on the adjoining site. I recommend further review of the rear setback, cognisant of the envisaged future context.

A 200 square metre retail tenancy is proposed on the ground floor level fronting Greenhill Road and Birkin Street, which is combined with the entry foyer. I support the visual and physical connection between the retail and lobby uses. I also support the provision of active uses that extend from Greenhill Road to Birkin Street, and the potential for the tenancy to contribute to the amenity of the broader Greenhill Road precinct. The remaining section of the Greenhill Road frontage is dedicated to the side wall of the lift and egress stair, End of Trip (EOT) facilities and bicycle parking. While somewhat inactive, I support the provision of generous and convenient bicycle parking and associated amenities. I also acknowledge that these uses are balanced with a generous retail area and extensive greening strategy for this section of the facade. The waste room is located off Birkin Street and accessed internally via the retail tenancy back of house. While I support the consideration given to direct access for waste collection, I recommend that consideration be given to safe and convenient access for the office levels.

One level of basement car parking and four levels of above ground car parking are proposed, with secure access from a tilt entry door off Birkin Street. I support the provision of basement car parking, the single crossover and the retention of all existing street trees along Birkin Street. I also acknowledge the revisions to the car park design to achieve level floor plates and floor to floor heights that enable future adaptive reuse. In my view, the extent of above ground car parking remains challenging, particularly given the high ratio of car parking levels to office accommodation levels. My support for this extent of above ground car parking is contingent on the successful mitigation of its visual impact.

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Ground floor car parking is sleeved along the Greenhill Road frontage with active uses, which I support. On the ground and first floor levels, car parking is screened by closely centred aluminium facade blades with climbing plants achieving a green wall effect, which I also support. Levels two and three are integrated into the expression of the office accommodation, comprising grey glazing and randomly placed aluminium blades that achieve greater permeability. While I support the integrated approach for the design of these car parking levels, I am concerned by the potential day and night time visual impact of vehicles and car park infrastructure, including headlights, crash rails, balustrades and lighting. I recommend that a physical sample of the grey glazing be provided to demonstrate the level of opacity and a sectional detail identifying the required infrastructure including crash rails, with the view to demonstrating the successful mitigation of the visual impact of above ground car parking. The visualisations also indicate that different coloured glazing is proposed for the car parking (dark grey) and office (transparent) levels. I recommend that this be clarified. The southern elevation of the 14.7 metre tall car park facade comprises patterned precast concrete paneling, which intends to mitigate the impact of the blank facade. In my view, the treatment of the blank southern facade is critical due to its interface with the established residential area to the south and given it may remain in its exposed condition indefinitely. As such, I recommend that a physical sample of the patterned precast be provided to demonstrate its quality and overall visual effect.

Three levels of office accommodation are proposed. The typical office floor plates include an inboard stair and amenities core and a lift and stair core abutting the northern (Greenhill Road) facade. A generously sized outdoor terrace is also proposed in the north east corner of level six, which I strongly support. However, I recommend further review of the location of the solid signage panels, which partially enclose the terrace. I also recommend that the visual impact of any required lift overrun be confirmed, given its potential visual impact from Greenhill Road.

The office accommodation expression is characterised by curtain wall glazing, randomly spaced vertical aluminium blades and continuous horizontal blades that align approximately with each floor level. These blades sit within a large charcoal metal clad framing element with an approximately 800mm wide fascia that extends over five building levels and caps the top on the building. The west facade features regularly spaced vertical facade blades. I support the proposed contemporary commercial architectural expression and the use of vertical and horizontal blades for articulation, screening and managing solar loads. The solid lift and stair core appears to sit behind the facade glazing on the north elevation, and I recommend that the visual impact of this solid element be confirmed, noting the implied intent for dark grey and transparent glazing indicated on the visualisations. I also recommend further consideration of the articulation of the office levels on the southern elevation, which currently comprises a singular glazed expression, with the view to treating the building in the round.

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2014/11235/01

Ref No:
14227982

To ensure the most successful design outcome is achieved the State Commission Assessment Panel may like to consider particular aspects of the project, which would benefit from protection as part of the planning permission:

- Further review of the eastern (Birkin Street) and southern (rear) boundary setbacks
- Provision of safe and convenient access to the waste room for the office levels
- Provision of a sectional detail identifying required car park infrastructure including crash rails, balustrades and lighting to demonstrate the successful mitigation of the visual impact of above ground car parking
- Clarification of glazing selections including physical samples for car parking and office levels
- Provision of a physical sample of the patterned precast to demonstrate its quality and overall visual effect
- Further review of the location of solid signage panels, which partially enclose the level six terrace
- Confirmation of the visual impact of any required lift overrun
- Confirmation of the visual impact of the solid lift and stair core, noting the implied intent for dark grey and transparent glazing indicated on the visualisations
- Further consideration of the articulation of the office levels on the southern elevation

Yours sincerely



Kirsteen Mackay
South Australian Government Architect

cc Ellen Liebelt ODASA ellen.liebelt@sa.gov.au

Level 1
26-28 Leigh Street
Adelaide SA 5000

GPO Box 1533
Adelaide SA 5001

DX 171

T- +61(0)8 8402 1884
E- odasa@sa.gov.au



In reply please quote 2019/00292, Process ID: 577958
Enquiries to Reece Loughron
Telephone (08) 7109 7876
E-mail dpti.luc@sa.gov.au



Government of South Australia

Department of Planning,
Transport and Infrastructure

**POLICY, STRATEGY AND
PROGRAM DEVELOPMENT**

**Transport Assessment and
Policy Reform**

GPO Box 1533
ADELAIDE SA 5001

ABN 92 366 288 135

21 June 2019

Mr Will Gormly
State Commission Assessment Panel
Department for Planning, Transport and Infrastructure
GPO Box 1815
ADELAIDE SA 5001

Dear Mr Gormly

SCHEDULE 8 - REFERRAL RESPONSE

Development No.	180/M005/19
Applicant	Catcorp Pty Ltd
Location	210 Greenhill Road (Cnr Birkin Street), Eastwood (SP 7771)
Proposal	Demolition of existing building and construction of six-storey office building with ground floor shop and parking

I refer to the above development application forwarded to the Commissioner of Highways (CoH) in accordance with Section 37 of the *Development Act 1993*. The proposed development involves development adjacent a main road as described above.

The following response is provided in accordance with Section 37(4)(b) of the *Development Act 1993* and Schedule 8 of the *Development Regulations 2008*.

CONSIDERATION

The subject site abuts Greenhill Road and Birkin Street. Greenhill Road is an arterial road under the care, control and management of the CoH. Birkin Street is a local road under the care, control and management of the City of Burnside. Greenhill Road is identified as a Major Traffic Route, Primary Freight Route, Public Transport Corridor, a Major Cycling Route and a High Pedestrian Activity Area under the Department of Planning, Transport and Infrastructure's '*A Functional Hierarchy for South Australia's Land Transport Network*'. At this location Greenhill Road carries approximately 43,100 vehicles per day (2% commercial vehicles) and has a posted speed limit of 60km/h. Birkin Street has a default urban speed limit of 50km/h.

Access and Road Safety

The existing allotment gains all vehicular access via Birkin Street approximately 40 metres from Greenhill Road, along with a building setback of around 9 metres to Greenhill Road and approximately 8 metres to the Birkin Street property boundary. DPTI has reviewed the URPS Planning Assessment (refer 19ADL-0165, dated 16 May 2019) and the associated CIRQA Traffic and Parking Report (Project No. 19115, Version 1, dated 17 May 2019).

The development will gain access via two access points to Birkin Street with the northern most access located approximately 12 metres from the Greenhill Road and the southern access located approximately 30 metres from Greenhill Road. With respect to the northernmost access the CIRQA Traffic Report does not identify if the access is compliant with *AS/NZS 2890.1:2004*, Figure 3.1 – ‘Prohibited Location of Access Driveways’. DPTI has reviewed the Tectvs Ground Floor Plan (refer Project 28026, Drawing P01, Revision 1.0 dated 26 April 2019) and it appears that the northern access is meeting the minimum 6.0 metre clearance, however this should be confirmed in final design. It is also identified that both access points do not appear to meet *AS/NZS 2890.1:2004*, Figure 3.3 – ‘Minimum Sightlines for Pedestrian Safety’. Subsequently, the final access/building design should ensure that the above two issues are satisfied.

In regards to parking provision, the rates identified in the CIRQA report (section 4.1) presents a range of 3 – 5 spaces per 100 m². The development provides 164 spaces (with bicycle parking) which is considered satisfactory. In terms of peak traffic generation, Greenhill Road is not expected to be impacted by the additional traffic movements to/from the site.

As pointed out in the URPS report (p1), SCAP is advised that the subject site has been used to gain access to the parking areas immediately abutting the southern side of the building on CT 5492/551. The proposed development will physically cut access to this parking area and appropriate measures should be put in place to advise the adjacent land owner and/or formalise any access requirements.

Refuse Collection

It is noted that a waste collection area is included adjacent the western boundary and the Waste Management Plan by Colby Phillips Advisory (dated 16 May 2019) illustrates that a private waste collection vehicle would store on Birkin Street (refer Figure 1) between the proposed two access points. This figure illustrates that the rear lift operation would extend into the access and essentially block exit movements from the southern access. Section 3.1 of the report indicates that the collection would occur over a 10-15 minute period which has the potential to impact traffic movements to/from this access. Ideally, the final design should ensure that the waste collection vehicles do not block the main access to/from the site. If the collection has to occur at the proposed location, SCAP should be completely satisfied that this can be suitably managed. It is recommended that appropriate restrictions to on-street car parking should be installed and or the provision of a dedicated loading zone.

ADVICE

The Department of Planning, Transport and Infrastructure supports the proposed development and advises the planning authority to attach the following conditions to any approval:

1. All vehicles shall enter and exit the site in a forward direction.
2. All access to Birkin Street shall be in accordance with *AS/NZS 2890.1:2004*, Figure 3.1 – ‘Prohibited Location of Access Driveways’. Additionally, clear sightlines, as shown in Figure 3.3 – ‘Minimum Sight Lines for Pedestrian Safety’ in *AS/NZS 2890.1:2004*, shall be provided at the property line to ensure adequate visibility between vehicles leaving the site and pedestrians on the adjacent footpath.
3. On-street parking shall be restricted to a point (approximately 40 metres) south of the southern two-way access on Birkin Street to ensure two-way movements to/from Greenhill Road at all times.

4. A designated loading zone shall be installed on Birkin Street to ensure the Waste Management Plan can be undertaken and minimise conflict with through traffic and vehicles accessing the subject site
5. All internal ramps and car parking areas shall be designed and constructed in accordance with AS/NZS 2890.1:2004 and 2890.6:2009.
6. Any redundant crossovers (or parts thereof) on Birkin Street shall be closed and reinstated to Council's satisfaction at the applicant's cost prior to the development becoming operational.
7. The street tree/s shall be relocated/removed to Council's standard and requirements with all costs borne by the applicant.
8. Stormwater run-off shall be collected on-site and discharged without jeopardising the safety and integrity of Greenhill Road and Birkin Street. Any alterations to the road drainage infrastructure required to facilitate this shall be at the applicant's expense.

Yours sincerely



A/MANAGER, TRANSPORT ASSESSMENT AND POLICY REFORM
for **COMMISSIONER OF HIGHWAYS**

A copy of the decision notification form should be forwarded to dpti.developmentapplications@sa.gov.au

Gormly, Will (DPTI)

From: Jake Vaccarella <JVaccarella@burnside.sa.gov.au>
Sent: Wednesday, 3 July 2019 10:26 AM
To: Gormly, Will (DPTI)
Cc: 'Matthew King'
Subject: RE: 180\0516\19 - 210 Greenhill Road, Eastwood - Referral Response

Hi Will,

Council supports the supplied amendments insofar as they enhance the functionality of the proposal on account of the following:

- Reduction in vehicular access to a single crossover along Birkin Street;
- Retention of all street trees along the western verge of Birkin Street;
- Provision to be made for basement level sump and pump system to appropriately manage potential flooding issues of the basement (reserved matter).

Please do not hesitate to contact me should you require further assistance in relation to this matter.

Regards,



Jake Vaccarella | Development Officer Planning
City of Burnside | 401 Greenhill Road Tasmore SA 5065
P: 08 8366 4268
jvaccarella@burnside.sa.gov.au
www.burnside.sa.gov.au



From: Gormly, Will (DPTI) <Will.Gormly@sa.gov.au>
Sent: Tuesday, 2 July 2019 11:13 AM
To: Jake Vaccarella <JVaccarella@burnside.sa.gov.au>
Cc: 'Matthew King' <matthew@urps.com.au>
Subject: RE: 180\0516\19 - 210 Greenhill Road, Eastwood - Referral Response

Hi Jake

The applicant have provided amended drawings and detail for DA 180/M005/19 – 210 Greenhill Road, Eastwood.

The package is available through the following link:

https://www.dropbox.com/s/s7wbe9orw8mkgld/Amended%20DA%20180_M005_19.pdf?dl=0

I welcome any additional commentary Council may provide on the amended drawings.

I also note the applicant's desire to meet an 8 August hearing date, which would require my report be finalised in the next couple of weeks. Your commentary, if any, would be appreciated so I can include this in my reporting.

Thanks
Will

Will Gormly

Senior Planning Officer – City & Inner Metro Development Assessment
Planning and Land Use Services
Department of Planning, Transport and Infrastructure
T 08 7109 7370 (internal 97370) • E will.gormly@sa.gov.au
L5 50 Flinders Street, Adelaide SA 5000 • GPO Box 1815, Adelaide SA 5001 • DX 171

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From: Jake Vaccarella [<mailto:JVaccarella@burnside.sa.gov.au>]
Sent: Thursday, 27 June 2019 3:15 PM
To: Gormly, Will (DPTI) <Will.Gormly@sa.gov.au>
Cc: 'Matthew King' <matthew@urps.com.au>
Subject: 180\0516\19 - 210 Greenhill Road, Eastwood - Referral Response

Dear Will,

Please find attached Council's response to the proposed multi-level building application pursuant to Regulation 38 (2)(c) of the Development Regulations 2008.

Please do not hesitate to contact me should you require further assistance in relation to this matter.

Regards,



Jake Vaccarella | Development Officer Planning
City of Burnside | 401 Greenhill Road Tusmore SA 5065
P: 08 8366 4268
jvaccarella@burnside.sa.gov.au
www.burnside.sa.gov.au



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*** Think before you print ***

This is one of Council's LA21 Sustainable Environmental Management initiatives.



LOCALITY PLAN
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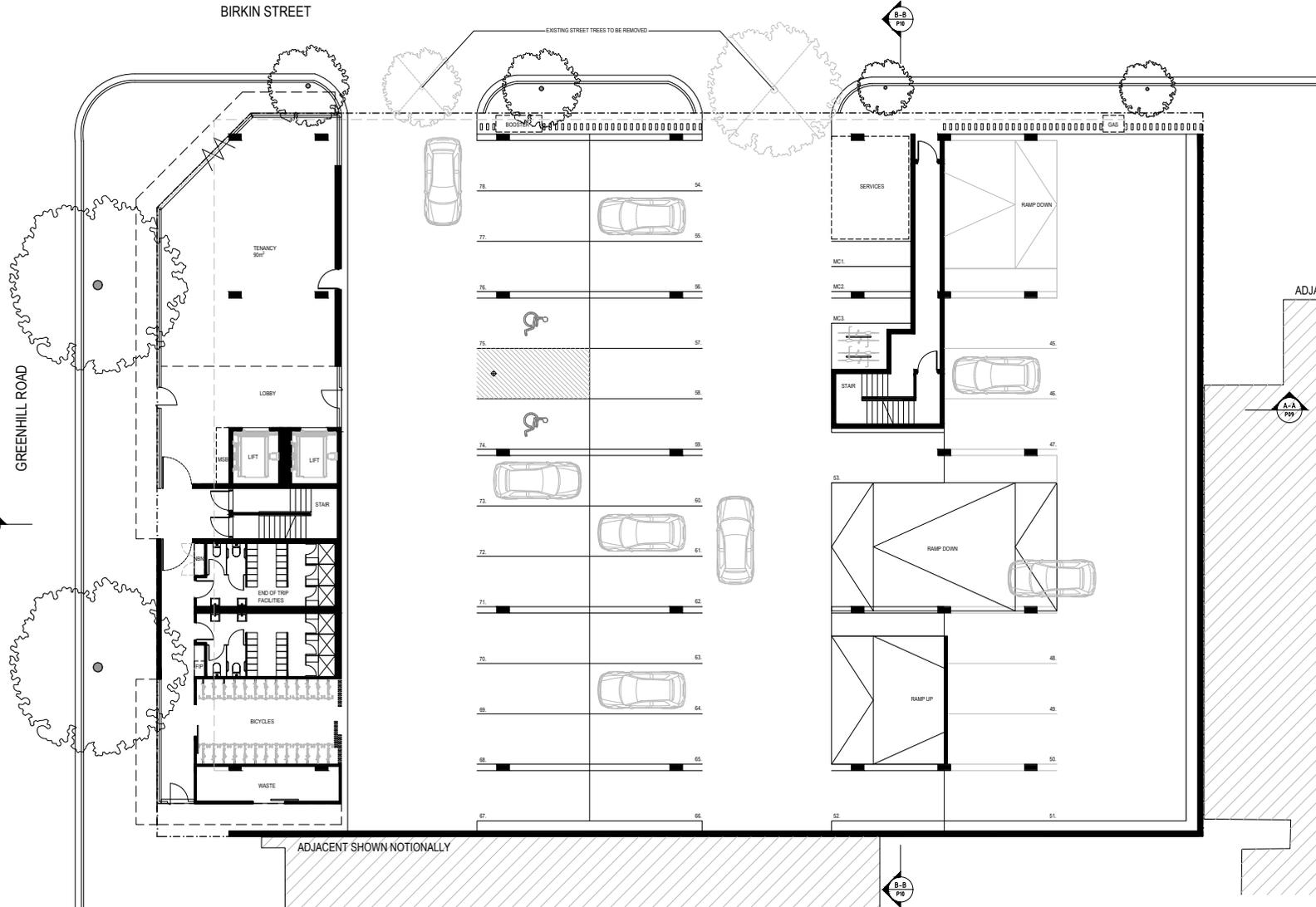
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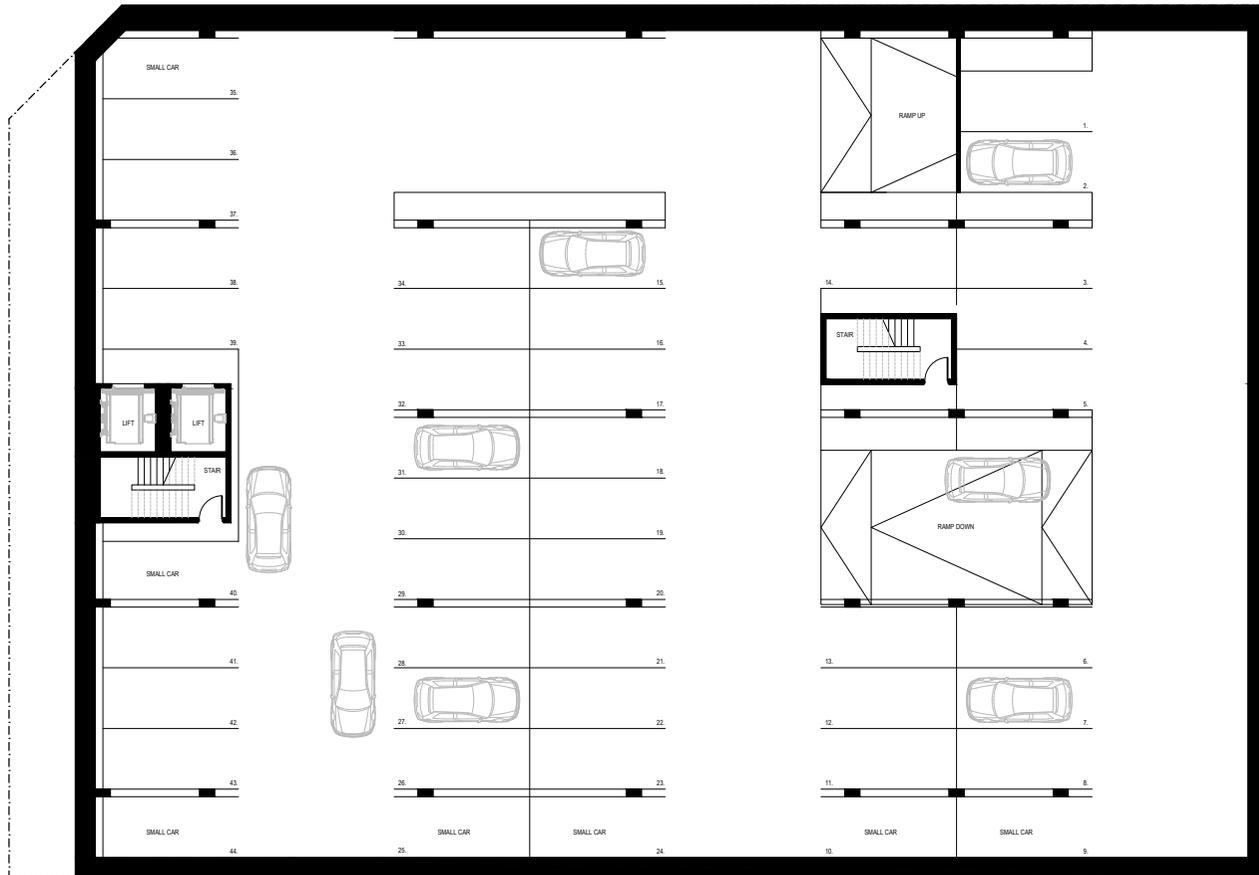
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GREENHILL ROAD

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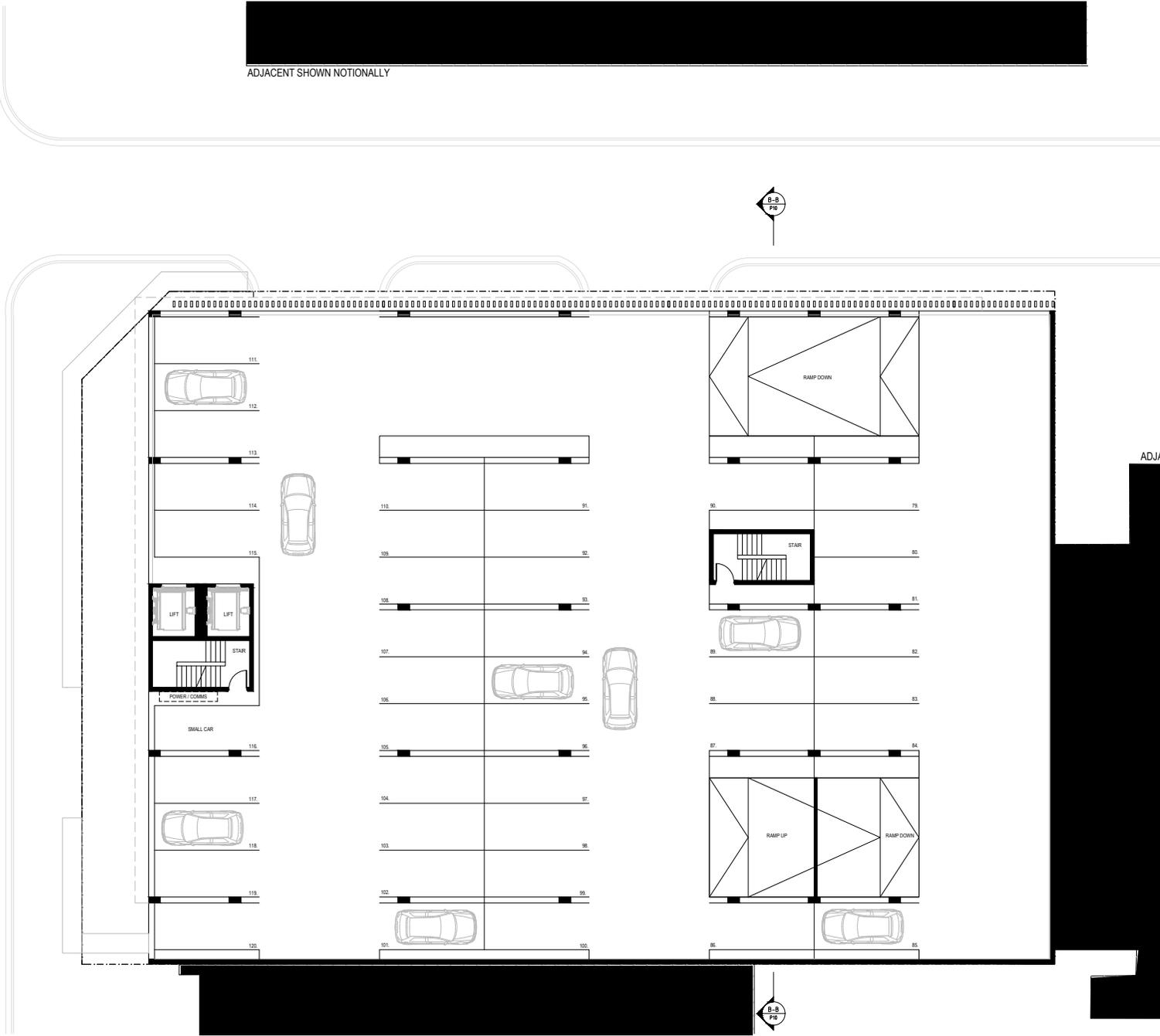
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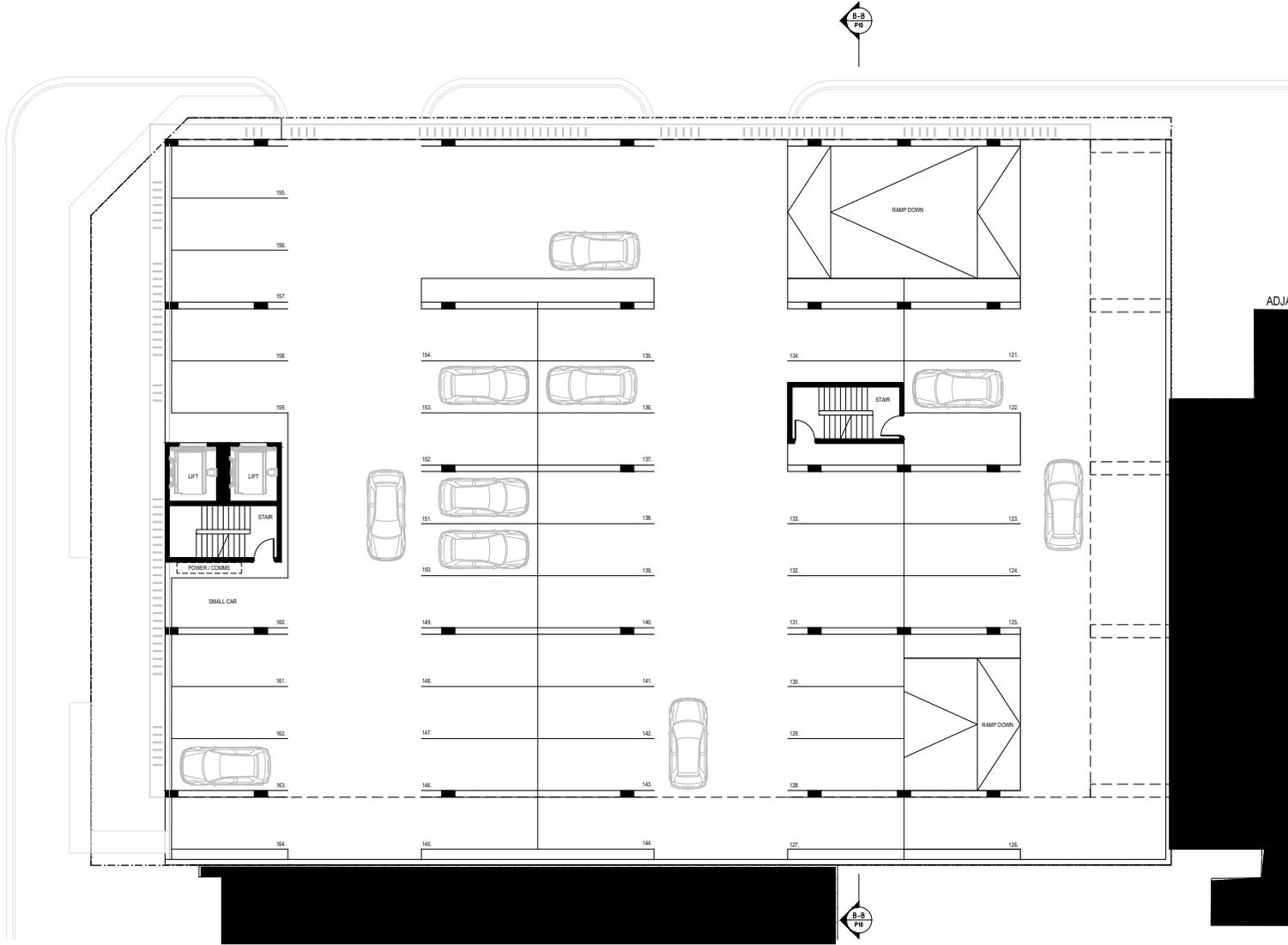
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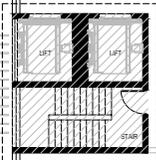


STRUCTURE
INFERRED BELOW

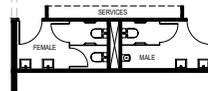
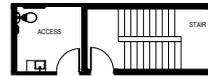
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TYPICAL FLOOR PLATE
GLA 1280 m²
NLA 1250m²

POTENTIAL DIVISION DASHED



HATCHED AREA
EXCLUDED FROM NLA



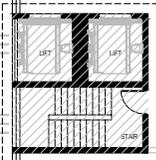
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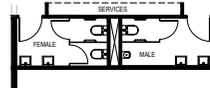
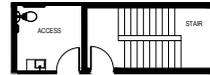
ADJACENT SHOWN NOTIONALLY

TYPICAL FLOOR PLATE
GLA 1280 m²
NLA 1250m²

POTENTIAL DIVISION DASHED



HATCHED AREA
EXCLUDED FROM NLA



ADJACENT SHOWN NOTIONALLY

B-B
PH

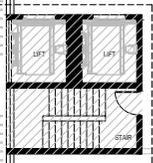
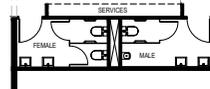
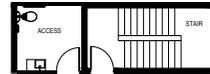
1000

TERRACE
100m²

3400

TYPICAL FLOOR PLATE
GLA 1280 m²
NLA 1250m²

POTENTIAL DIVISION DASHED



HATCHED AREA
EXCLUDED FROM NLA

ADJACENT SHOWN NOTIONALLY

3750

3100

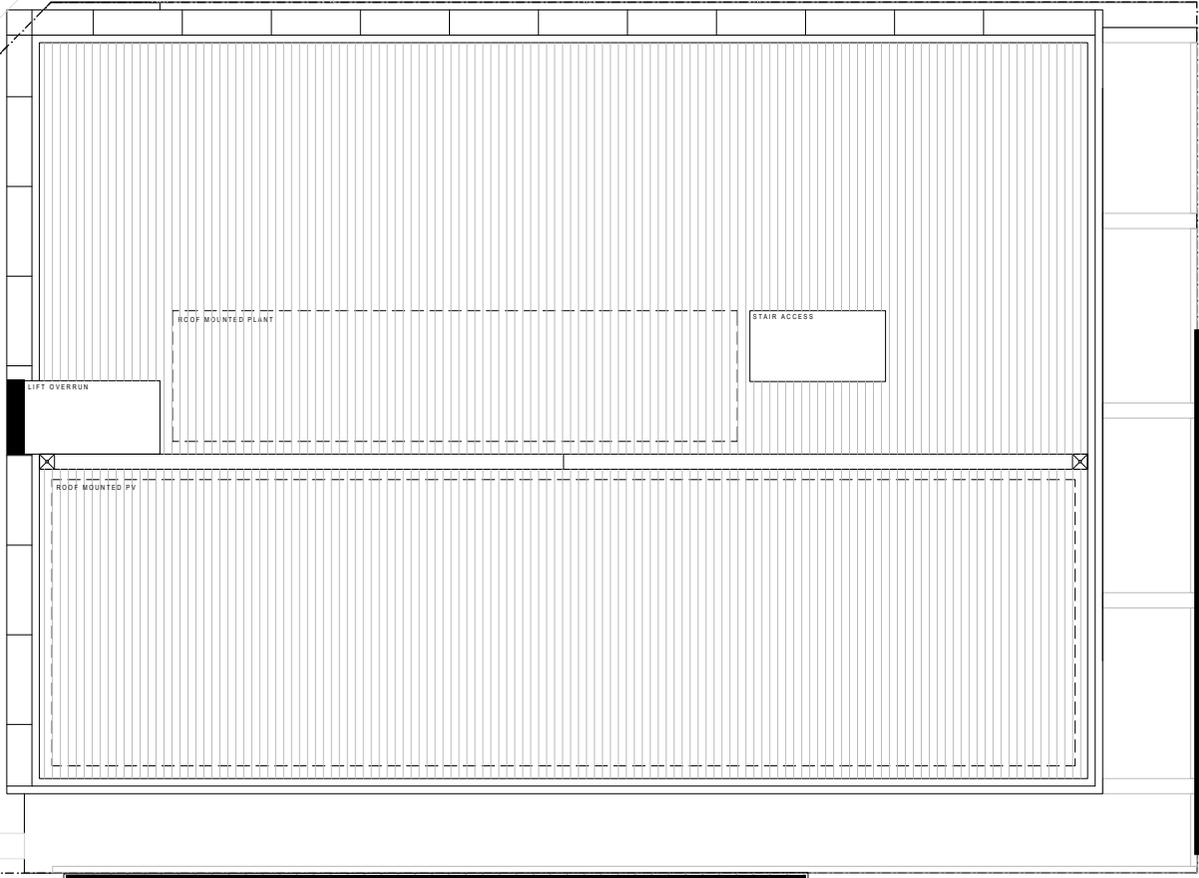
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ADJACENT SHOWN NOTIONALLY



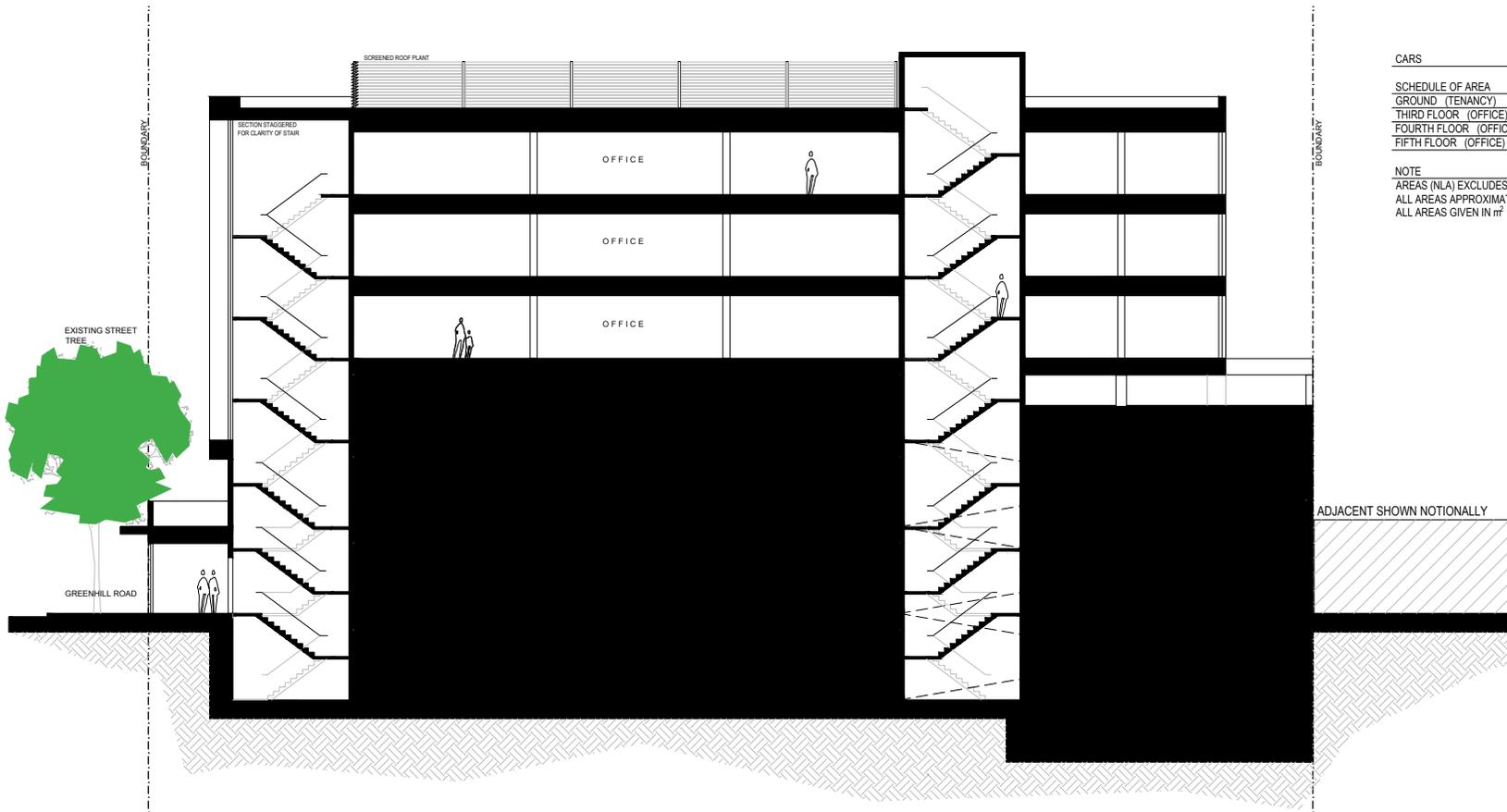
LIFT OVERRUN

ROOF MOUNTED PLANT

STAIR ACCESS

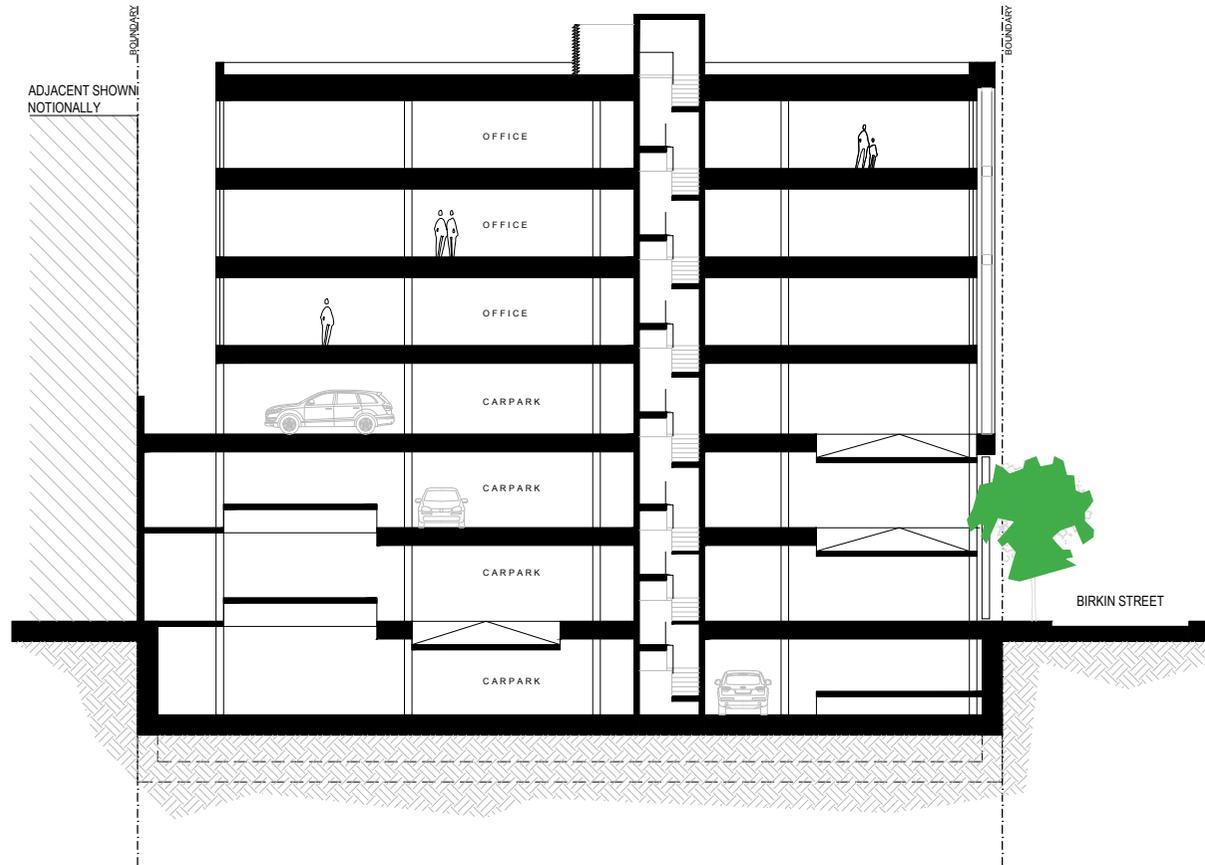
ROOF MOUNTED PV

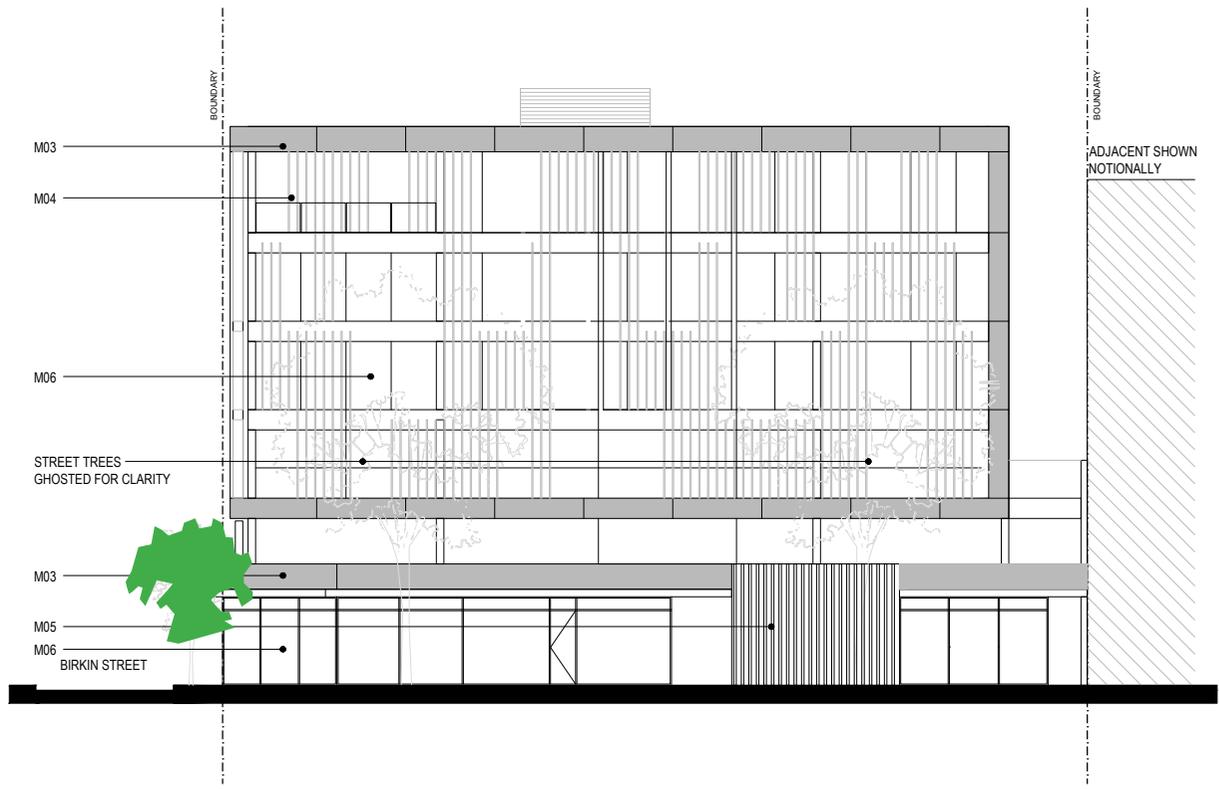


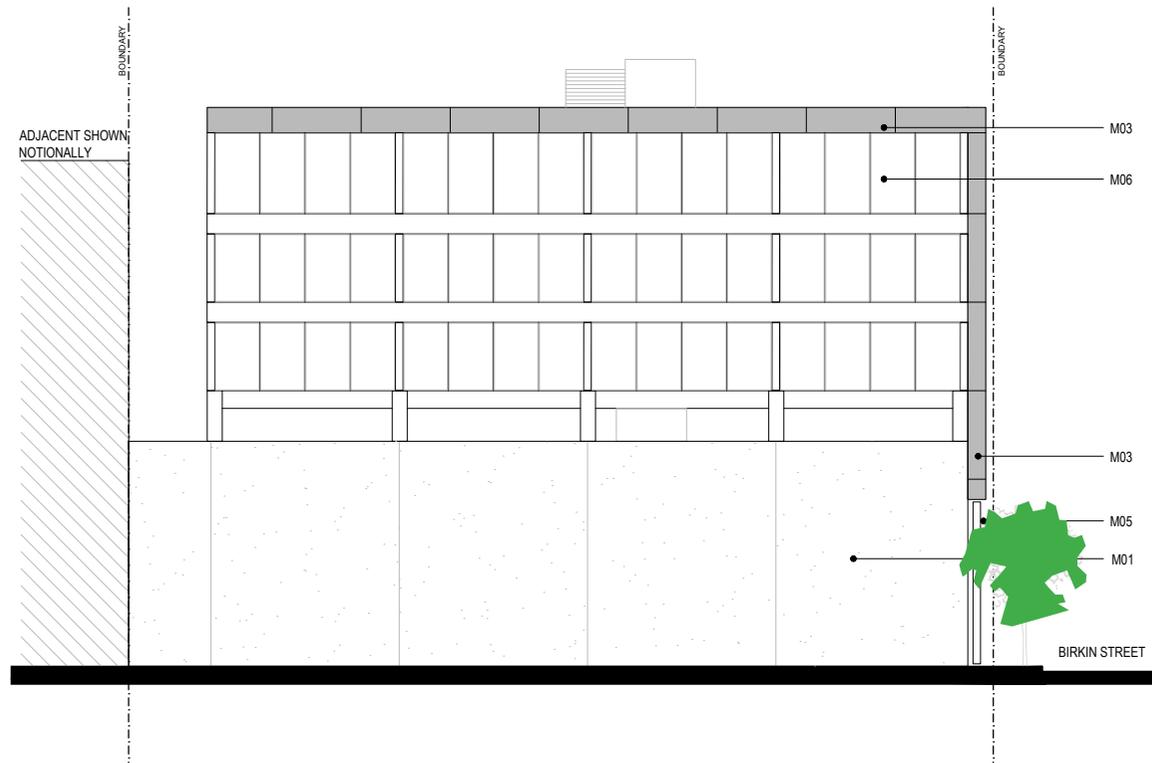


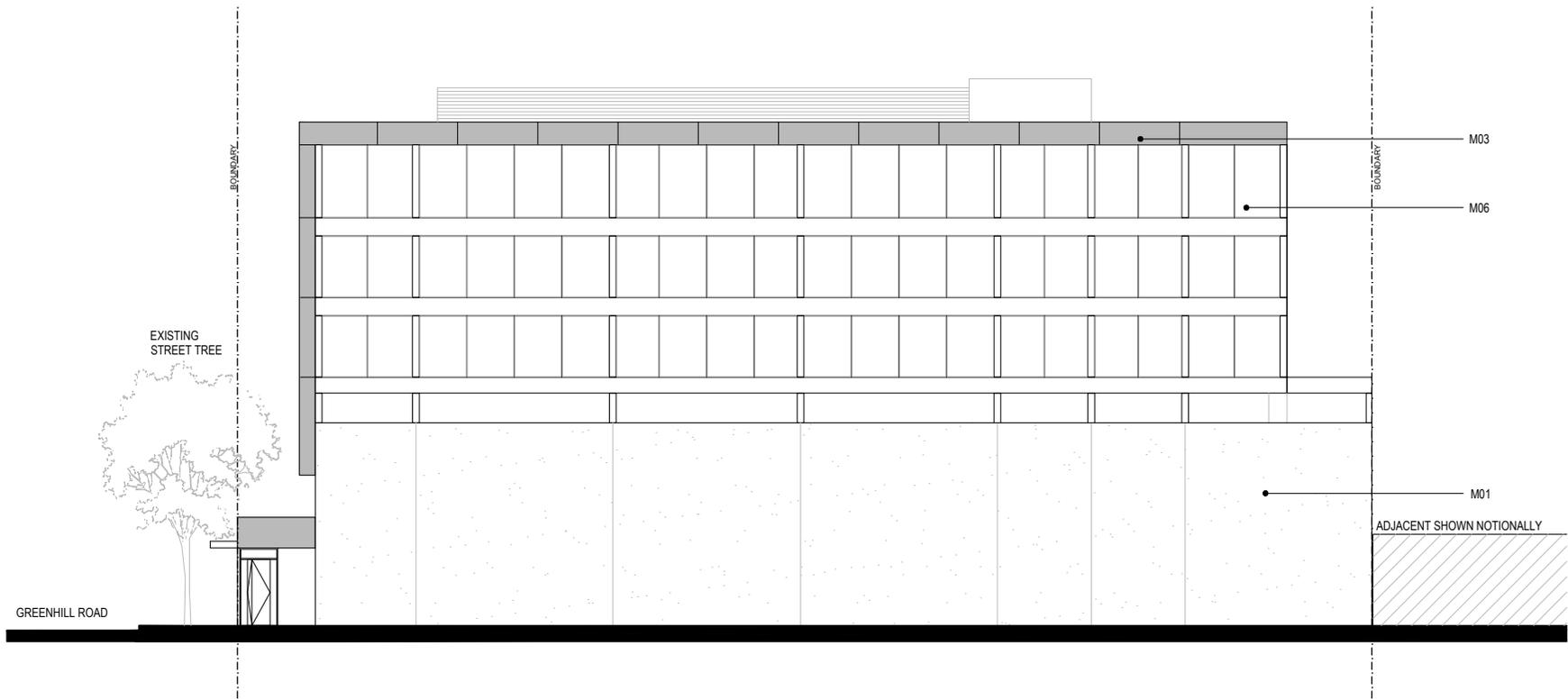
CARS	164		
SCHEDULE OF AREA	GLA	NLA	TERRACE
GROUND (TENANCY)	96	90	0
THIRD FLOOR (OFFICE)	1280	1250	0
FOURTH FLOOR (OFFICE)	1280	1250	0
FIFTH FLOOR (OFFICE)	1280	1250	(100)

NOTE
 AREAS (NLA) EXCLUDES LIFTS & NORTHERN STAIR ONLY
 ALL AREAS APPROXIMATE ONLY
 ALL AREAS GIVEN IN m²











M01
PRECAST CONCRETE
NATURAL

M02
PRECAST CONCRETE
TREATED

M03
METAL CLADDING
DARK GREY

M04
ALUMINIUM FACADE BLADES
WHITE

M05
ALUMINIUM FACADE BLADES
DARK GREY

M06
GLASS
GREY



19ADL-0165

16 May 2019

Mr Jason Cattonar
Unit Manager – Development Assessment
Department of Planning, Transport and Infrastructure
50 Flinders Street
Adelaide SA 5000



URPS

Suite 12
154 Fullarton Road
ROSE PARK SA 5067

08 8333 7999
www.urps.com.au
ABN 55 640 546 010

Dear Jason

Planning Assessment for New Office and Shop Building at 210 Greenhill Road, Eastwood

Introduction

This planning assessment accompanies the Development Application at 210 Greenhill Road, Eastwood, most appropriately described as:

Demolition of the existing building and development of a six storey building plus basement level containing offices, a shop and ancillary on-site parking and signage

Subject Land and Locality

The subject land is situated at 210 Greenhill Road, Eastwood (Title reference number CT 5010/71), and is situated on the corner of Greenhill Road and Birkin Street.

The land currently comprises a two-storey office building with ground level car parking situated to the rear (south). Vehicle access to the neighbouring property at 209 Greenhill Road appears available from Birkin Street over the subject land, however there are no rights of way registered on the title.

As per the Burnside (City) Development Plan (consolidated 19 December 2017), the land is situated within:

- Urban Corridor Zone.
- Boulevard Policy Area.

The locality contains a variety of largely office buildings of varying heights and scale mainly in the order of 2-3 storeys. These buildings also contain some consulting rooms, personal trainers and other minor non-residential activities. There is also a five-storey office building adjoining the west of the subject land fronting Greenhill Road.

There is deck parking adjoining to the rear/south of the subject land and low scale residential development further to the south of that.

Other notable development/features in the locality include the Air Apartments to the east, which is a 12-storey residential flat building. The expansive Adelaide Park Lands are located opposite the subject site on the northern side of Greenhill Road.

In addition, Greenhill Road is a “Primary Arterial Road” as per the Development Plan and carrier of large traffic volumes.

A locality plan is attached as contained in **Appendix A**

Detailed Proposal Description

The proposed development includes demolition of all existing buildings and car parking areas.

Schedule 1 of the Development Regulations 2008 states:

“Office means any building used for administration or the practice of a profession, but does not include consulting rooms or premises where materials or goods are stored for sale or manufacture”.

“Shop means— (a) premises used primarily for the sale by retail, rental or display of goods, foodstuffs, merchandise or materials; or (b) a restaurant; or (c) a bulky goods outlet or a retail showroom; or (d) a personal service establishment”

The proposed six storey building with a basement level (i.e. 7 levels) will consist of the following:

- 4 levels of car parking (1 at basement level, 1 at ground level and 2 above ground) containing a total of 164 ancillary on-site parking spaces.
- 3 levels of office space above the parking levels with a gross floor area of 3,840m².
- A 90m² shop/café at ground level.
- Modified access, egress and car parking arrangements, with vehicle access from Birkin Street and pedestrian access primarily from Greenhill Road.

Assessment Process

Relevant Authority

In this circumstance, SCAP (State Commission Assessment Panel) is the relevant authority in accordance with Schedule 10 of the Development Regulations 2008 because:

- The proposed building exceeds 4-storeys in height.
- The land is situated within the Urban Corridor Zone.
- The land is situated within the City of Burnside.

Referrals

The Development Regulations 2008 indicate that the proposal will be referred by SCAP to the following authorities during the assessment process:

- The City of Burnside.
- The Government Architect.

Assessment Pathway

“Office” and “shop” uses are not listed as complying or non-complying within the Urban Corridor Zone. As such, the proposal is subject to the on merits assessment process.

Public notification

The following forms of development are specifically listed as Category 1 for public notification purposes within Principle of Development Control 28 of the Urban Corridor Zone:

- Advertisement.
- Office.
- Shop <2000m² in the Boulevard Policy Area.
- Any development listed as Category 1 and located on adjacent land to a residential zone or Historic (Conservation) Zone that:
 - (a) is 3 or more storeys, or 11.5 metres or more, in height
 - (b) exceeds the ‘Building Envelope -Interface Height Provisions’.

Principle of Development Control 28 also states that the following forms of development are subject to Category 2 public notification:

Any development listed as Category 1 and located on adjacent land to a residential zone or Historic (Conservation) Zone that:

- (a) is 3 or more storeys, or 11.5 metres or more, in height**
- (b) exceeds the ‘Building Envelope -Interface Height Provisions.**

The proposed development is 3 or more storeys in height, but does not exceed the “building envelope – interface height provisions. SCAP has previously considered it necessary to ‘fail’ on both of the above parts in order for an application to be processed as Category 2.

In any case, Section 4 of the Development Act 1993 defines adjacent land as:

adjacent land in relation to other land, means land –

- (a) that abuts on the other land; or**
- (b) that is no more than 60 metres from the other land and is directly separated from the other land only by –**
 - (i) a road, street, footpath, railway or thoroughfare; or**
 - (ii) a watercourse; or**
 - (iii) a reserve or other similar open space;**

The subject land is located approximately 40m from the Historic (Conservation) Zone to the south. It is not however directly separate from this Zone by a road, street, footpath, railway or thoroughfare, a watercourse, or a reserve or other similar open space.

The subject land is also located approximately 40m from the Residential Zone to the south-east. It is contended that it is not directly separated from this Zone by a road, street, footpath, railway or thoroughfare, a watercourse, or a reserve or other similar open space. Rather, it is diagonally separated from the Residential Zone by Birkin Street.

Therefore, it is contended that the proposed development is **Category 1** for the purposes of public notification. This means that no public notification is required.

Development Plan Assessment

Land Use

Objective 1 of the Boulevard Policy Area states:

Objective 1: Medium and high-rise development framing the street, including mixed use buildings that contain shops, offices and commercial development at lower floors with residential land uses above.
(underlining added)

Principles 1 and 2 of the Policy Area also state:

PDC 1 Development should predominantly comprise mixed use buildings and wholly residential buildings.
(underlining added)

PDC 2 In a mixed-use building, non-residential development should be located on the ground floor and lower levels, and residential development should be located on the upper levels. (underlining added)

The proposal includes a mix of uses in the form of “office” and “shop” uses.

While there is no residential use proposed as part of the development, I do not interpret the Development Plan provisions so narrowly so as to require that all mixed-use development must have a residential component. Rather, I anticipate that the Policy Area will contain a range of mixed-use development, some of which will likely contain residential development.

Furthermore, the proposed mixed-use development does not prejudice other sites within the locality being use for residential development/purposes in future.

It is also noted that the subject site has existing use rights as solely offices, so the proposed mixed-use development is more closely aligned to the intent of the Boulevard Policy Area than the existing conditions.

Building Height

Objective 1 of the Boulevard Policy Area states:

Objective 1: Medium and high rise development framing the street...

The Desired Character of the Boulevard Policy Area states:

Desired Character

...Buildings will be medium and high rise to frame, and be proportionate in height to the width of the road...

Principle of Development Control 12 of the Urban Corridor Zone guides minimum and maximum building heights as follows:

Minimum Building Height	Maximum Building Height
3 storeys, or 4 storeys for land that is directly adjacent to or facing the Adelaide park lands.	7 storeys (and up to 25.5 metres) on land adjoining Greenhill Road, between Fullarton Road and Glen Osmond Road.

The proposal will be 6 storeys above ground, with a basement level below. It is also approximately 21.5m in height at the Greenhill Road frontage and the southern site frontage.

While the roof plant screen extends to just under 23m and the stairwell to just over 23m in height, it is contended that the proposed development clearly satisfies the Development Plan guidelines in terms of number of storeys and overall height.

Greenhill Road is approximately 40 metres wide. The proposal is clearly proportionate in width to this road and appropriate to the locality, particularly noting:

- The 6 storey building neighbouring the subject land at 209 Greenhill Road.
- The 12 storey Air Apartments building situated on the corner of Greenhill and Fullarton Roads.

Setbacks

Principles of Development Control 15, 16 and 17 of the Urban Corridor Zone establish the following quantitative setbacks guidelines:

- 6 metres from Greenhill Road.
- 2 metres from a secondary road frontage (i.e. Birkin Street).
- 1 metre from side boundaries not fronting a street boundary.
- 3 metres from the rear allotment boundary.

The proposed building is setback:

- 0.0m from Greenhill Road at ground level, with the 5 levels above being setback 3.3m and some minor façade embellishments extending slightly closer to Greenhill Road.
- 1.0m from Birkin Street with some minor façade embellishments extending slightly closer to the street.
- 0.0m from the western side boundary for the ground to second floor levels, and 3.0m for the three levels above that.
- 0.0m from the southern rear boundary for the ground to second floor levels, and 3.5m for the three levels above that.

There are also a number of key quantitative provisions in the Boulevard Policy Area that guide setbacks from streets, particularly Greenhill Road, including:

Objective 2: A uniform streetscape edge established through a largely consistent front setback and tall, articulated building facades.

Desired Character

...Buildings will also be set back uniformly from the main road frontage to reinforce the consistent built form façade, provide space for landscaping and pedestrian environment enhancement...

...Development on key corner sites will enhance the gateway function through the use of taller buildings that provide a strong built form edge and pedestrian scale detailing to both street frontages...

Despite the Development Plan provisions quoted above anticipating the reinforcement of uniform setbacks from Greenhill Road, existing buildings in the locality have varied setbacks from Greenhill Road typically ranging from approximately 3-6m.

Landscaping treatments on the Greenhill Road frontage vary greatly from largely hard surfaced areas with little vegetation and driveway crossovers, through to more densely vegetated areas.

As indicated previously, the ground level of the proposed development extends to the Greenhill Road frontage in somewhat of a podium form. It is contended that this satisfies the provisions quoted above and is appropriate in this instance because:

- There is little uniformity in the established streetscape in terms of setbacks from Greenhill Road.
- Two well established, evergreen street trees in front of the subject site will be retained.
- There will be no driveway crossovers on the Greenhill Road frontage that would otherwise disrupt pedestrian movement.
- The bulk of the building above the ground level is setback in the order of 3m from the Greenhill Road frontage, a distance similar to other existing buildings in the locality, meaning that the proposed building will not dominate the streetscape.
- The proposed development provides a podium that is at a pedestrian scale, at the same time as a strong built form edge to a key corner site.

In this context, it is contended that variation from the quantitative setback guideline for the Greenhill Road frontage is acceptable.

It is also contended that variations from the other quantitative setback guidelines are acceptable in this instance because:

- There is no significant planning consequence resulting from the proposed building being located 1m from the Birkin Street boundary and the majority of street trees are retained (four of six).
- The existing adjoining five storey building to the west is located on the common side boundary, and the top three levels of the proposed building are setback 3m from the side boundary.
- The adjoining property to the rear/south contains deck car parking so the lower level setback variations will have negligible amenity impacts.

Design and Appearance

The Desired Character for the Boulevard Policy Area states:

...Buildings will provide tall walls when viewed from the main road but may be articulated with finer details such as balconies and verandahs, and canopies over the ground floor...

The use of buildings that incorporate podium elements (where higher floors of the building are set back further than ground and lower level floors) may be used to improve air quality through greater air circulation and enhance solar

access, privacy and outlook for both the residents of the building and neighbours. Podium buildings that frame the street in proportion to the width of the road are encouraged.

On-site vehicle parking will not be visible from the primary street frontage through the use of design solutions such as locating parking areas behind the front building façade and screening undercroft parking areas with landscaping and articulated screening.

Principle of Development Control 5 of the Urban Corridor Zone states:

PDC 5 Vehicle parking should be located to the rear of development or not be visible from public land along the primary road frontage.

The proposal will have a low-level podium element primarily defined by the lobby area and its associated façade treatments projecting to the Greenhill Road boundary. The upper levels of the building will then be set behind the lobby with straight walls. This satisfies the following key aspects of the Desired Character statement:

- The building will have “tall walls” when viewed from Greenhill Road.
- The walls will be articulated with finer details including:
 - > A mix of materials (treated and natural concrete, metal, aluminium and glass).
 - > A mix of grey colour tones.
 - > Façade blades.
- Car parking levels will be screened by:
 - > The ground level lobby.
 - > Design features including the proposed façade blades.
 - > Existing street trees fronting Greenhill Road (2) and Birkin Street (3 to be retained).

Council Wide, Medium and High Rise Development (3 or more storeys), Principle of Development 210 states:

PDC 210 Buildings should:

- (a) achieve a comfortable human scale at ground level through the use of elements such as variation in materials and form, building projections and elements that provide shelter (for example awnings, verandas, and tree canopies);
- (b) be designed to reduce visual mass by breaking up the building façade into distinct elements;
- (c) ensure walls on the boundary that are visible from public land include visually interesting treatments to break up large blank facades.

The proposed lobby, shop, toilets, waste, bicycle storage, lifts and stairs at ground floor level provide an attractive presentation to Greenhill Road that satisfies the various elements of this provision.

Vehicle Access and Car Parking

With respect to vehicle access, Objective 3 of the Boulevard Policy Area states:

Objective 3: Development that does not compromise the transport functions of the road corridor.

The Desired Character of the Policy Area also states:

...The transport function of the road corridor as a strategic transport route will be maintained and pedestrian areas will be enhanced to maximise safety and promote activity in appropriate locations...

All vehicle access to the subject land will be from Birkin Street. This will limit impact on the function of Greenhill Road as a "Primary Arterial Road".

All vehicles will be able to enter and exit the site in a forward direction safely.

The subject land is situated within an unconditional "Designated Area" for car parking purposes because it is within the Urban Corridor Zone. As such, the following car parking rates apply:

Desired minimum number of vehicle parking spaces	Maximum number of vehicle parking spaces
3 spaces per 100 square metres of gross leasable floor area.	5 spaces per 100 square metres of gross leasable floor area.

In addition, bicycle parking should be supplied at the following rates:

Employee bicycle parking spaces	Visitor bicycle parking spaces
1 for every 200 square metres of gross leasable floor area.	2 plus 1 per 1,000 square metres of gross leasable floor area.

On this basis, the proposed development requires between 118-197 on-site vehicle parking spaces. The 164 vehicle parking spaces proposed satisfies this guideline.

A further and more detailed assessment on car parking access is provided within the attached report prepared by CIRQA traffic consultants.

Waste Collection

Council Wide Principle of Development Control 233 states:

PDC 233 Where the number of bins to be collected kerbside is 10 or more at any one time, provision should be made for on-site collection.

The proposal has been designed with the advice of Colby Phillips (waste consultants). The proposal features a communal bin store and all waste will be collected via a private waste contractor in accordance with PDC 233. I defer to the expert report attached prepared by Colby Phillips for more information on this aspect of the development.

Conclusion

The proposed development satisfies the Development Plan in the follow key respects:

- **Land Use** – a mix of offices and a shop, despite no residential component.
- **Height** – 6 storeys above ground and 21.5m in height (plus plant).

- **Vehicle Access** – entirely from Birkin Street entering and exiting the site in a forward direction, ensure minimal impact on Greenhill Road.
- **Car and Bicycle Parking** – more than the minimum and less than the maximum numbers required for both.

The setbacks of the proposed building vary from the Development Plan guidelines but are appropriate because:

- There is little uniformity in the established streetscape in terms of setbacks from Greenhill Road and landscaping.
- Two well established, evergreen street trees in front of the subject site will be retained.
- There will be no driveway crossovers on the Greenhill Road frontage that would otherwise disrupt pedestrian movement.
- The bulk of the building above the ground level is setback in the order of 3m from the Greenhill Road frontage, a distance similar to other existing buildings in the locality.
- The proposed development provides a podium that is at a pedestrian scale, at the same time as a strong built form edge to a key corner site.
- There is no significant planning consequence resulting from the proposed building being located 1m from the Birkin Street boundary and the majority of street trees are retained (four of six).
- The existing adjoining five storey building to the west is located on the common side boundary, and the top three levels of the proposed building are setback 3m from the side boundary.
- The adjoining property to the rear/south contains deck car parking so the lower level setback variations will have negligible amenity impacts.

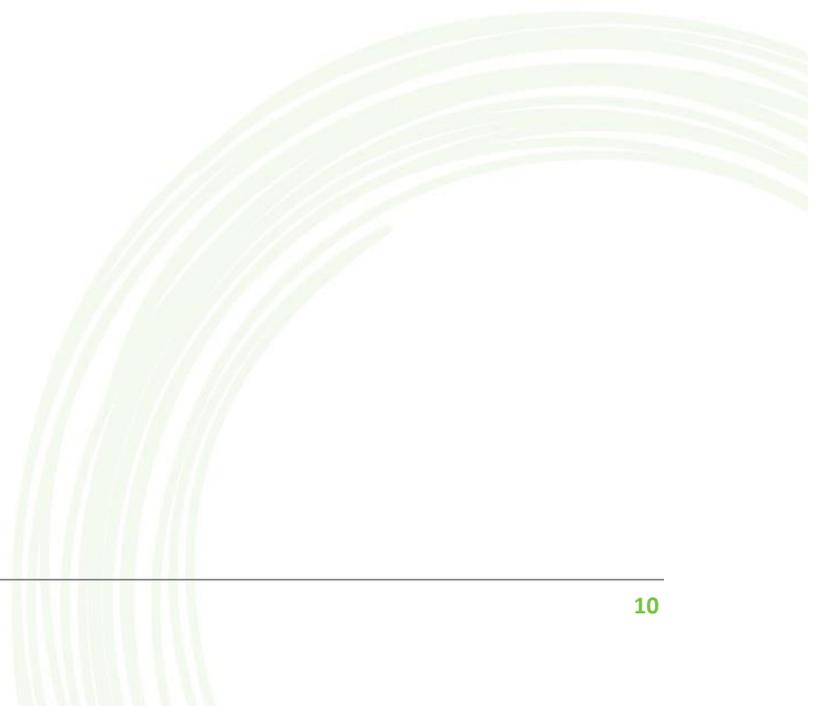
We look forward to SCAP's support of this development application. If you have any questions please contact me on 8333 7999 or at matthew@urps.com.au.

Yours sincerely



Matthew King RPIA
Director

Appendix A



File No:
2014/11235/01

6 June 2019

Ref No:
14090711

Will Gormly
Planning Officer
Planning and Land Use Services
Department of Planning, Transport and Infrastructure
Level 5, 50 Flinders Street
Adelaide SA 5000

will.gormly@sa.gov.au

For the attention of the State Commission Assessment Panel

210 Greenhill Road, Eastwood

Further to the referral 180/M005/19 received 21 May 2019 and additional information received 31 May 2019 pertaining to the development application at the above address and in my capacity as a statutory referral in the State Commission Assessment Panel, I am pleased to provide the following comments for your consideration.

The proposal was not presented to the Design Review Panel.

The proposed scheme is for a six storey commercial building with ground floor retail, entrance lobby, bicycle parking, end of trip facilities and waste room, three levels of above ground car parking and three floors of office accommodation.

The subject site is located on the western corner of Greenhill Road and Birkin Street, Eastwood within the Urban Corridor Zone, Boulevard Policy Area. Greenhill Road is an arterial road accommodating three traffic lanes in each direction separated by a wide central median. Greenhill Road is characterised by commercial development that generally ranges in height from two to six storeys, with the exception being the 12 storey Air Apartments building located on the corner of Greenhill and Fullarton Roads to the east of the subject site. The existing built form is generally set back with landscaping, pedestrian access (stairs and ramps) and vehicle access to undercroft car parking located within the setback zone. Established street trees provide intermittent screening. Birkin Street is a secondary street featuring side elevations of the commercial buildings fronting Greenhill Road and access points to rear car parking areas. Street trees ranging in maturity exist on the western side of the street. The context to the south transitions to low scale residential with predominantly single storey dwellings on small allotments. The Adelaide Park Lands are located opposite the site across Greenhill Road. The subject site currently contains a two storey office building with at grade car parking to the rear. The adjacent site to the west comprises a six storey office building with a solid boundary wall. The adjoining site to the south comprises an elevated car parking deck and at grade car parking.

Level 1
26-28 Leigh Street
Adelaide SA 5000

GPO Box 1533
Adelaide SA 5001

DX 171

T- +61(0)8 8402 1884
E- odasa@sa.gov.au



File No:
2014/11235/01

Ref No:
14090711

The proposed building height is six storeys (approximately 21.5 metres), which is below the maximum seven storey height limit envisaged by the Development Plan. In principle, I support the proposed building height, however I am concerned by the proposed built form setbacks which are generally inconsistent with Development Plan policy. I do not support this departure, as in my opinion the proposed built form encroachment into the prescribed setback areas is not supported by demonstration of a convincing response to the existing and envisaged built form pattern for the area.

While I acknowledge there is some variation, typically the Greenhill Road context includes relatively consistent built form setbacks. These setbacks enable establishment of landscaping within individual sites along the Greenhill Road frontage and allow established street trees to maintain their full form. The proposal locates the approximately 4.6 metre tall ground floor built form on the Greenhill Road boundary, where a minimum six metre setback is envisaged. An approximately 1.2 metre deep canopy also extends over the Greenhill Road boundary. While I support the consideration given to pedestrian amenity and activation, in my view the ground floor built form setback and canopy arrangement is inconsistent with the existing context. I am also concerned that the proposed ground floor built form will impact on street tree canopies. The five levels of built form above also encroaches within the six metre setback area, at approximately 3.3 metres (2.6 metres to the facade screening element). I recommend holistic review of the Greenhill Road setbacks informed by a contextual analysis. In my opinion, the proposed built form should not project beyond the adjoining blade wall to the west.

The ground floor element includes a chamfered corner treatment, with the Birkin Street tenancy frontage located on the boundary, which projects beyond the general facade line of the building along Birkin Street with a one metre setback. Closely centred aluminium facade blades are proposed reducing the built form setback to approximately 450mm on the ground and first floors. Groups of deeper aluminium facade blades are proposed for the levels above. I understand the Development Plan seeks a two metre setback from the Birkin Street boundary. I do not support the reduced side setback, as in my view the proposed scheme has a potential to set a precedent for future development to the south. A greater side setback may also assist in mitigating the bulk and scale of the building in Birkin Street, which is narrow at approximately five metres wide.

The ground, first and second levels are located on southern (rear) boundary, abutting the existing elevated car parking deck. The glazed facade of the three levels of office accommodation above is setback approximately 3.5 metres. While I acknowledge the existing conditions, I am concerned that the proposed built form on the rear boundary comprises potential future development opportunities on the adjoining site. I recommend further review of the rear setback, cognisant of the Development Plan policy and the envisaged future context. The southern elevation of the approximately 8.7 metre tall car park facade is noted as natural precast concrete, and is currently presented with no articulation. The southern facade may remain in its exposed condition indefinitely. As such, I recommend further consideration of articulation and visual interest of this elevation, informed by long view perspectives from the southern end of Birkin Street. In regards to the internal configuration, a 90 square metre tenancy (cafe) is proposed on the ground floor level fronting Greenhill Road, which is combined with an entrance/lift lobby. I support the approach for a visual and physical connection between the retail and lobby uses.

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Adelaide SA 5000

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Adelaide SA 5001

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I also support the provision of active uses that extend from Greenhill Road to Birkin Street, and the potential for the tenancy to contribute to the amenity of the broader Greenhill Road precinct. The remaining section of the Greenhill Road frontage is dedicated to an inset egress stair and corridor that accesses end of trip facilities, bicycle storage and a waste room. I support the provision of generous and convenient bicycle parking and associated amenities. However, I am concerned by the location of the waste room and long corridor arrangement adjacent the main frontage. I am also not convinced by the functionality of the access arrangement for waste collection, via a sliding door on the western facade and through the car park to Birkin Street. I recommend further review of the corridor, bicycle store and waste room configuration, with the view to optimising the Greenhill Road frontage. I also recommend further review of the stair alcove and open accessway on the western boundary, cognisant of Crime Prevention Through Environmental Design (CPTED) principles.

One level of basement car parking and three levels of above ground car parking is proposed, accommodating 164 spaces. I support the provision of basement car parking. However, in my view the extent of above ground car parking is challenging, particularly given the high ratio of car parking levels to office accommodation levels. I recommend further review of the extent of above ground car parking including exploration of innovative car parking solutions that reduce the car park footprint and facilitate potential future adaptive reuse. The Birkin Street ground floor frontage of the car park includes dual crossovers, the first being approximately six metres wide and the second opening being approximately 9.8 metres wide. The second opening includes an offset column and a services zone. I recommend further testing of the car parking arrangement with the view to reducing the number and width of crossovers and minimising impacts on pedestrian amenity and safety as well as existing street trees. I also recommend provision of further information regarding building services including a potential transformer, booster and gas services indicated on the Birkin Street frontage, to confirm their visual impact and integrated screening strategy. I also recommend further detail be sought regarding the access and building management strategy of the unsecured car park openings informed by CPTED principles.

Regarding the car park screening strategy, I acknowledge the intent to sleeve ground floor car parking along the Greenhill Road frontage with active uses, however, the design of the expressed car park facades and screening strategy for levels one and two is yet to be clearly demonstrated. The elevations indicate the car parking levels are unenclosed. On the northern facade, the level one car park is partially screened by the 1.1 metre tall parapet of the ground floor building element along the Greenhill Road boundary. The additional information indicates the intent to completely obscure vehicles with the use of additional perforated metal screening, however no details of the screen system has been provided. I also note the drawings do not include this screening element. The ground and first floor car parking fronting Birkin Street is screened by closely spaced aluminium blades. Level two car parking on both the north and east elevations is integrated into the architectural expression of the office floors, which feature randomly placed blades that achieve greater permeability. I note additional information indicates the northern car park facade will also be enclosed by tinted glass. I request that the elevational treatment of the car park facades be confirmed and supported by consistent documentation.

Level 1
26-28 Leigh Street
Adelaide SA 5000

GPO Box 1533
Adelaide SA 5001

DX 171

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E- odasa@sa.gov.au



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I also recommend demonstration of the screening strategy that adequately mitigates the visual impact of vehicles in day and night time conditions. The visualisation indicates climbing vegetation over the lower levels of the Birkin Street car park facade and a portion of the northern facade. I support the inclusion of greening to the development generally, as this assists in integrating the proposal into the landscaped Greenhill Road context. I recommend development of a landscaping and maintenance strategy to ensure successful delivery of landscape intent.

The typical office floor plates are 1280 square metres, with an inboard stair and amenities core. Access is via two lifts and a stair core that abuts the northern frontage. The north and east office facades feature exposed slab edges, full height grey tinted glazing and randomly spaced vertical aluminium blades (white). These blades sit within a charcoal metal clad framing element with a 0.8-1.0 metre wide fascia that extends over four building levels and caps the top on the building on the south and west facades. The elevations indicate the south and west facades are glazed between horizontal spandrels, however I recommend that the material finishes be confirmed. I also request confirmation of the visual impact of the solid lift and stair core on the north elevation.

In principle, I support the intent for a contemporary commercial architectural expression and the use of vertical blades for articulation, screening and managing solar loads. In my view, however, the proposal is yet to demonstrate its contextual relationship or visual impact from multiple view perspectives. The performance of the blades as screening elements is also yet to be demonstrated. I urge the project team to review the strategy for the facade treatment informed by internal programming as well as the existing and envisaged future context. I recommend provision of streetscape elevations that extend along both Greenhill Road and Birkin Street. I also recommend provision of visualisations that demonstrate the proposal in its realistic context, including a visualisation from the southern view perspective (Birkin Street).

The key issues relating to this proposal are summarised below. In my view, these matters warrant further review and resolution prior to consideration by the State Commission Assessment panel in order to achieve the most successful design outcome.

- Holistic review of built form setbacks, informed by a contextual analysis, Development Plan policy and envisaged future context
- Further consideration of the articulation and visual interest of the southern car park facade
- Further review of the corridor, bicycle store and waste room configuration, stair alcove and open accessway on the western boundary
- Further review of the extent and method of above ground car parking and dual crossover arrangement
- Provision of further information regarding building services including visual impact and screening strategy along Birkin Street
- Provision of further information regarding the car park access strategy informed by CPTED principles
- Confirmation of elevational treatment of the car park facades supported by consistent documentation, and demonstration of screening strategy that mitigates the visual impact of vehicles in day and night time conditions
- Review of facade treatment strategy, informed by internal programming and site context

Level 1
26-28 Leigh Street
Adelaide SA 5000

GPO Box 1533
Adelaide SA 5001

DX 171

T- +61(0)8 8402 1884
E- odasa@sa.gov.au



OFFICE FOR DESIGN + ARCHITECTURE SA

File No:
2014/11235/01

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- Provision of a landscaping and maintenance strategy for Birkin Street car park facade and northern facade climbing plants
- Confirmation of material finishes (spandrels) for south and west facades
- Provision of streetscape elevations that include the existing Greenhill Road and Birkin Street context
- Provision of visualisations that demonstrate the proposal in its realistic context, including a visualisation from the southern view perspective (Birkin Street)

Yours sincerely



Kirsteen Mackay
South Australian Government Architect

cc Ellen Liebelt ODASA ellen.liebelt@sa.gov.au

Level 1
26-28 Leigh Street
Adelaide SA 5000

GPO Box 1533
Adelaide SA 5001

DX 171

T- +61(0)8 8402 1884
E- odasa@sa.gov.au



Government
of South Australia

27 June 2019

State Commission Assessment Panel
Attention: Will Gormly
GPO Box 1815
ADELAIDE SA 5001

Sent via email: scapadmin@sa.gov.au, Will.Gormly@sa.gov.au & matthew@urps.com.au

Dear Will

Development Application:	180\0516\19
Applicant:	Greenhill Rd Pty Ltd and URPS
Location:	210 Greenhill Road, Eastwood
Nature of Development:	Schedule 10 referral - Construction of seven level office building including shop, four levels of car parking including a basement level and three levels of office space

Thank you for referring the above application to the City of Burnside for consideration pursuant to Section 33(1) of the Development Act 1993 and Regulation 38(2) of the Development Regulations 2008.

Having reviewed the application details, inspected the subject land and surrounding locality and given consideration to the relevant provisions of the Burnside (City) Development Plan, Council provides the following comments in relation to the proposed seven level mixed used building.

Zoning and Land Use

The proposed development is constrained wholly within the Urban Corridor Zone – Boulevard Policy Area of the Burnside (City) Development Plan. The proposal to establish a new seven level mixed use building comprising office, shop and car parking is supported by the Zone and Policy Area provisions of the Plan.

From a zoning and land use perspective, the development, as proposed, would appear to be consistent with the objectives of the Development Plan in view of the following:

- The development provides a medium-to-high rise building framing the street, including mixed use buildings that contain shops and offices;
- The development is considered to provide a tall, well-articulated building façade that is considered to fit neatly within the streetscape of Greenhill Road which exhibits a varied setback pattern as the buildings transition from Fullarton Road to the west;
- The proposed development retains vehicular access through Birkin Street which will limit the impact on the function of Greenhill Road as an arterial road;

- The appearance of the building has regard for the desired character of the zone by virtue of the following:
 - Building will have 'tall walls' when viewed from Greenhill Road;
 - The walls will be articulated with finer details including a mix of materials, colours and finishes including façade blades;
 - Car parking levels will be screened by the ground level lobby and existing street trees fronting Greenhill Road and Birkin Street.
 - The proposed lobby, shop, toilets, waste, bicycle storage, lifts and stairs at ground floor level provide an attractive presentation to Greenhill Road.

Vehicle Access and Car Parking

All vehicle access to the subject land will be from Birkin Street. This will limit impact on the function of Greenhill Road as a Primary Arterial Road. All vehicles will be able to enter and exit the site in a forward direction safely. The proposed land use generates a car parking demand of 118-197 on-site parking spaces which is adequately provided by the 164 vehicle parking spaces provided on the site.

An internal referral to Council's Traffic Department has revealed the following observations which should be considered further:

- The carpark contains blind aisles on the north-west corner of each level;
- There should be turnaround bays so that a vehicle can turnaround if all the parks are full (This will result in a loss of 4 parking bays);
- Council questions as to why 2 driveway entrances are required since the northern most entrance only services 12 parking spaces.
- The existing redundant driveway/gutter crossing must be removed and reinstated to kerb upon completion of the proposed gutter crossing.
- A shared driveway width of 7 metres is permitted across the verge and at the kerb and gutter.
- It should be noted that 1:20yr and 1:100yr AEP map indicate that shallow flooding up to a maximum depth of 250mm could occur across the site and the development should be notified regarding the risk of minor flooding.
- Stormwater Management will need to be considered to determine how water will be removed from the lower basement when flooding occurs.

*Please note that any works associated with the kerb will be subject to a separate authorisation in accordance with Section 221 of the Local Government Act 1999.

Street Trees

The proposal was referred internally to Council's Urban Forestry Department whom are supportive of the removal of the two 'Crepe Myrtle' trees sited within the road verge along Birkin Street subject to fees payable by the applicant as well as the establishment of three (3) replacement plantings within the vicinity.

Conclusion

In principal, the City of Burnside has no objection to the proposed seven level mixed use building provided due consideration is afforded to the configuration and functionality of the car park including a stormwater management plan to address the potential for flooding of the car park in the event of a 1:20 year flood.

If you require further information or clarification, please do not hesitate to contact me.

Yours faithfully

A handwritten signature in black ink, appearing to read 'JMoss'.

James Moss
Team Leader Planning

Phone: 83664117

Email: jmoss@burnside.sa.gov.au

Development Plan Provisions

Extracted from
Burnside (City) Development Plan
Consolidated 19 December 2017

210 Greenhill Road, Eastwood

COUNCIL WIDE

Design and Appearance

OBJECTIVES

Objective 11: Development of a high design standard and appearance that responds to and reinforces positive aspects of the local environment and built form.

PRINCIPLES OF DEVELOPMENT CONTROL

- 14** Buildings should reflect the desired character of the locality while incorporating contemporary designs that have regard to the following:
- (a) building height, mass and proportion;
 - (b) external materials, patterns, colours and decorative elements;
 - (c) roof form and pitch;
 - (d) façade articulation and detailing; and
 - (e) verandahs, eaves, parapets and window screens.
- 15** Where a building is sited on or close to a side or rear boundary, the boundary wall should minimise:
- (a) the visual impact of the building as viewed from adjoining properties; and
 - (b) overshadowing of adjoining properties and allow adequate sunlight access to neighbouring buildings.

Movement and Parking of Vehicles

Parking of Vehicles

Objective 35: Adequate parking for vehicles.

PRINCIPLES OF DEVELOPMENT CONTROL

- 93** Development should provide for safe and convenient:
- (a) access for pedestrians, cyclists and vehicles, including emergency and essential service vehicles;

- (b) off-street parking to an extent and in a manner which will minimise interference with the flow of traffic on roads adjoining the site of development; and
 - (c) off-street loading, unloading and turning of vehicles, including service vehicles, likely to be required in association with the use of the land.
- 94** The number, location and design of points of access to and egress from a road should be such as will minimise:
- (a) interference with the free flow of traffic on roads in the locality;
 - (b) interference with the function of any intersection or device for the control of traffic;
 - (c) queuing on the road;
 - (d) right turn movements;
 - (e) the gradient of any exit driveway;
 - (f) the intrusion of traffic into any adjacent residential area; and
 - (g) the need to remove street trees.

Parking of Vehicles

- 106** Spaces for off-street car parking should be provided with development at the rates prescribed in [Table Bur/5](#) and [Table Bur/6](#), subject to the extent to which other principles of development control concerning provisions for car parking are met, and except where the prescribed rates are in conflict with those prescribed in any part of a zone in which case the provisions for the part of a zone take precedence.
- 107** Development should include the provision of space for off-street car parking sufficient to accommodate the likely needs for such space generated by the development, taking into account:
- (a) the scale and nature of the development and the activities of those who would use the land concerned;
 - (b) the availability of space for car parking on land other than the site of the development; and
 - (c) the likely use of public and/or non-motorised transport in travel to and from the site of the development.
- 109** Where appropriate, development should provide safe and secure facilities for the parking of bicycles.

Cycling and Walking

- 115** Development should encourage and facilitate cycling as a mode of transport by incorporating end-of-journey facilities including:
- (a) showers, changing facilities and secure lockers;
 - (b) signage indicating the location of bicycle facilities; and
 - (c) bicycle parking facilities set out in [Table Bur/7](#) – Off-street Bicycle Parking Requirements for the Urban Corridor Zone.
- 116** On-site secure bicycle parking facilities should be:
- (a) located in a prominent place;

- (b) located at ground floor level
- (c) located undercover;
- (d) located where surveillance is possible;
- (e) well lit and well signed;
- (f) close to well used entrances; and
- (g) accessible by cycling along a safe, well lit route.

117 Pedestrian and cycling facilities and networks should be designed and provided in accordance with relevant provisions of the Australian Standards and Austroads Guides.

URBAN CORRIDOR ZONE

Introduction

The objectives and principles of development control that follow apply in the Urban Corridor Zone shown on [Maps Bur/3 and 6](#). They are additional to those expressed for the whole of the Council area.

The Urban Corridor Zone is divided into a number of Policy Areas. Each policy area has been defined according to the existing and desired character of the area, the type and nature of development considered appropriate and other features that differentiate one area from another. The policy areas are shown on [Maps Bur/12 and 15](#).

OBJECTIVES

- Objective 1:** A mixed use zone accommodating a range of compatible non-residential and medium and high density residential land uses orientated towards a high frequency public transport corridor.
- Objective 2:** Integrated, mixed use, medium and high rise buildings with ground floor uses that create active and vibrant streets with residential and commercial development above.
- Objective 3:** A mix of land uses that enable people to work, shop and access a range of services close to home.
- Objective 4:** Adaptable and flexible building designs that can accommodate changes in land use and respond to changing economic and social conditions.
- Objective 5:** A built form that provides a transition down in scale and intensity at the zone boundary to maintain the amenity of residential properties located within adjoining zones.
- Objective 6:** A safe, comfortable and appealing street environment for pedestrians that is sheltered from weather extremes, is of a pedestrian scale and optimises views or any outlook onto spaces of interest.
- Objective 7:** Noise and air quality impacts mitigated through appropriate building design and orientation.
- Objective 8:** Development that contributes to the desired character of the zone.

DESIRED CHARACTER

This zone supports an innovative mix of medium to high density residential and mixed use development along the Fullarton Road and Greenhill Road Primary Road Corridors.

It will be developed with a diversity of housing, including row dwellings, residential flat buildings and multi-storey buildings that incorporate affordable housing opportunities for families, students and other household types in areas with frequent public transport provision.

Residents will have access to a local and neighbourhood scale mix of land uses that are well connected to public transport, and active public spaces that facilitate walking and/or cycling to a range of daily activities.

Buildings will create a linear corridor that frames the main road with active street frontages that establish an interesting pedestrian environment and human scale at ground level. Buildings of 4 or more storeys will be the predominant built form..

A high amenity pedestrian environment will be established that provides integrated linkages to adjacent centres, public transport stops and public spaces. High quality footpaths will be provided (of a durable non-slip surface) that are shaded by street trees that cool the street environment and reduce air pollution. Access for people with disabilities, signage, seating and street lighting will be provided along key walking routes between public transport stops and major activity nodes. Cycle routes will be visible, safe, accessible, well signed and connected with key local destinations (such as shops, schools and local parks).

Greenhill Road and Fullarton Road are strategic routes. Their function as major transport corridors will be protected with minimal on-street vehicle parking and access points. Access will be provided from secondary road frontages and rear access ways. Controlled pedestrian crossings points will be focussed and consolidated at key locations. Parking areas will be consolidated, shared, where possible, and screened from the street or public spaces.

Development will be undertaken within defined building envelopes. The location and scale of buildings will achieve high quality urban design outcomes. A coherent public realm that shapes the street space and, in particular, the physical and functional character of the main road, will be established. In general, the greatest height, mass and intensity of development will be focussed at the main road frontage, and will reduce in scale to transition down where there is an interface with low rise residential development in an adjacent residential zone. Buildings at the periphery of the zone will have an appropriate transition that relates to the height and setback of development in adjacent zones of a lower scale and intensity.

Development will have a human scale and contribute positively to the public realm with articulated buildings that incorporate canopies, modelled façades, fenestration and balconies that make use of light and shade. Solid materials will be appropriately balanced with glazed areas. Buildings will have a strong horizontal emphasis with clearly defined and segmented vertical elements.

The greatest height, mass and intensity of development will be focussed at the main road frontage. Key strategic sites will be developed with landmark buildings.

Overlooking, overshadowing and noise impacts will be moderated through good design and noise attenuation techniques. Impacts on adjoining zones will be minimised through appropriate building envelopes, transition of building heights, design and location of windows and balconies, and use of landscaping.

Well-designed landscaping will assist to visually reduce the scale of large building façades, soften edges and provide visual amenity and shade. Plant and service equipment will be enclosed and screened from view from the street and neighbouring sites.

Nominated public spaces will be designed to create a quiet space or retreat for people to use.

Water sensitive urban design for the harvest, treatment, storage and reuse of stormwater will be integrated at the neighbourhood, street, site and building level. Harvested stormwater will improve the aesthetic and functional value of open spaces, including public access ways and greenways.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following types of development, or combination thereof, are envisaged in the zone:

- Affordable housing
- Aged persons accommodation
- Community centre
- Consulting room
- Dwelling
- Educational establishment
- Entertainment venue
- Licensed premises
- Office
- Pre-school
- Primary school
- Residential flat building
- Retirement village
- Shop or group of shops
- Supported accommodation
- Tourist accommodation.

Form and Character

- 3 Development should be consistent with the desired character for the zone.

Design and Appearance

- 6 Buildings on sites with a frontage greater than 10 metres should be well articulated through variations in forms, materials, openings and colours.
- 7 Buildings should be designed to:
- (a) enable suitable sunlight access to public open space; and
 - (b) overlook or orientate towards public open space and defined pedestrian and cycle routes.
- 9 Development should minimise the number of access points onto an arterial road, by providing vehicle access:
- (a) from side streets or rear access ways; and
 - (b) via co-ordinated through-property access rights of way or common rear vehicle parking areas.
- 10 Vehicle access points on side streets and rear access ways should be located and designed to:
- (a) minimise the impacts of headlight glare and noise on nearby residents; and
 - (b) avoid excessive traffic flows into residential streets.

Building Envelope

Building Height

- 12 Except where airport building height restrictions prevail, the interface height provisions require a lesser height, building heights (excluding any rooftop mechanical plant or equipment) should be consistent with the following parameters:

Policy area	Minimum building height	Maximum building height
Boulevard Policy Area	3 storeys, or 4 storeys for land that is directly adjacent to or facing the Adelaide Park Lands.	On land adjoining Greenhill Road between Fullarton Road and Glen Osmond Road – 7 storeys (and up to 25.5 metres). On land adjoining Fullarton Road between Kensington Road and Greenhill Road – 6 storeys (and up to 22 metres).
Transit Living (Glenside) Policy Area	2 storeys	8 storeys and up to 29 metres except in those areas abutting the Residential Zone, other sensitive land uses and where the Strategic Development Site policy may apply.

Setbacks from Road Frontages

- 15** Buildings (excluding verandas, porticos and the like) should be set back from the primary road frontage in accordance with the following parameters:

Policy area	Minimum setback from the primary road frontage where it is the Primary Road Corridor	Minimum setback from the primary road frontage in all other cases
Boulevard Policy Area	6 metres from the Greenhill Road Primary Road Corridor. 6 metres from the Fullarton Road Primary Road Corridor. 2 metres from the Fullarton Road Primary Road Corridor where adjacent to the front service road.	4 metres
Transit Living (Glenside) Policy Area	6 metres from the Greenhill Road Primary Road Corridor. 6 metres from the Fullarton Road Primary Road Corridor.	0 metres

- 16** Buildings (excluding verandas, porticos and the like) should be set back from the secondary road frontage or a vehicle access way in accordance with the following parameters:

Designated area	Minimum setback from secondary road	Minimum setback from a rear access way
Boulevard Policy Area	2 metres	No minimum where the access way is 6.5 metres or more. Where the access way is less than 6.5 metres in width, the distance equal to the additional width required to make the access way 6.5 metres or more, to provide adequate manoeuvrability for vehicles.

Designated area	Minimum setback from secondary road	Minimum setback from a rear access way
Transit Living (Glenside) Policy Area	No Minimum (except for any site with a boundary to Greenhill Road)	No minimum where the access way is 6.5 metres or more. Where the access way is less than 6.5 metres in width, the distance equal to the additional width required to make the access way 6.5 metres or more, to provide adequate manoeuvrability for vehicles.

Other Setbacks

- 17 Buildings (excluding verandas, porticos and the like) should be set back in accordance with the following parameters:

Designated area	Minimum setback from rear allotment boundary	Minimum setback from side boundaries (where not on a street boundary)
Boulevard Policy Area	3 metres	For allotments with a frontage width of: (a) 20 metres or less: no minimum (b) more than 20 metres: 1 metre.
Transit Living (Glenside) Policy Area	0 metres except where boundary abuts an existing residential zone in which case the setback should be in the order of 3 metres	For allotments with a frontage width of: (a) 20 metres or less: no minimum (b) more than 20 metres: 1 metre.

Vehicle Parking

- 24 Vehicle parking should be provided in accordance with the rates set out in [Table Bur/6](#) - Off-street Vehicle Parking Requirements for Designated Areas.

Boulevard Policy Area

The following provisions apply to the Boulevard Policy Area as shown on [Maps Bur/12 and 15](#). They are additional to those expressed for the whole of the Urban Corridor Zone and for the whole of the Council area.

OBJECTIVES

- Objective 1:** Medium and high rise development framing the street, including mixed use buildings that contain shops, offices and commercial development at lower floors with residential land uses above.
- Objective 2:** A uniform streetscape edge established through a largely consistent front setback and tall, articulated building facades.
- Objective 3:** Development that does not compromise the transport functions of the road corridor.
- Objective 4:** Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

Development in the policy area will enhance the character of the wide avenue that is uniformly planted with tall trees spaced at regular intervals. The transport function of the road corridor as a strategic transport route will be maintained and pedestrian areas will be enhanced to maximise safety and promote activity in appropriate locations.

Buildings will be medium and high rise to frame, and be proportionate in height to the width of the road. Buildings will also be set back uniformly from the main road frontage to reinforce the consistent built form façade, provide space for landscaping and pedestrian environment enhancement. Buildings will provide tall walls when viewed from the main road but may be articulated with finer details such as balconies and verandahs, and canopies over the ground floor.

Development on key corner sites will enhance the gateway function through the use of taller buildings that provide a strong built form edge and pedestrian scale detailing to both street frontages.

The use of buildings that incorporate podium elements (where higher floors of the building are set back further than ground and lower level floors) may be used to improve air quality through greater air circulation and enhance solar access, privacy and outlook for both the residents of the building and neighbours. Podium buildings that frame the street in proportion to the width of the road are encouraged.

On-site vehicle parking will not be visible from the primary street frontage through the use of design solutions such as locating parking areas behind the front building façade and screening undercroft parking areas with landscaping and articulated screening.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 Development should predominantly comprise mixed use buildings and wholly residential buildings.
- 2 In a mixed use building, non-residential development should be located on the ground floor and lower levels, and residential development should be located on the upper levels.

Form and Character

- 3 Development should be consistent with the desired character for the policy area.
- 4 Shops or groups of shops contained in a single building, other than a restaurant, should generally have a gross leasable area of less than 2000 square metres.
- 5 The finished ground floor level should be approximately at grade and level with the footpath.
- 6 The ground floor of buildings should be built to dimensions including a minimum floor to ceiling height of 3.5 metres to allow for adaptation to a range of land uses including retail, office and residential without the need for significant change to the building.
- 7 A minimum of 50 percent of the ground floor primary frontage of buildings should be visually permeable, transparent or clear glazed to promote active street frontages and maximise passive surveillance.