

Details of Representations

Application Summary

Application ID	23012013
Proposal	Mixed use building, comprising 15 dwellings, office and car parking and removal of one significant tree.
Location	46 UNLEY RD UNLEY SA 5061

Representations

Representor 1 - Catherine Davies

Name	Catherine Davies
Address	31 SALISBURY STREET UNLEY SA, 5061 Australia
Submission Date	02/12/2024 04:51 PM
Submission Source	Email
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development
Reasons Refer to attachment	

Attached Documents

Representation-on-application-version-3-9915856.docx
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Representations

Representor 2 - Nastasja Agerman

Name	Nastasja Agerman
Address	29 Swallowtail Street MOUNT BARKER SA, 5251 Australia
Submission Date	03/12/2024 04:23 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development
Reasons The reasons for removing the two native trees are not good enough. The carpark could be redesigned to include the trees. Removing these trees, which are mature, and replacing them with smaller trees will not provide nearly enough Co2 that is being removed. Please reconsider this design and think about the environment more than money.	

Attached Documents

Representations

Representor 3 - Lesley Kelly

Name	Lesley Kelly
Address	5 Salisbury St UNLEY SA, 5061 Australia
Submission Date	05/12/2024 02:53 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development

Reasons

1) The Traffic/Parking Management Report for the site dated 20 October 2023 was developed before the City of Unley made significant changes to the availability of residential parking zones in Salisbury St. As a direct result of these recent changes, residents with garage access from Irwin Lane will be forced to use them continually where once they may have chosen to park in the street in front of their property. On-street parking in Salisbury St will no longer be possible as many residents have already experienced since November 2024 when the changes came into effect. I note that the nett increase in traffic in Irwin Lane as a result of this change has not been mentioned in the City of Unley's submission. The impact on existing local residents has been significant and further stress from this proposed development would not be welcomed. I would seek that the October 2023 Traffic/Parking Report be revisited to address recent changes to the local traffic and parking context for the proposed development. 2) Further to the above, the parking provided in the proposed development is deemed insufficient for the number of dwellings given that the demographic is likely to attract multi-vehicle owners. There is no provision for these cars to park in nearby residential streets except where they might continually shift vehicles to avoid expiation. The increased traffic congestion in Salisbury St has already been evident from the recent changes imposed by Council. The proposed development will exacerbate this congestion. Council's proposal to dictate strata by-laws for the development to avoid this has no credible basis in my view as such by-laws can be changed by agreement of the majority of owners. 3) The impact of plant and machinery noise for the proposed development does not sufficiently account for the impact on local resident amenity. 4) The overall impact on Irwin Lane and Salisbury St from this development has not been fully considered either through the construction phase or after completion. If such developments are replicated along Unley Rd between Young St and Greenhill Rd at this height and density of occupation, Irwin Lane, will become dysfunctional and the stress on infrastructure eg stormwater will be significant. 5) It is not clear that the proposed apartments will be owner occupied. If some owners choose to list with Air B'n'B, it is likely that an even greater number of vehicles will be forced into neighbouring streets whenever party nights occur. This would also have noise implications for neighbours with balconies being a likely spot for such frivolities. 6) This development may set a dangerous precedence for others to ignore planning laws to the detriment of existing local residents and the aged infrastructure built more than a century ago.

Attached Documents

Representations

Representor 4 - Henry Myszka

Name	Henry Myszka
Address	9 Salisbury Street UNLEY SA, 5061 Australia
Submission Date	12/12/2024 12:37 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development

Reasons

I also own no. 3 Irwin Lane. Oversight. Noise. The proposed balconies contemplate outdoor activity. Loss of amenity. Parking and traffic. 25 parking spaces are seriously inadequate. Irwin Lane is a 19C night cart lane unable to accommodate the degree of additional traffic, including (larger) supply and waste management vehicles. Visitors will attempt to park in it impeding traffic. Safety has been subordinated. Provision should be made for undercroft parking and ingress to and egress from Unley Road. Present arrangements for existing properties on Unley Road between Greenhill Road and the development site appear to be: east - corner property - undercover - 1 - undercover & driveway - 3-7 - rear car park; driveway - 9 - driveway - 13-23 - 2 driveways - 25-27 - driveway - 29 - parking in side (Clyde) street west - corner property - undercroft & driveway - 8 - driveway - 10 - driveway - 12-14 - parking in front - 16 - undercroft & driveway - 24 - driveway - 26-28 - shared driveway - 30 - driveway - 32 - parking in front - 34-36 shared driveway The applicant should not be entitled to priority over other existing developments that have adequate on-site parking and safely receive and discharge traffic from and onto Unley Road. "Rat-running" along Salisbury Street - where parking difficulties have already become contentious and the "no entry" towards the eastern end is frequently ignored - may become a problem.

Attached Documents

Representations

Representor 5 - Henry Myszka

Name	Henry Myszka
Address	9 Salisbury Street UNLEY SA, 5061 Australia
Submission Date	12/12/2024 02:13 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development

Reasons

I also own 3 Irwin Lane. Oversight. Noise. The proposed balconies contemplate outdoor activity. Loss of amenity. Parking and traffic. 25 parking spaces are seriously inadequate. Irwin Lane is a 19C night cart lane which is already busy and unable to accommodate the degree of additional traffic, including (larger) delivery and waste management vehicles that would be generated. Visitors will attempt to park in it congesting traffic. Safety has been subordinated. Provision should be made for undercroft parking and ingress to and egress from Unley Road. Present arrangements for existing properties on Unley Road between Greenhill Road and the proposed development site appear to be; East - corner property - undercover - 1 - undercover & driveway - 3-7 - rear car park; driveway - 9 - driveway - 13-23 - 2 driveways - 25-27 - driveway - 29 - parking in side (Clyde) street West - corner property - undercroft & driveway - 8 - driveway - 10 - driveway - 12-14 - parking in front - 16 - undercroft & driveway - 26-28 - shared driveway - 30 - driveway - 32 - parking in front - 34-36 - shared driveway The applicant should not be entitled to priority over existing developments that have adequate on-site parking and safely admit and discharge traffic from and out onto Unley Road (and in two cases Irwin Lane as well). "Rat-running" along Salisbury Street - where parking difficulties have already become contentious and the "no entry" towards the eastern end is frequently ignored - may also become a problem

Attached Documents

Representations

Representor 6 - Ian Tucker

Name	Ian Tucker
Address	32 Unley Road UNLEY SA, 5061 Australia
Submission Date	12/12/2024 03:30 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I support the development with some concerns

Reasons
They need to dig underground and add a carparking level. 25 Carparks for that many apartments and offices is no where near enough. Simple math would say 15 Apartments x 2 = 30 Carparks then you add 221m2 of offices they would require 6-8 spaces at a minimum. Then another 4-6 for visitors and customers. 40 - 50 Carparks seems about appropriate for this type and scale of development without it impacting on residents. The street carparking around the area is already quite full.

Attached Documents

Representations

Representor 7 - Deanna Temme

Name	Deanna Temme
Address	49 Salisbury St UNLEY SA, 5061 Australia
Submission Date	16/12/2024 05:50 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development
Reasons I believe the development A is above the 5 storey limit B will impact Irwin Lane ,Salisbury St and Unley Rd which is getting impossible to access from Salisbury C residents in Unley are not being considered D Unley council is not coping with parking now	

Attached Documents

Representations

Representor 8 - Cathy Jervis

Name	Cathy Jervis
Address	7 Salisbury Street UNLEY SA, 5061 Australia
Submission Date	16/12/2024 05:50 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development

Reasons
Reasons consent be refused: 1. Inadequate provision of onsite parking. 2.Vehicle Ingress AND egress into and from Irwin Lane should not be approved. It would increase vehicle activity to unacceptable levels. It is a very narrow lane within close proximity to residents on the western side. 3. Apartment residents and visitors (and potential Airbnb guests) will most likely travel North along Irwin Lane and left onto Park Lane to access Greenhill Road. This will significantly increase congestion at the already heavily congested area at the northern end of Salisbury Street near the No Entry sign. (Congestion, and vehicles increasingly violating the No Entry sign onto Salisbury at this congestion point, has increased significantly in recent times as Council has replaced Residential Permit parking with 2 hour parking. This marked increase in vehicle activity and violations relating to Salisbury Street have been reported to SAPOL and Unley Council.).

Attached Documents

Representations

Representor 9 - Alistair Loose

Name	Alistair Loose
Address	53 Salisbury Street UNLEY SA, 5061 Australia
Submission Date	16/12/2024 08:55 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development

Reasons

- Exceeds the 5 story maximum height set for Unley road. - Does not seem to be enough parking for residents of the apartments - Will cause disruptions to residents of Salisbury Street. Parking is already difficult. - The Development will block easterly views towards the hills and create shadowing of nearby residential properties

Attached Documents

Representations

Representor 10 - Henry Myszka

Name	Henry Myszka
Address	9 Salisbury Street UNLEY SA, 5061 Australia
Submission Date	17/12/2024 05:14 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development

Reasons
Further to my earlier representation, I also object to the proposed development because, at seven storeys, it exceeds the maximum height limit for Unley Road, which is five storeys. The unsatisfactory parking and traffic arrangements referred to in my earlier representation seem to be the inevitable consequences of a proposal for an overly intensive development which cannot absorb on-site the deleterious effects which it will generate and cause those effects to ripple out into the surrounding community. Local residents and their amenity should not be put upon to accommodate and make up for the spill-over effects of an overly ambitious development that cannot succeed on its own merits and meet all of its requirements within its own footprint.

Attached Documents

Representations

Representor 11 - CHRISTOPHER MERRIGAN

Name	CHRISTOPHER MERRIGAN
Address	51 SALISBURY STREET UNLEY SA, 5061 Australia
Submission Date	17/12/2024 05:19 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development

Reasons
There is no need to exceed the Unley recommended 5 story height limit. The current design will create total lack of privacy for properties on the Eastern side of Salisbury Street as backyards will be completely overlooked. The effect on day to day lives of residents will be detrimental Most of the traffic for this apartment complex will enter and exit through Irwin lane which does not accommodate two cars travelling in opposite directions. There also seems to be inadequate parking facility for ground floor businesses, visitors/second cars that will be required for a complex of such size. This will result in overflow parking in already over parked surrounding streets. Removal of significant trees in Unley should not be allowed. Tree removal in Unley has diminished tree cover and Unley council policy is to retain and increase tree cover as much as possible.

Attached Documents

Representations

Representor 12 - Matthew Gliddon

Name	Matthew Gliddon
Address	43 Salisbury Street UNLEY SA, 5061 Australia
Submission Date	17/12/2024 11:17 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development

Reasons

- We disagree with the comment in the overlook analysis “No direct or unreasonable views into adjoining properties results from the proposal”. It is possible to see directly into private living areas of a number of properties on Salisbury street, including ours. This will further be exacerbated with morning sun at times directly illuminating the occupants in these areas. There is also direct overlook into private backyard areas. - The orientation of balconies towards the rear of residences in Salisbury street is of particular concern. The buildings mentioned for comparison (approved, or already built) have balconies oriented perpendicular to existing residences (or front facing) to the property and therefore not to provide direct visual access into living areas located at the rear of the property. - The overlook photos underestimate the visual access to our property (blocked by a deciduous tree). Had this photo been taken in winter it would have further highlighted the loss of privacy caused by this development, similar to number 47 Salisbury Street, where the entire kitchen and living room can be clearly viewed in the photos from multiple levels. - As our property is East / West facing and attached on the North side, even minimal and temporary shadowing will exacerbate the limited access to sunlight of these areas. - There is inadequate parking in the proposal for the number of residential and commercial vehicles one would expect for a property of this size. This is likely to significantly increase the parking in the local streets including Young Street and Salisbury streets. With direct access via Ambler lane this will significantly impact parking on Salisbury Street from residents, visitors and trades. There is currently a problem with parking congestion in the local area and this proposal will further exacerbate the problem. - The justification to exceed the height restriction lacks substance, considering this building is located so close to a zone where this size of building is allowed (Greenhill Road), allowing another building to exceed the limit raises the question of why have the limit in place at all. I am unaware of any 5 level buildings that are being built as the more that are approved the more will be proposed, as evidenced by this being part of their justification. I do not believe the appearance of these existing, or proposed buildings, contribute positively to the visual interest of the area. - I disagree with the removal of a significant tree, the aim of local council to increase the tree canopy is against the removal of such a tree, despite the aim to replace the tree with multiple trees. Overall the proposal to build a structure of this size and materials, despite the vegetations planned, will still significantly negatively contribute to heat in the area and exacerbate the effect of heat island. - Furthermore, not all residents that will be negatively impacted by this proposal have been notified and given the opportunity to provide feedback, specifically residents of Ambler Place.

Attached Documents

Representations

Representor 13 - Isabelle Gatley

Name	Isabelle Gatley
Address	47 Salisbury Street UNLEY SA, 5061 Australia
Submission Date	18/12/2024 12:32 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development
Reasons	

Attached Documents

Submission-on-DA-23012013-1443885.pdf

Submission regarding Development Application 23012013, 42-46 Unley Road, Unley

1. I own and live at 47 Salisbury St Unley. My house has rear access from Ambler Place, which is entered from Irwin Lane. My backyard is approximately 50 metres from the rear of the proposed development. I do not support the proposed development as submitted and I consider that consent should be refused by the SCAP on the basis of the present plans submitted by Otello Projects.
2. The developer's own materials reveal that the proposed development fails to comply with the Parking and Design Code in numerous ways. Developments that are non-compliant should not be approved as a matter of course without interrogation of why the design is non-compliant. The onus should be on the developer to rectify non-compliance.
3. SCAP should not permit the proposed development to exceed the envisaged height limit for this zone, in circumstances where it does not achieve the significant development site criteria. The height limits (whether or not correctly characterised as 'guides' by the developer) should be observed subject to limited and well-justified exceptions. I agree with the remarks of the City of Unley that the proposed exceeding of the maximum height restrictions for the Urban Corridor (Main Street) Zone *"gives rise to concerns regarding bulk and scale and interface impacts with surrounding residential allotments. Further justification should be provided"*. 'High quality design outcomes' as a justification for increased height offers limited comfort to neighbouring residents, now faced with a 25 metre high building in our direct view.
4. The proposed development fails to adequately minimise and manage off site impacts on neighbouring residences in two key ways: 1) unreasonable overlooking of neighbouring residences from western-facing proposed balconies and windows; and 2) failure to comply with the relevant Parking and Design Code with respect to parking provision, with no plans for adequate management of the projected flow on for surrounding residential areas.

Deficiencies in overlooking management and vantage point analysis

5. Management of overlooking concerns is one of the key bases upon which the proposal seeks to justify its exceeding of the maximum height limit. However, the overlooking analysis indicates that the impact on my property will be significant. Contrary to the statement in URPS's report that the analysis demonstrates that there are *"no direct or unreasonable views into adjoining residential properties"*, my ability to enjoy my internal and external living space without observation will be permanently affected if the proposed development is approved. The 'varied setback' design is relied on as *"reduc[ing] building mass"* but does not minimise the overlooking impact for my property.
6. The "Height Justification – Overlooking Analysis" photographs show that, from 10 of the 11 vantage points photographed, my living room/kitchen windows and rear veranda are clearly visible. The apparent effect of this is that every residence above Level 1 with a west facing outlook will be able to see my rear veranda and into my living room and kitchen, particularly in the evening when interior lights are on. I note that no overlooking analysis has been performed at night. The statement that *"there are no direct or unreasonable views into adjoining properties"* appears to be a URPS conclusion without any specific reference to the vantage point photographs as they concern individual properties visible in the photographs. I have annexed two photographs that show, by way of example, the extent of visibility inside my house from the western face of the proposed development (adopting the same angles as the Overlooking Analysis).
7. A particular concern is that the design of the west facing dwellings include large windows and balconies across the entire face western side of the building. Far from there being no direct views, the residents of these apartments are in fact encouraged by the design of their apartments to use outdoor space that overlooks my rear living space.

8. As noted in the Office for Design and Architecture letter dated 15 November 2024, levels five and six are not compliant with the building envelope required in light of the adjacency to the Established Neighbourhood Zone. The developer's response that this exceedance "*primarily relates to open terracing to balconies*" does not resolve the concern, given balconies nevertheless form part of the building mass and further provide for overlooking.
9. By way of comparison, I encourage the SCAP to consider the development at 56 Greenhill Road, Wayville. This development has extremely limited windows and balconies on the south-facing side (which is the side that overlooks a lane and existing residences, akin to Irwin Lane/Ambler Place and the Salisbury St residences in this development context).
10. It is also apparent that the Overlooking Analysis photography has been conducted with the significant tree (that the proposed development seeks to remove) in place, without any acknowledgement that the visible screening provided by this existing tree will be removed if the development as proposed goes ahead. The extent of screening that any 'replacement' trees might provide is unclear. This does not make any difference for my property, which is highly visible in the Overlooking Analysis regardless of the existing tree, but should be considered with respect to other Salisbury St and Ambler Place properties.
11. A further concern is the potential for reflected glare from west-facing windows/balcony into neighbouring residences with east facing windows, such as mine. This does not appear to have been assessed based on the available documents.

Inadequate parking provision

12. A second key concern is the deficiencies in the car parking provision on the present plans. The car parking analysis conducted by CIRQA, and relied on by Otello Projects in support of the development, makes the following relevant conclusions:
 - 12.1 the proposed parking provision "*does not meet the total parking requirement of the Parking and Design Code*"; and
 - 12.2 the "*surrounding on-street parking provisions*" are relied upon as one of the bases for CIRQA considering that the plans would satisfy the relevant Performance Outcome.
13. There are 15 dwellings in the proposed plan, with a total of 40 bedrooms. There are only 18 car parks provided for residents. The remaining 7 car parks on site are expected to service residential visitors and commercial tenancy requirements. There appears to be no provision for the extremely likely overflow of residential parking at the proposed development, if (as seems likely) more than a handful of the multi-bedroom residences have more than one car.
14. Further, there is apparently no provision for employees of the commercial tenancy. This is completely inadequate given the existing parking pressures on neighbouring residential streets from office workers who work on Unley Road and Greenhill Road, and the resultant need for parking restrictions. I note the City of Unley's comments on this topic. The portion of Salisbury St near my house seems to be most at risk of further parking pressure and increased traffic from parking overflow, given the Ambler Place pedestrian walkway, while also bearing the brunt of increased traffic on Irwin Lane.

Isabelle Gatley
47 Salisbury St, Unley

3.

Photograph taken at night from outside, from the rear fence line of my property above fence height, at substantially the same angle as the Overlooking Analysis, with interior lighting on.



Photograph taken from inside, standing in kitchen – the tree visible in the centre of the photograph is the existing significant tree at the rear of the proposed development.



Representations

Representor 14 - David Vidler

Name	David Vidler
Address	12 Liston Street PARKSIDE SA, 5063 Australia
Submission Date	18/12/2024 11:47 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development

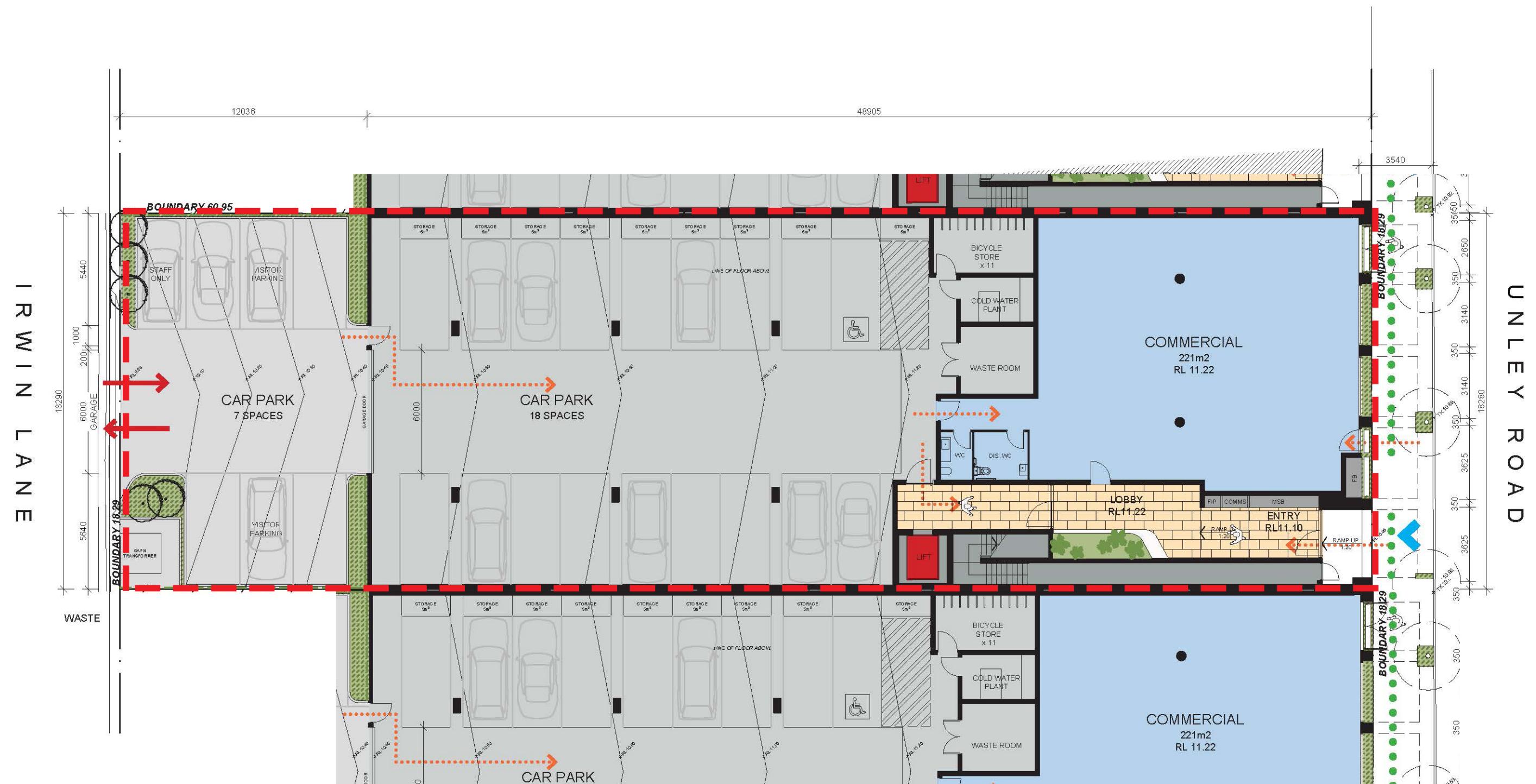
Reasons

The Planning and Design Code contains a range of provisions that seek to ensure development is appropriately designed and sited. Within the Urban Corridor Zone, the applicant's site is subject to a Technical and Numerical Variation (TVN) for a Maximum Building Height: - 18.5m and 5 levels. It is acknowledged that TVNs in the Code may be treated as a guide rather than a prescriptive requirement. It should also be acknowledged that the Code authors, after wide consultation with local government, industry groups and professionals, considered that a departure from the 'Maximum' may be given active consideration when developments provide superior outcomes for building occupants, neighbours and the broader community. The application appears to have ignored the impact of future development on adjacent sites. The attached plans have been generated from the applicant's documents and demonstrate the result of similar scale developments on properties at the northern and southern boundaries of the subject site. The applicant's site is indicated within the red dashed box. There are no side setback provisions on development occurring at the north and south properties. Development on the northern property with a 24.5m building height and 7 levels will plunge more than 50% of the north facing apartments at 46 Unley Road into deep shade – little or limited access to northern sun. All north facing windows on Levels 1 and 2 are sited at 3m from an adjacent boundary wall and 60% are located below a projecting balcony and/or precast concrete framing – access to daylight will be severely curtailed with an adjacent development. Northern windows from level 2 apartments at 46 Unley Road as currently shown have a clear view of the private open space of northern apartments at Level 1 – this effect is repeated between levels above on the north, east and west elevations. Rooms within apartments on the south boundary will also be further compromised – 4 bedrooms on Levels 1 and 2 currently face a light well. A development on the boundary will further diminish the amenity of the rooms. The application refers to sustainability initiatives as a reason for the additional height justification – development on adjacent northern and southern sites will negate all north views for most occupants, limit daylight access to all north and south sited rooms and restrict cross ventilation. The application refers to an overlooking analysis for the additional height justification but fails to acknowledge that the limited screening at the range of vantage points that does occur is provided by the trees that the they propose to demolish.

Attached Documents

Developed-adjacent-sites-1444073.pdf

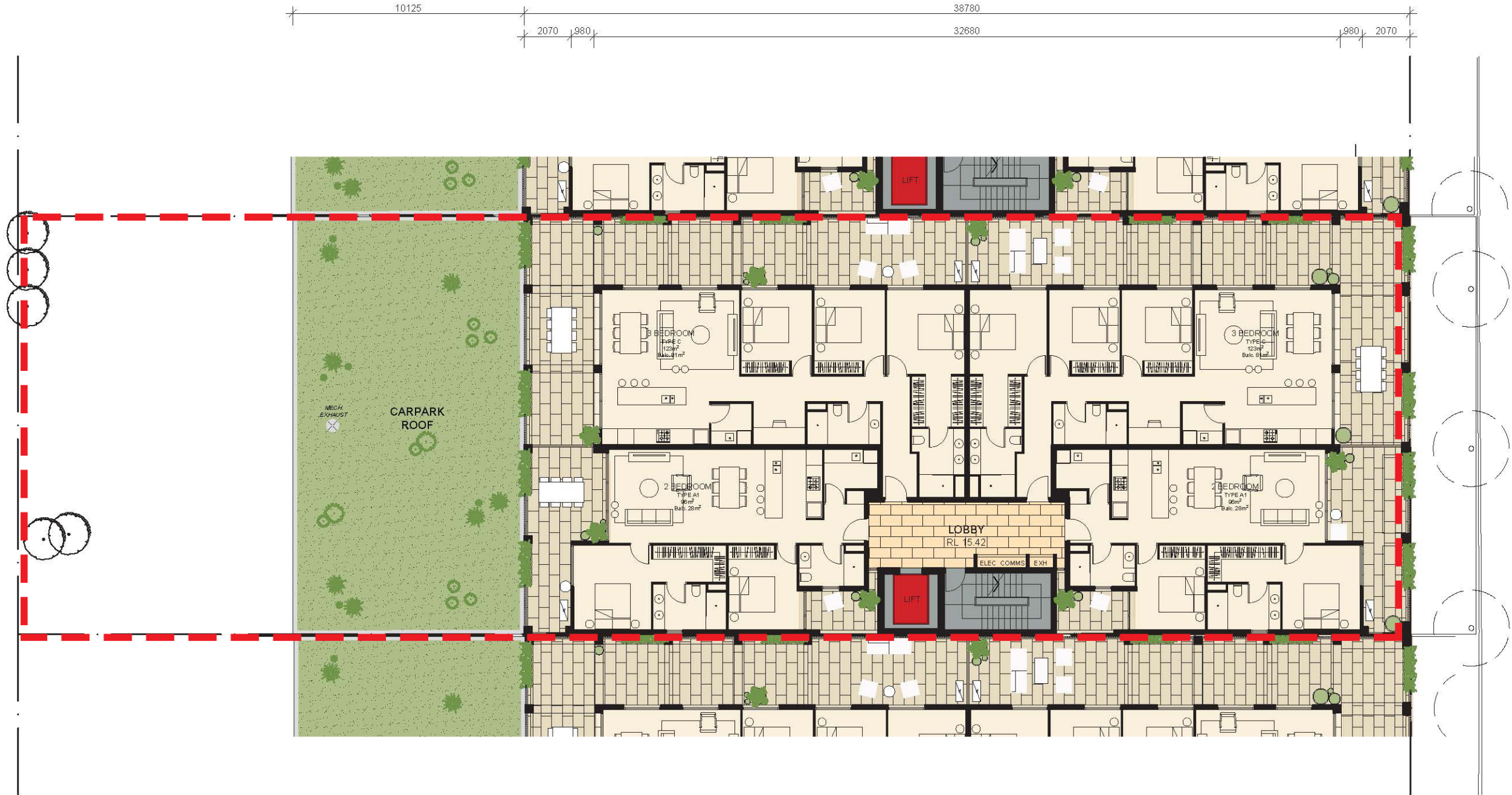
GROUND FLOOR



LEVEL 1

IRWIN LANE

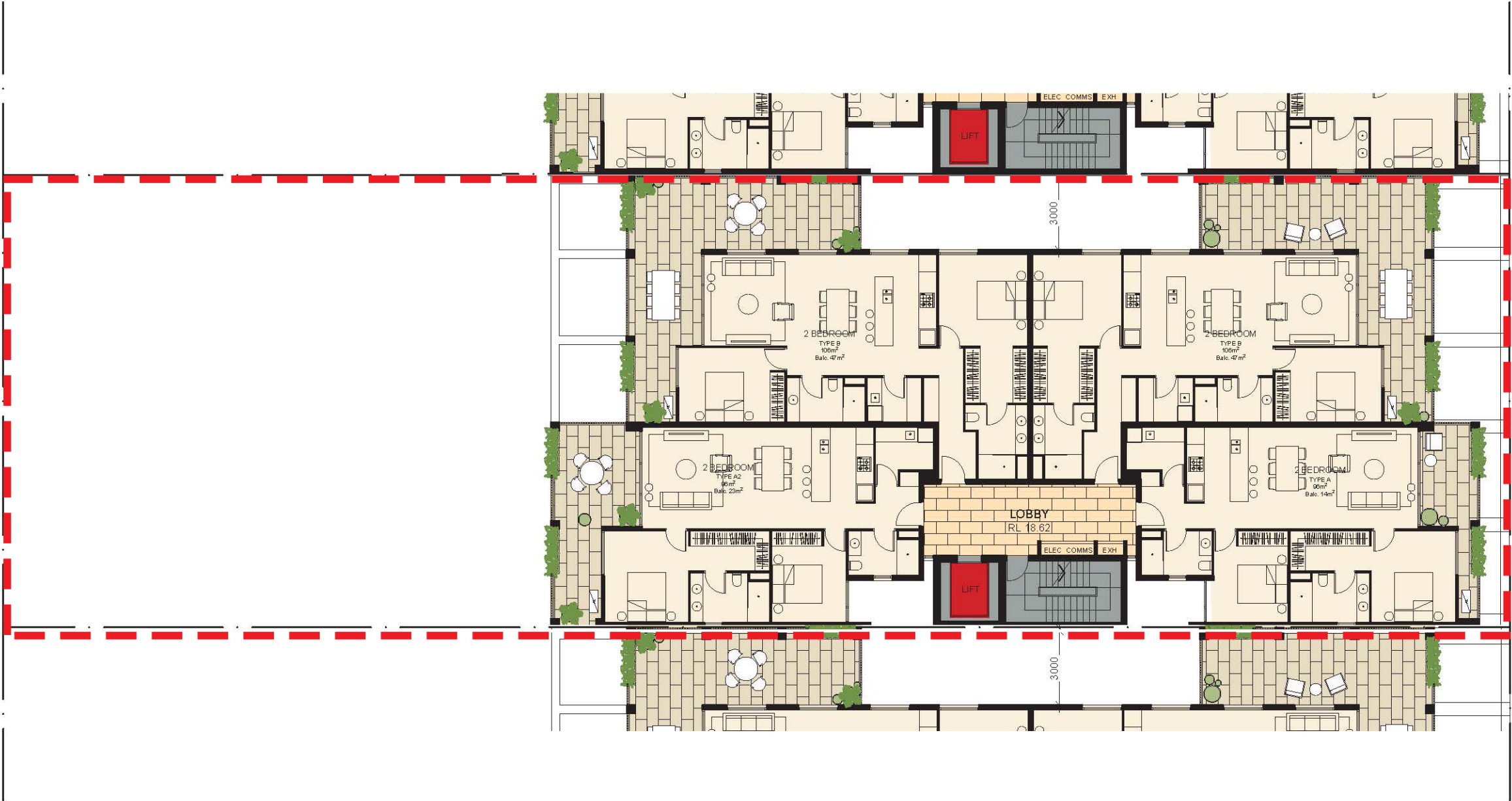
UNLEY ROAD



LEVEL 2

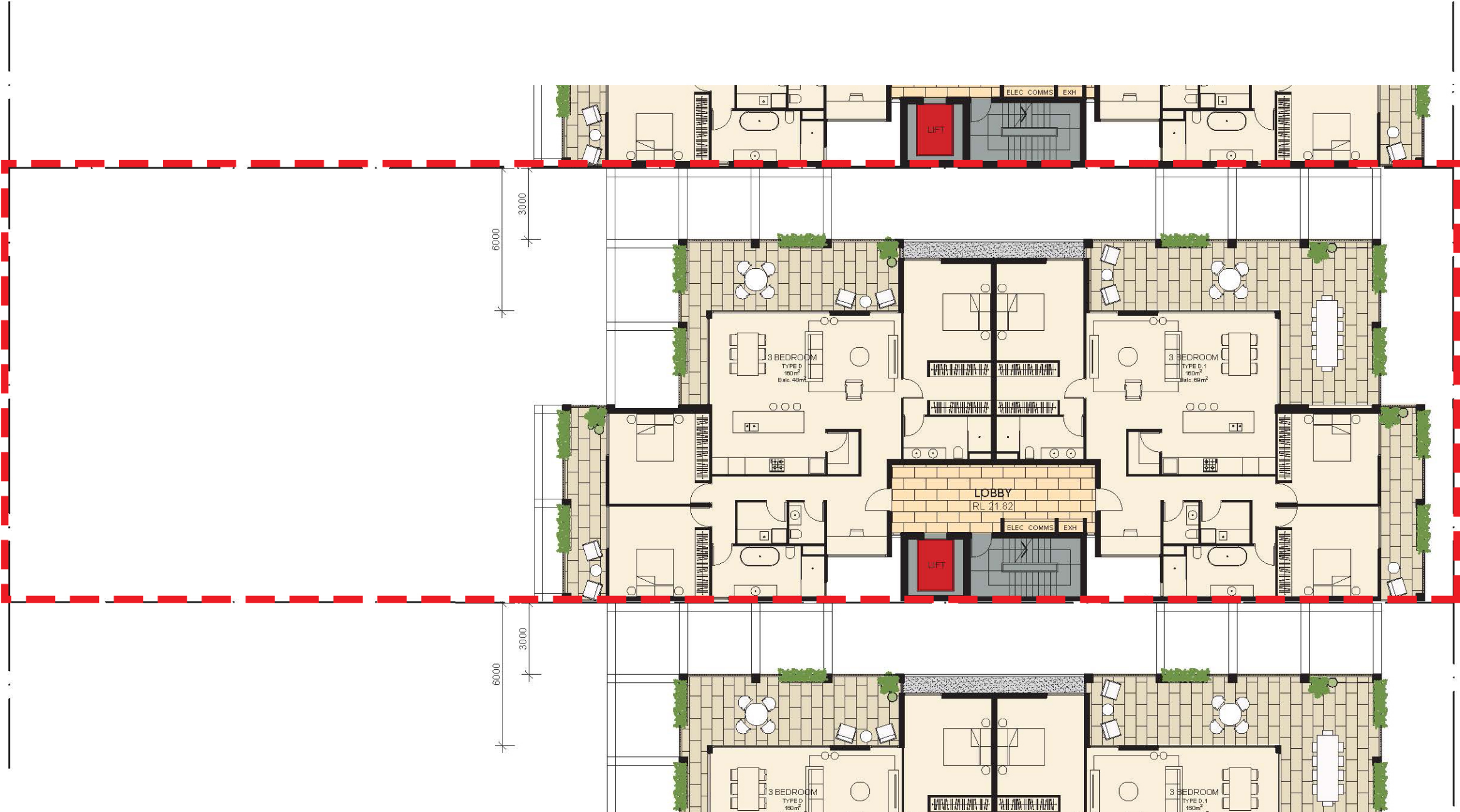
IRWIN LANE

UNLEY ROAD



LEVEL 3

IRWIN LANE



UNLEY ROAD

LEVEL 4

IRWIN LANE



UNLEY ROAD

LEVEL 5

IRWIN LANE



LEVEL 6

IRWIN LANE



UNLEY ROAD

Representations

Representor 15 - Terry Nicholls

Name	Terry Nicholls
Address	1A SALISBURY STREET UNLEY SA, 5061 Australia
Submission Date	19/12/2024 12:45 PM
Submission Source	Email
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development
Reasons	

Attached Documents

PlansaRepresentationRe46UnleyRoadDevelopmentProposal-10077061.pdf
PlansaRepresentationRe46UnleyRoadDevelopmentProposal-10077212.pdf

REPRESENTATION ON APPLICATION

Planning, Development and Infrastructure Act 2016

Applicant:	Terry Nicholls
Development Number:	23012013
Nature of Development:	7 Storey Mixed-Use Development
Zone/Sub-zone/Overlay:	Urban Corridor Zone
Subject Land:	Title Reference CT5564/801 46 Unley Road, Unley, South Australia 5061
Contact Officer:	Terry Nicholls
Phone Number:	0434 722 222
Close Date:	18 December 2024

My name*: Terry Nicholls	My phone number: 0434 722 222
My postal address*: 1a Salisbury Street Unley 5061	My email: pilesafe@adam.com.au

* Indicates mandatory information

My position is:	<input type="checkbox"/> I support the development
	<input type="checkbox"/> I support the development with some concerns (detail below)
	<input checked="" type="checkbox"/> I oppose the development

The specific reasons I believe that consent should be refused are:

1. Over Height

For this first major development on this section of the Unley Road Urban Corridor, at 7 storey high, the construction exceeds Plan SA's own design code of 5 storeys for this area. The code was specifically designed to protect near residents from overshadowing particularly, as in this case, the western neighbours are so close across narrow Irwin Lane.

2. Car- Parking

It is highly unlikely a 15 unit high-rise development with a combination of 2 and 3 bedroom apartments with a 4 bedroom penthouse will require only 18 car-parking spaces for themselves, their visitors and tradespeople. Further residential car parking spaces will be taken up in Young and Salisbury streets which are already at capacity during the day. (refer 3 below)

Other recent high-rise developments on Unley Road have recognized the car-park space issues their developments will introduce and have elected to provide underground or basement carparking or elevated parking to keep resident vehicles within the site footprint.

If car parking were the only issue to approve the development, then basement car parking should be mandatory.



Government of South Australia
Department for Trade
and Investment

3. Irwin Lane

Irwin Lane is a narrow service lane entered from Greenhill Road one end via Salisbury Street and Park Lane and the other end via Young Street.

The proposed construction activity at 46 Unley Road will require the movement of heavy vehicles (mobile cranes, concrete trucks and semi trailers etc) in Irwin Lane over the construction period (possibly 12 months). The Lane is not dimensionally capable of allowing the movement of construction equipment and still allow safe and unimpeded access for residential vehicles and Unley Road office workers travelling to and from their off-street parking in the Lane.

The City of Unley has recently removed all residential only parking positions in Salisbury Street and replaced them with timed parking supposedly to provide additional parking spaces for expanding businesses on nearby Greenhill Road.

As a consequence, after 9.00am weekdays, there is minimal available parking in Salisbury Street between Greenhill Road and Young Street. A resident from the eastern side of Salisbury Street, returning home after an early departure from a timed position in Salisbury Street, can only access and egress his property via his off-street parking in Irwin Lane. This has very significantly increased traffic flow in the lane before any further development takes place.

At the very least additional professional traffic studies are required to account for the current increased traffic movements and the likely impact the proposed development would have. Such studies should include the additional vehicles of the development, their friends, tradespeople and not least the weekly rubbish collection from the development.

An approval of this development will set a precedent for all future developments along Irwin Lane with likely catastrophic traffic issues.

[attach additional pages as needed]

I: ☐ wish to be heard in support of my submission*
☒ do not wish to be heard in support of my submission

By: ☐ appearing personally
☐ being represented by the following person: [Click here to enter text.](#)

**You may be contacted if you indicate that you wish to be heard by the relevant authority in support of your submission*

Signature:



Date: 18 December 2024

Return Address: 1a Salisbury Street, Unley 5061

Email: pilesafe@adam.com.au

Complete online submission: plan.sa.gov.au/have_your_say/notified_developments

REPRESENTATION ON APPLICATION

Planning, Development and Infrastructure Act 2016

Applicant:	Terry Nicholls
Development Number:	23012013
Nature of Development:	7 Storey Mixed-Use Development
Zone/Sub-zone/Overlay:	Urban Corridor Zone
Subject Land:	Title Reference CT5564/801 46 Unley Road, Unley, South Australia 5061
Contact Officer:	Terry Nicholls
Phone Number:	0434 722 222
Close Date:	18 December 2024

My name*: Terry Nicholls	My phone number: 0434 722 222
My postal address*: 1a Salisbury Street Unley 5061	My email: pilesafe@adam.com.au

* Indicates mandatory information

My position is:	<input type="checkbox"/> I support the development
	<input type="checkbox"/> I support the development with some concerns (detail below)
	<input checked="" type="checkbox"/> I oppose the development

The specific reasons I believe that consent should be refused are:

1. Over Height

For this first major development on this section of the Unley Road Urban Corridor, at 7 storey high, the construction exceeds Plan SA's own design code of 5 storeys for this area. The code was specifically designed to protect near residents from overshadowing particularly, as in this case, the western neighbours are so close across narrow Irwin Lane.

2. Car- Parking

It is highly unlikely a 15 unit high-rise development with a combination of 2 and 3 bedroom apartments with a 4 bedroom penthouse will require only 18 car-parking spaces for themselves, their visitors and tradespeople. Further residential car parking spaces will be taken up in Young and Salisbury streets which are already at capacity during the day. (refer 3 below)

Other recent high-rise developments on Unley Road have recognized the car-park space issues their developments will introduce and have elected to provide underground or basement carparking or elevated parking to keep resident vehicles within the site footprint.

If car parking were the only issue to approve the development, then basement car parking should be mandatory.



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3. Irwin Lane

Irwin Lane is a narrow service lane entered from Greenhill Road one end via Salisbury Street and Park Lane and the other end via Young Street.

The proposed construction activity at 46 Unley Road will require the movement of heavy vehicles (mobile cranes, concrete trucks and semi trailers etc) in Irwin Lane over the construction period (possibly 12 months). The Lane is not dimensionally capable of allowing the movement of construction equipment and still allow safe and unimpeded access for residential vehicles and Unley Road office workers travelling to and from their off-street parking in the Lane.

The City of Unley has recently removed all residential only parking positions in Salisbury Street and replaced them with timed parking supposedly to provide additional parking spaces for expanding businesses on nearby Greenhill Road.

As a consequence, after 9.00am weekdays, there is minimal available parking in Salisbury Street between Greenhill Road and Young Street. A resident from the eastern side of Salisbury Street, returning home after an early departure from a timed position in Salisbury Street, can only access and egress his property via his off-street parking in Irwin Lane. This has very significantly increased traffic flow in the lane before any further development takes place.

At the very least additional professional traffic studies are required to account for the current increased traffic movements and the likely impact the proposed development would have. Such studies should include the additional vehicles of the development, their friends, tradespeople and not least the weekly rubbish collection from the development.

An approval of this development will set a precedent for all future developments along Irwin Lane with likely catastrophic traffic issues.

[attach additional pages as needed]

I: ☐ wish to be heard in support of my submission*
☒ do not wish to be heard in support of my submission

By: ☐ appearing personally
☐ being represented by the following person: [Click here to enter text.](#)

**You may be contacted if you indicate that you wish to be heard by the relevant authority in support of your submission*

Signature:



Date: 18 December 2024

Return Address: 1a Salisbury Street, Unley 5061

Email: pilesafe@adam.com.au

Complete online submission: plan.sa.gov.au/have_your_say/notified_developments

Representations

Representor 16 - Marie Chance

Name	Marie Chance
Address	23 SALISBURY STREET UNLEY SA, 5061 Australia
Submission Date	19/12/2024 12:48 PM
Submission Source	Email
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development
Reasons	

Attached Documents

Representation-on-application-version-3-marie-10077126.pdf
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REPRESENTATION ON APPLICATION

Planning, Development and Infrastructure Act 2016

Applicant:	Otello Projects C/- URPS
Development Number:	23012013
Nature of Development:	Office, Tree-damaging activity & Residential flat building
Zone/Sub-zone/Overlay:	Urban Corridor (Main Street) Zone
Subject Land:	42-46 Unley Road, Unley 5061. <i>[street number, street name, suburb, postcode]</i> CT 5564/801 F13556AL138 <i>[lot number, plan number, certificate of title number, volume & folio]</i>
Contact Officer:	Assessment Pane/Assessment Manager ate state Planning Commission <i>[relevant authority name]</i>
Phone Number:	1800 752 664 <i>[authority phone]</i>
Close Date:	18 December 2024 <i>[closing date for submissions]</i>

My name*: Marie Chance	My phone number: 83577210
My postal address*: 23 Salisbury Street, Unley	My email: mariechance355@gmail.com

* Indicates mandatory information

My position is:	<input type="checkbox"/> I support the development
	<input type="checkbox"/> I support the development with some concerns (detail below)
	<input checked="" type="checkbox"/> I oppose the development

Submission of Objection to Proposed Development at 46 Unley Road, Unley, South Australia

I want to address the proposed development at 46 Unley Road, which plans to introduce a building featuring 15 units. Irwin Lane was constructed in the 1800s specifically for the "Night Cart" Sewerage Service to collect waste from the adjacent blocks. The introduction of this development is concerning as it appears more suited to a future era than to the current infrastructure.

Irwin Lane is already quite busy, and adding these units will likely lead to increased congestion from the influx of vehicles owned by new residents. I am worried that the resulting noise pollution and other environmental impacts will significantly disrupt the quiet enjoyment of residents along Salisbury Street, which is designated as part of the Unley suburb.

Moreover, the anticipated congestion, noise, and pollution could create access issues for existing residents on Salisbury Street, whose driveways and garages open onto Irwin Lane. These driveways are primarily utilised for bin collection. Town planners must recognise that it is currently challenging to navigate a vehicle out of a garage onto Irwin Lane due to high traffic volumes, with many vehicles often driving at



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considerable speeds, despite the presence of occasional speed humps. The only speed sign is a 40km/hr one halfway along Irwin Lane, and that would seem too late for drivers to know about.

What will the traffic situation be like during construction and after the units are occupied, especially considering that many new residents will likely own cars?

Unley Road is not very wide, and a build of this height could start a Canyon along it that could be very off-putting.

Additionally, I noticed that the development brochure does not mention stairs. The placement of stairs should also be a concern for residents living in the blocks behind, as they may be necessary in emergencies.

There are lovely old heritage buildings (or should be heritage places) close by. The one with the balcony out front, opposite Unley on Clyde, stands out, and the one around 58 to 60 with a balcony out back also seems to be outstanding heritage-wise.

Thank you for considering my objections.

Representations

Representor 17 - Jim Allender

Name	Jim Allender
Address	21 SALISBURY STREET UNLEY SA, 5061 Australia
Submission Date	19/12/2024 12:50 PM
Submission Source	Email
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development
Reasons	

Attached Documents

Representation-on-application-version-3-jima-10077196.pdf

REPRESENTATION ON APPLICATION

Planning, Development and Infrastructure Act 2016

Applicant:	Otello Projects C/- URPS
Development Number:	23012013
Nature of Development:	Office, Tree-damaging activity & Residential flat building
Zone/Sub-zone/Overlay:	Urban Corridor (Main Street) Zone
Subject Land:	42-46 Unley Road, Unley 5061. [street number, street name, suburb, postcode] CT 5564/801 F13556AL138 [lot number, plan number, certificate of title number, volume & folio]
Contact Officer:	Assessment Pane/Assessment Manager ate state Planning Commission [relevant authority name]
Phone Number:	1800 752 664 [authority phone]
Close Date:	18 December 2024 [closing date for submissions]

My name*: Jim Allender	My phone number: 82721171
My postal address*: 21 Salisbury Street, Unley	My email: jim@allenderexploratin.com

* Indicates mandatory information

My position is:	<input type="checkbox"/> I support the development
	<input type="checkbox"/> I support the development with some concerns (detail below)
	<input checked="" type="checkbox"/> I oppose the development

The specific reasons I believe that consent should be granted/refused are:

Submission of Objection to Proposed Development at 46 Unley Road, Unley, South Australia To Whom It May Concern,

I am writing to express my strong objection to the proposed development at 46 Unley Road, Unley. As a concerned resident and local community representative, I wish to convey the significant opposition among nearby residents regarding this development.

Community Sentiment and Impact

Many residents affected by this proposal believe it should not proceed. The proposed project raises numerous concerns about its impact on the community, the environment, and local infrastructure.

Community Concerns

1. Increased Traffic and Congestion:

The proposed development will likely worsen traffic congestion in an already busy area. Unley Road is a major thoroughfare, and adding more vehicles from the new development will hinder traffic flow and increase the risk of accidents.

2. Environmental Impact:

The project is expected to have a detrimental effect on the local environment. Construction and increased human activity could disrupt local flora and fauna, potentially losing green spaces and



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biodiversity. (Note: this will, in turn, probably reduce oxygen levels in the surroundings. Can the Council request some financial support from the government for compensatory green space in return?)

3. Noise and Pollution:

Construction activities and subsequent occupancy will increase noise and pollution levels, adversely affecting the quality of life for existing residents.

4. Strain on Infrastructure:

Local infrastructure, including schools, easy access to very reasonable-priced food stores, and the ability for present residents to park without penalty, is already under significant pressure. The new development will stress these resources more, decreasing the quality of services available to current residents.

5. Character of the Area:

The proposed development contradicts the Unley area's existing character and heritage. The community values the neighbourhood's historical and cultural significance, and this new project threatens to undermine that unique identity.

Detailed Documentation

To support this submission, I request the following reports be made available, along with detailed documentation and evidence highlighting the negative impacts of the proposed development:

1. Comprehensive Traffic Analysis:

An analysis of current traffic conditions and projections indicating increased congestion due to the development.

2. Environmental Impact Assessment:

A thorough assessment detailing the potential environmental damage, including effects on local wildlife and green spaces.

3. Noise and Pollution Study:

A report documenting current noise and air pollution levels and the anticipated increases resulting from the development.

4. Infrastructure Capacity Report:

Examine the current capacity of local infrastructure and the expected strain from new development.

5. Community Survey Results:

A survey of residents showed overwhelming opposition to the proposed development.

Notes and Additional Concerns

The State Planning Authority is assessing a private development application for 46 Unley Road, Unley. Concerned parties must respond by the close of business on Wednesday, December 18, 2024. The application proposes a 7-story high-rise apartment block consisting of 15 units at the site of the old Vinos restaurant, with all access via Irwin Lane.

The planned development exceeds the approved 5-story maximum height limit for Unley Road, shadowing nearby residential properties. The units have limited parking, which will contribute to traffic burdens on Irwin Lane and increase parking issues on Salisbury Street for residents, visitors, and tradespeople.

Section 5.3 of the Otello Projects Planning report—Unley Road development clearly shows that the Zone states minimum and maximum heights of 3 and 5 levels.

Later in the same section, 5.3, the following reasons for ignoring this rule are given.

These include:

- Fine grain façade
- Heavily articulated design
- Inset upper level
- No external interface
- High-quality design
- No planning impact
- Irrigated planter boxes

There is no detailed discussion on why the rule of 3-5 levels should be ignored apart from verbal genetic statements summarised above.

Direct overlooking, as defined by the Planning Code, is quoted in section 5.5

⁴Direct overlooking is defined by Part 8 of the Code as:

In relation to direct overlooking from a window, is limited to an area that falls within a horizontal distance of 15 metres measured from the centre line of the overlooking window and not less than 45 degree angle from the plane of that wall containing the overlooking window.

In relation to direct overlooking from a deck, balcony or terrace, is limited to an area that falls within a horizontal distance of 15 metres measured from any point of the overlooking deck, balcony or terrace.

If correct, this means Privacy is ignored, and neighbours' garden space is 'overlook-permitted'. The Overlooking Analysis Height Justification shows a series of photos that could be taken from different vantage points. For example, Vantage Point 5 (Figure 12) removes the bottom of the image, thereby concealing the view over two of the neighbours' gardens. This means that the activities of people in their backyards could be 'looked at' daily if people in the units became interested). Any lack of visual privacy could affect 'quiet enjoyment'.

The cut-off of visual eastward horizon hills and sky landscape will also negatively affect quiet enjoyment. The expected arrival of the sun early in the morning in winter will now not arrive until 9 am (so it seems from the brochure see page 38Pplanning Application (A2) Height Justification, Shadow Studies....). These features coupled with increased traffic noise, vibrations and air pollution in the area, (particularly along Irwin Lane). all add up to affect quiet enjoyment

The planning report also seems lacking regarding the description of foundation work, its depth, and its type, even though foundation work is most likely to affect surrounding buildings (heritage and otherwise).

Meeting Highlights

In a focus meeting on Tuesday, May 14, 2024, hosted by Friends of Unley, guest speaker Donald Donaldson, a former town planner, delivered a presentation titled "Looking Ahead to 2050: A Review of the Unley City Plan." He reiterated the mayor's previous commitment that high-rise buildings on Unley Road would not exceed five stories to ensure that tiering at the back does not inconvenience occupants of the houses behind in terms of sunlight, moonlight, and sky space, especially on Salisbury Street and other nearby roads.

Donaldson also mentioned that extending beyond five stories would require additional units for low-income earners. However, the proposed development includes a top 7th floor with a large penthouse unit occupying about half of the block, which also raises questions about the commitment to low-income housing.

Request for Clarification

The town planner's presentation suggested that the top two floors of the building are genuinely designated for low-income earners; however, current information indicates otherwise.

Conclusion

In conclusion, the proposed development at 46 Unley Road raises significant concerns that warrant serious consideration. I urge you to consider these objections when assessing the project.

Thank you for your attention to this matter.

Sincerely,

Jim Allender

21 Salisbury Street

Unley. 5061

[attach additional pages as needed]