

Brown Falconer

Variation to Development Authorisation O20/A033/16 – Demolition of existing structures and construction of a multi-level mixed use development comprising retail and commercial uses; hotel; student accommodation; residential and serviced apartments, including car parking, landscaping and site works.

Variation: Change of use from services apartment to hotel and amended floor plans

11-27 Frome Street, Adelaide

O20/A033/16 V3



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OVERVIEW

Application No	020/A033/16 V3
Unique ID/KNET ID	2018/06321/01 / 13158414
Applicant	Brown Falconer
Proposal	Variation to DA 020/A033/16 for demolition of existing structures and construction of a multi-level mixed use development comprising retail and commercial uses; hotel; student accommodation; residential and serviced apartments, including car parking, landscaping and site works.
Subject Land	11-27 Frome Street, Adelaide
Zone/Policy Area	Capital City Zone
Relevant Authority	State Commission Assessment Panel
Lodgement Date	2 March 2018
Council	City of Adelaide
Development Plan	Adelaide (City) Development Plan – consolidated 20 March 2017
Type of Development	Merit
Public Notification	Category 1
Referral Agencies	Government Architect, City of Adelaide
Report Author	Inner Metro Team
RECOMMENDATION	Defer determination of Development Plan Consent

EXECUTIVE SUMMARY

The applicant seeks to vary the development authorisation granted for the hotel and residential apartment components of a multi-storey mixed use development underway at 11-23 Frome Street, Adelaide.

The application is a category 1, merit form of development which was referred to the Government Architect and the City of Adelaide (Council) for informal comment.

The fundamental change sought involves the proposed use of an area within the adjacent car park structure to provide a pick-up and drop-off facility for hotel guests, which is contrary to a longstanding expectation that Tavistock Lane would be improved and used to service this function through an agreement between the applicant and the Council.

The amended pick-up and drop-off arrangement is not supported by the Council due to increased risk of vehicle conflict, compromised pedestrian and cyclist safety and traffic congestion. Other amendments to accommodation types, back-of-house and core layouts, bicycle parking and removal of recessed balconies are generally minor in nature and do not raise significant concerns.

There has been various meetings between the Council and developer to attempt to resolve the works to occur on Tavistock Lane, however these discussions have stalled. The applicant is wishing to progress the matter further, however overall, the circumstances presented by the proposed amendment and the Council's corresponding views are considered reasonable grounds to warrant deferral of the State Commission Assessment Panel's determination of the application. This deferral will provide an opportunity to formally resolve the anticipated upgrade and use of Tavistock Lane, or otherwise design alternative arrangements for visitor pick-up and drop-off that would adequately satisfy the objectives and principles of the Development Plan's Transport and Access policy.

ASSESSMENT REPORT

1. BACKGROUND

On 14 December 2016 the Inner Metropolitan Development Assessment Committee of the Development Assessment Commission (IMDAC) resolved to grant Development Plan Consent for demolition of existing structures and construction of a multi-level mixed use development comprising retail and commercial uses; hotel; student accommodation; residential and serviced apartments, including car parking, landscaping and site works, subject to conditions and one reserve matter concerning the final design and intended use of Tavistock Lane to service the development.

It should be noted that on 27 October 2016 the IMDAC resolved to defer its decision on the original application to enable the applicant to address issues regarding its ability to rely on Tavistock Lane for associated vehicle servicing requirements and matters related to architectural expression, materiality and cyclist amenity.

On 28 April 2017 the Development Assessment Commission granted Development Plan Consent to Development Application 020/A033/16 V1 which varied the student accommodation building forming part of the development. On 10 August 2017 the State Commission Assessment Panel resolved to grant Development Plan consent to DA 020/A033/16 V2 which varied the Frome Street building forming part of the development.

The reserve matter assigned to the proposal was discharged in February 2018 on the understanding an in-principle agreement between the applicant and the City of Adelaide would be imminent to finalise the design and operation of Tavistock Lane incorporating a visitor drop-off and pick-up area directly accessible to the hotel lobby to service the development. This discharging enabled the applicant to commence construction of the development and was done on the basis of written advice from the applicant advising of the progress of the agreement.

The current application seeks further amendment to the authorised development.

2. DESCRIPTION OF PROPOSAL

The variation proposes:

- Removal of serviced apartments, to be replaced with hotel suites over Levels 11 – 20;
- Repositioning of the internal back-of-house layouts over levels 1 – 7;
- Amendments to the core layout which provides greater flexibility, from ground to Level 20;
- Relocation of passenger pick-up and drop-off facility from Tavistock Lane to the northern end of the existing public car park; and
- Relocation of bicycle parking.

Discussions between the applicant and Council regarding the use of Tavistock Lane to service the development are ongoing and have yet to be resolved.

The proposed variation is listed as neither a complying nor a non-complying development and is therefore considered to be an “on-merit” form of development. Application plans are contained in **Attachment 1**.

3. SITE AND LOCALITY

3.1 Site Description

The site consists of 9 allotments, described formally in the following table:

Lot No	Plan No	Street	Suburb	Hundred	Title
Lot 2	FP 35036	Frome Street	Adelaide	Adelaide	CT 5198/385
Lot 1	FP 35036	Frome Street	Adelaide	Adelaide	CT 5198/384
Lot 101	DP 55161	Synagogue Place	Adelaide	Adelaide	CT 5857/537
Lot 100	DP 55161	Frome Street	Adelaide	Adelaide	CT 5857/536
Lot 1	FP 147735	Frome Street	Adelaide	Adelaide	CT 5276/479
Lot 6	FP 35036	Frome Street	Adelaide	Adelaide	CT 5198/389
Lot 4	FP 35036	Frome Street	Adelaide	Adelaide	CT 5198/387
Lot 3	FP 35036	Frome Street	Adelaide	Adelaide	CT 5198/386
Lot 226	FP 181878	Frome Street	Adelaide	Adelaide	CT 5374/122

The subject site comprises 9 allotments from the corner of Tavistock Lane and Frome Street through to Synagogue Place at the western end of Tavistock Lane. The site is irregularly shaped with an area of 4157m².

Construction activities are underway on the subject land. The applicant is believed to have no legal access rights over Tavistock Lane to service the site.

3.2 Locality

The immediate locality is characterised by the following variety of land uses:

- North: First Church of Jesus Christ Scientist, State Heritage buildings including the Grand Lodge of Freemasons (2-5 storeys in height)
- East: Frome Street and Alpha Apartments, U Car Park and Budget Car and Truck Rental (2-7 storeys)
- South: Tavistock Lane and commercial/retail tenancies fronting Rundle Street (predominantly 2 storeys)
- West: Gerard & Goodman building, Synagogue Place and Apple Night Club, Regent House and Globe Apartments (2-16 storeys)

Figure 1 – Location Map



4. AGENCY COMMENTS

4.1 Government Architect

The application was referred informally to the Government Architect. The associate Government Architect responded, offering support for the proposed ground floor configuration and maintenance of the proposed pedestrian link between Frome Street and Synagogue Place.

The AGA has recommended review of the following aspects of the proposal to ensure the most successful design outcome:

- Review of the three dimensional articulation to the middle element of the tower
- Review of the architectural expression of level five on the Frome Street elevation
- Review of the perimeter landscaping to the communal open space on Level 21.

A complete copy of the AGA's referral response is included in **Attachment 4**.

5. COUNCIL COMMENT OR TECHNICAL ADVICE

Adelaide City Council's administration was informally consulted on the proposal. Council is not supportive of the proposed pick-up and drop-off area located within the adjacent public car park on the basis of increased risk to pedestrian safety, potential vehicle conflict, traffic impact and inconvenient pedestrian movements between the hotel lobby and proposed passenger transfer point.

The Council also advises it will continue to be available to formalise a partnership with the applicant to deliver an upgrade to Tavistock Lane consistent with earlier expectations. A complete copy of the Council's referral response is included in **Attachment 5**.

6. PUBLIC NOTIFICATION

The application is a Category 1 development pursuant to Adelaide (City) Development Plan, Capital City Zone PDC 40. No public notification was required.

7. POLICY OVERVIEW

The subject site is within the Capital City Zone in a location which encompasses the boundary of the Main Street Policy Area 14 and the Central Business Policy Area 13 as described within the Adelaide (City) Development Plan Consolidated 20 March 2017.

Figure 2 – Location Map



7.1 Central Business Policy Area 13

The Central Business Policy Area 13 is the pre-eminent economic, governance and cultural hub for the State. Buildings within this policy area will exhibit innovative design approaches and produce stylish and evocative architecture, including tall and imposing buildings that provide a hard edge to the street and are of the highest design quality.

7.2 Main Street Policy Area 14

The Main Street Policy Area 14 extends along the length of Rundle Street. Development along Rundle Street will be consistent with the existing intimate scale and intricate and diverse architectural features and will reinforce the existing two and three storey built scale. Upper levels of buildings are to be recessed to maintain a sense of spaciousness and openness to the sky.

The Main Street policy area calls for a vibrant mixture of land uses that support a strong retail base and a continuing program of on-street arts and activities. Land uses will contribute to the day and evening economies and be managed to ensure a positive contribution to the character of the precinct.

7.3 Council Wide

Council Wide provisions of relevance to the proposal provide guidance regarding:

- appropriate housing choice, minimum unit sizes, minimum private open space provisions and access to natural light, ventilation, outlook;
- design and appearance of development (although this policy is outweighed by guidance provided by the zone); and
- appropriate levels of access, car parking, bicycle parking, servicing and interaction/relationship with the public realm;

Council Wide provisions regarding heritage are also relevant to the proposal. Broadly, these seek that new development provide for a sufficient level of compatibility with, and acknowledgement of, adjacent heritage places within the design, siting and external materials and finishes used.

7.4 Overlays

7.4.1 Affordable Housing

The proposal is subject to the affordable housing overlay.

7.4.2 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*.

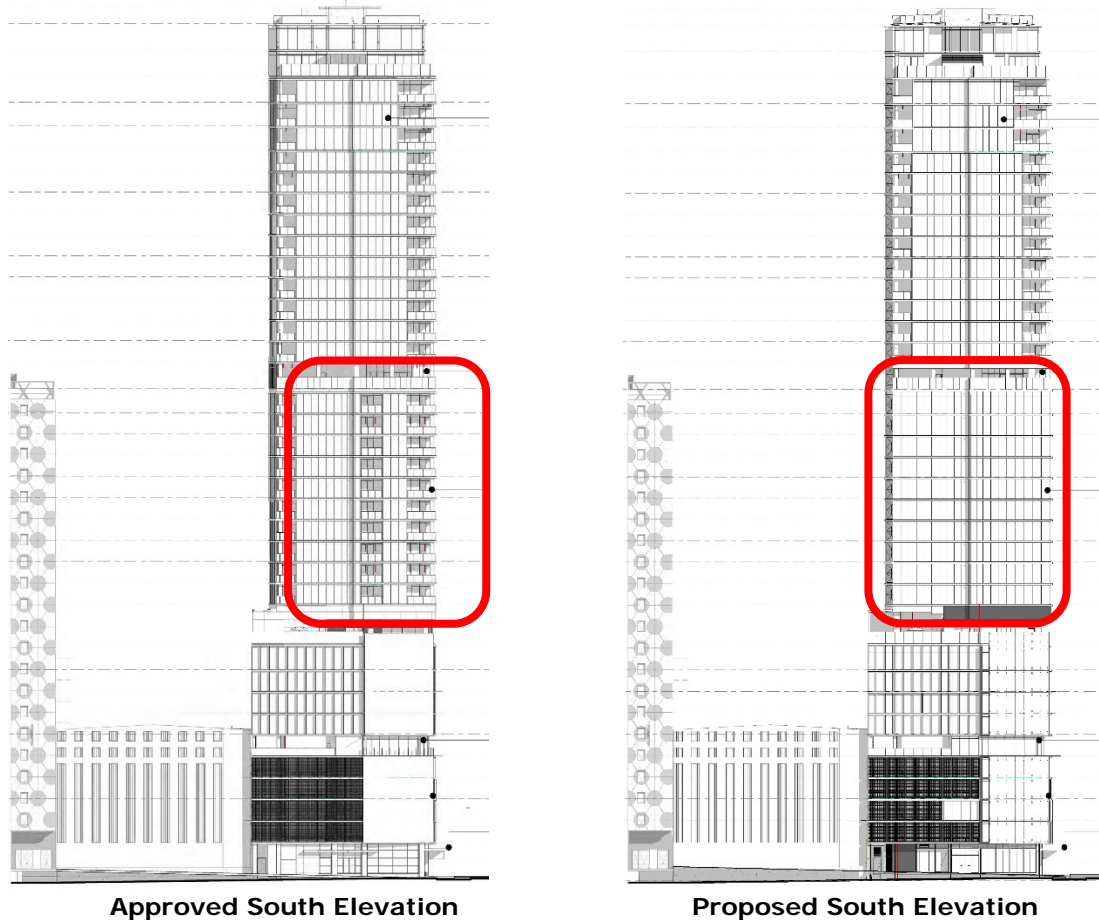
8. PLANNING ASSESSMENT

The application has been assessed against the relevant provisions of the Adelaide (City) Development Plan, which are contained in Attachment 7.

8.1 Accommodation Type

The variation seeks to replace a total of 106 serviced apartments of varying sizes over levels 11 to 20 with a total of 80 hotel suites (16 suites per floor). Private apartments would remain over levels 22 – 34, however the removal of serviced apartments would also involve removal of recessed balconies previously utilised by the serviced apartments from areas of the south elevation highlighted below.

Figure 3 – South Elevation (Approved vs Proposed)



It is noted that the Development Plan is generally silent on policy provisions regarding short-term accommodation. Notwithstanding this the proposed motel rooms exhibit a floor plan that is approximately 28m² and is considered appropriate in size and similar to the previously approved motel suites on the lower levels of the development.

The suites generally display appropriate room amenity, which provides access to natural light and ensuite facilities typical of short term accommodation. The proposed increase in the intensity of the hotel use would generally not be considered detrimental to the locality as the use is generally comparable to the previously accepted serviced apartments.

Consequences for the development's appearance, accessibility and operations are discussed in the following sections.

8.2 Design and Appearance

The back of house facilities on levels 1-7 would be relocated on their respective levels and a hotel store would be removed from level 5. Notably the relocation of the back of house facilities on level 2 has provided the opportunity to located 4 conference rooms along the eastern boundary.

Amendments to the back of house facilities are considered positive and should appropriately service the hotel suites. Similarly, alteration to the internal lift core would be likely to provide greater flexibility and improvement of movement to and from passenger lifts.

The AGA is of the opinion that the removal of the recessed balconies impacts the vertical articulation of the built form, which aids in breaking down the apparent width of the

tower's mid-section. The AGA also recommended further exploration of opportunities to reintroduce three dimensional articulation elements to reflect the original design intent.

It is acknowledged that the removal of the recessed balconies has reduced the three dimensional articulation of the mid-section of the tower and now projects a flat curtain of glass to Frome Street. Overall the removal of recessed balconies is not considered fatal to the merit of the proposed architectural expression, which remains consistent with the Development Plan's expectations of high quality architectural design and material finish in this prominent location.

8.3 Site Access and Traffic Impact

Council Wide Objective 70 and Principle of Development Control 241 seek that adequate facilities for loading and unloading of courier, delivery and service vehicles and access for emergency vehicles be provided on-site, appropriate to the size and nature of the development.

A traffic impact assessment undertaken by GTA consultants included in application details summarises the transport implications anticipated to eventuate from the variation proposal, having regard to the local road network including areas available for short term parking and loading.

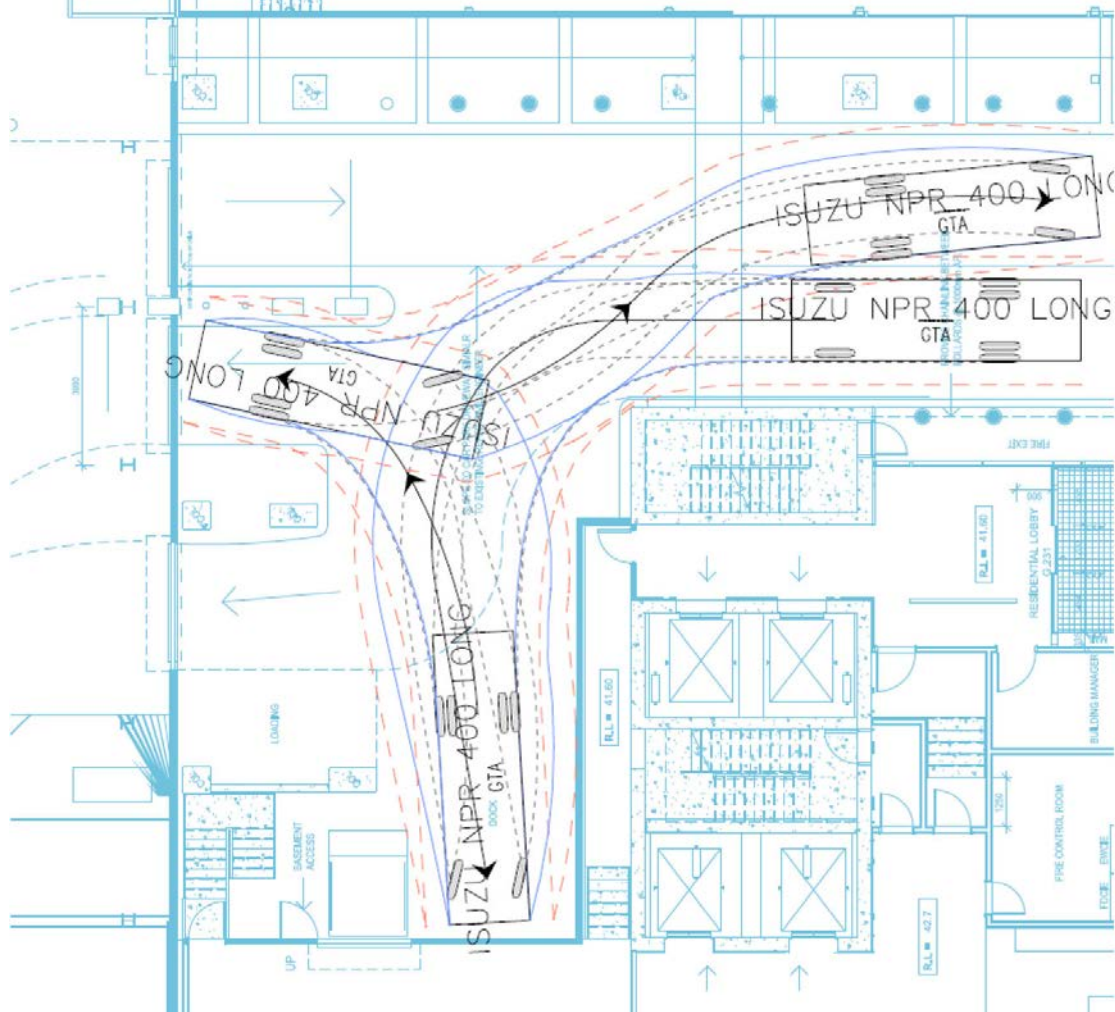
Taxi drop-off and pick-up for the hotel use is now proposed to occur within the car park access area to the north of the exit lane, or via the existing on-street loading area located on Frome Street adjacent the hotel entry, instead of the anticipated use of Tavistock Lane for visitor pick-up and drop-off.

This alteration constitutes the most significant change and is contrary to the earlier understanding that Tavistock Lane would be made available to service the development, subject to a shared agreement between the applicant and Council concerning its reasonable upgrade and operation.

GTA indicates Tavistock Lane would continue to be used for loading and service vehicles associated with properties fronting onto Rundle Street, with access to be maintained to and from Frome Street.

The amended design also proposes the use of the second (southern) entry lane to the car park to accommodate on-site loading and waste collection via reversing manoeuvre by a 7.4 metre-long vehicle into the loading area. A diagram depicting GTA's swept path assessment of the proposed entry and exit movements is provided in Figure 4.

Figure 4 – Service Vehicle Turn path diagram



Refuse collection would be undertaken outside of normal operating periods for the development and car park to minimise risk of vehicle conflict in this location.

The width of the access roadway and crossover to Frome Street would be reduced by approximately 250mm to improve pedestrian conditions, consistent with modifications endorsed in an earlier variation. Access to the adjacent car park would otherwise be maintained.

Bicycle parking would be relocated from level 6 to level 1, increasing storage area and improving accessibility from the central lift core. This portion of the variation application is generally considered a positive amendment.

GTA's previous survey of traffic turning movements into the existing Frome Street car park recorded 193 entry turning movements during the morning peak hour (with no exit manoeuvres) and 157 turning movements in the evening peak, the majority of which were exit movements.

GTA also considered the New South Wales Road Transport Authority 2013 publication 'Guide to Traffic Generating Developments – updated traffic surveys' combined with surveys of vehicle movements associated with the drop-off/pick-up areas used by Adelaide's Hilton and Rydges Hotels and traffic generation information obtained for the Crown Promenade Hotel in Melbourne, to estimate the amended proposal would

generate up to 267 vehicle movements in the morning peak and 193 movements in peak period, and respective increase of 75 trips and 37 trips.

GTA's assessment concludes the Frome Street access point would continue to operate satisfactorily, the additional traffic generated could not be expected to compromise safety or the road network's function and there would be sufficient queuing area within the site to accommodate the peak arrival traffic flows.

Council does not support the proposed arrangement for passenger loading and unloading within the ground floor car park in recognition of safety risks, road operation impacts and disability access concerns. Council cites the 70 metre distance between the hotel lift lobby and proposed pick-up/drop-off area, apparent absence of concierge facilities and likelihood of universal access deficiencies as shortcomings of the proposed amendment to the development's operations.

It also considers these limitations would create cause for the passenger loading facilities to not be used, with motorists attempting to illegally stand at the development's Frome Street frontage instead.

Accordingly, the Council urges the State Commission Assessment Panel to have regard for what it considers to be significant public safety and traffic concerns and recommends redesign of the proposed ground floor access arrangement to improve vehicle manoeuvrability, reduce risk of conflict and provide a safe visitor waiting area including concierge facilities directly related to the hotel lobby.

Council also advises it has been working in good faith with the applicant on a design for Tavistock Lane to support hotel operations, and will continue to be available to formalise a partnership with the applicant to deliver an upgrade to Tavistock Lane consistent with earlier expectations.

The applicant amended the car park boom gate location in response to Council's comments. The boom gates were relocated from the bottom of the ramp to a position within the ground floor of the car park. As a result, there will be 6 parking spaces that fall outside the controlled area of the car park. These parking spaces will be signed for short term use and are primarily used for taxi drop off/pick up. It is noted that Council is still opposed to the proposed arrangement.

Overall the proposed alternative for visitor loading and unloading are not considered satisfactory and would fall short of the Development Plan's expectations of movement within the City that is easy, safe, comfortable and convenient, and that minimises traffic hazards and vehicle queuing on public roads.

These circumstances are considered to warrant deferral of the application to provide an opportunity to formally resolve the anticipated upgrade and use of Tavistock Lane, or otherwise design alternative arrangements for visitor pick-up and drop-off to satisfy the objectives and principles of the Development Plan's Transport and Access policy.

9. CONCLUSION

Although the majority of amendments to the proposed development are considered supportable, the revised pick-up and drop-off point for hotel visitors adjacent to the car park entry is not supported and is considered contrary to the earlier expectation that Tavistock Lane would be used for this purpose, an option which has been progressed until recently through productive discussions with the Council.

The alternative arrangement proposed within this application is not considered satisfactory and in its current form would fall short of the Development Plan's expectations. It is also noted that with the upgrades to Frome Street that there is potential for loading bays to be

further limited in their availability (currently no standing zones in morning and afternoon peak times).

Deferral of the Panel's determination is recommended to provide an opportunity to formally resolve the anticipated upgrade and use of Tavistock Lane, or otherwise design alternative arrangements for visitor pick-up and drop-off that would adequately satisfy the objectives and principles of the Development Plan's Transport and Access policy.

10. RECOMMENDATION

It is recommended that the State Commission Assessment Panel:

- 1) DEFER its determination of the proposed development in order to provide an opportunity for:
 - resolution of the anticipated upgrade and use of Tavistock Lane for passenger pick-up and drop-off purposes to service the hotel use through formal agreement between the applicant and the City of Adelaide; or
 - design of alternative arrangements for visitor pick-up and drop-off to adequately satisfy the objectives and principles of the Development Plan's Transport and Access policy.



Elysse Kuhar
SENIOR PLANNING OFFICER
DEVELOPMENT DIVISION
DEPARTMENT OF PLANNING, TRANSPORT and INFRASTRUCTURE

Rev.	Amendment	Date
A	DA ISSUE	16/06/18
B	RESPONSE TO DAC REFERRAL	10/11/18
C	AMENDMENT TO DA	31/03/17
D	AMENDMENT TO DA	26/02/18



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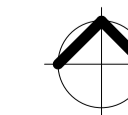
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12-27 FROME STREET

COVER SHEET

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 Job No. 2015056

Dwg No. 3002 DA00 Rev: D A1 SHEET



KYREN DEVELOPMENT - FROME ST + SYNAGOGUE PLACE

Rev.	Amendment	Date
A	DA ISSUE	16/06/16
B	RESPONSE TO FURTHER INFORMATION REQUEST	29/07/16
C	AMENDMENT TO DA	31/03/17
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FLOOR BY FLOOR SCHEDULE - FROME STREET

BASEMENT	PLANT/SERVICES	LEVEL 10	PODIUM - COMMUNAL SPACE	LEVEL 21	PODIUM - COMMUNAL SPACE (for private apartments)
GROUND	LOBBY SPACES, 2 x TENANCIES, CAR PARK ENTRY (VIA RAMP)	LEVEL 11	16 SINGLE ROOMS	LEVEL 22	4 x 2BED + 2 x 1BED + 1 x 3BED
LEVEL 1	OFFICE + BIKES + CAR PARKS	LEVEL 12	16 SINGLE ROOMS	LEVEL 23	4 x 2BED + 2 x 1BED + 1 x 3BED
LEVEL 2	STORAGE + CAR PARKS+CONFERENCE	LEVEL 13	16 SINGLE ROOMS	LEVEL 24	4 x 2BED + 2 x 1BED + 1 x 3BED
LEVEL 3	15 SINGLE ROOMS	LEVEL 14	16 SINGLE ROOMS	LEVEL 25	4 x 2BED + 2 x 1BED + 1 x 3BED
LEVEL 4	15 SINGLE ROOMS	LEVEL 15	16 SINGLE ROOMS	LEVEL 26	4 x 2BED + 2 x 1BED + 1 x 3BED
LEVEL 5	17 SINGLE ROOMS	LEVEL 16	16 SINGLE ROOMS	LEVEL 27	4 x 2BED + 2 x 1BED + 1 x 3BED
LEVEL 6	23 SINGLE ROOMS+STORAGE	LEVEL 17	16 SINGLE ROOMS	LEVEL 28	4 x 2BED + 2 x 1BED + 1 x 3BED
LEVEL 7	30 SINGLE ROOMS	LEVEL 18	16 SINGLE ROOMS	LEVEL 29	4 x 2BED + 2 x 1BED + 1 x 3BED
LEVEL 8	33 SINGLE ROOMS	LEVEL 19	16 SINGLE ROOMS	LEVEL 30	4 x 2BED + 2 x 1BED + 1 x 3BED
LEVEL 9	33 SINGLE ROOMS	LEVEL 20	16 SINGLE ROOMS	LEVEL 31	4 x 2BED + 2 x 1BED + 1 x 3BED
TOTAL HOTEL ROOMS	166 ROOMS	TOTAL HOTEL ROOMS	160 ROOMS	LEVEL 32	4 x 3 BED
		TOTAL HOTEL ROOMS (BUILDING)	326 ROOMS	LEVEL 33	4 x 3 BED
				LEVEL 34	4 x 3 BED
				LEVEL 35	2 x PENTHOUSES inc TERRACES +PLANT
				LEVEL 36	
				ROOFTOP	
				TOTAL PRIVATE APARTMENTS	82 PRIVATE APARTMENTS (40 X 2BED, 20 X 1BED, 22 X 3BED)

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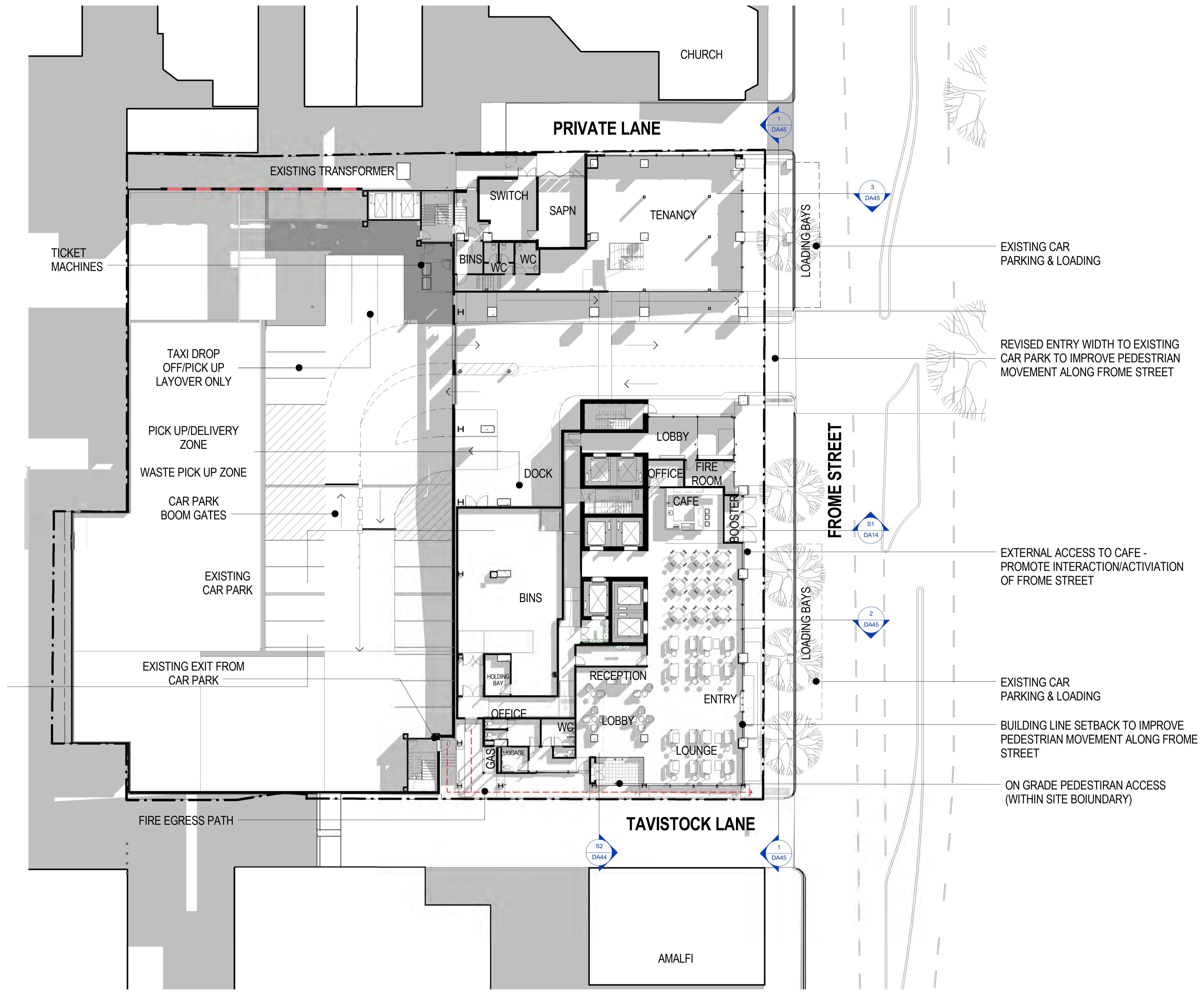
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12-27 FROME STREET

FROME STREET - SCHEDULE

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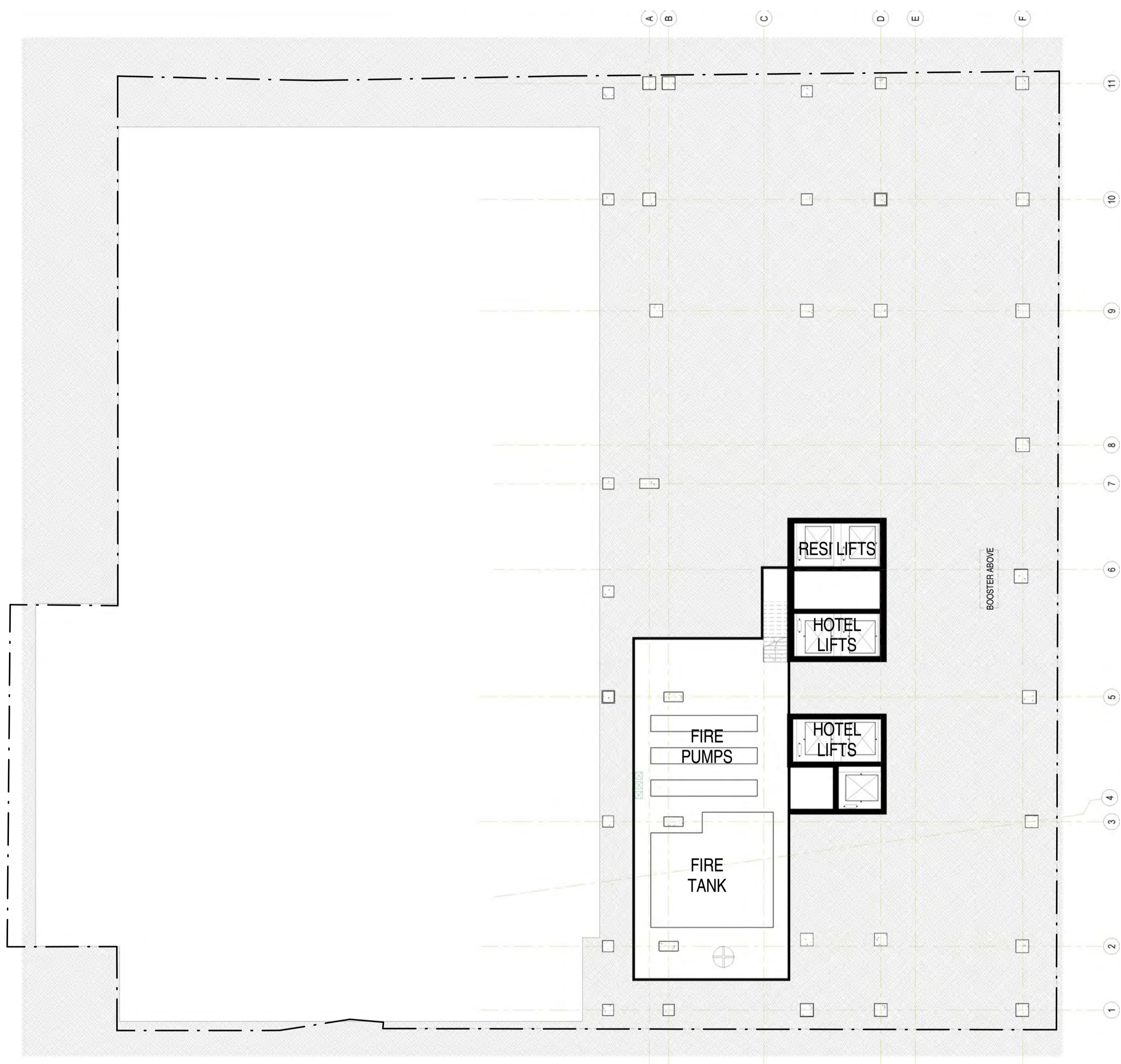
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A	DA ISSUE	16/06/16
B	RESPONSE TO FURTHER INFORMATION REQUEST	29/07/16
C	RESPONSE TO DAC REFERRAL	10/11/16
D	RESPONSE TO DAC REFERRAL	24/11/16
E	AMENDMENT TO DA	31/03/17
F	AMENDMENT TO DA	07/07/17
G	AMENDMENT TO DA	26/02/18
H	REVISED BOOM GATE LOCATION	07/11/18



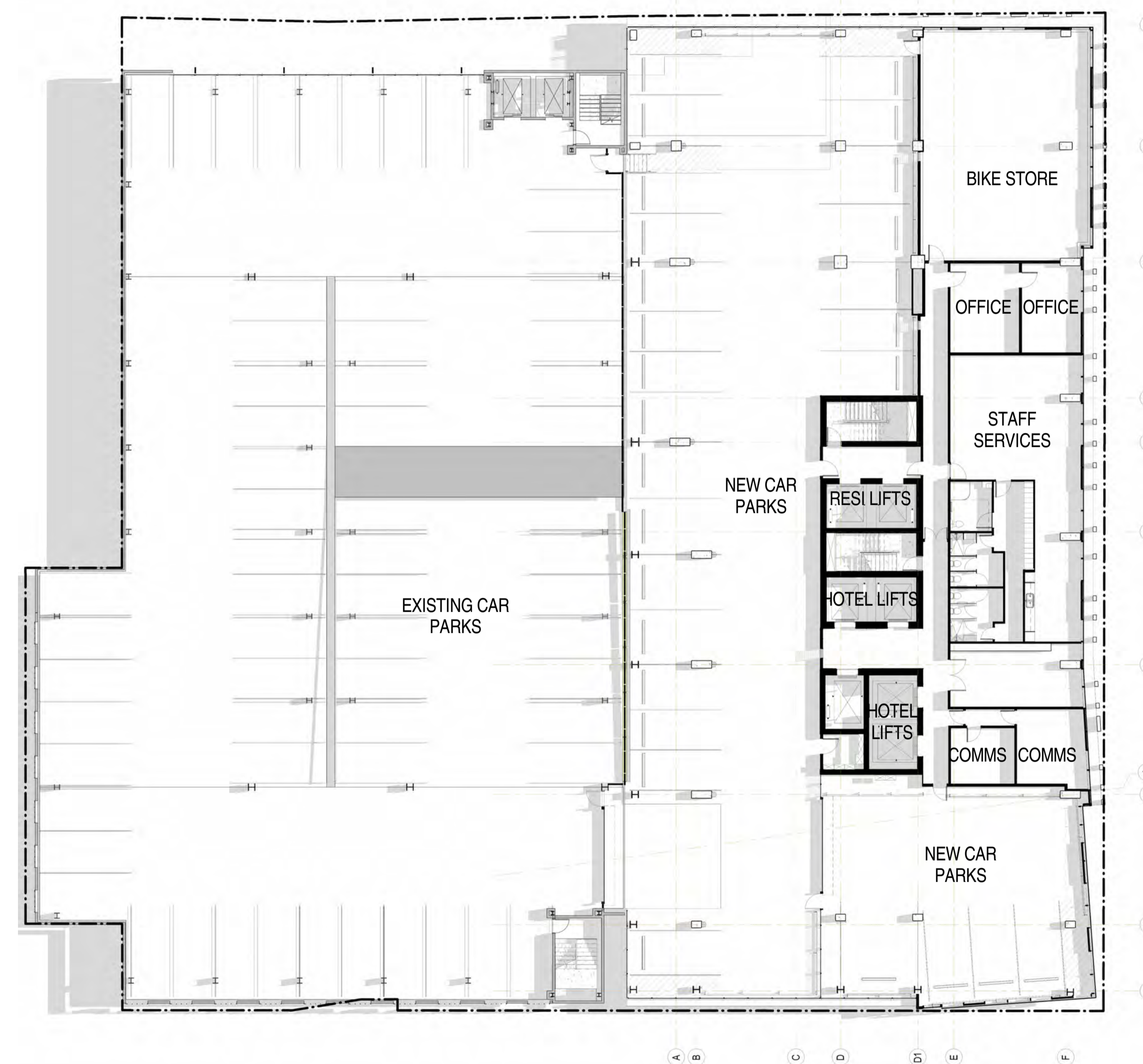
PROPOSED SITE PLAN - FROME

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Rev.	Amendment	Date
A	DA ISSUE	16/06/16
B	RESPONSE TO FURTHER INFORMATION REQUEST	29/07/16
C	RESPONSE TO EMAIL CLARIFICATIONS	20/10/16
D	RESPONSE TO DAC REFERRALS	10/11/16
E	RESPONSE TO DAC QUERIES	09/12/16
F	AMENDMENT TO DA	31/03/17
G	AMENDMENT TO DA	11/07/17
H	AMENDMENT TO DA	26/02/18



BASEMENT FLOOR PLAN



LEVEL 1 FLOOR PLAN

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12-27 FROME STREET

FROME STREET - PLANS

Scale 1 : 200

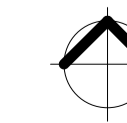
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Date JULY 2016

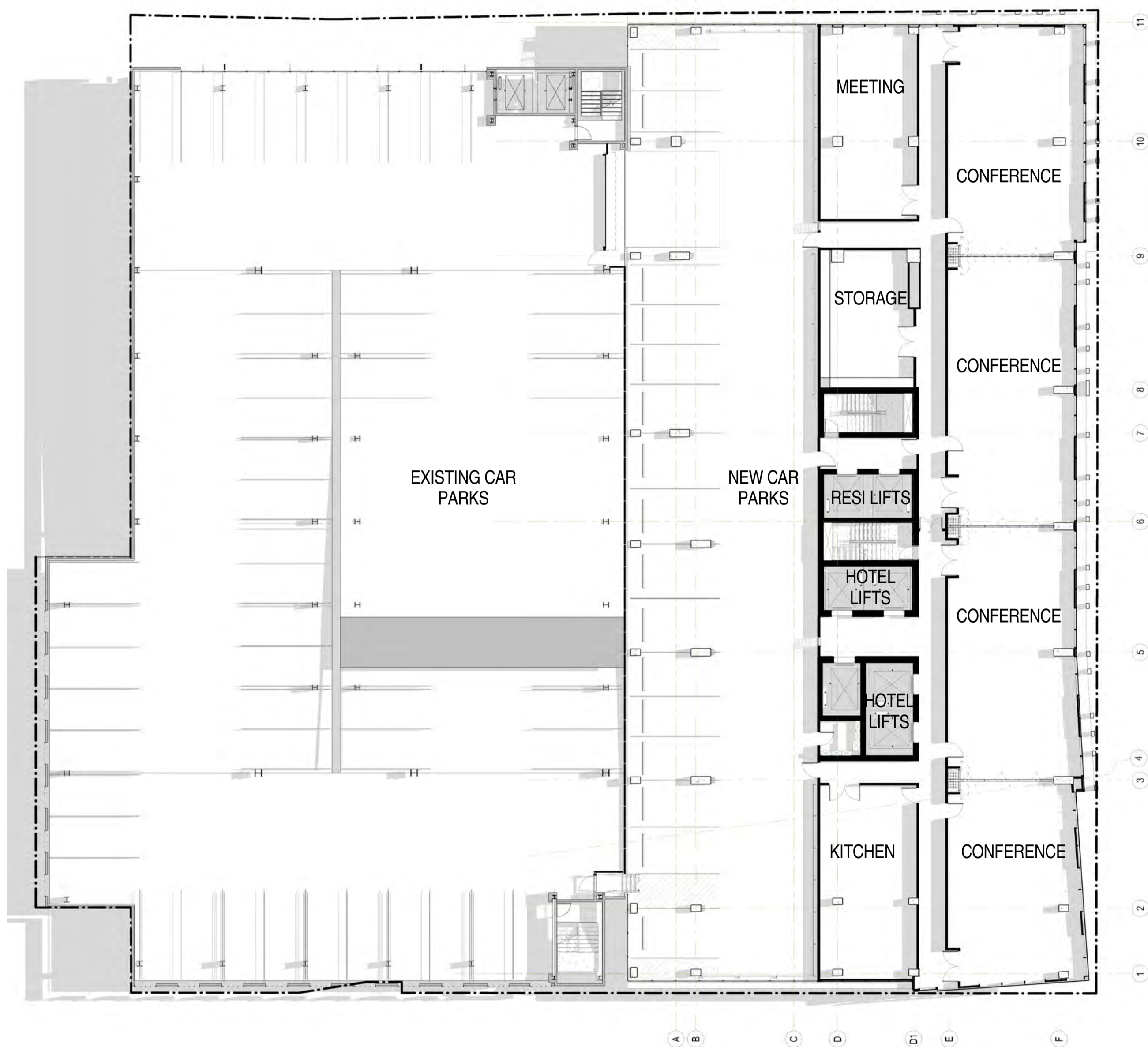
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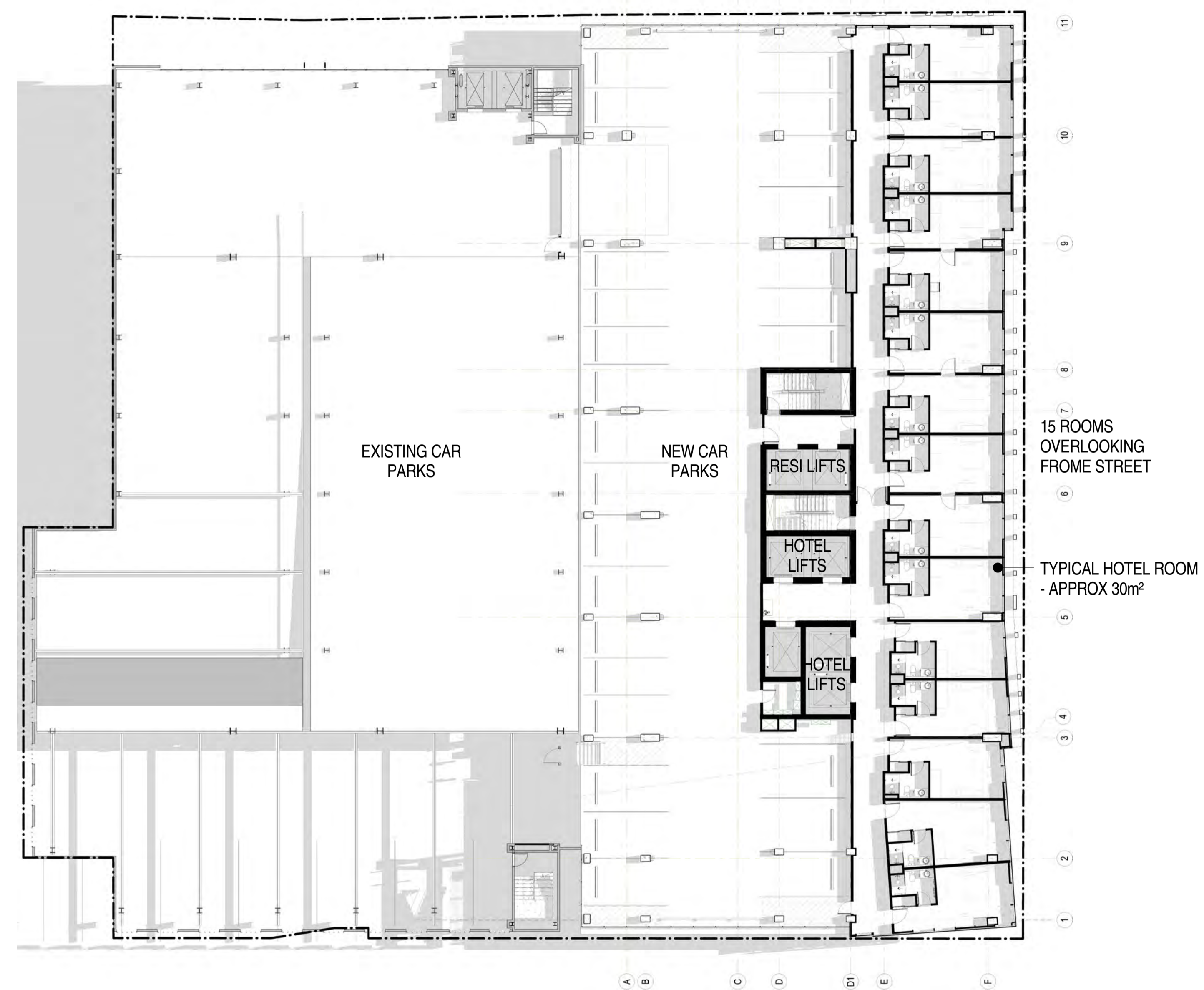
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Rev.	Amendment	Date
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D	RESPONSE TO DAC QUERIES	09/12/16
E	RESPONSE TO DAC QUERIES	14/12/16
F	AMENDMENT TO DA	31/03/17
G	AMENDMENT TO DA	07/07/17
H	AMENDMENT TO DA	26/02/18



LEVEL 2 FLOOR PLAN



LEVEL 3 FLOOR PLAN

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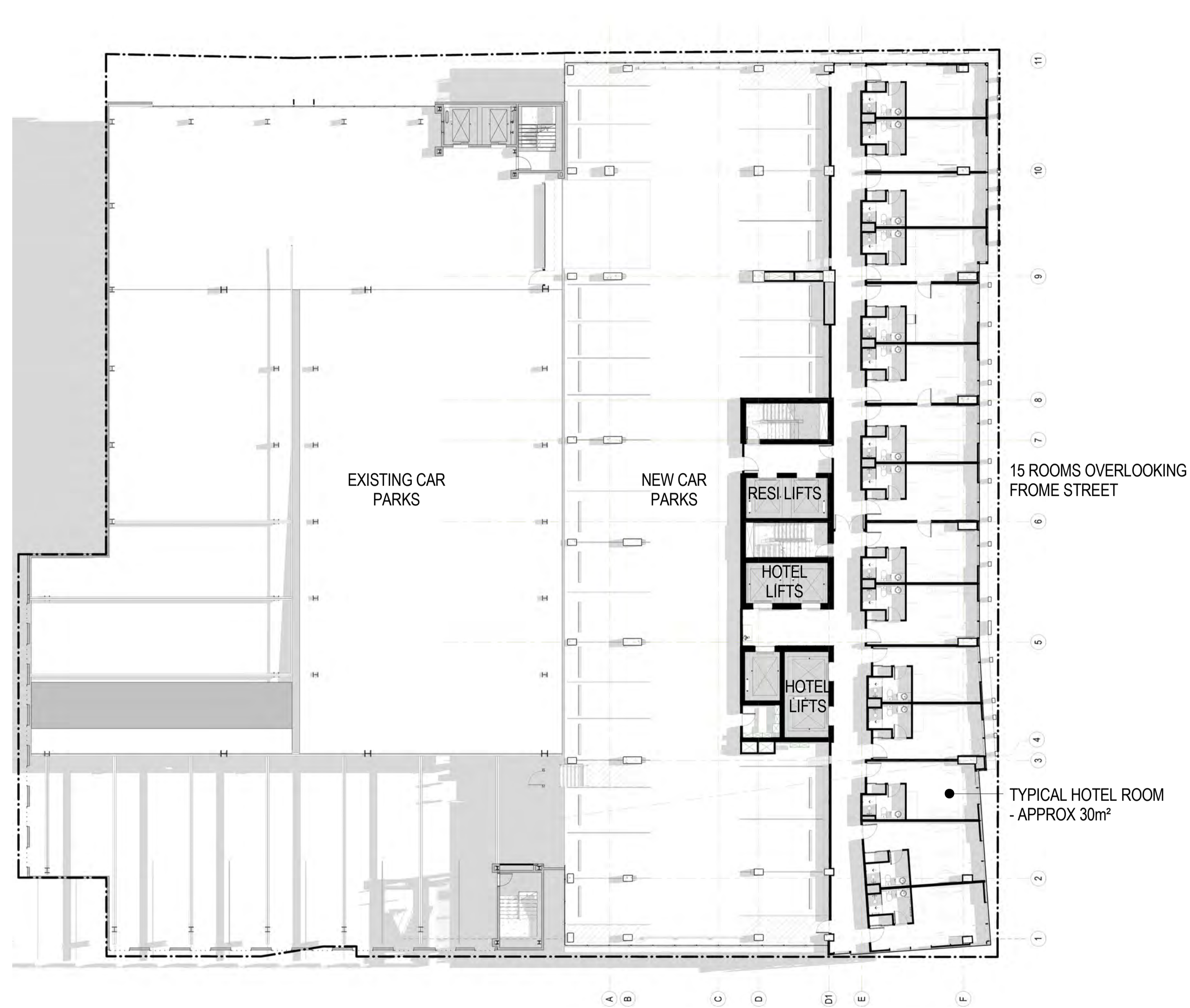
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12-27 FROME STREET

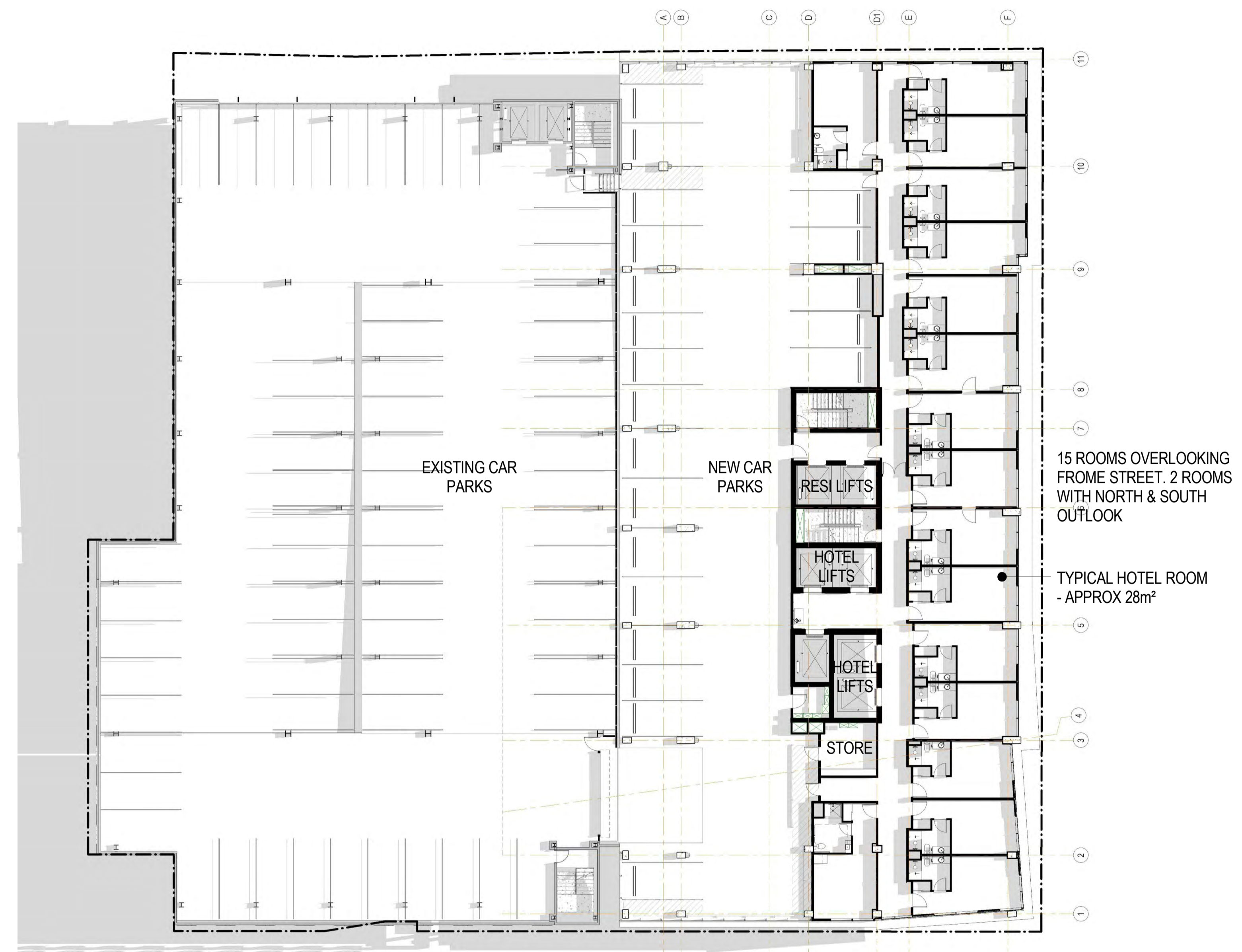
FROME STREET - PLANS

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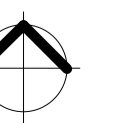
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H	AMENDMENT TO DA - v3	01/05/18



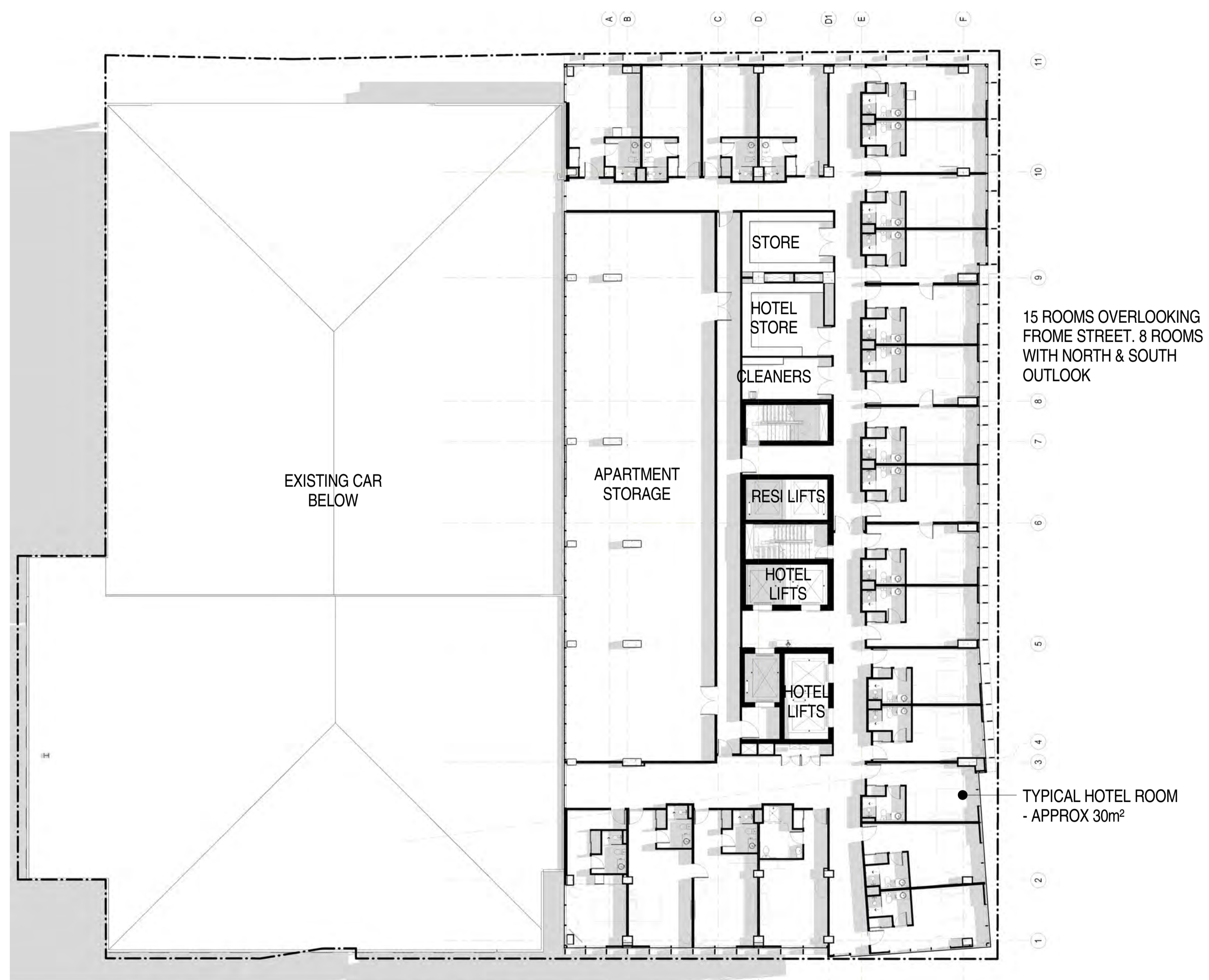
LEVEL 4 FLOOR PLAN



LEVEL 5 FLOOR PLAN



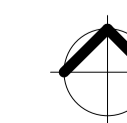
Rev.	Amendment	Date
A	DA ISSUE	16/06/16
B	RESPONSE TO FURTHER INFORMATION REQUEST	29/07/16
C	RESPONSE TO DAC REFERRAL	10/11/16
D	AMENDMENT TO DA	31/03/17
E	AMENDMENT TO DA	07/07/17
F	AMENDMENT TO DA	26/02/18



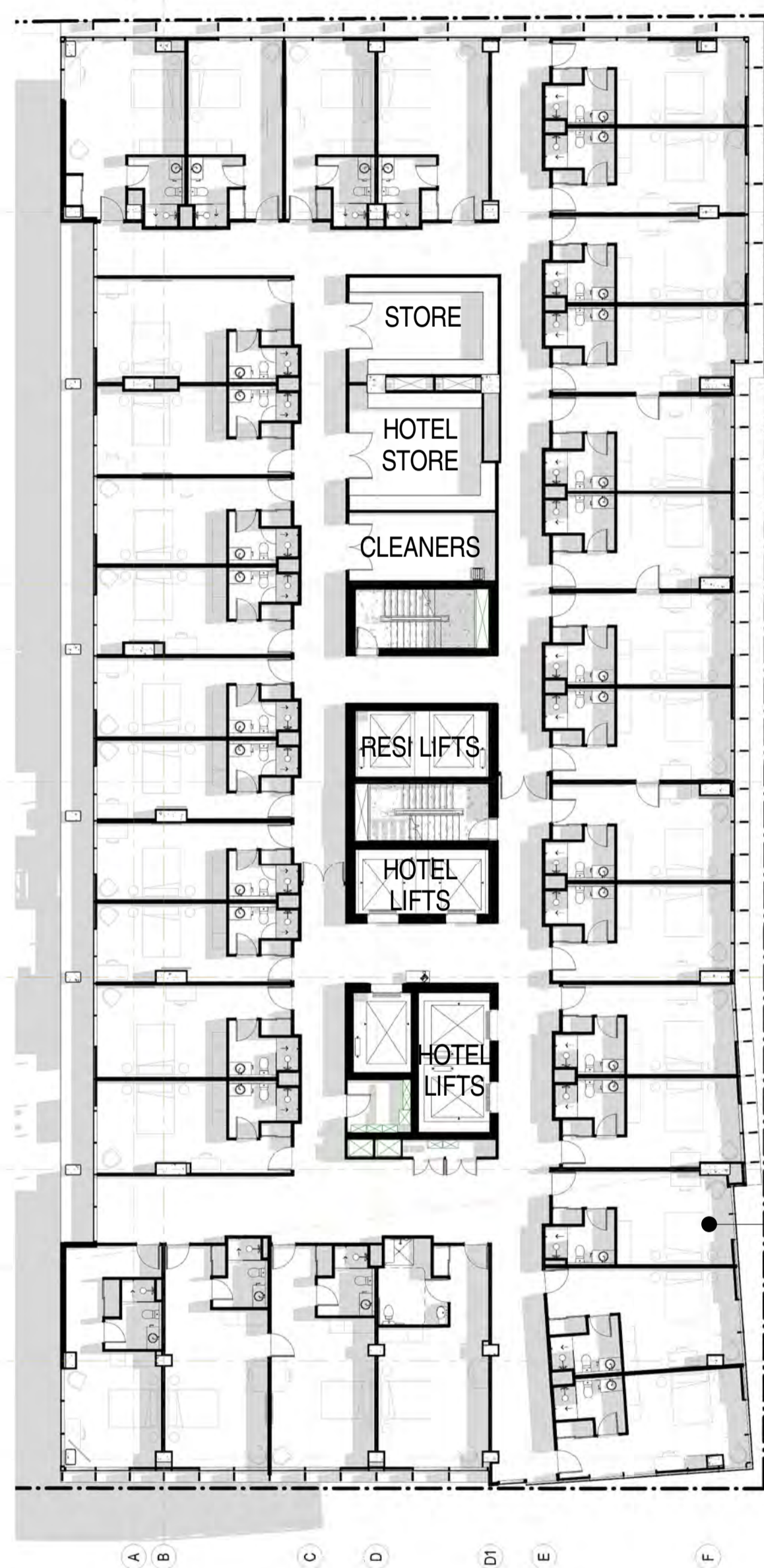
LEVEL 6 FLOOR PLAN



LEVEL 7 FLOOR PLAN



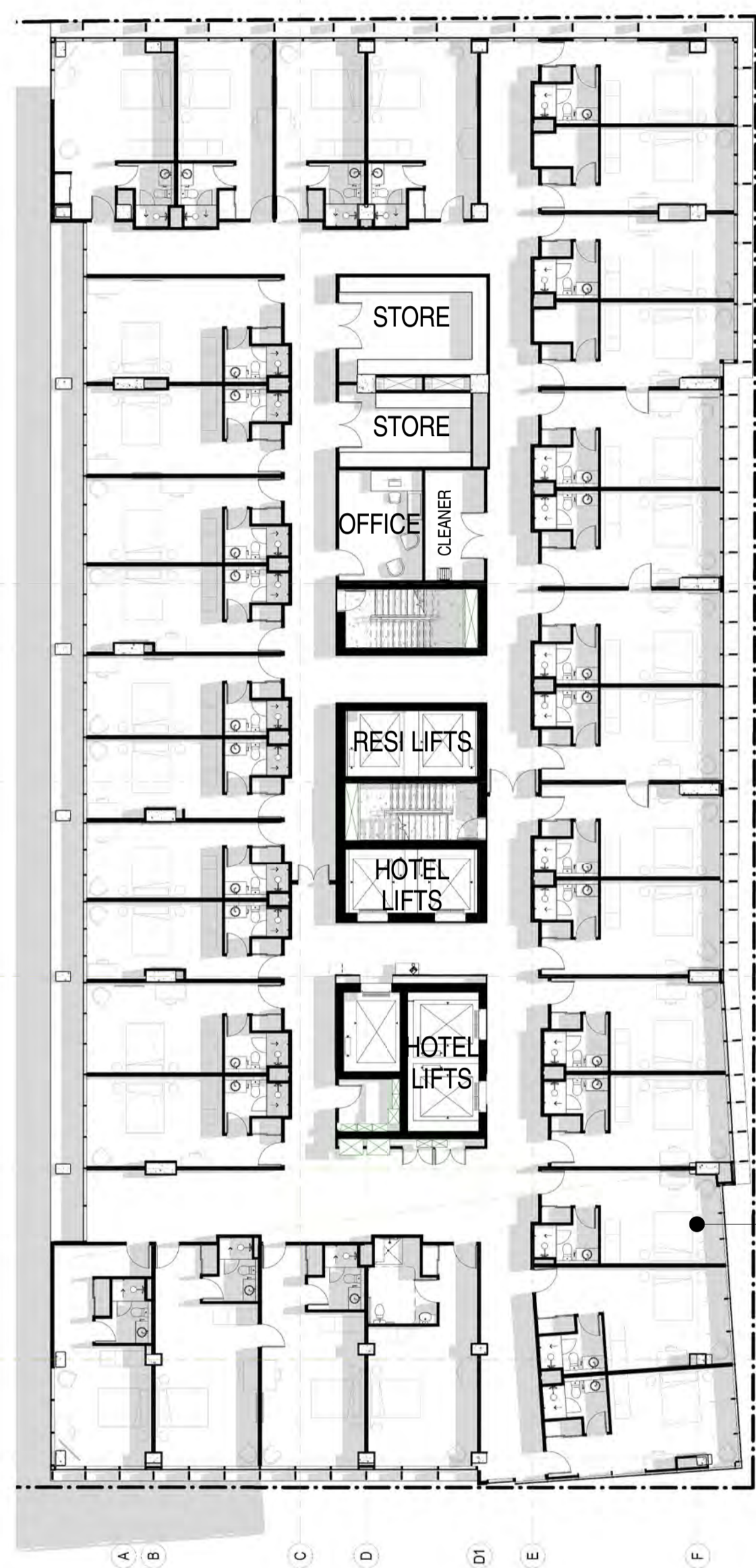
Rev.	Amendment	Date
A	DA ISSUE	16/06/16
B	RESPONSE TO FURTHER INFORMATION REQUEST	29/07/16
C	RESPONSE TO EMAIL CLARIFICATIONS	14/10/16
D	RESPONSE TO DAC REFERRAL	10/11/16
E	AMENDMENT TO DA	31/03/17
F	AMENDMENT TO DA - LVL 10	14/06/17
G	AMENDMENT TO DA	07/07/17
H	AMENDMENT TO DA	26/02/18



33 ROOMS WITH VIEWS OVER CITY IN ALL DIRECTIONS

TYPICAL HOTEL ROOM - APPROX 30m²

LEVEL 8 FLOOR PLAN



33 ROOMS WITH VIEWS OVER CITY IN ALL DIRECTIONS

TYPICAL HOTEL ROOM - APPROX 30m²

LEVEL 9 FLOOR PLAN



LEVEL 10 FLOOR PLAN

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 ABN 65 007 846 598 brownfalconer.com.au

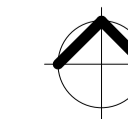
KYREN GROUP

12-27 FROME STREET

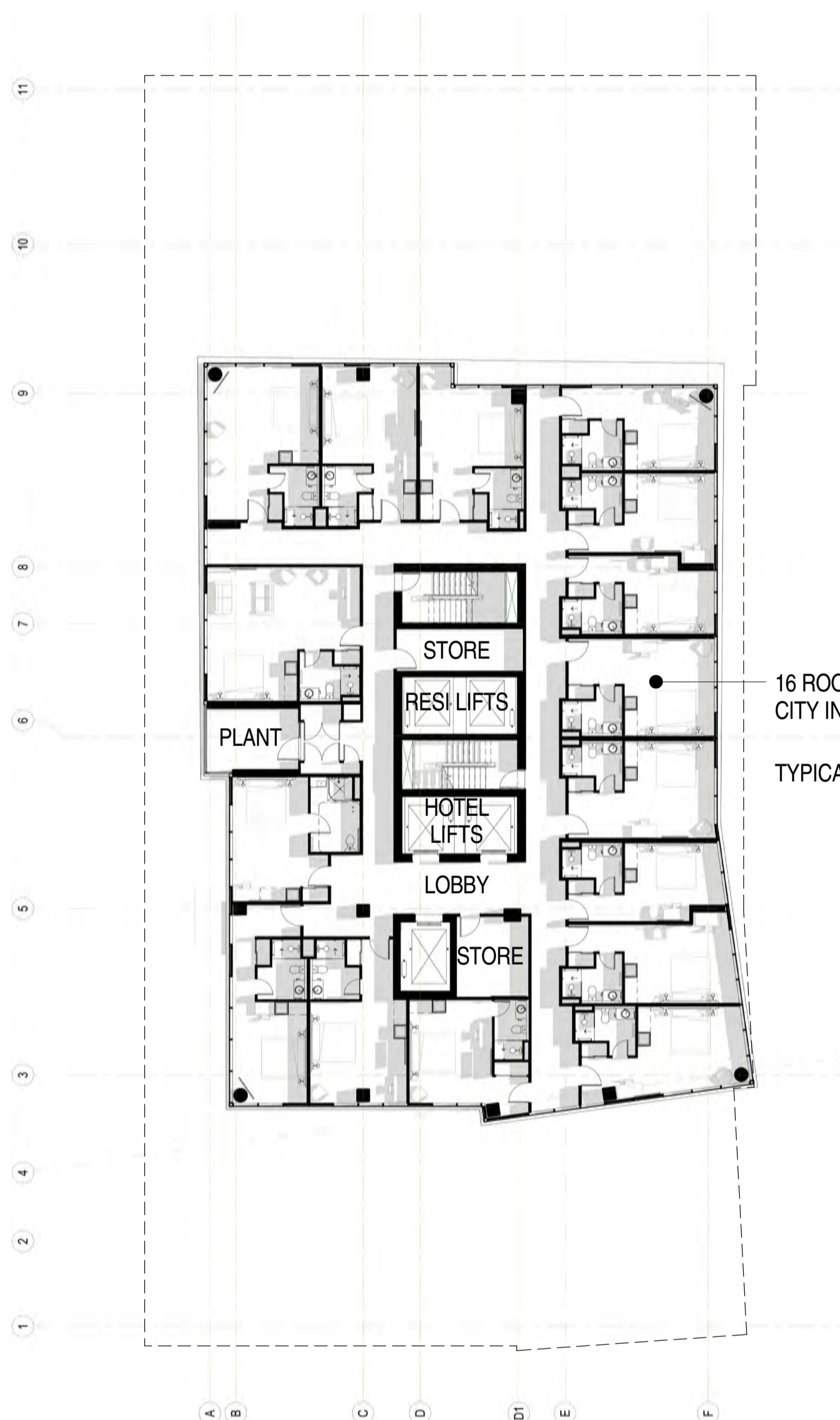
FROME STREET - PLANS

Scale 1 : 200
 Drawn BF
 Date JULY 2016
 Job No. 2015056

Dwg No. 3002 DA28 Rev: H A1 SHEET



Rev.	Amendment	Date
A	DA ISSUE	16/06/16
B	RESPONSE TO FURTHER INFORMATION REQUEST	29/07/16
C	RESPONSE TO FURTHER INFORMATION REQUEST	18/08/16
D	AMENDMENT TO DA	31/03/17
E	AMENDMENT TO DA	26/02/18



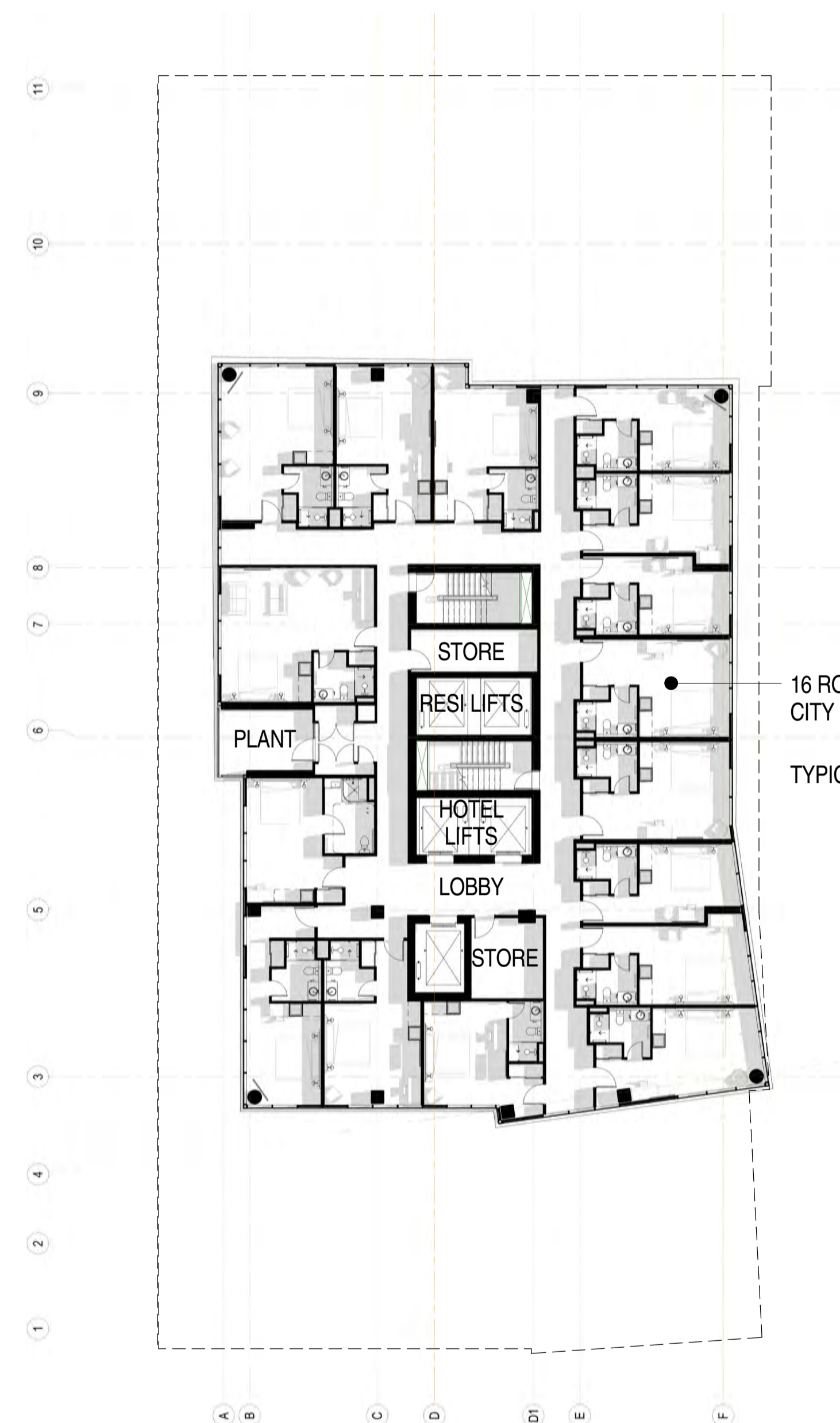
16 ROOMS WITH VIEWS OVER CITY IN ALL DIRECTIONS
TYPICAL ROOM SIZE 28m²

LEVEL 11 FLOOR PLAN - HOTEL SUITES



16 ROOMS WITH VIEWS OVER CITY IN ALL DIRECTIONS
TYPICAL ROOM SIZE 28m²

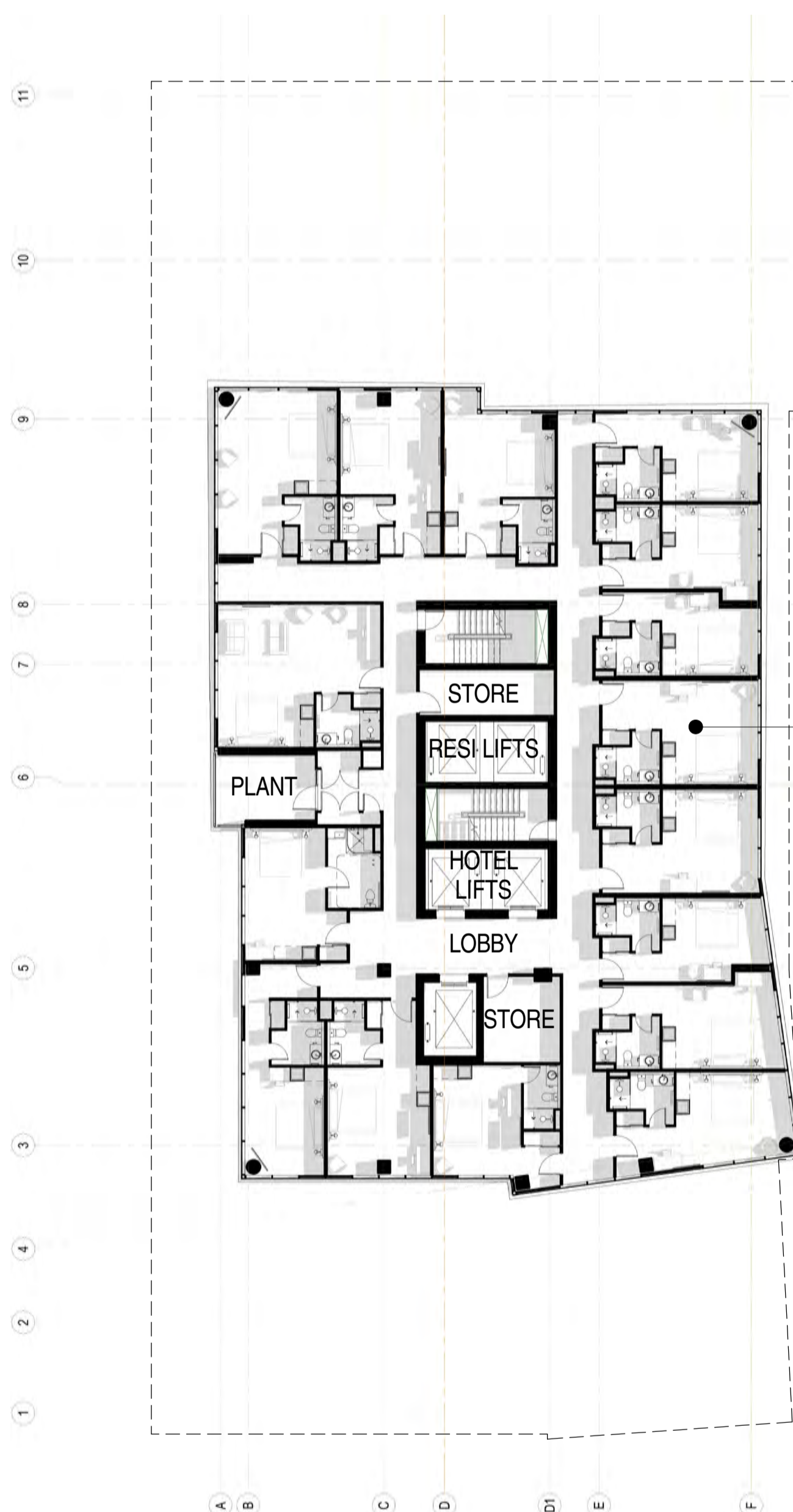
LEVEL 12 FLOOR PLAN - HOTEL SUITES



16 ROOMS WITH VIEWS OVER CITY IN ALL DIRECTIONS
TYPICAL ROOM SIZE 28m²

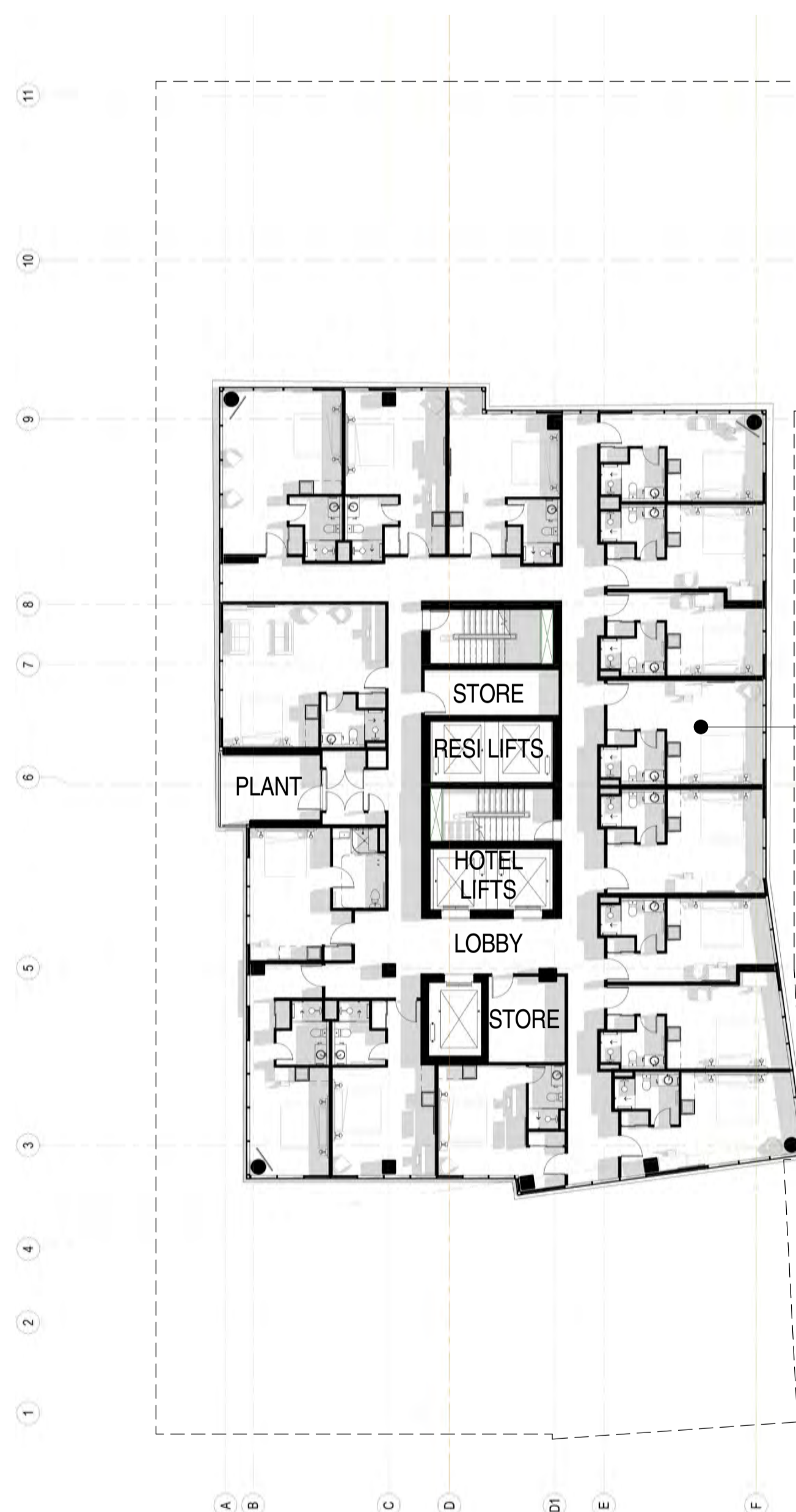
LEVEL 13 FLOOR PLAN - HOTEL SUITES

Rev.	Amendment	Date
A	DA ISSUE	16/06/16
B	RESPONSE TO FURTHER INFORMATION REQUEST	29/07/16
C	AMENDMENT TO DA	31/03/17
D	AMENDMENT TO DA	26/02/18



16 ROOMS WITH VIEWS OVER CITY IN ALL DIRECTIONS
TYPICAL ROOM SIZE 28m²

LEVEL 14 FLOOR PLAN - HOTEL SUITES



16 ROOMS WITH VIEWS OVER CITY IN ALL DIRECTIONS
TYPICAL ROOM SIZE 28m²

LEVEL 15 FLOOR PLAN - HOTEL SUITES



16 ROOMS WITH VIEWS OVER CITY IN ALL DIRECTIONS
TYPICAL ROOM SIZE 28m²

LEVEL 16 FLOOR PLAN - HOTEL SUITES

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KYREN GROUP

12-27 FROME STREET

FROME STREET - PLANS

Scale 1 : 200

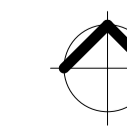
Drawn BF

Date JULY 2016

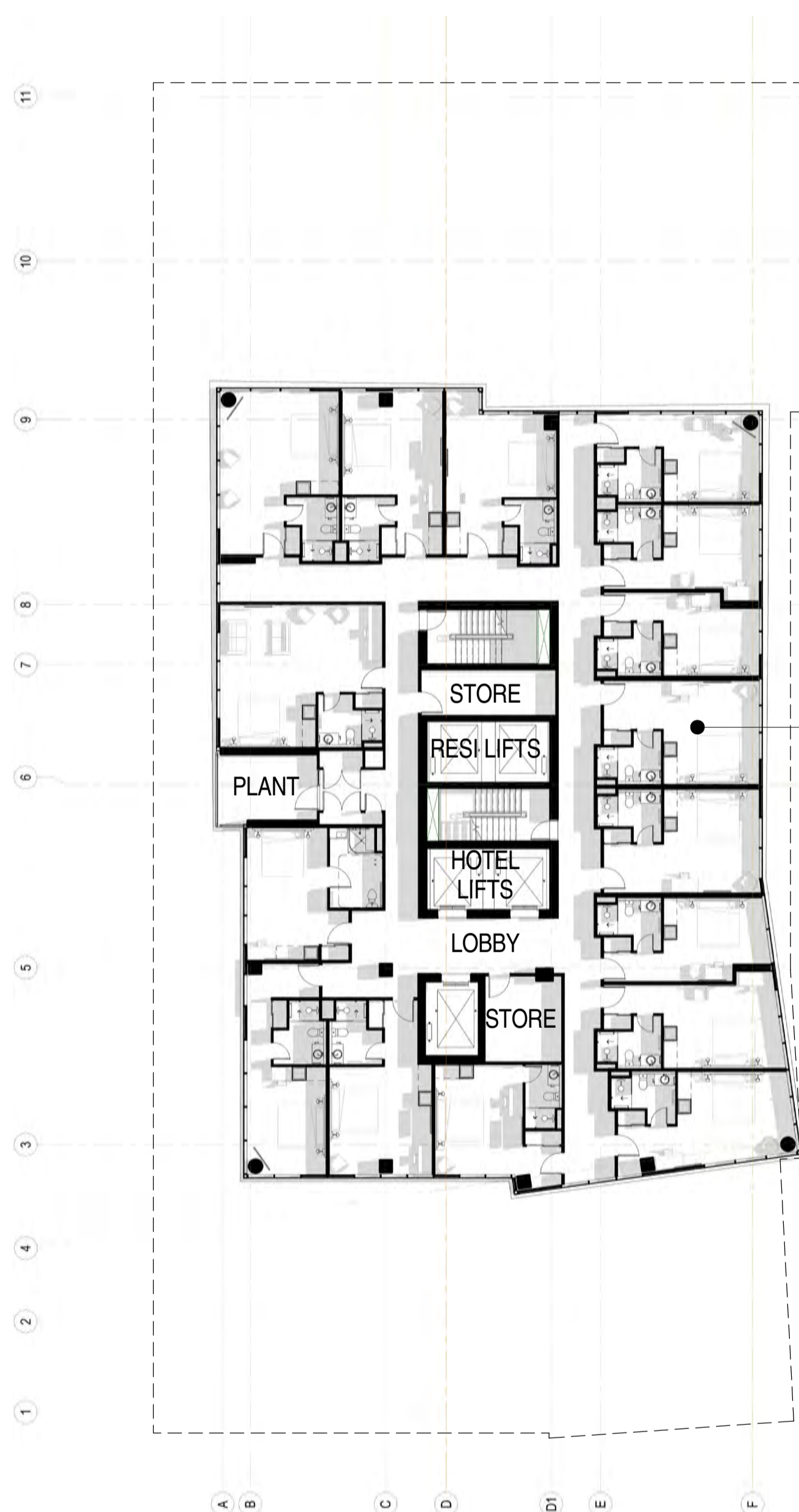
Job No. 2015056

Dwg No. 3002 DA30

Rev: D A1 SHEET



Rev.	Amendment	Date
A	DA ISSUE	16/06/16
B	RESPONSE TO FURTHER INFORMATION REQUEST	29/07/16
C	AMENDMENT TO DA	31/03/17
D	AMENDMENT TO DA	26/02/18



16 ROOMS WITH VIEWS OVER CITY IN ALL DIRECTIONS
TYPICAL ROOM SIZE 28m²

LEVEL 17 FLOOR PLAN - HOTEL SUITES



16 ROOMS WITH VIEWS OVER CITY IN ALL DIRECTIONS
TYPICAL ROOM SIZE 28m²

LEVEL 18 FLOOR PLAN - HOTEL SUITES



16 ROOMS WITH VIEWS OVER CITY IN ALL DIRECTIONS
TYPICAL ROOM SIZE 28m²

LEVEL 19 FLOOR PLAN - HOTEL SUITES

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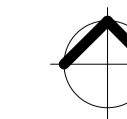
KYREN GROUP

12-27 FROME STREET

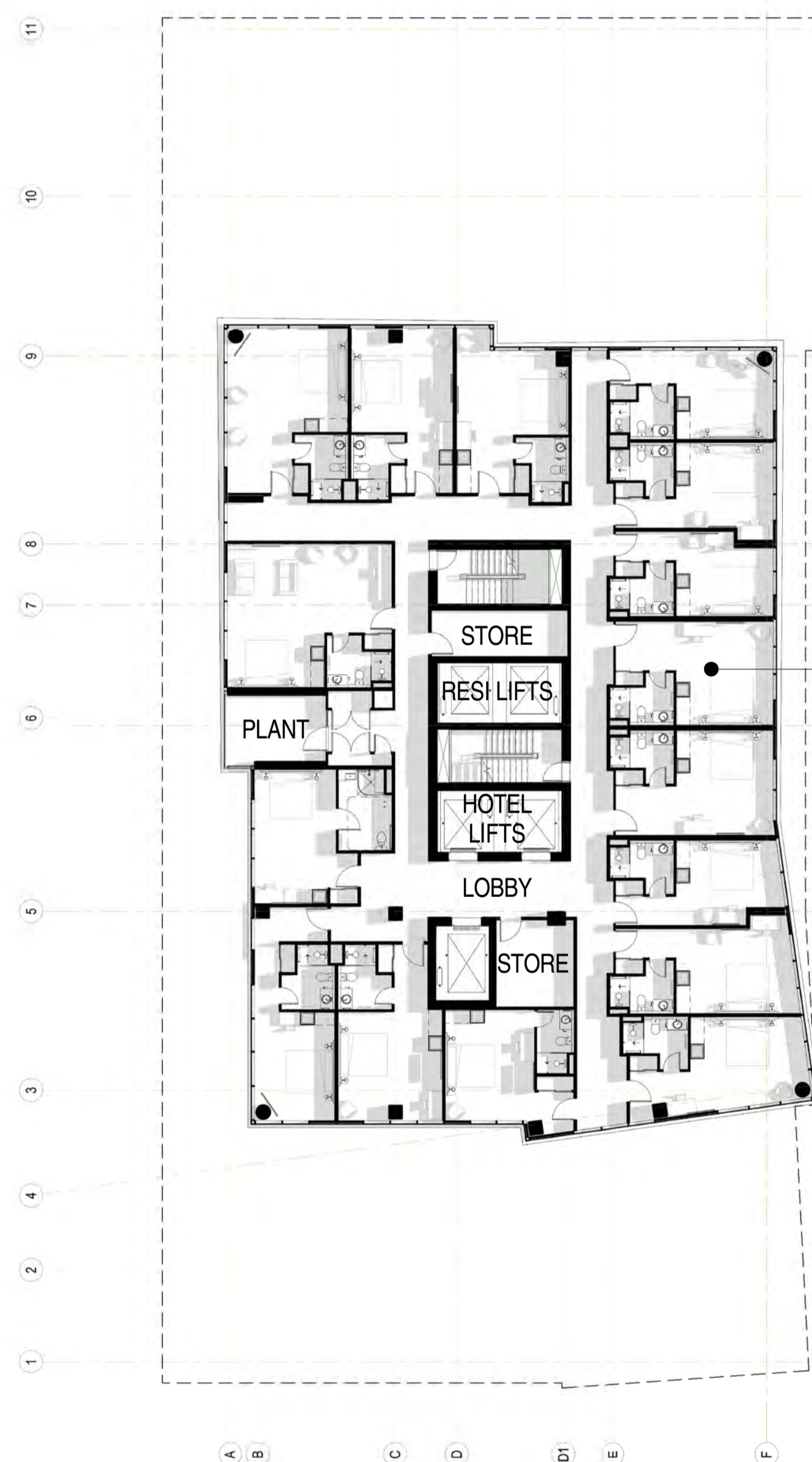
FROME STREET - PLANS

Scale 1 : 200
Drawn BF
Date JULY 2016
Job No. 2015056

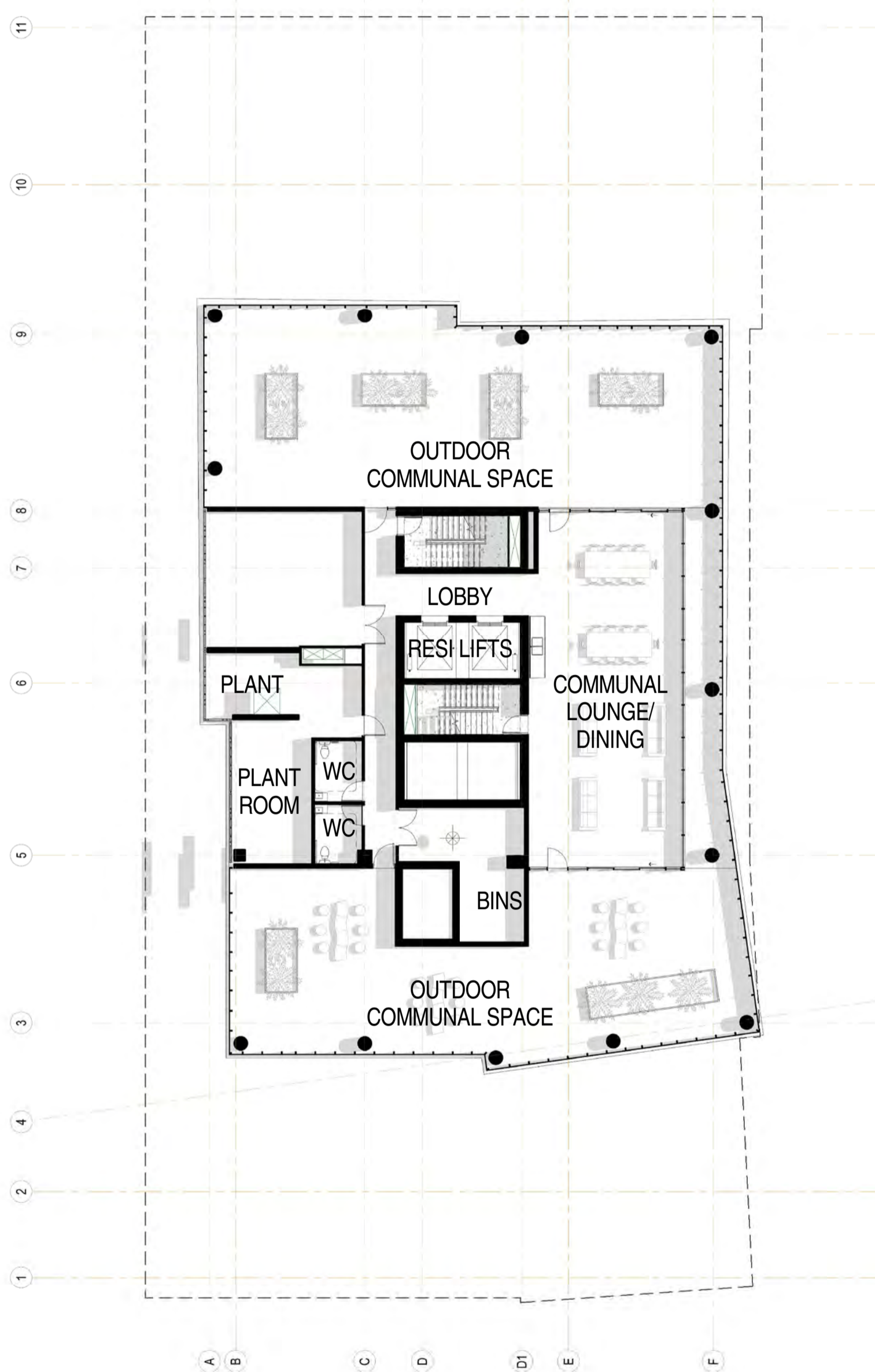
Dwg No. 3002 DA31 Rev. D A1 SHEET



Rev.	Amendment	Date
A	DA ISSUE	16/06/16
B	RESPONSE TO FURTHER INFORMATION REQUEST	29/07/16
C	AMENDMENT TO DA	31/03/17
D	AMENDMENT TO DA	26/02/18



LEVEL 20 FLOOR PLAN - HOTEL SUITES



LEVEL 21 FLOOR PLAN - COMMUNAL SPACE



LEVEL 22 FLOOR PLAN - PRIVATE APTS

BROWN FALCONER

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 ABN 65 007 846 596 brownfalconer.com.au

KYREN GROUP

12-27 FROME STREET

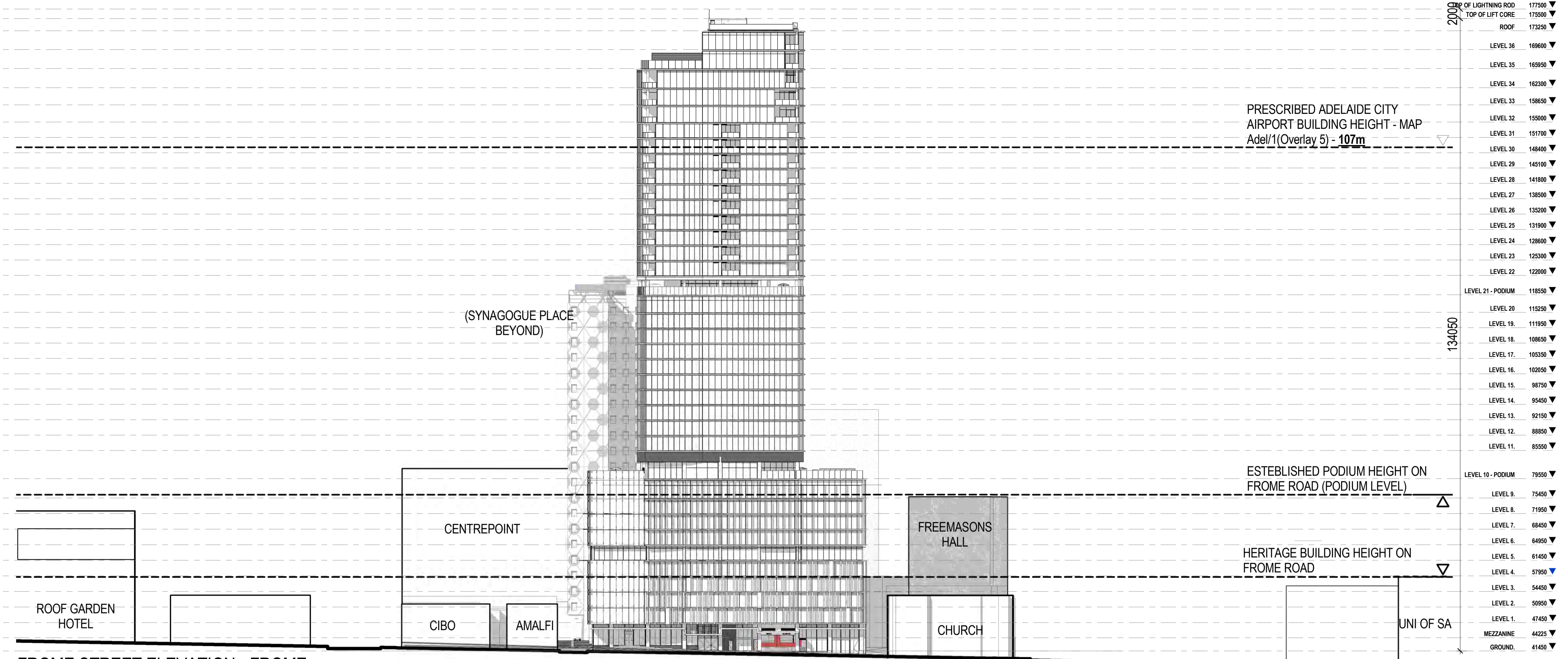
FROME STREET - PLANS

Scale 1 : 200
 Drawn BF
 Date JULY 2016
 Job No. 2015056
 Dwg No. 3002 DA32 Rev: D A1 SHEET

DA ISSUE

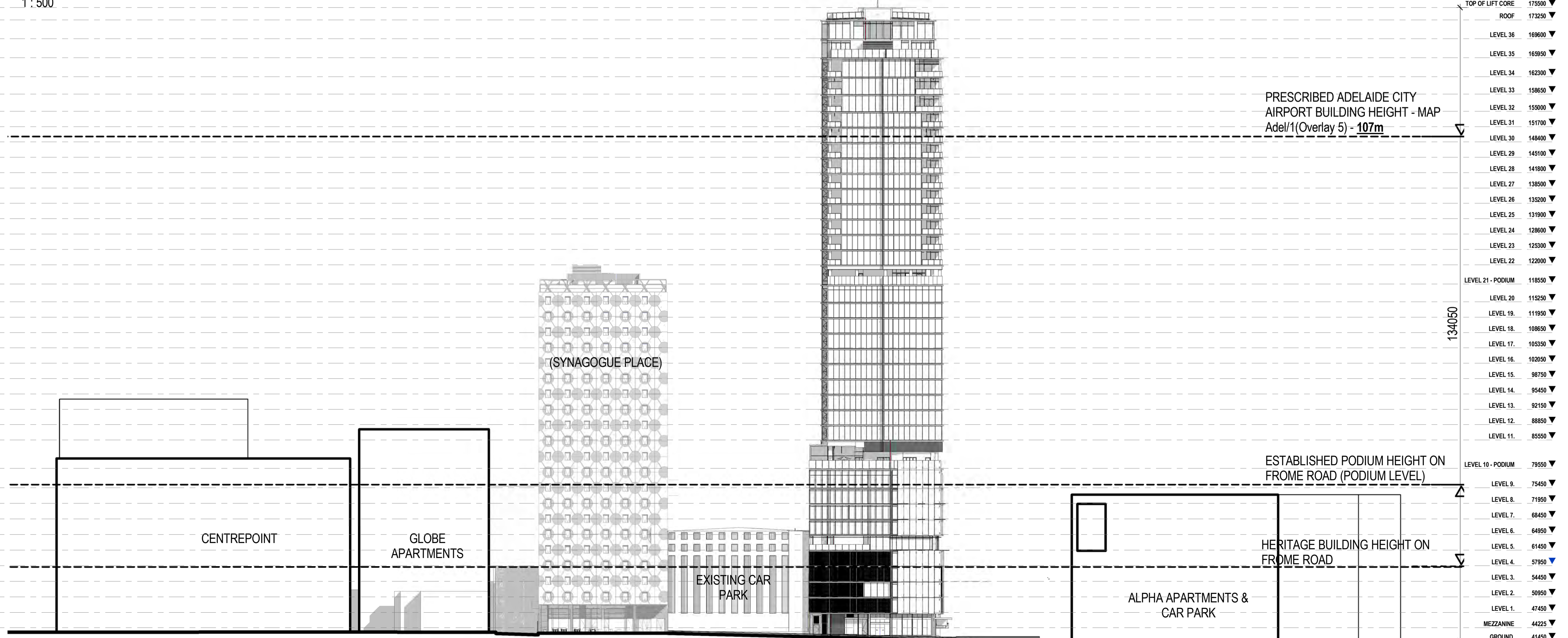
ISSUED FOR DEVELOPMENT APPROVAL

Rev.	Amendment	Date
A	DA ISSUE	16/06/16
B	RESPONSE TO FURTHER INFORMATION REQUEST	29/07/16
C	RESPONSE TO FURTHER INFORMATION REQUEST	18/08/16
D	RESPONSE TO DAC REFERRAL	10/11/16
E	RESPONSE TO DAC REFERRAL	11/11/16
F	AMENDMENT TO DA	31/03/17
G	AMENDMENT TO DA	26/05/17
H	AMENDMENT TO DA	07/07/17
I	AMENDMENT TO DA	26/02/18
J	AMENDMENT TO DA - v3	01/05/18



FROME STREET ELEVATION - FROME

1 : 500



TAVISTOCK LANE ELEVATION - FROME

1 : 500

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 Telephone : 08 8203 5800 Facsimile : 08 8223 2440
 ABN 65 007 846 586 brownfalconer.com.au

KYREN GROUP

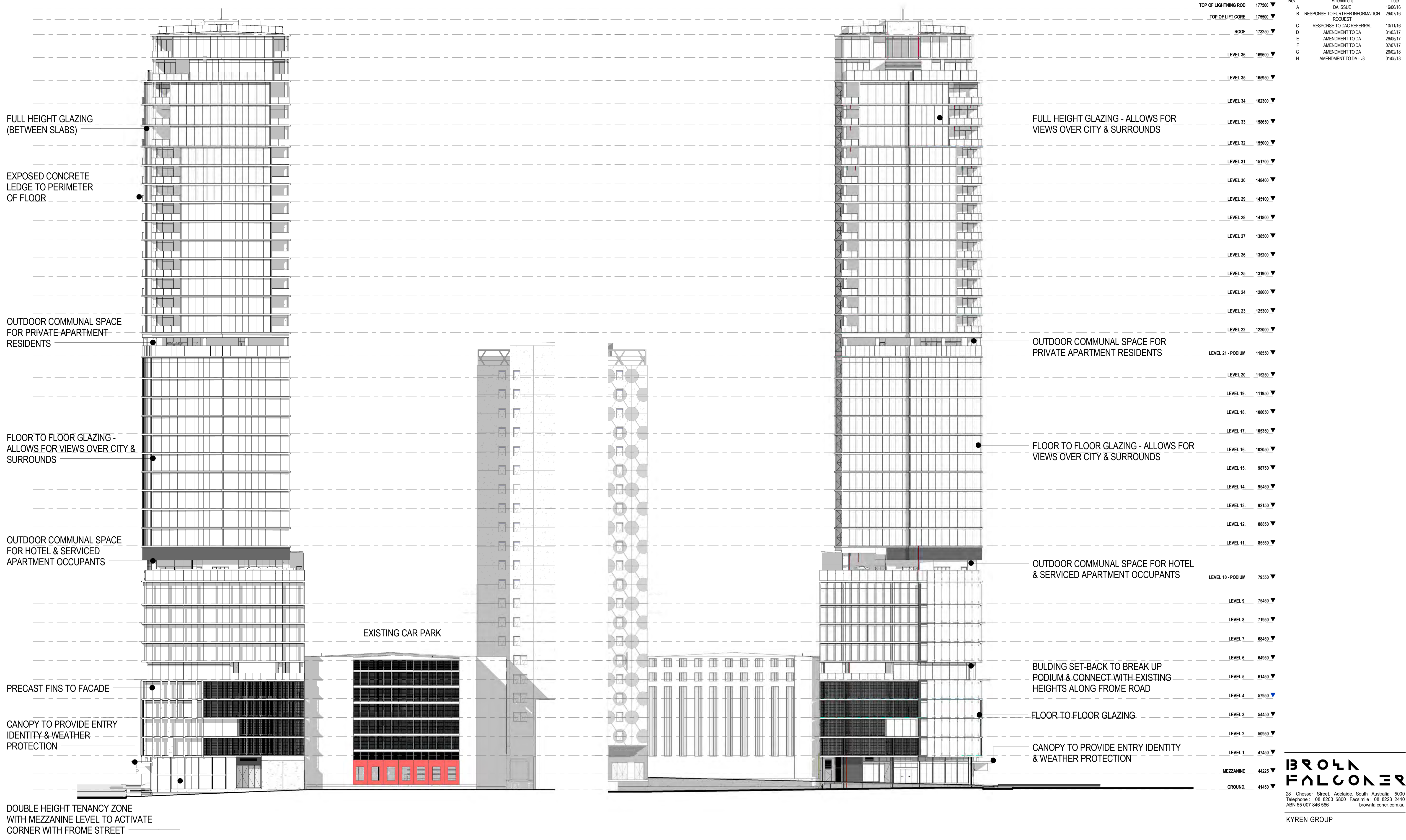
12-27 FROME STREET

FROME STREET - SITE ELEVATIONS

Scale 1 : 500
 Drawn BF
 Date AUGUST 2016
 Job No. 2015056

Dwg No. 3002 DA39 Rev. J A1 SHEET

Rev.	Amendment	Date
A	DA ISSUE	16/06/16
B	RESPONSE TO FURTHER INFORMATION REQUEST	29/07/16
C	RESPONSE TO DAC REFERRAL	10/11/16
D	AMENDMENT TO DA	31/03/17
E	AMENDMENT TO DA	26/05/17
F	AMENDMENT TO DA	07/07/17
G	AMENDMENT TO DA	26/02/18
H	AMENDMENT TO DA - v3	01/05/18



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KYREN GROUP

12-27 FROME STREET

FROME STREET - ELEVATIONS

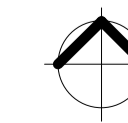
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Drawn BF

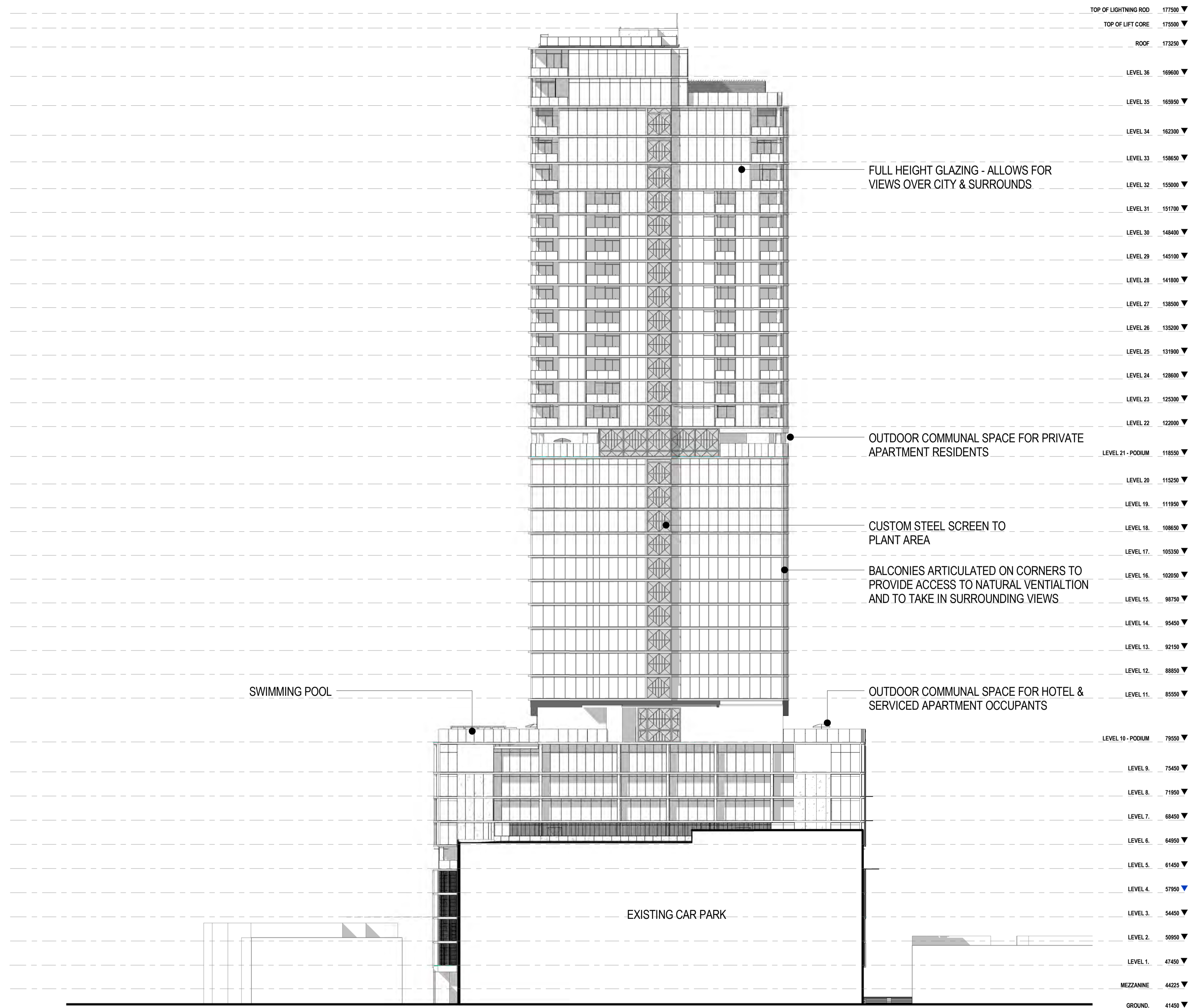
Date JULY 2016

Job No. 2015056

Dwg No. 3002 DA40 Rev. H A1 SHEET

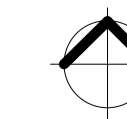


Rev.	Amendment	Date
A	DA ISSUE	16/06/16
B	RESPONSE TO FURTHER INFORMATION REQUEST	29/07/16
C	RESPONSE TO DAC REFERRAL	10/11/16
D	AMENDMENT TO DA	31/03/17
E	AMENDMENT TO DA	26/05/17
F	AMENDMENT TO DA	07/07/17
G	AMENDMENT TO DA	26/02/18
H	AMENDMENT TO DA - v3	01/05/18

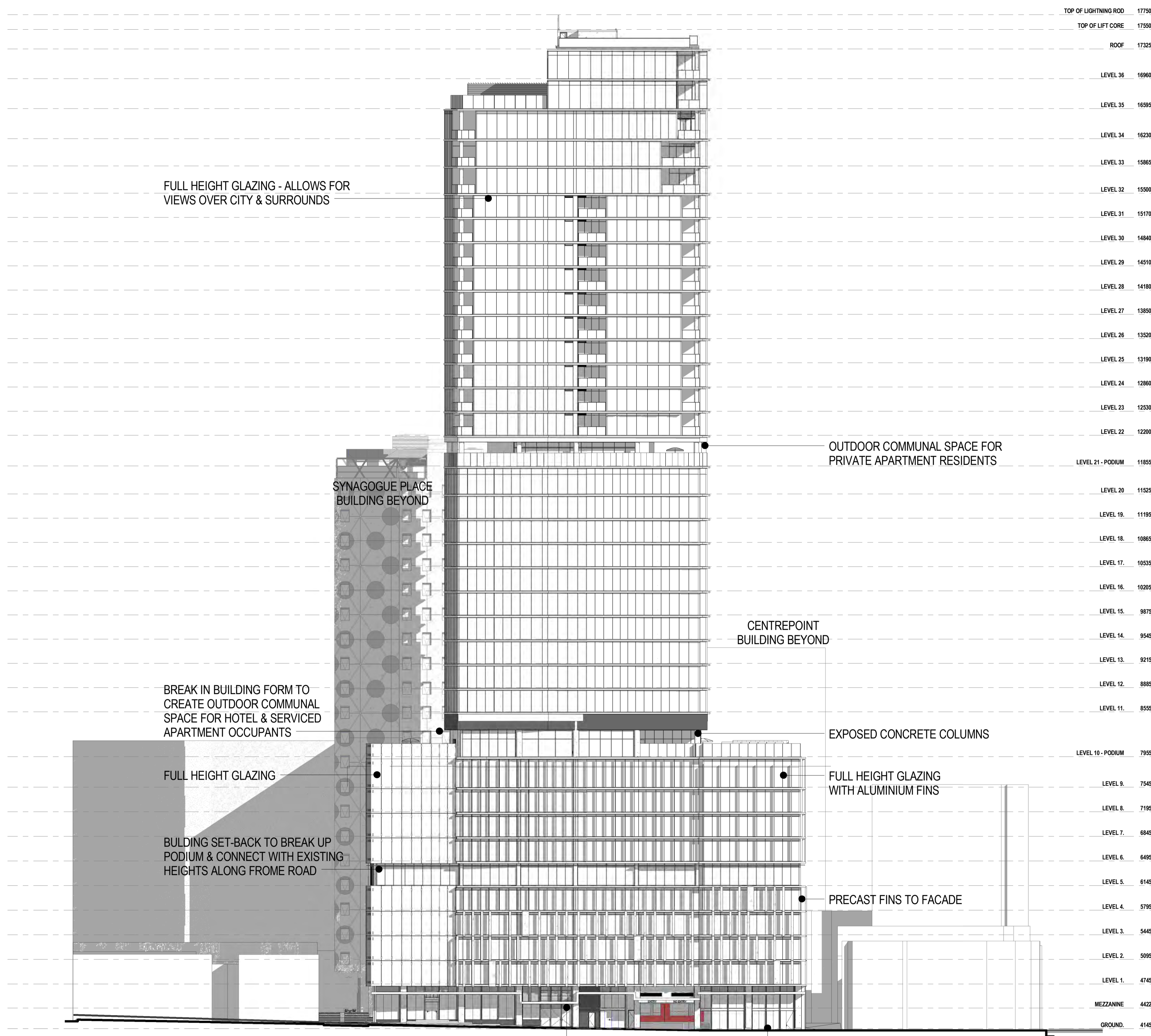


FROME STREET - WEST ELEVATION

1 : 300



Rev.	Amendment	Date
A	DA ISSUE	16/06/16
B	RESPONSE TO FURTHER INFORMATION REQUEST	29/07/16
C	RESPONSE TO DAC REFERRAL	10/11/16
D	RESPONSE TO DAC REFERRAL	11/11/16
E	AMENDMENT TO DA	31/03/17
F	AMENDMENT TO DA	26/05/17
G	AMENDMENT TO DA	07/07/17
H	AMENDMENT TO DA	26/02/18
I	AMENDMENT TO DA - v3	01/05/18



FROME STREET - EAST ELEVATION
1 : 300

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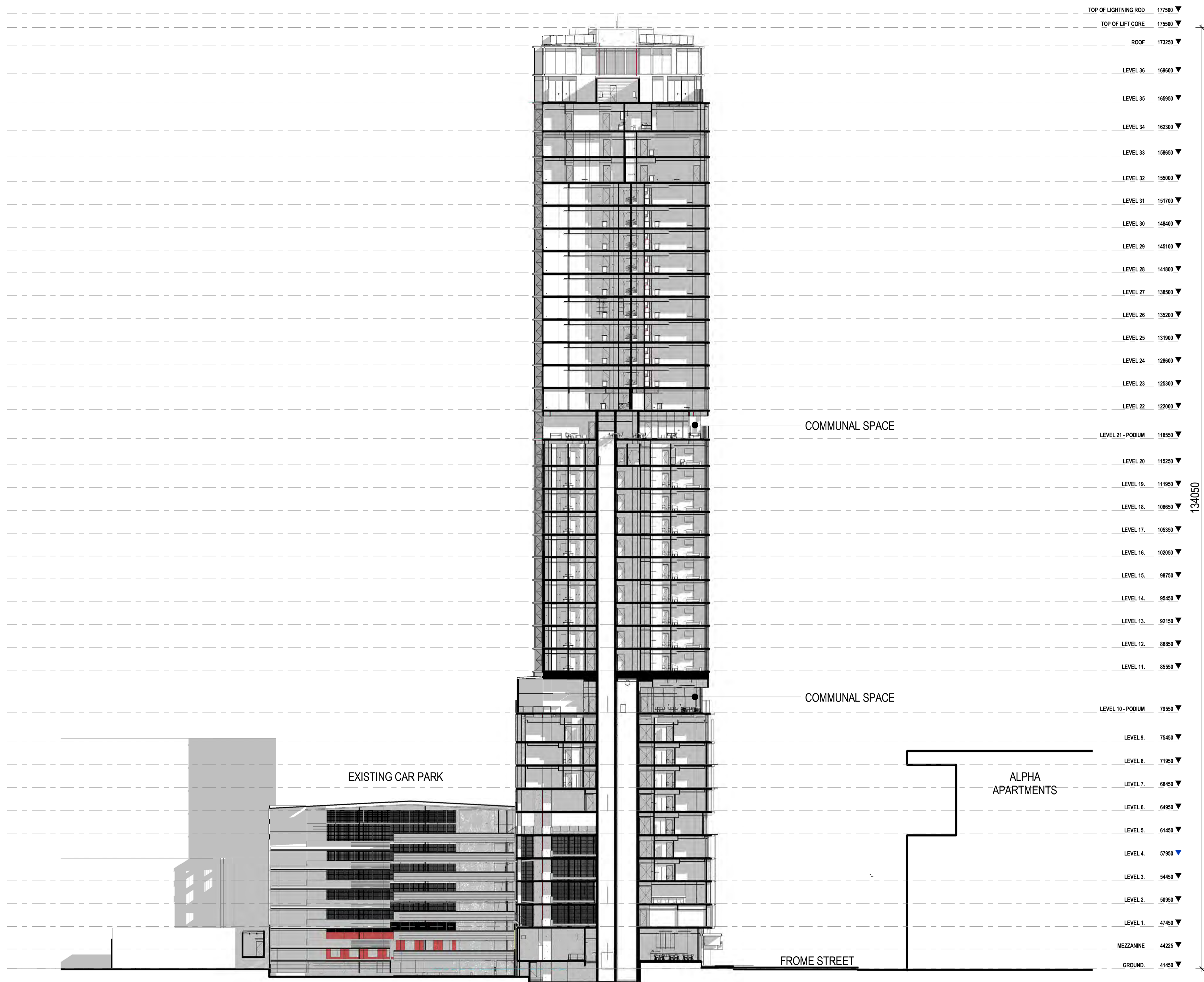
KYREN GROUP

12-27 FROME STREET

FROME STREET - ELEVATION

Scale 1 : 300
Drawn BF
Date JULY 2016
Job No. 2015056
Dwg No. 3002 DA42 Rev. I A1 SHEET

Rev.	Amendment	Date
A	DA ISSUE	16/06/16
B	RESPONSE TO FURTHER INFORMATION REQUEST	29/07/16
C	RESPONSE TO DAC REFERRAL	10/11/16
D	AMENDMENT TO DA	31/03/17
E	AMENDMENT TO DA	26/05/17
F	AMENDMENT TO DA	11/07/17
G	AMENDMENT TO DA - v3	01/05/18



TOP OF LIGHTNING ROD	177500 ▼
TOP OF LIFT CORE	175000 ▼
ROOF	173250 ▼
LEVEL 36	169600 ▼
LEVEL 35	169950 ▼
LEVEL 34	162300 ▼
LEVEL 33	158650 ▼
LEVEL 32	155000 ▼
LEVEL 31	151700 ▼
LEVEL 30	148400 ▼
LEVEL 29	145100 ▼
LEVEL 28	141800 ▼
LEVEL 27	138500 ▼
LEVEL 26	135200 ▼
LEVEL 25	131900 ▼
LEVEL 24	128600 ▼
LEVEL 23	125300 ▼
LEVEL 22	122000 ▼
LEVEL 21 - PODIUM	118500 ▼
LEVEL 20	115250 ▼
LEVEL 19	111950 ▼
LEVEL 18	108650 ▼
LEVEL 17	105350 ▼
LEVEL 16	102050 ▼
LEVEL 15	98750 ▼
LEVEL 14	95450 ▼
LEVEL 13	92150 ▼
LEVEL 12	88850 ▼
LEVEL 11	85550 ▼
LEVEL 10 - PODIUM	79500 ▼
LEVEL 9	75450 ▼
LEVEL 8	71950 ▼
LEVEL 7	68450 ▼
LEVEL 6	64950 ▼
LEVEL 5	61450 ▼
LEVEL 4	57950 ▼
LEVEL 3	54450 ▼
LEVEL 2	50950 ▼
LEVEL 1	47450 ▼
MEZZANINE	44225 ▼
GROUND	41450 ▼

FROME STREET - SECTION 1
1 : 300

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ABN 65 007 846 586 brownfalconer.com.au

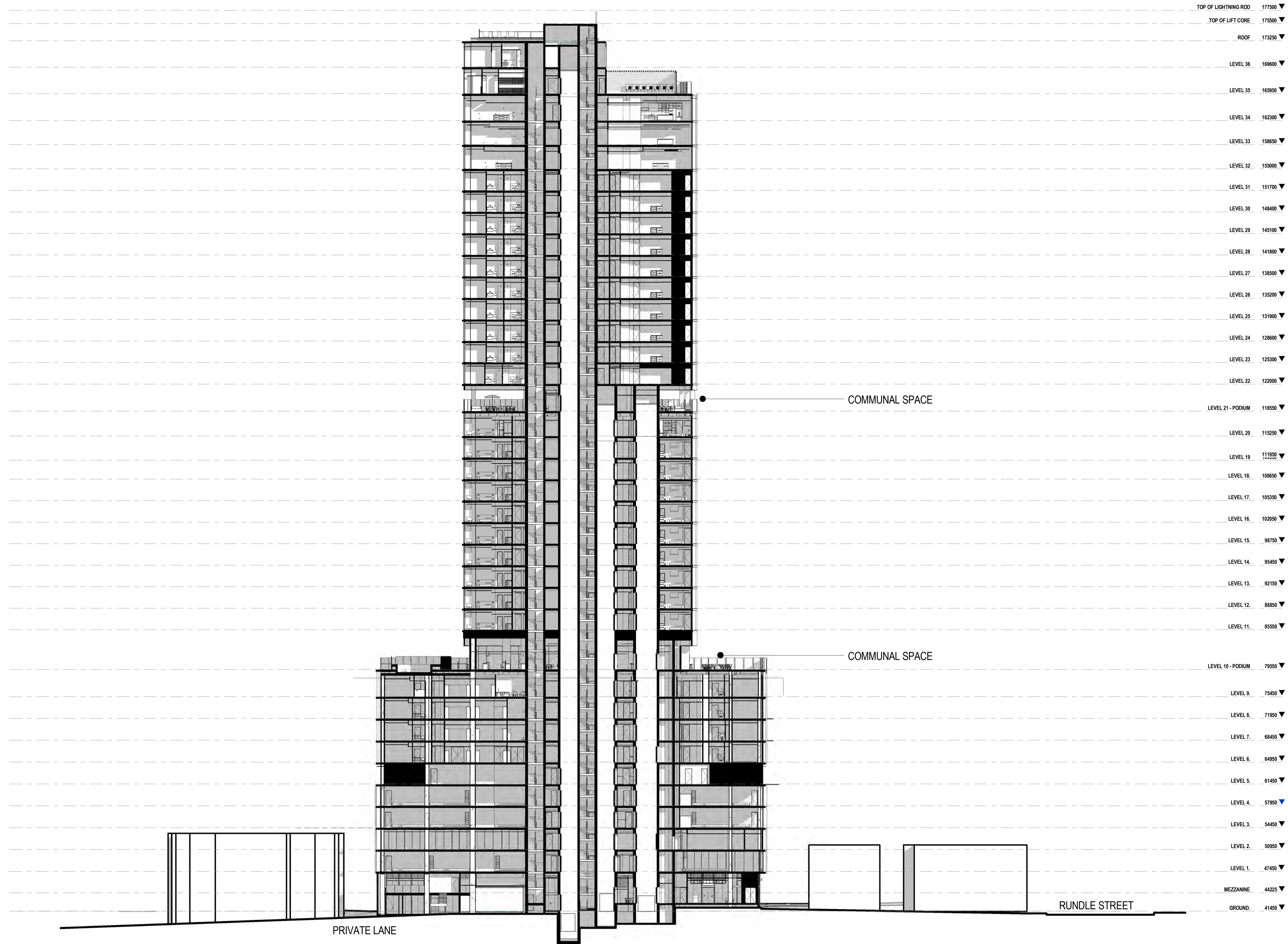
KYREN GROUP

12-27 FROME STREET

FROME STREET - SECTION

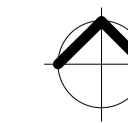
Scale 1 : 300
Drawn BF
Date JULY 2016
Job No. 2015056
Dwg No. 3002 DA43 Rev. G A1 SHEET

Rev.	Amendment	Date
A	DA ISSUE	16/06/16
B	RESPONSE TO FURTHER INFORMATION REQUEST	29/07/16
C	RESPONSE TO DAC REFERRAL	10/11/16
D	AMENDMENT TO DA	31/03/17
E	AMENDMENT TO DA	26/05/17
F	AMENDMENT TO DA	11/07/17
G	AMENDMENT TO DA - v3	01/05/18



FROME STREET - SECTION 2

1 : 300



Rev.	Amendment	Date
A	DA ISSUE	16/06/18
B	RESPONSE TO DAC REFERRAL	10/11/18
C	AMENDMENT TO DA	31/03/17
D	AMENDMENT TO DA	26/02/18



VIEW NORTH UP FROME STREET

**BROWN
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ABN 65 007 846 596 brownfalconer.com.au

KYREN GROUP

12-27 FROME STREET

FROME STREET - 3D

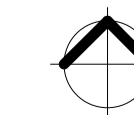
Scale 1 : 50

Drawn BF

Date JUNE 2016

Job No. 2015056

Dwg No. **3002 DA46** Rev. **D** A1 SHEET



Rev.	Amendment	Date
A	DA ISSUE	15/06/16
B	RESPONSE TO DAC REFERRAL	11/11/16
C	AMENDMENT TO DA	31/03/17
D	AMENDMENT TO DA - v3	01/05/18



VIEW NORTH UP FROME STREET

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ABN 65 007 846 586 brownfalconer.com.au

KYREN GROUP

12-27 FROME STREET

FROME STREET - 3D

Scale 1 : 50

Drawn BF

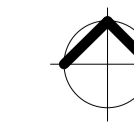
Date JUNE 2016

Job No. 2015056

Dwg No. 3002 DA47

Rev. D

A1 SHEET



Rev.	Amendment	Date
A	DA ISSUE	16/06/16
B	RESPONSE TO DAC REFERRAL	11/11/16
C	AMENDMENT TO DA	31/03/17
D	AMENDMENT TO DA	26/02/18



VIEW OF CORNER IDENTITY ELEMENT TO PODIUM (@ CNR OF FROME & LANEWAY)

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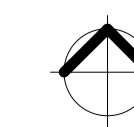
KYREN GROUP

12-27 FROME STREET

FROME STREET - 3D

Scale 1 : 50
Drawn BF
Date JUNE 2016
Job No. 2015056

Dwg No. **3002 DA49** Rev: **D** A1 SHEET



Rev.	Amendment	Date
A	DA ISSUE	16/06/16
B	RESPONSE TO DAC REFERRAL	10/11/16
C	AMENDMENT TO DA	31/03/17
D	AMENDMENT TO DA	26/05/17
E	AMENDMENT TO DA	26/02/18
F	AMENDMENT TO DA - v3	01/05/18



VIEW OF ACTIVATED CORNER TO FROME STREET - RESTAURANT

**BROWN
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 ABN 65 007 846 596 brownfalconer.com.au

KYREN GROUP

12-27 FROME STREET

FROME STREET - 3D

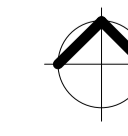
Scale 1 : 50

Drawn BF

Date JUNE 2016

Job No. 2015056

Dwg No. 3002 DA52 Rev. F



A1 SHEET

Rev.	Amendment	Date
A	DA ISSUE	16/06/16
B	RESPONSE TO DAC REFERRAL	10/11/16
C	RESPONSE TO DAC REFERRAL	11/11/16
D	AMENDMENT TO DA	31/03/17
E	AMENDMENT TO DA	26/05/17
F	AMENDMENT TO DA	26/02/18
G	AMENDMENT TO DA - v3	01/05/18



VIEW OF ACTIVATED CORNER ON FROME STREET/TAVISTOCK LANE

**BROWN
FALCONER**

28 Chesser Street, Adelaide, South Australia 5000
Telephone : 08 8203 5800 Facsimile : 08 8223 2440
ABN 65 007 846 596 brownfalconer.com.au

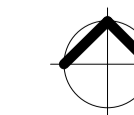
KYREN GROUP

12-27 FROME STREET

FROME STREET - 3D

Scale 1 : 50
Drawn BF
Date JUNE 2016
Job No. 2015056

Dwg No. 3002 DA53 Rev. G A1 SHEET



Rev.	Amendment	Date
A	RESPONSE TO DAC REFERRAL	24/11/16
B	AMENDMENT TO DA	31/03/17
C	AMENDMENT TO DA - v3	01/05/18



BALCONY CORNER DETAIL & OUTDOOR COMMUNAL SPACE

**BROWN
FALCONER**

28 Chesser Street, Adelaide, South Australia 5000
Telephone : 08 8203 5800 Facsimile : 08 8223 2440
ABN 65 007 846 596 brownfalconer.com.au

KYREN GROUP

12-27 FROME STREET

FROME STREET - 3D

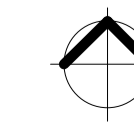
Scale 1 : 50

Drawn BF

Date JUNE 2016

Job No. 2015056

Dwg No. 3002 DA54 Rev. C A1 SHEET



Rev.	Amendment	Date
A	RESPONSE TO DAC REFERRAL	24/11/16
B	AMENDMENT TO DA	31/03/17
C	AMENDMENT TO DA - v3	01/05/18



VIEW OF POOL & DECK ON LEVEL 21 (COMMUNAL OUTDOOR SPACE FOR HOTEL & SERVICED APARTMENTS)

**BROWN
FALCONER**

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Telephone : 08 8203 5800 Facsimile : 08 8223 2440
ABN 65 007 846 586 brownfalconer.com.au

KYREN GROUP

12-27 FROME STREET

FROME STREET - 3D

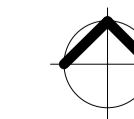
Scale 1 : 50

Drawn BF

Date JUNE 2016

Job No. 2015056

Dwg No. 3002 DA55 Rev. C A1 SHEET



Rev.	Amendment	Date
A	RESPONSE TO DAC REFERRAL	10/11/16
B	RESPONSE TO DAC REFERRAL	11/11/16
C	AMENDMENT TO DA	31/03/17
D	AMENDMENT TO DA	26/05/17
E	AMENDMENT TO DA - v3	01/05/18



VIEW OF ACTIVATED CORNER TO FROME STREET/TAVISTOCK LANE

**BROWN
FALCONER**

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Telephone : 08 8203 5800 Facsimile : 08 8223 2440
ABN 65 007 846 596 brownfalconer.com.au

KYREN GROUP

12-27 FROME STREET

FROME STREET - 3D

Scale 1 : 50
Drawn BF
Date NOVEMBER 2016
Job No. 2015056
Dwg No. 3002 DA59 Rev. E A1 SHEET

Rev.	Amendment	Date
A	RESPONSE TO DAC REFERRAL	10/11/16
B	AMENDMENT TO DA	31/03/17
C	AMENDMENT TO DA	25/05/17
D	AMENDMENT TO DA - v3	01/05/18



VIEW OF CAR PARK ENTRY AND CORNER TENANCY

**BROWN
FALCONER**

28 Chesser Street, Adelaide, South Australia 5000
Telephone : 08 8203 5800 Facsimile : 08 8223 2440
ABN 65 007 846 596 brownfalconer.com.au

KYREN GROUP

12-27 FROME STREET

FROME STREET - 3D

Scale 1 : 50
Drawn BF
Date NOVEMBER 2016
Job No. 2015056
Dwg No. 3002 DA60 Rev. D A1 SHEET

Rev.	Amendment	Date
A	RESPONSE TO DAC REFERRAL	10/11/16
B	AMENDMENT TO DA	31/03/17
C	AMENDMENT TO DA	25/05/17
D	AMENDMENT TO DA - v3	01/05/18



VIEW OF PODIUM ALONG FROME STREET

**BROWN
FALCONER**

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 ABN 65 007 846 596 brownfalconer.com.au

KYREN GROUP

12-27 FROME STREET

FROME STREET - 3D

Scale 1 : 50
 Drawn BF
 Date NOVEMBER 2016
 Job No. 2015056
 Dwg No. 3002 DA61 Rev. D A1 SHEET

Rev.	Amendment	Date
A	RESPONSE TO DAC REFERRAL	10/11/16
B	AMENDMENT TO DA	31/03/17
C	AMENDMENT TO DA	25/05/17
D	AMENDMENT TO DA - v3	01/05/18



VIEW OF BUILDING ALONG FROME STREET

**BROWN
FALCONER**

28 Chesser Street, Adelaide, South Australia 5000
Telephone : 08 8203 5800 Facsimile : 08 8223 2440
ABN 65 007 846 596 brownfalconer.com.au

KYREN GROUP

12-27 FROME STREET

FROME STREET - 3D

Scale 1 : 50
Drawn BF
Date NOVEMBER 2016
Job No. 2015056
Dwg No. 3002 DA62 Rev. D A1 SHEET

DEVELOPMENT APPLICATION FORM

PLEASE USE BLOCK LETTERS

COUNCIL: Adelaide City Council

APPLICANT: Brown Falconer

Postal Address: 28 Chesser Street, Adelaide SA 5000

Owner: Kyren Group

Postal Address: 6124 Halifax Street, Adelaide SA 5000

BUILDER: TBA

Postal Address: _____

_____ Licence No: _____

CONTACT PERSON FOR FURTHER INFORMATION

Name: Mario Dreosti

Telephone: 8203 5800 [work] _____ [Ah]

Fax: 8223 2440 [work] _____ [Ah]

EXISTING USE: Commercial, retail & carparking

FOR OFFICE USE

Development No: _____

Previous Development No: _____

Assessment No: _____

<input type="checkbox"/> Complying <input type="checkbox"/> Non Complying <input type="checkbox"/> Notification Cat 2 <input type="checkbox"/> Notification Cat 3 <input type="checkbox"/> Referrals/Concurrences <input type="checkbox"/> 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				

DESCRIPTION OF PROPOSED DEVELOPMENT: Removal of serviced apartments from original design, replaced with hotel suites to lower portion of building to Frome Street. Minor plan amendments to L1, L2 and L7.

LOCATION OF PROPOSED DEVELOPMENT: 11-27 Frome Street

House No: _____ Lot No: _____ Street: _____ Town/Suburb: Adelaide SA 5000

Section No [full/part] _____ Hundred: _____ Volume: _____ Folio: _____

Section No [full/part] _____ Hundred: _____ Volume: _____ Folio: _____

LAND DIVISION:

Site Area [m²] _____ Reserve Area [m²] _____ No of existing allotments _____

Number of additional allotments [excluding road and reserve]: _____ Lease: YES NO

BUILDING RULES CLASSIFICATION SOUGHT: 3, 6 & 7 Present classification: 2, 3, 5, 6 & 7

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

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]: \$ 100M

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

SIGNATURE: _____

Mario Dreosti, Director - Brown Falconer

Dated: 01 / 03 / 2018

DEVELOPMENT REGULATIONS 1993
Form of Declaration
(Schedule 5 clause 2A)

To: Adelaide City Council

From: Brown Falconer

Date of Application: 01 / 03 / 2018

Location of Proposed Development: 11-27 Frome Street

House No: Lot No: Street:Town/Suburb. ADELAIDE

Section No (full/part):Hundred:

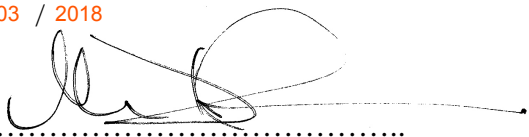
Volume: Folio:

Nature of Proposed Development:

Removal of serviced apartments from original design, replaced with hotel suites to lower tower portion of building to Frome Street.
Minor plan amendments to L1, L2 and L7.

I Mario Dreosti, Director - Brown Falconer~~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 1993*.

Date: 01 / 03 / 2018

Signed: 

Note 1

This declaration is only relevant to those development applications seeking authorisation for a form of development that involves the construction of a building (there is a definition of 'building' contained in section 4(1) of the *Development Act 1993*), other than where the development is limited to –

- a) an internal alteration of a building; or
- b) an alteration to the walls of a building but not so as to alter the shape of the building.

Note 2

The requirements of section 86 of the *Electricity Act 1996* do not apply in relation to:

- a) a fence that is less than 2.0 m in height; or
- b) a service line installed specifically to supply electricity to the building or structure by the operator of the transmission or distribution network from which the electricity is being supplied.

Note 3

Section 86 of the *Electricity Act 1996* refers to the erection of buildings in proximity to powerlines. The regulations under this Act prescribe minimum safe clearance distances that must be complied with.

Note 4

The majority of applications will not have any powerline issues, as normal residential setbacks often cause the building to comply with the prescribed powerline clearance distances. Buildings/renovations located far away from powerlines, for example towards the back of properties, will usually also comply.

Particular care needs to be taken where high voltage powerlines exist; where the development:

- is on a major road;
- commercial/industrial in nature; or
- built to the property boundary.

Note 5

Information brochures 'Powerline Clearance Declaration Guide' and 'Building Safely Near Powerlines' have been prepared by the Technical Regulator to assist applicants and other interested persons. Copies of these brochures are available from council and the Office of the Technical Regulator. The brochures and other relevant information can also be found at www.technicalregulator.sa.gov.au

Note 6

In cases where applicants have obtained a written approval from the Technical Regulator to build the development specified above in its current form within the prescribed clearance distances, the applicant is able to sign the form.

PLN/06/0024

February 26, 2018

Team Leader – CBD and Inner Metro
Department of Planning Transport and Infrastructure
GPO Box 1815
ADELADIE SA 5001

Attention: Mr Brett Miller

Brown Falconer Group
ABN 65 007 846 586

28 Chesser Street, Adelaide
South Australia 5000
Telephone 08 8203 5800
Facsimile 08 8223 2440
brownfalconer.com.au

Dear Brett,

**RE: KYREN GROUP DEVELOPMENT
AMENDED DEVELOPMENT APPLICATION – FROME STREET**

Further progression with operator engagement and ACC regarding Tavistock Lane has seen revisions to the building design for this project.

Key changes include:

- The removal of serviced apartment provisions, replaced with hotel suites to Levels 11 to 20
- Re-positioning of internal B.O.H layouts to Levels 1 to 7.
- Change in core layout which provides greater flexibility, from Ground to L20.
- Discussion with ACC regarding Tavistock Lane is ongoing.

We seek an amendment to the existing Development Approval as defined on the following updated documents.

Please find enclosed the following documents for amendment to the existing development approval.

- Architectural drawings – Brown Falconer:

- o DA00 Cover Sheet
- o DA22 Frome Street – Schedule
- o DA23 Frome Street – Ground & Site Plan
- o DA24 Frome Street – Plans
- o DA25 Frome Street – Plans
- o DA26 Frome Street – Plans
- o DA27 Frome Street – Plans
- o DA28 Frome Street – Plans
- o DA29 Frome Street – Plans
- o DA30 Frome Street – Plans
- o DA31 Frome Street – Plans
- o DA32 Frome Street – Plans
- o DA33 Frome Street – Plans
- o DA34 Frome Street – Plans
- o DA35 Frome Street – Plans
- o DA36 Frome Street – Plans
- ~~o DA37 Frome Street – Plans NO LONGER REQUIRED~~

~~o DA37a Frome Street - Plans - NO LONGER REQUIRED~~

- o DA39 Frome Street – Site Elevations
- o DA 40 Frome Street - Elevations
- o DA 41 Frome Street - Elevation
- o DA 42 Frome Street - Elevation
- o DA 46 Frome Street – 3D Views
- o DA 49 Frome Street – 3D Views
- o DA 52 Frome Street – 3D Views
- o DA 53 Frome Street – 3D Views

Drawing changes

DA 00

- Updated cover image to reflect revised building design

DA 22

- Updated floor by floor schedule to reflect change in floor plans/apartment layouts

DA 23

- Ground/Site plan revised to show no use of Tavistock Lane – further discussions with ACC to occur
- Revised entry point to hotel lobby
- Design of internal lobby spaces to meet operator design intent and interaction with Frome Street.
- Revised lift core layout for levels ground to 10.

DA 24

Level 1

- Operator staff services space relocated to L1
- Bike storage relocated to L1 (in lieu of L6)
- Revised lift core layout for levels ground to 10.

DA 25

Level 2

- Conference rooms added
- Kitchen serving building (Hotel suites) added.
- Car parks removed
- Revised lift core layout for levels ground to 10.

Level 3

- Revised lift core layout for levels ground to 10.

DA 26

Level 4

- Revised lift core layout for levels ground to 10.

Level 5

- Revised lift core layout for levels ground to 10.

DA 27

Level 6

- Revised lift core layout for levels ground to 10.
- Bike storage removed from floor and provided to L1

Level 7

- Hotel suites added to West side of building.
- Revised lift core layout for levels ground to 10.

DA 28

Level 8

- Revised lift core layout for levels ground to 10.

Level 9

- Revised lift core layout for levels ground to 10.

DA 29

Level 11

- Serviced apartments removed from design and replaced with Hotel suites.
- Revised lift core layout for levels 11 to 20

Level 12

- Serviced apartments removed from design and replaced with Hotel suites.
- Revised lift core layout for levels 11 to 20

Level 13

- Serviced apartments removed from design and replaced with Hotel suites.
- Revised lift core layout for levels 11 to 20

DA 30

Level 14

- Serviced apartments removed from design and replaced with Hotel suites.
- Revised lift core layout for levels 11 to 20

Level 15

- Serviced apartments removed from design and replaced with Hotel suites.
- Revised lift core layout for levels 11 to 20

Level 16

- Serviced apartments removed from design and replaced with Hotel suites.
- Revised lift core layout for levels 11 to 20

DA 31

Level 17

- Serviced apartments removed from design and replaced with Hotel suites.
- Revised lift core layout for levels 11 to 20

Level 18

- Serviced apartments removed from design and replaced with Hotel suites.
- Revised lift core layout for levels 11 to 20

Level 19

- Serviced apartments removed from design and replaced with Hotel suites.
- Revised lift core layout for levels 11 to 20

DA 32

Level 20

- Serviced apartments removed from design and replaced with Hotel suites.
- Revised lift core layout for levels 11 to 20

Level 21

- Minor change to plan due to lift over-run.

DA 37 – sheet deleted

DA 37a – sheet deleted

DA 39

- Elevations updated to reflect revised building design; change from Serviced apartments to Hotel suites for L11 to 20

DA 40

- Elevations updated to reflect revised building design; change from Serviced apartments to Hotel suites for L11 to 20

DA 41

- Elevations updated to reflect revised building design; change from Serviced apartments to Hotel suites for L11 to 20

DA 42

- Elevations updated to reflect revised building design; change from Serviced apartments to Hotel suites for L11 to 20

DA 46

- 3D images updated to reflect revised building design; change from Serviced apartments to Hotel suites for L11 to 20
- Revised entry point to Hotel lobby

DA 49

- 3D images updated to reflect revised building design; change from Serviced apartments to Hotel suites for L11 to 20
- Revised entry point to Hotel lobby

DA 52

- 3D images updated to reflect revised building design; change from Serviced apartments to Hotel suites for L11 to 20
- Revised entry point to Hotel lobby

DA 53

- 3D images updated to reflect revised building design; change from Serviced apartments to Hotel suites for L11 to 20
- Revised entry point to Hotel lobby

Storage

There is storage provided for serviced and private apartments on the following floors:

- Level 6: 546m³ (dedicated storage cages)
- Level 22 to 31: 192m³ (35.1m³ per floor - communal)

This is a total of 738m³ storage capacity and equates to 90.89% of storage requirements for apartments (this does not include internal apartment storage)

Bicycle parking

Bike parking is now provided back to L1. There has been no alteration to extent of bike parking provided.

Waste Report

Refer to revised waste report attached which supports the revised bin room on ground floor.

If you require any further information or drawings, please do not hesitate to contact us.

Yours Sincerely
for **BROWN FALCONER**



MARIO DREOSTI
Director



Mixed Use Development Frome Street, Adelaide Transport Impact Assessment

Client // Kyren Group
Office // SA
Reference // S150250
Date // 6/04/2018

Mixed Use Development

Frome Street, Adelaide

Transport Impact Assessment

Issue: H 6/04/2018

Client: Kyren Group
 Reference: S150250
 GTA Consultants Office: SA

Quality Record


Issue	Date	Description	Prepared By	Checked By	Approved By	Signed
A	10/06/16	Final	Sam Adams	Paul Morris	Paul Morris	PMO
B	14/06/16	Final – amended	Sam Adams	Paul Morris	Paul Morris	PMO
C	14/06/16	Final – amended car parking and traffic generation numbers	Sam Adams	Paul Morris	Paul Morris	PMO
D	15/06/16	Final - amended student accommodation numbers	Sam Adams	Paul Morris	Paul Morris	PMO
E	1/06/2016	Final	Sam Adams	Paul Froggatt	Paul Froggatt	PFR
F	13/07/2017	Final	Paul Froggatt	Paul Froggatt	Paul Froggatt	PFR
G	05/04/2018	Final	Joy Yu	Paul Froggatt	Paul Froggatt	PFR
H	06/04/2018	Final	Joy Yu	Paul Froggatt	Paul Froggatt	

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1. Introduction

1.1 Background

A mixed use hotel, retail and student accommodation development across two buildings is proposed to be located on land at 12-18 Synagogue Place and 11-27 Frome Street in Adelaide.

GTA Consultants was commissioned by Kyren Group in March 2016 to undertake a transport impact assessment of the proposed development.

1.2 Purpose of this Report

This report sets out an assessment of the anticipated transport implications of the proposed development, including consideration of the following:

- i existing traffic and parking conditions surrounding the site;
- ii parking demand likely to be generated by the proposed development;
- iii suitability of the proposed parking in terms of supply (quantum) and layout;
- iv traffic generation characteristics of the proposed development;
- v proposed access arrangements for the site;
- vi transport impact of the development proposal on the surrounding road network.

1.3 References

In preparing this report, reference has been made to the following:

- o Adelaide (City) Development Plan (consolidated 24 September 2015)
- o Australian Standard/ New Zealand Standard, Parking Facilities, Part 1: Off-Street Car Parking AS/NZS 2890.1:2004
- o Australian Standard, Parking Facilities, Part 2: Off-Street Commercial Vehicle Facilities AS 2890.2:2002
- o Australian Standard / New Zealand Standard, Parking Facilities, Part 6: Off-Street Parking for People with Disabilities AS/NZS 2890.6:2009
- o plans for the proposed development prepared by Brown Falconer
- o traffic and car parking surveys undertaken by GTA Consultants as referenced in the context of this report
- o various technical data as referenced in this report
- o an inspection of the site and its surrounds
- o other documents as nominated.

2. Existing Conditions

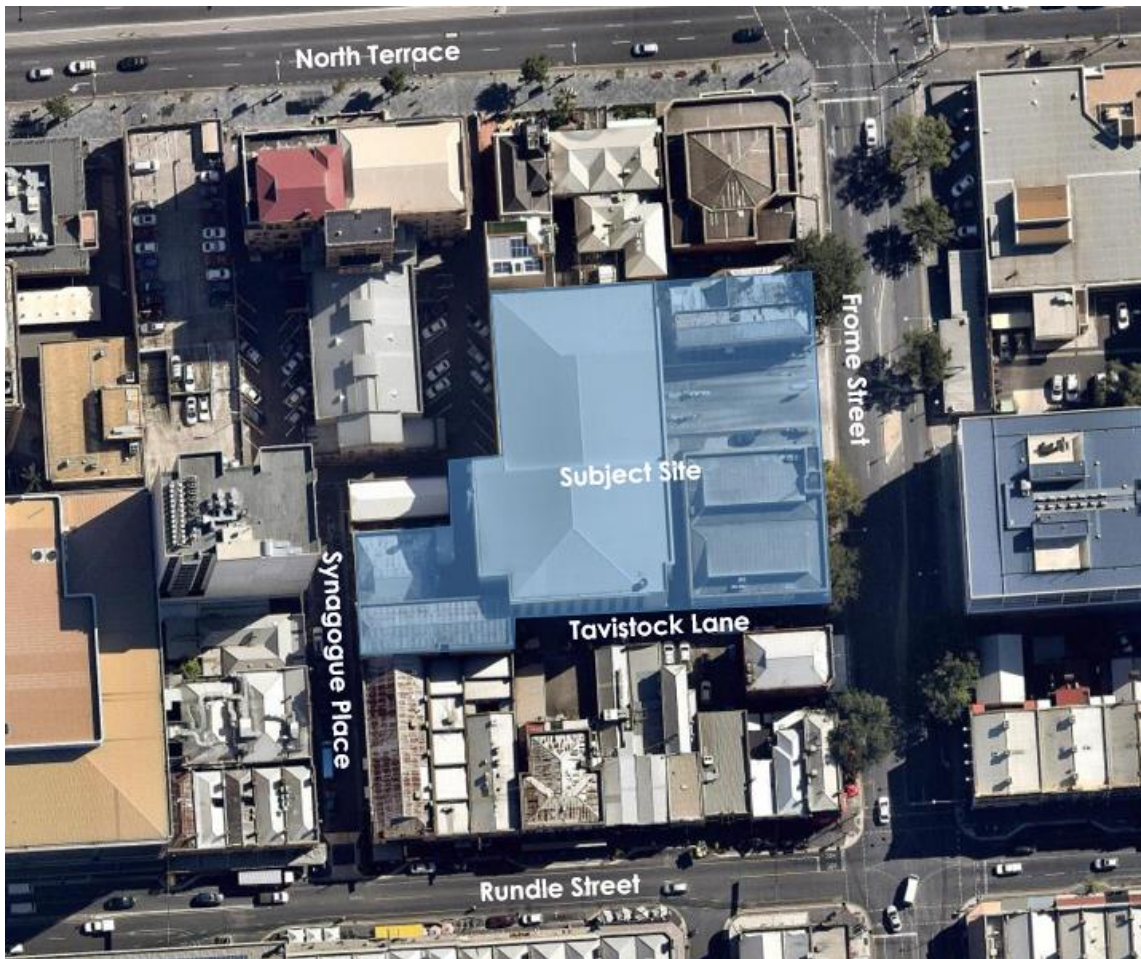
2.1 Subject Site

The subject site is located at 12-18 Synagogue Place and 11-27 Frome Street in Adelaide. The site of approximately 4,157m² has frontages of approximately 56m to Frome Street and approximately 15m to Synagogue Place.

The site is located within a Capital City zone and is currently occupied by a multi-storey car park, retail and commercial premises fronting Frome Street and a vacant building fronting Synagogue place. The surrounding properties include a mix of residential, retail, commercial and institutional uses.

The location of the subject site is shown in Figure 2.1.

Figure 2.1: Subject Site



(PhotoMap courtesy of NearMap Pty Ltd)
(Reproduced with Permission from Melway Publishing Pty Ltd)

2.2 Road Network

2.2.1 Adjoining Roads

Frome Street

Frome Street forms the eastern boundary of the subject site. Frome Street is identified as a Primary City Access road in the Adelaide (City) Development Plan. It is a two-way road aligned in a north-south direction and configured with two lanes in each direction and an approximately 18m wide carriageway set within an approximately 24-metre-wide road reserve.

Kerbside parking is prohibited along the eastern side of Frome Street near the subject site. Some short term parking and loading zones are located on the western side of Frome Street adjacent the site.

Frome Street is a bus route and is identified as a strategic cycling route.

Frome Street carries approximately 14,100 vehicles per day¹ and is subject to the default built up urban area speed limit of 50km/h.

Synagogue Place

Synagogue Place forms the northern boundary of the subject site. Synagogue Place is a short No Through Road running in a north-south direction off the northern side of Rundle Street. It is a two-way road with an approximately 6.5m wide carriageway set within an approximately 8.5m wide road reserve.

Kerbside parking is prohibited along the eastern side of Synagogue Place with some permit parking permitted along the western side of the road.

No traffic data has been obtained from Synagogue Place, however it is estimated that traffic volumes would be less than 500 vehicles per day. Synagogue Place is subject to the default built up urban area speed limit of 50km/h.

Tavistock Lane

Tavistock Lane is a short No Through Road private laneway that runs in an east-west direction along the southern boundary of the site. The laneway is primarily used as a service lane for the adjacent retail properties fronting Rundle Street. It is a two-way approximately 5.5m wide laneway. Parking is prohibited along the northern side of Tavistock Lane with informal parking occurring along the southern side of the lane.

No traffic data has been obtained for Tavistock Lane, however it is estimated that traffic volumes would be in the order 100 vehicles per day.

2.2.2 Surrounding Intersections

The following intersections currently exist in the vicinity of the site:

- Frome Street/North Terrace (signalised)
- Frome Street/Rundle Street (signalised)
- Synagogue Place/Rundle Street (unsignalised).

¹ DPTI Road Asset Management Section – 14 September 2015.

2.2.3 Traffic Volumes

GTA Consultants has previously completed a turning movement count at the entrance to the existing Frome Street car park on Wednesday 12 March and Friday 14 March 2014 between 7:00am and 7:00pm.

The results of the survey are summarised in Figure 2.2 and 2.3:

Figure 2.2: Wednesday Traffic Volumes

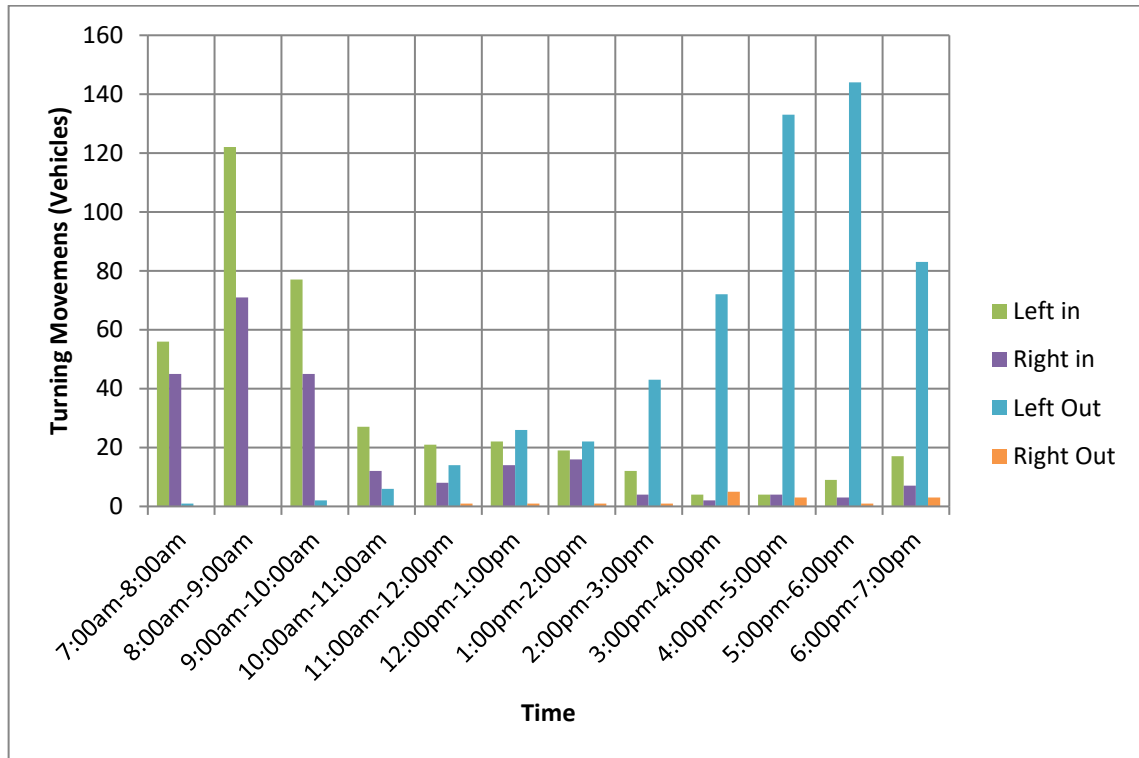
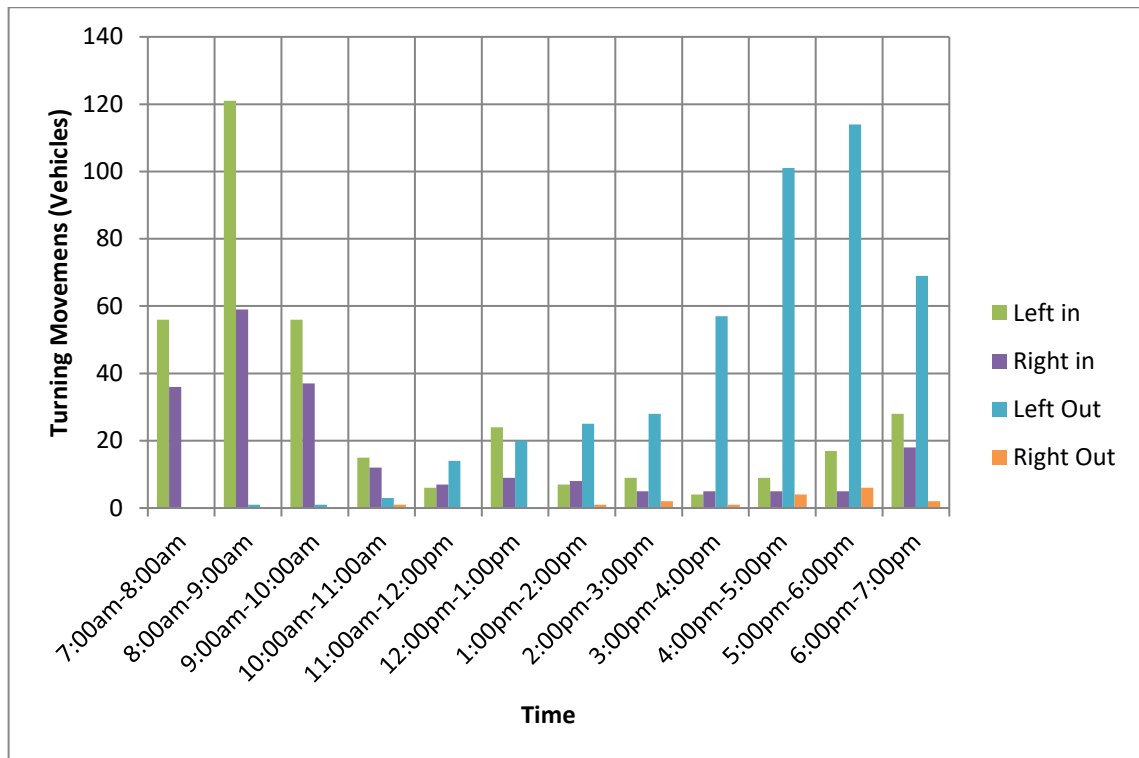


Figure 2.3: Friday Traffic Volumes



The survey found that the morning peak hour occurred between 8:00am and 9:00am on Wednesday, generating 193 inbound turning movements with no outbound movements observed during this period.

The afternoon peak hour was found to occur between 5:00pm and 6:00pm, generating 157 turning movements of which the majority (92%) were outbound.

Based on 498 car parking spaces, the existing car park generates 0.39 movements per space in the AM peak and 0.32 movements per space in the PM peak.

2.2.4 Car Park Access Operation

The operation of the existing Frome Street car park access has been assessed using *SIDRA INTERSECTION 6.1*², a computer based modelling package which calculates intersection performance.

The results of the assessment are summarised in Table 2.1 and Table 2.2 below for the AM and PM peak periods respectively.

² Program used under license from Akcelik & Associates Pty Ltd.

Table 2.1: Existing Car Park Access – AM Peak Period Operation

Approach Direction	Movement	Degree of Saturation (DoS)	Average Delay (secs)	95 th Percentile Queue (metres)
Frome Street (South)	Left	0.236	4.6	0.0
	Through	0.236	0.0	0.0
Frome Street (North)	Through	0.235	0.0	0.0
	Right	0.159	12.5	3.7
Car Park Access	Left	0.001	3.2	0.0

Table 2.2: Existing Car Park Access – PM Peak Period Operation

Approach Direction	Movement	Degree of Saturation (DoS)	Average Delay (secs)	95 th Percentile Queue (metres)
Frome Street (South)	Left	0.257	4.6	0.0
	Through	0.257	0.0	0.0
Frome Street (North)	Through	0.163	0.0	0.0
	Right	0.012	13.1	0.0
Car Park Access	Left	0.148	4.5	0.5

Table 2.1 and Table 2.2 demonstrate that the existing car park access is operating satisfactorily with no notable queues or delays recorded during the AM or PM peak periods.

2.2.5 Accident Statistics

A review of the reported crash history for the roads and intersections adjoining the subject site has been sourced from DPTI.

A summary of the crashes for the last available five year period (2010-2015) is presented in Table 2.3.

Table 2.3: Summary of Crash History

Location	Accident No.		
	Fatality	Injury	PDO
North Terrace/Frome Street/Frome Road	0	20	56
Frome Street (between North Terrace and Vaughn Place)	0	5	5
Frome Street/Vaughn Place	0	0	1
Frome Street (between Tavistock Lane and Vaughn Place)	0	1	2
Frome Street/Tavistock Lane	0	0	2
Frome Street/Rundle Street	0	7	16

Source: DPTI

A review of the crash data indicates that one crash occurred at the existing access to the multi-storey car park and was the result of a driver failing to stand when making a right turn into the site.

2.2.6 Sight Distance

Sight Distance at the existing entrance to the Frome Street car park has been assessed and found to meet the minimum requirements of the Australian Standard and Austroads.

Vehicle sight distance at the existing entrance to Tavistock Lane also meets the minimum requirements of the Australian Standard and Austroads. However pedestrian sight distance is restricted on the northern side of the entrance to Tavistock Lane by the existing building alignment.

2.2.7 The City of Adelaide Smart Move Transport and Movement Strategy 2012-22

The City of Adelaide Smart Move Transport and Movement Strategy 2012-22 (Smart Move) outlines Council's desired transport and movement outcomes for the City, and the strategies to achieve these.

Smart Move identifies Frome Street as possible north-south bikeway route. A kerb separated bikeway has been installed on Frome Street to the south of Pirie Street. It is understood that Council is currently considering options to extend the bikeway north along Frome Street past the subject site.

GTA also notes that the section of Frome Street past the subject site has been identified as part of the preferred City tram loop option. It is also proposed to redirect the existing bus services away from Frome Street to adjacent nearby streets.

At the time of this report no formal plans for the bikeway were available.

2.3 Car Parking

A total of 498 car parking spaces are located within the existing multi-storey car park. It is proposed to retain this car park as part of the proposed development.

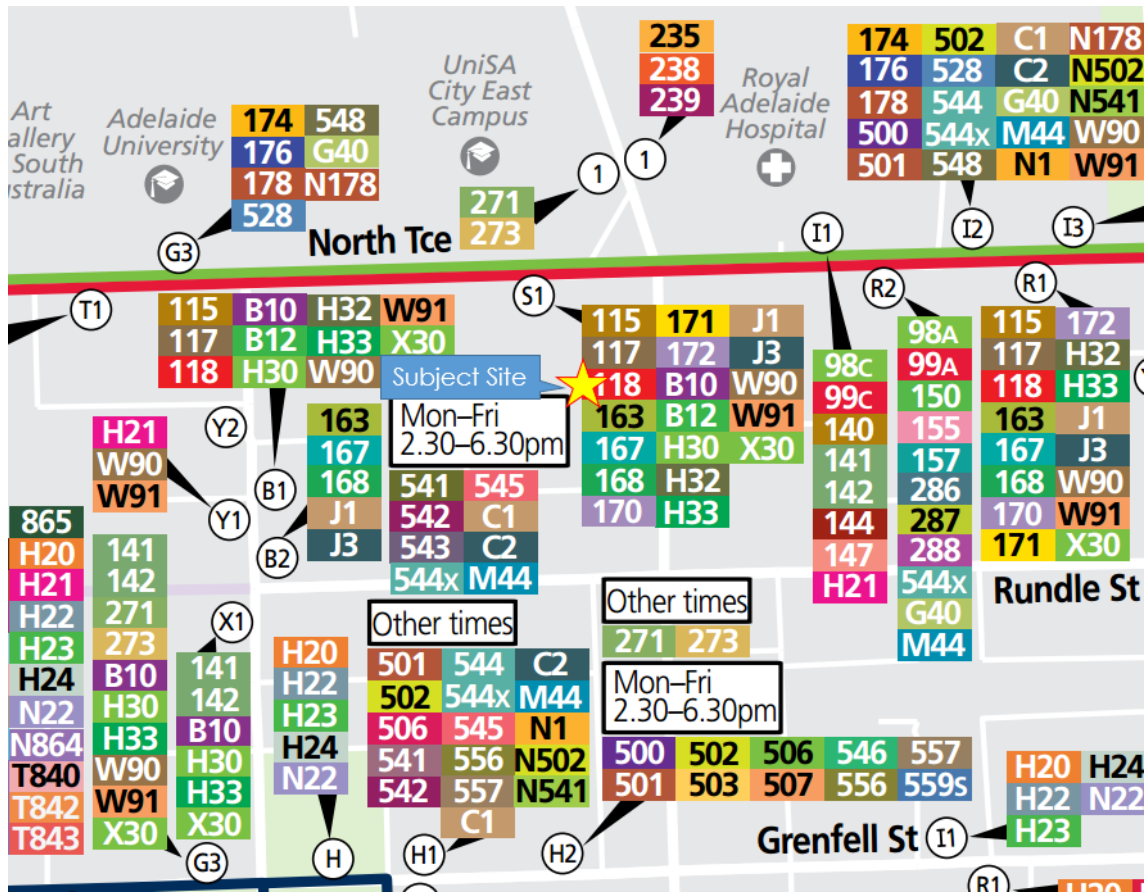
Further publicly available car parking is located within an off-street U-Park parking facility directly opposite the site on Frome Street.

2.4 Sustainable Transport Infrastructure

2.4.1 Public Transport

Figure 2.4 shows the subject site in relation to existing public transport routes within its vicinity.

Figure 2.4: Public Transport Map



(Image sourced from AdelaideMetro)

Several bus stops are located within a 250 metre walk on North Terrace, Pulteney Street and Grenfell Street. The variety of bus routes that access these stops provide links to most urban centres as well as destinations within the CBD. All of these nearby stops are frequently serviced by different bus routes, with generally at most a 15-minute wait between buses, less in the peak periods.

In addition to road based public transport the Rundle Mall tram stop on the Glenelg – Entertainment Centre tram line is located less than 800 metres from the site, with regular tram services to and from Glenelg and the Entertainment Centre and intermediate stops. The Adelaide train station is approximately 1km from the site on North Terrace to the west. The train station offers train services to and from Belair, Gawler, Outer Harbor, Seaford and Tonsley at regular intervals.

2.4.2 Pedestrian Infrastructure

Pedestrian paths are located on both sides of Synagogue Place and Frome Street adjacent the subject site.

Signal controlled pedestrian crossing facilities are available on Frome Street at the intersections of Frome Street/North Terrace and Frome Street/Rundle Street, less than 50m to the north and south of the site respectively.

2.4.3 Cycle Infrastructure

There are currently no formal cycle facilities on Frome Street adjacent the subject site. However, kerb separated bicycle paths are located on Frome Street to the south of Pirie Street and on and off-street cycle facilities are located on Frome Road to the north of North Terrace.

It is understood that Council is currently investigating options to provide formal cycle facilities along the section of Frome Street adjacent the site.

GTA also notes that with recent changes to legislation cycling is now permitted on the footpaths unless signed otherwise.

Adelaide free bikes are available from numerous locations near the subject site as shown on Figure 2.5 below. These bikes are available for free use during business hours of the relevant hire point. The nearest location to the subject site is currently the UniSA City East Campus.

Figure 2.5: Adelaide Free Bike Hire Locations



(Image sourced from BikeSA)

GTA further notes that bicycle parking facilities are available in all UPark facilities in Adelaide free of charge or with a small cost depending on individual security requirements. There is a UPark located directly opposite the subject site on Frome Street.

2.4.4 Local Car Sharing Services

Car sharing is a commercial alternative to car ownership for individuals and businesses allowing members to access shared vehicles for periods of time. This is achieved through hourly rates and subscriptions to the service. Car sharing is best suited to locations with good access to other transport modes such as public transport, walking and cycling. A car sharing pod, operated by GoGet, is located at Hindmarsh Square, an approximately 350 metre walk from the subject site.

3. Development Proposal

3.1 Land Uses

The proposal includes the construction of a mixed use hotel, retail and student accommodation development across two buildings.

A building will front Synagogue Place (henceforth known as the Synagogue Place building). This building will comprise of retail area, service rooms, bike store and a lobby on ground level, 20 levels of student accommodation above and a rooftop communal level.

A building fronting Frome Street (henceforth known as the Frome Street building) will comprise basement, ground and mezzanine, levels containing service rooms, lobby areas, a bike store and a restaurant tenancy. A further 34 levels containing hotel and apartment uses will be located above mezzanine level.

An existing multi-storey car park containing 7 levels and 498 car parking spaces will be retained as part of the development with additional car parking provided to support the proposed development.

A summary of the proposed uses is shown in Table 3.1.

Table 3.1: Development Schedule

Building	Use	Size
Synagogue Place Building	Retail/Cafe	57sq.m and 22 seats
	Student Accommodation	203 rooms for 274 beds
Frome Street Building	Restaurant	188 sq.m
	Hotel	326 rooms
	Apartment	92 dwellings

3.2 Car Parking

The existing multi-storey car park is to be retained as part of the proposed development. This existing car park contains 498 car parking spaces. In addition, a further 131 car parking spaces will be provided to support the proposed development i.e. there will be a total 629 off-street car parking spaces. The additional 131 car parking spaces will be provided as an extension to the existing multi-storey car park towards the rear of the Frome Street building.

Of the total car parking provision of 629 spaces, 254 spaces will be ancillary to the proposed development uses with 375 non-ancillary spaces retained for casual parking.

A total of 4 disability car parking spaces will be provided within the new car parking area on Level 1 to meet the Development Plan disability car parking requirements.

3.3 Vehicle Access

The existing access from Frome Street to the multi-storey car park will generally be retained. However, the width of the access roadway and crossover to Frome Street will be reduced to a single lane in each direction to improve conditions for pedestrians.

At the entrance to the car park the access roadway will widen to provide two entry lanes that will be controlled by boom gates or a similar barrier. The provision of two entry lanes will reduce the service time and minimise vehicle queues back to Frome Street.

Tavistock Lane is currently a two-way No Through Road. The development proposes to connect Tavistock Lane to Synagogue Place for pedestrian and bicycle access. Tavistock Lane would continue to be used by loading and service vehicles associated with the properties fronting on to Rundle Street, with vehicular access maintained to and from Frome Street.

3.4 Bicycle Facilities

Bicycle storage areas will be provided within both the Synagogue Place building and the Frome Street building to accommodate the anticipated bicycle parking demand.

3.5 Pedestrian Facilities

Direct pedestrian access will be available to the Frome Street building from the existing footpath along Frome Street. A pedestrian path will also be provided along the northern side of the car park access road to facilitate safe access to the car park lifts.

Direct access to the Synagogue Place building will be available from the existing footpath along Synagogue Place. Pedestrians will also be able to use the proposed extension of Tavistock Lane to connect to Synagogue Place.

3.6 Loading Areas

It is proposed that loading and refuse collection will occur on site from the Frome Street access. The amended design proposes the removal of the second entry lane to the multi-storey car park and alterations to the ground level foyer to accommodate a new on-site loading area for the Frome Street building.

The loading area has been designed to accommodate a private waste vehicle similar to an Isuzu NPR 400 Garbage Compactor. This vehicle has a length of approximately 7.4m and has been nominated for use at other recently approved developments in metropolitan Adelaide. Trucks will enter from Frome Street using the car park access, with the loading areas located along the northern side of the access road. Bins will then be transferred from the bin storage areas located within each building to the dock area for collection. Trucks would then exit to Frome Street via the car park exit.

Taxi drop-off and pick-up for the Hotel is anticipated to occur within the car park access or an existing on-street loading area located on Frome Street immediately in front of the subject site.

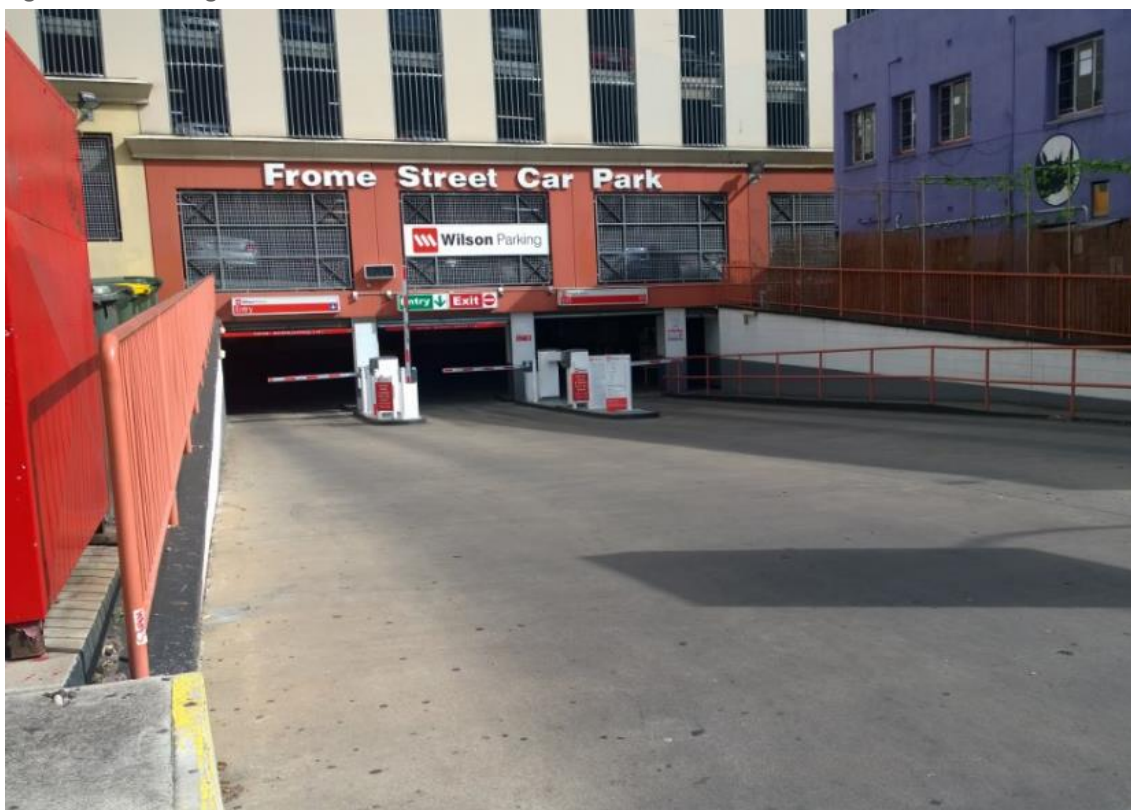
4. Vehicle Access

4.1 Frome Street Access

The existing access from Frome Street will be retained in a modified form. The existing access consists of an approximately 19m wide crossover that provides access to the multi-storey car park and a service lane to the existing building to the south. The existing access road to the multi-storey car park comprises 3 lanes of traffic. Right turn access is currently permitted from Frome Street however right turns out of the site are prohibited.

The existing Frome Street access is shown in Figure 4.1.

Figure 4.1: Existing Frome Street Access



The existing access is wide and is not desirable for pedestrian movement along Frome Street. The wide access road to the car park has also been observed to create driver confusion when entering and exiting the site as the flow of traffic is not well defined.

As a result of the above, it is proposed to reduce the width of this access at Frome Street to approximately 7m to improve conditions for pedestrians and better control vehicle movements into and out of the site. The existing service lane to the building to the south of the access would be closed as part of the development.

The operation of the access at the completion of the proposed works is discussed in further detail in Section 8.

4.2 Tavistock Lane

Tavistock Lane is currently a two-way No Through Road that provides rear access to the adjacent properties to the south. The properties to the south also use the lane for refuse collection.

Due to the narrow width of Tavistock Lane and the absence of a formal turnaround area, vehicles (including service vehicles) are currently required to reverse out of Tavistock Lane onto Frome Street. This is not desirable from a traffic safety point of view due to the high levels of traffic and pedestrian volumes on Frome Street and the limited sight distance created by the existing buildings.

Tavistock Lane is shown in Figure 4.2.

Figure 4.2: View West Along Tavistock Lane



5. Car Parking

5.1 Development Plan Car Parking Requirements

The Adelaide (City) Development Plan (consolidated 24 September 2015) contains recommended car parking rates for new development in Table Adel/7.

It is noted that for development in the Capital City Zone there is no minimum car parking requirement applicable. However, as the subject site is located within the Primary Pedestrian Area there are maximum car parking rates that apply.

The applicable **maximum** car parking rates are summarised in Table 5.1:

Table 5.1: Development Plan Maximum Car Parking Rates

Type of Development	Maximum Provision of Car Park Spaces
Medium to High Scale Residential or Serviced Apartment	1 space for each dwelling with a total floor area less than 75 square metres 2 spaces for each dwelling with a total floor area between 75 square metres and 150 square metres 3 spaces for each dwelling with a total floor area greater than 150 square metres Multi-unit dwelling: 1 visitor space for each 6 dwellings

Based on the Development Plan maximum car parking rates above, Table 5.2 demonstrates the maximum number of parking spaces permitted for the residential use.

Table 5.2: Maximum Car Parking Provision

Use	Number	Rate	Maximum Provision
Residential <75sq.m	40 apartments	1 per dwelling	40 spaces
Residential 75-150sq.m	52 apartments	2 per dwelling	104 spaces
Visitor	92 apartments	1 per 6 dwellings	16 spaces
Total			160 spaces

The Development Plan also contains the following parking requirement for people with a disability:

General Requirement

1 car parking space in every 15 spaces provided with any form of development should function as a car parking space suitable for use by people with disabilities and other people with small children and prams so they can easily be loaded/unloaded from vehicle side doors.

People with Disabilities

Every second parking space provided for people with special needs shall be reserved for the exclusive use of people with disabilities (i.e. 1 in 30 spaces).

Based on the above, the additional 131 spaces provided for the development should include a minimum 4 disability spaces.

5.2 Adequacy of Parking Supply

It is proposed to allocate car parking for the development as shown in Table 5.3.

Table 5.3: Allocation of Car Parking

Use	Car Parking Provision
Student Accommodation	-
Retail/Restaurant	-
Apartment	144 spaces
Hotel	110 spaces
Multi-storey Parking Station	375 spaces

Based on the above, the provision of car parking for each use will be within the maximum permitted by the Development Plan.

Disability Parking

A total of 4 disability parking spaces will be provided for the proposed development to meet the requirements of the Development Plan for disability parking. These spaces and associated shared spaces will be a minimum 2.4m wide and 5.4m long as required by the Australian Standard AS/NZS2890.6:2009). The spaces will be located on Level 1 within the new car parking area at the rear of the Frome Street building.

5.3 Car Parking Layout

As previously discussed, the existing multi-storey car park is to be retained as part of the proposed development. The layout of the existing car park will generally remain unchanged with the exception of minor changes to the car park entrance.

The layout of the new car parking areas has generally been designed in accordance with Australian Standard/New Zealand Standard for Off Street Car parking (AS/NZS2890.1:2004).

The following has been noted in relation to the design of the new car park areas:

- Car parking spaces will be 5.4m long and 2.5m wide and provide additional 300mm clearance to any vertical obstructions.
- Columns will be located in accordance with the Australian Standard.
- Car park aisles will generally be 5.8m wide and provide additional 300mm clearance to vertical obstructions.
- Intersections of aisles have been designed to allow a B85 and B99 vehicle to pass simultaneously.
- Minimum 1m blind aisle extensions have been provided in accordance with the Australian Standard.

GTA notes that some two-way car park aisles have been provided on levels 1 and 2 that are below the 5.8m width required by the Australian Standard. These reduced width aisles provide access to a limited number of car parking spaces (4 spaces) and therefore the number of movements through the section of aisle and hence the chance of conflicting vehicle movements would be very low.

The Australian Standard does permit two-way single width driveways and circulating roads where two-way traffic volumes are less than 30 movements in a peak hour. The traffic volumes in the proposed section of car park will be significantly less than 30 movements in a peak hour and on

this basis the use of a short section of two-way single width aisle could be considered appropriate.

When considering the suitability of a reduced width aisle regard must also be had to the ability for vehicles to manoeuvre into and out of adjacent parking spaces. To ensure that vehicles will be able to enter and exit from parking spaces adjacent the reduced width aisle, GTA has completed a swept path assessment using AutoTURN software. The results of the assessment are shown in Figures 5.1 to 5.3.

Figure 5.1: B85 Vehicle Entering and Exiting from Parking Space Adjacent Reduced Width Aisle

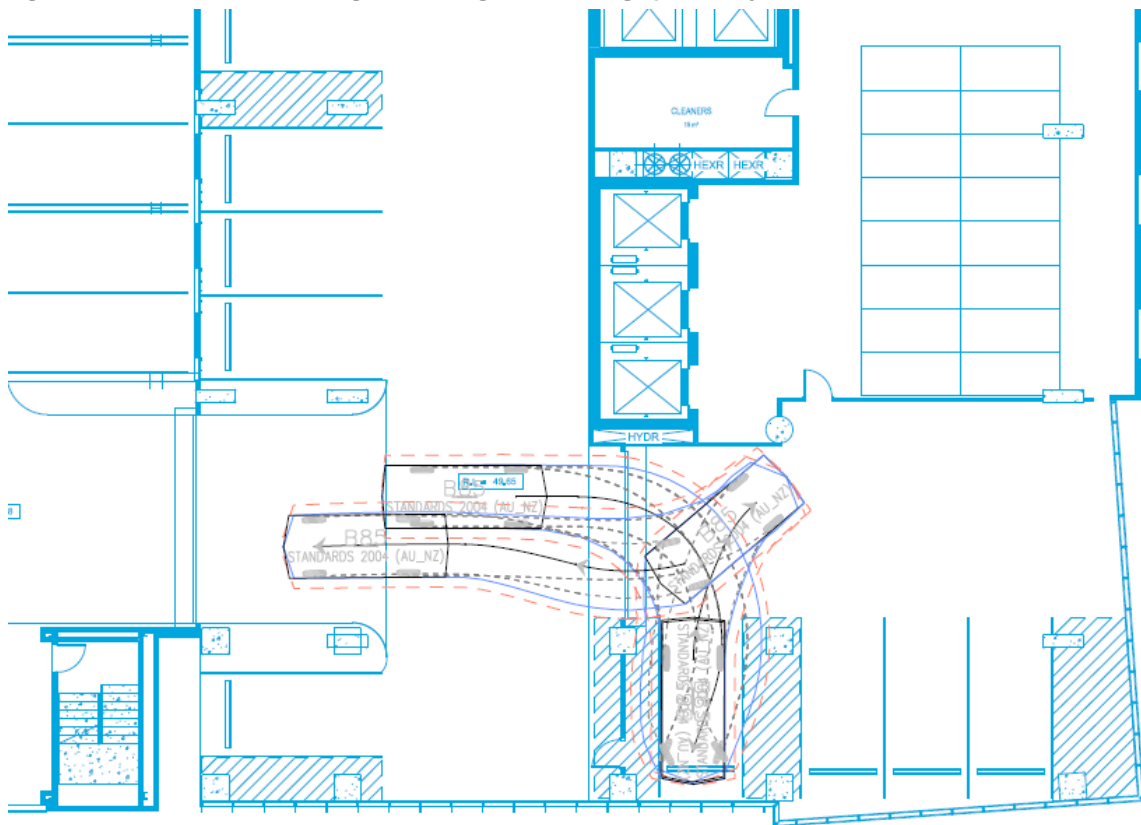


Figure 5.2: B85 Vehicle Entering and Exiting from Parking Space Adjacent Reduced Width Aisle

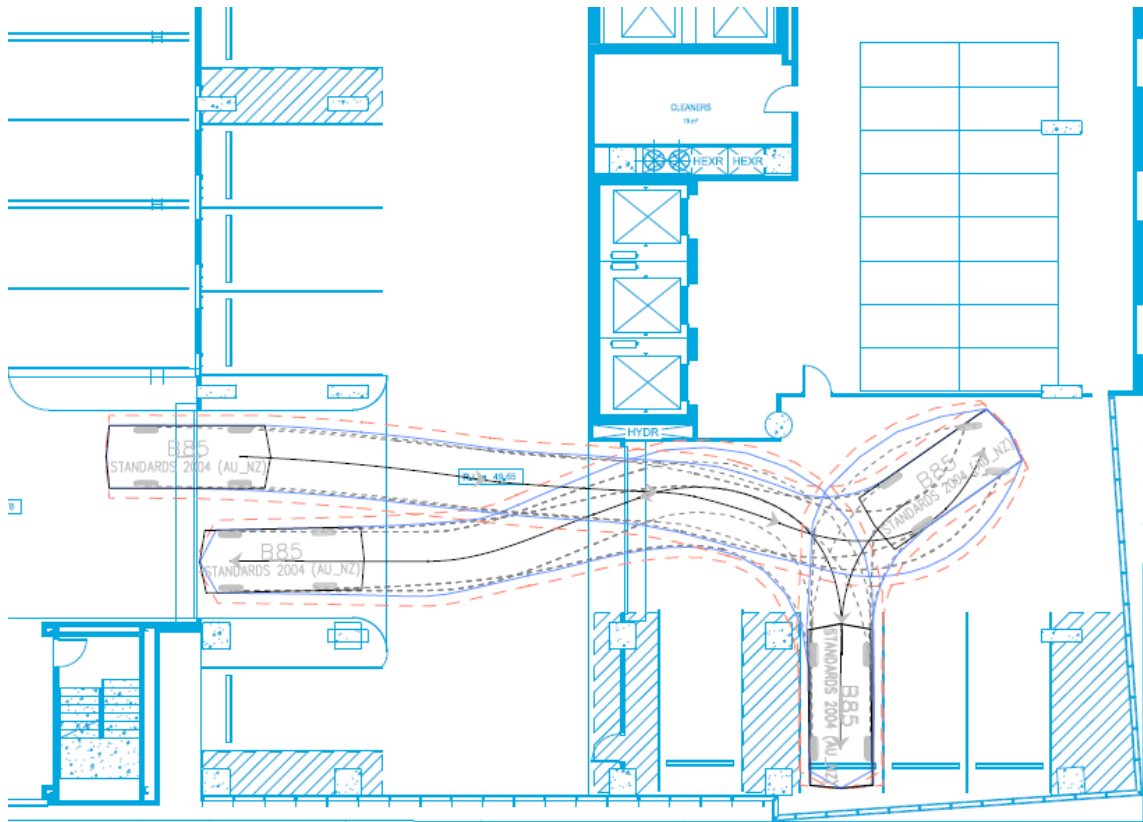
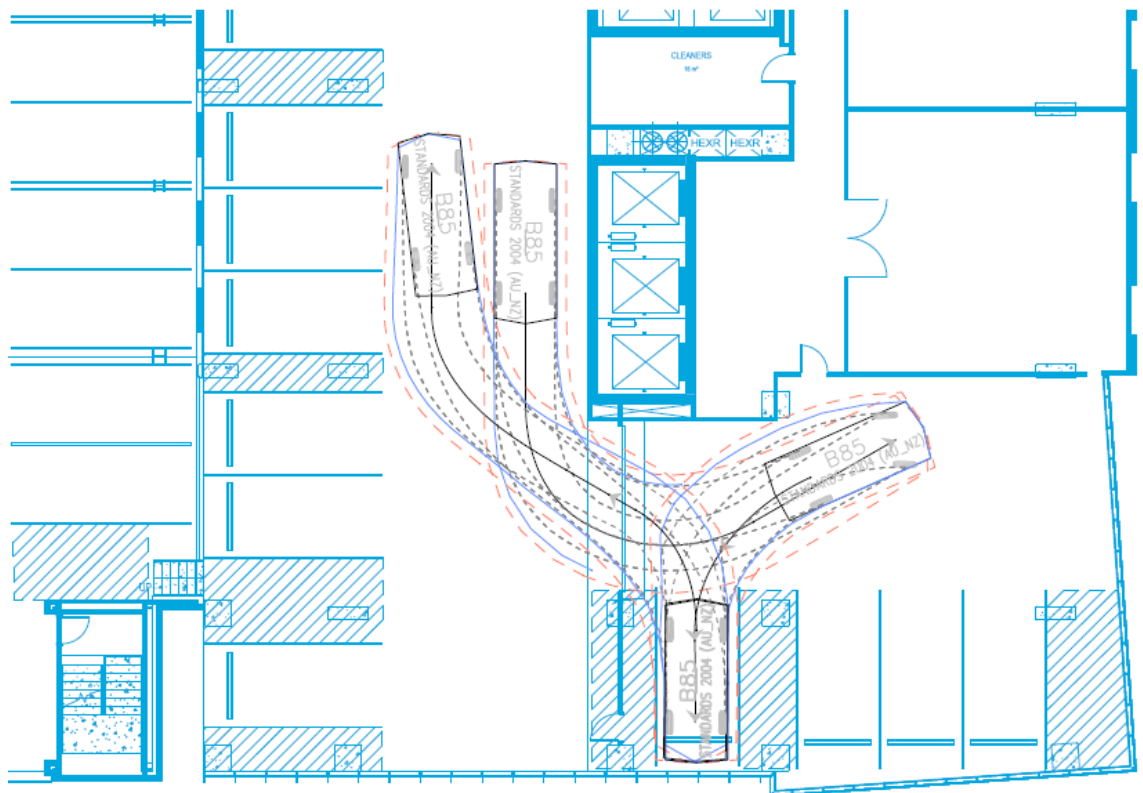


Figure 5.3: B85 Vehicle Entering and Exiting from Parking Space Adjacent Reduced Width Aisle



Figures 5.1 to 5.3 demonstrate that a B85 vehicle will be able to enter and exit from the parking spaces adjacent the reduced width aisle. Although access to some spaces will be limited to a reverse in movement only.

6. Sustainable Transport Infrastructure

6.1 Bicycle End of Trip Facilities

Recommended bicycle parking rates for new development in Adelaide City Council are contained in Table Adel/6 of the Adelaide (City) Development Plan (consolidated 17 September 2015).

The bicycle parking rates applicable to the proposed development are shown:

Type of Development	Employees and/or residents	Visitors and/or shoppers
<i>Multi-level Car Parking Station</i>	<i>1 per 20 employees, plus 5 percent of the total number of proposed car parking spaces.</i>	<i>N/A</i>
<i>All Low, Medium, and High Scale Residential</i>	<i>1 for every dwelling/apartment with a total floor area less than 150 square metres 2 for every dwelling/apartment with a total floor area greater than 150 square metres</i>	<i>1 for every 10 dwellings</i>
<i>Café/Restaurant</i>	<i>1 per 20 employees</i>	<i>1 per 50 seats</i>

The Development Plan does not however contain a bicycle parking rate for Hotels or Student Accommodation.

Table 6.1 has been prepared to summarise the Development Plan bicycle parking requirements for those uses that have defined rates.

Table 6.1: Development Plan Bicycle Parking Requirements

Building	Use	Number/Area	Rate	Required Spaces
Frome Street Building	Café/Restaurant (Employees)	<20 employees	1 per 20 employees	1 space
	Café/Restaurant (Customers)	<50 seats	1 per 50 seats	1 space
	Apartments (Residents)	92 apartments	1 per apartment	92 spaces
	Apartments (Visitors)	92 apartments	1 for every 10 dwellings	9 spaces
Synagogue Place Building	Café/Restaurant (Employees)	<20 employees	1 per 20 employees	1 space
	Café/Restaurant (Customers)	22 seats	1 per 50 seats	1 space
Multi-level Car Parking Station	Leased Parking Spaces	<20 employees and 385 spaces	1 per 20 employees, plus 5 percent of the total number of proposed car parking spaces	20 spaces
TOTAL				125 spaces

Based on Table 6.1 above, the proposed development would generate a requirement for 125 bicycle parking spaces for those uses that have defined rates.

Apartments

GTA consider the above Development Plan rates to be high for the proposed apartment use and has referred to empirical data to determine a more appropriate bicycle parking provision.

2013 residential use bicycle ownership information for the City of Adelaide has been provided by Council. The bicycle ownership rates (number of working bicycles) are identified as follows:

- 24% of households have 1 bicycle
- 10% of households have 2 bicycles
- 12% of households have 3 or more bicycles

Based on the above ownership rates the development would be required to provide 73 secure resident bike parking spaces.

Student Accommodation

Given the absence of a specific bicycle parking rate in the Development Plan for Student Accommodation, GTA has undertaken an empirical assessment of bicycle parking requirements at other student accommodation developments in Australia (including one on Bank Street in Adelaide).

Table 6.2 summarises the bicycle parking provision and demand at other student accommodation developments in Australia.

Table 6.2: Bicycle Parking Provision and Demand – Urbanest Developments

Location	Total Beds	Total Spaces Provided	Total Spaces Occupied	No. Beds Per Bicycle	Comments
Urbanest Quays Street, Haymarket, Sydney	334	44	10	33.4	City centre location, close proximity to UTS and Sydney University.
Urbanest Bank Street, Adelaide	503	24	22	22.9	City centre location, Close proximity to Uni SA and University of Adelaide
Urbanest South Bank, Brisbane	755	75	29	26.0	City centre location
Urbanest City Road, Sydney	440	98	5	88.0	Sydney University on campus location (opened July 2015)
Urbanest Cleveland Street, Sydney	461	135	15	30.7	Chippendale, close proximity to UTS and Sydney University
Urbanest Sydney Central	665	86	13	51.2	Ultimo, close proximity to UTS
Urbanest Melbourne Central	461	81	11	41.9	Carlton, close proximity to University of Melbourne
Urbanest Carlton	272	41	18	15.1	Carlton, close proximity to University of Melbourne
Average No. Beds Per Bicycle				38.6	

Based on Table 6.2 above, similar student accommodation developments around Australia generate an average bicycle parking demand of 1 space per 38.6 beds. The proposed development with 274 beds would therefore generate a requirement for 7 bicycle parking spaces if the above rates are applied.

It is likely that the majority of residents will be students who attend one of the adjacent University campuses which are located less than 200 metres from the subject site. It could therefore be expected that the majority of residents will walk to University rather than cycle. Some residents will choose to use a bicycle for some trips (including recreational cycling), but given the close proximity of retail and restaurant precincts (Rundle Mall, Rundle Street etc.) it is likely that most trips from the site will be on foot.

Based on the above discussion and analysis, GTA considers the proposed bicycle storage room, will be appropriate for the nature and location of the proposed student accommodation and will cater for the likely demand as observed at other similar student accommodation developments.

Hotel

The Development Plan does not contain a specific bicycle parking rate for a Hotel. Typically, Hotels generate a very low requirement for bicycle parking with demand generally associated with staff bicycle use.

The Development Plan includes an employee bicycle parking rate for of 1 per 20 employees for a Motel. A similar demand could be anticipated for Hotel employees which suggests 1 space should also be provided for the Hotel use.

Summary of Bicycle Parking Requirements

Based on the above, it is anticipated that the proposed development will generate a combined requirement for 114 bicycle parking spaces consisting of 9 spaces for the Synagogue Place building, 85 spaces for the Frome Street building and 20 spaces for the multi-storey car park.

The development proposes to accommodate the bicycle parking requirements for the Synagogue Place and Frome Street buildings within formal bike store areas within each building. GTA recommends that a further 20 bicycle parking spaces are provided within the multi-storey car park for this existing use.

In addition to the formal bike store areas, bicycle parking will be available within the building storage areas or within apartments themselves. On this basis, GTA considers the provision of bicycle parking to be appropriate.

6.2 Walking and Cycling Network

As discussed, direct pedestrian access to the site will be available from the adjacent road network. In addition, an east-west pedestrian connection will be available adjacent to the site from Frome Street to Synagogue Place via the extension of Tavistock Lane.

6.3 Public Transport

As discussed, the site is accessible by public transport with bus stops and train and tram services located within walking distance of the site.

7. Loading Facilities

7.1 Statutory Requirements

The Adelaide (City) Development Plan (dated 17 September 2015) provides guidance for loading/unloading facilities. Principle of Development Control (PDC) 241 in the Transport and Access section of the Development Plan applies to the proposed development. PDC 241 is as follows:

"Facilities for the loading and unloading of courier, delivery and service vehicles and access for emergency vehicles should be provided on-site as appropriate to the size and nature of the development. Such facilities should be screened from public view and designed, where possible, so that vehicles may enter and leave in a forward direction."

In addition, the Development Plan includes the following PDC in relation to vehicle access:

247 *Buildings located along primary and secondary access roads should be sited to avoid the need for vehicles to reverse on to the road (unless the dimensions of the site make this impractical).*

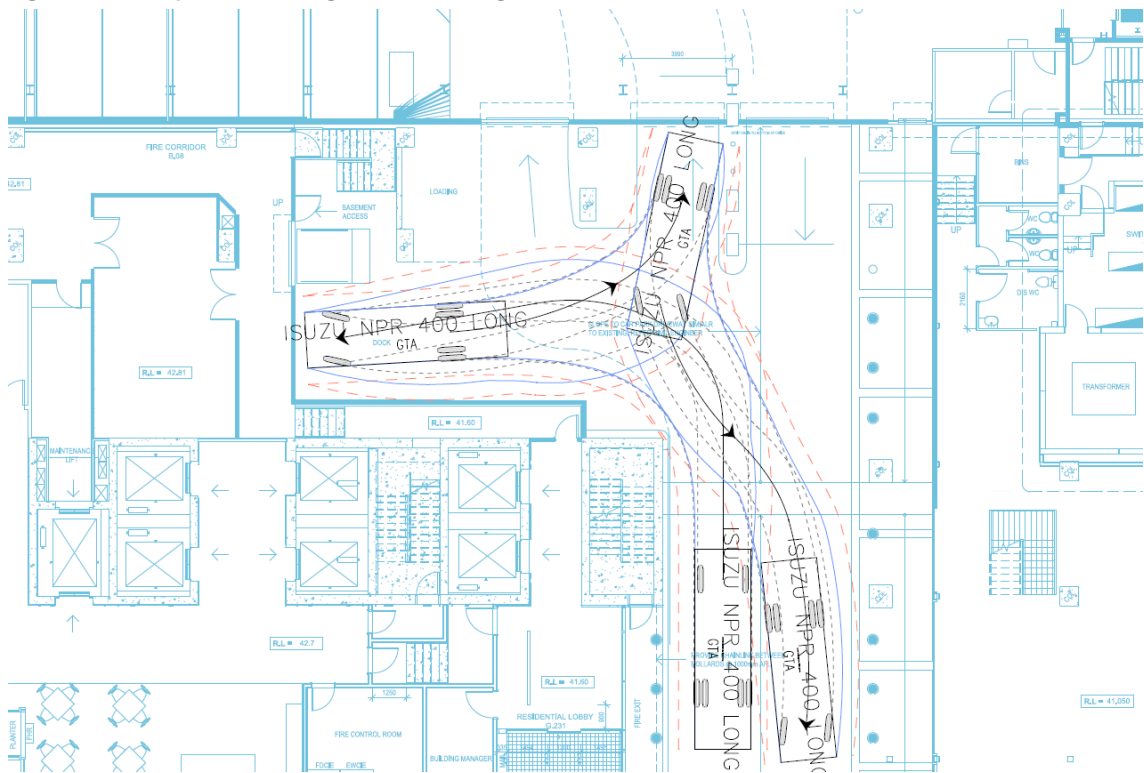
7.2 Proposed Loading Arrangements

To minimise the creation of additional access points on Frome Street, it is proposed that loading and refuse collection will occur on site via the existing Frome Street access. The amended design proposes the removal of the second entry lane to the multi-storey car park and alterations to the ground level foyer to accommodate a new on-site loading area for the Frome Street building.

The loading area has been designed to accommodate a private waste vehicle similar to an Isuzu NPR 400 Garbage Compactor. This vehicle has a length of approximately 7.4m and has been nominated for use at other recently approved developments in metropolitan Adelaide. Trucks will enter from Frome Street using the car park access, with the loading areas located along the northern side of the access road.

GTA has completed a swept path assessment using AutoTURN software to assess the ability for the proposed refuse collection vehicle to enter and exit the proposed loading area. The result of the assessment is shown in Figure 7.1.

Figure 7.1: Proposed Loading Access and Egress



The swept path assessment confirms that the proposed 7.4m long private waste collection vehicle will be able to enter the loading zone in a forward direction. On exit, the truck will reverse towards the car park entrance, prior to exiting Frome Street in a forward direction.

Most deliveries to the site are expected to be made via small trucks i.e. 6.4m long SRV. These vehicles are smaller than the proposed refuse collection vehicle and, on this basis, the proposed loading area will also be suitable for these vehicles.

To minimise the risk of conflict between vehicles entering the loading area and vehicles accessing the multi-storey car park, refuse collection and any large vehicle deliveries will be scheduled to occur outside of normal operating periods for the development and car park.

8. Traffic Impact Assessment

8.1 Traffic Generation

8.1.1 Design Rates

Residential Apartments

Traffic generation estimates for the proposed residential apartments have been sourced from RTA NSW's 'Guide to Traffic Generating Developments – updated traffic surveys' (2013) henceforth referred to as the RTA Guide. The traffic generation rates applicable to the proposed development are shown below:

<i>High density residential flat dwellings (AM Peak Hour)</i>	<i>0.15 per car space</i>
<i>High density residential flat dwellings (PM Peak Hour)</i>	<i>0.12 per car space</i>
<i>High density residential flat dwellings (Daily)</i>	<i>1.34 per car space</i>

Based on the rates above, the proposed 144 residential car spaces could be expected to generate up to 22 trips and 17 trips in the AM and PM peak hour respectively and up to 193 trips daily.

Hotel

The AM peak period is typically the busiest for a hotel based on new arrivals and departures of staff and guests arriving/departing between 8-9am, with the afternoon/evening check-in and staff changeover much more spread between 2pm and 7pm. In this regard, GTA Consultants observed traffic movements at the drop-off/pick-up area for the 374 room Hilton Hotel in Adelaide and the drop-off/pick-up area and car parking areas for the 98 room Rydges Hotel in Adelaide on a typical weekday during the AM peak period.

The results of the survey indicated the Hilton Hotel had a total of 58 vehicle movements (50% in and 50% out), which equates to a rate of 0.16 movements per room. The Rydges Hotel recorded 44 vehicle movements (60% in and 40% out), which equates to a rate of 0.45 movements per hour.

GTA has also obtained traffic generation information for the Crown Promenade Hotel in Melbourne. This Hotel has an AM peak hour traffic generation rate of 0.30 movements/room and a PM peak hour traffic generation rate of 0.17 movements/room.

The surveys above result in an average trip generation rate of 0.3 trips per room in the typical AM peak hour period, which would be considered a conservative assessment based on the observed Hilton rates for central Adelaide. It should be noted that many of these trips are taxis collecting or delivering people at the hotel.

Based on the above, the proposed 326 room hotel could expect to generate up to 98 vehicle trips in the AM peak hour. If the observed PM trip generation rate of 0.17 movements/room from the Crown Promenade Hotel is applied, a total of 56 trips could be expected in the PM peak period. Assuming a typical peak-to-daily ratio of 10%, the proposed hotel development could generate between 560 and 980 vehicle trips. For the purposes of this assessment the average of 770 daily trips has been assumed. It is anticipated that this would be a very conservative estimate

as hotel traffic movements would generally be much more focused on the AM and PM peak periods.

Multi-Storey Car Park

Based on the survey of existing traffic movements into the multi-storey car park, the existing car park generates 0.39 movements in the AM peak hour and 0.32 movements in the PM peak hour.

At the completion of the proposed works, a total of 375 spaces will be available for lease to off-site users. Assuming these spaces will have traffic generation rates similar to existing, the 375 spaces will generate a further 147 trips in the AM peak and 120 trips in the PM peak. Assuming a peak to daily ratio of 10%, a total 1,470 daily trips could be expected from these spaces.

Other Uses

No specific trips have been allocated for the proposed student accommodation or restaurant and café tenancies. No formal car parking is proposed on the site for these uses, hence any trips will occur elsewhere in the road network.

Summary of Traffic Generation

Based on the above, Table 8.1 presents a summary of the anticipated traffic generation.

Table 8.1: Summary of Anticipated Traffic Generation

Use		AM Trips	PM Trips	Daily Trips
Frome Street Building	Hotel	98	56	770
	Apartment	22	17	193
	Café/Restaurant	-	-	-
Synagogue Place Building	Café/Restaurant	-	-	-
	Student Accommodation	-	-	-
Multi-level Car Parking Station	Leased Parking Spaces	147	120	1,470
Total		267	193	2,433

Table 8.2 demonstrates that at the completion of the proposed development, the site could be expected to generate in the order of 267 and 193 trips during the AM and PM peak periods respectively and up to 2, 343 trips daily.

8.1.2 Distribution and Assignment

Based on a review of existing movements at the Frome Street car park access, approximately 60% of entry movements are from the south with 40% from the north. Right turns out of the site are prohibited and therefore all exit movements are to the north along Frome Street.

For this analysis it has been assumed that the future distribution of traffic would be similar to existing. In addition, the following directional split of traffic (i.e. the ratio between the inbound and outbound traffic movements) has been assumed:

- Apartments – 10:90 split in the AM peak and 90:10 split in the PM peak.
- Hotel – 50:50 split in both the AM and PM peak.
- Multi-storey Parking Station – 90:10 split in the AM peak and 10:90 split in the PM peak.

It has also been assumed that 50% of the Hotel traffic would be associated with taxi drop-off and pick-up that would occur within the car park access and proposed loading area.

Based on the above, Figure 8.1 and Figure 8.2 have been prepared to show the estimated turning movements in the vicinity of the subject property following full site development.

Figure 8.1: AM Peak Hour Site Generated Traffic Volumes

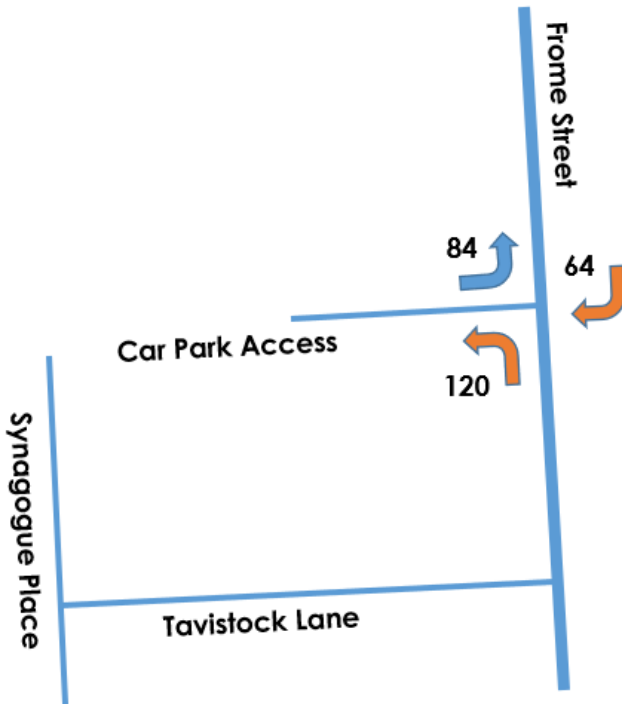
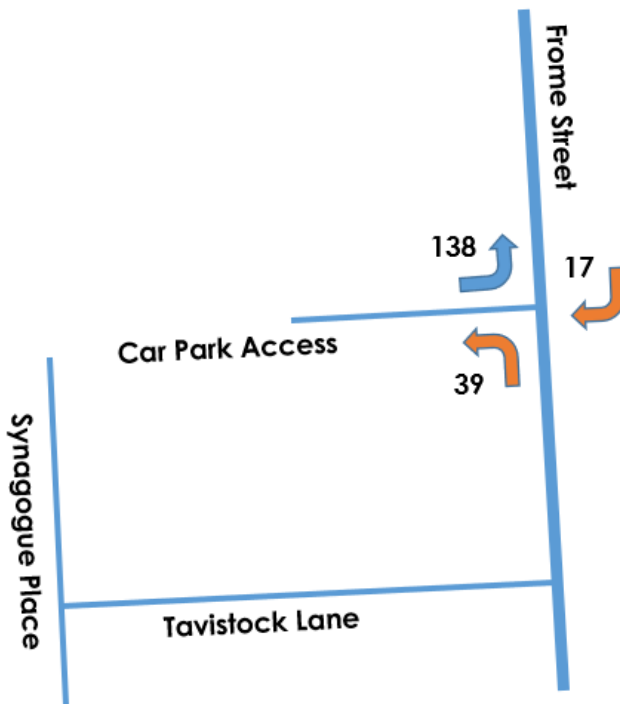


Figure 8.2: PM Peak Hour Site Generated Traffic Volumes



8.2 Traffic Impact

8.2.1 Frome Street Access Operation

The existing multi-storey car park generates in the order of 193 vehicle trips during the morning peak hour, 157 trips during the afternoon peak hour.

The proposed development will increase the total number of car parking spaces available within the site, however some of the existing spaces will be reallocated for use by the proposed Hotel and Apartment uses which typically have lower traffic generation rates compared to more traditional multi-storey car parking spaces. This has been discussed in Section 8.1 above.

On this basis, with the additional parking spaces to be provided, there will be an estimated increase of 75 trips during the AM peak and 37 trips during the PM peak in and out of the car park.

GTA has assessed the future operation of the car park access using SIDRA Intersection 6.1. The results of the assessment for the AM and PM peak periods respectively are summarised in Table 8.2 and Table 8.3.

Table 8.2: Proposed Car Park Access – AM Peak Period Operation

Approach Direction	Movement	Degree of Saturation (DoS)	Average Delay (secs)	95 th Percentile Queue (metres)
Frome Street (South)	Left	0.236	4.6	0.0
	Through	0.236	0.0	0.0
Frome Street (North)	Through	0.235	0.0	0.0
	Right	0.172	12.6	4.1
Car Park Access	Left	0.091	3.4	2.3

Table 8.3: Proposed Car Park Access – PM Peak Period Operation

Approach Direction	Movement	Degree of Saturation (DoS)	Average Delay (secs)	95 th Percentile Queue (metres)
Frome Street (South)	Left	0.264	4.6	0.0
	Through	0.264	0.0	0.0
Frome Street (North)	Through	0.163	0.0	0.0
	Right	0.055	14.0	1.2
Car Park Access	Left	0.177	4.5	4.6

Table 8.3 and Table 8.4 demonstrate that the car park access will continue to operate satisfactorily at the completion of the development. Of particular note there will be no notable impact to queuing or delays for the right turn movement from Frome Street into the site.

On this basis, against existing traffic volumes in the vicinity of the site, the additional traffic generated by the proposed development could not be expected to compromise the safety or function of the surrounding road network.

8.2.2 Vehicle Queuing

The development proposes to reduce the existing car park access road from 3 lanes to 2 near Frome Street. However, two entry lanes into the car park will be retained that will be controlled by boom gates or a similar barrier.

To ensure that vehicle queues do not extend back to Frome Street during the AM peak arrival period, GTA has calculated the anticipated queue length using the Steady State Queue Lengths method as presented within Section 4 of the Austroads Guide to Traffic Management “Part 2: Traffic Theory”.

Based on the peak arrival rate of 92 vehicles per car park entry lane per hour (inbound movement during the AM peak hour) and a boom gate service time of 10 seconds per vehicle, a 98th percentile queue of 2 vehicles per entry lane could be expected. This equates to a queue length of approximately 12m per lane.

The site provides approximately 39m of queuing area within the site. On this basis there is anticipated to be sufficient queueing area available within the site to accommodate the peak arrival flows.

Of particular note, even if one of the access lanes was closed, a 98th percentile queue of 5 vehicles (30 metres) could be expected which would still be accommodated within the site.

9. Conclusion

Based on the analysis and discussions presented within this report, the following conclusions are made:

- i The development does not generate a minimum car parking requirement, however there is a maximum car parking provision of 160 spaces permitted for the residential use.
- ii The development will provide parking within the maximum rates allowed under the Development Plan and the proposed supply of parking is considered appropriate.
- iii The proposed parking layout is generally consistent with the dimensional requirements as set out in Australian/New Zealand Standards for Off Street Car Parking (AS/NZS2890.1:2004 and AS/NZS2890.6:2009).
- iv 4 disability parking spaces and associated shared spaces will be provided to meet the Development Plan requirements.
- v Vehicles up to 7.4 metres can access the loading zone/refuse collection area in a forward motion. Trucks then perform a two staged exit manoeuvre prior to departing onto Frome Street in a forward motion. Refuse collection and any large vehicle deliveries will be scheduled outside normal operating hours.
- vi Taxi and other pick-up and drop-off for the hotel will occur within the existing car park access and the proposed loading area via the Frome Street access.
- vii The development is expected to generate a combined demand for 114 bicycle parking spaces, consisting of 9 spaces for the Synagogue Place building, 85 spaces for the Frome Street building and 20 spaces for the multi-storey car park.
- viii Bicycle parking for the Synagogue Place and Frome Street buildings will be accommodated within formal bike store areas within each building.
- ix The car park access will continue to operate satisfactorily without notable impact on queuing or delays.
- x The Frome Street access is anticipated to operate satisfactorily within sufficient queuing distance available within the site to accommodate peak queues.

Waste Management Advice Memo – Updated data, Frome Street Development

To: Barry Bradbrook, Brown Falconer

From: Matt Allan, Rawtec

Subject: Waste advice based on updated data – Frome Street
Development

Date: 27 February 2018

1. About This Memo

The purpose of this memo is to provide updated waste management advice for the Frome Street Development located at Frome Street, Adelaide. It includes waste generation rates, assumed collection frequencies and the suggested waste room layout for the development's Waste Room. Please note that this memo is intended for updated tenancy data only. This advice is based on information provided from Brown Falconer, as well as guidance on best practice waste management based upon industry experience, published guidelines and other policy or development plan requirements.

2. Key Updates

2.1. Land Use Updates

Table 1 below provides an overview of the updated land uses within the building that will generate waste and recyclables.

Table 1 - Land uses within the development producing waste & recyclables

Level	Tenancy According to Plans	Waste and Recycling Generating Rate Land Use ¹	Est. Size/ no.	m ² or bedrooms
Ground	Café	Café/ Restaurant	140	m2
Ground and level 1	Office (incl bathrooms)	Offices or Consulting Rooms	234	m2
Level 3 – 9	Hotel apartments	Hotel or Motel (Accommodation)	144	Bedrooms
Level 10	Gym/Health (incl pool and sun deck)	Gym	387	m2
Level 10	Kitchen and indoor dining	Licensed Entertainment Premises or Community Club (Bar & Dining Area)	161	m2
Level 10	Bar and outdoor dining	Licensed Entertainment Premises or Community Club (Bar & Dining Area)	81	m2
Level 10	Communal space	Public area	327	m2
Level 11 – 20	Hotel rooms	Hotel or Motel (Accommodation)	160	Bedrooms
Level 21	Communal Space	Captured in residential apartments below	700	m2
Level 22 – 36	Residential apartments (Open market and premium)	Residential (High Density)	174	Bedrooms

¹ Waste and recycling generation rate land use categories are based on the SA Better Practice Guide – Waste Management in Residential or Mixed-Use Developments (Green Industries SA, 2014)

3. Outcomes from the Analysis

3.1. Estimated Waste & Recycling Generation Rates and Volumes

Table 2 below includes the estimated volumes of waste generated at the development each week, overall and differentiated by stream. The waste streams are those that are required and desired to be separated and collected according to the *SA Better Practice Guide for Waste Management at Residential and Mixed-Use Dwellings*, industry experience, and other policy or development plan requirements.

Table 2: Estimated waste generated per week – updated floors*

Estimated Waste Generation Volumes (Litres Per Week) by Land Use & Waste Stream (All Land Uses)									
Land Use	Commercial	Residential	Commercial	Commercial	Commercial	Commercial	Commercial	Totals (Litres Per Week)	
Development Land Use	Hotel apartments	Residential and premium apartments	Restaurant and café	Gym/Health	Bar and outdoor dining	Communal space 1	Conference and offices		
WRGR Classification	Hotel or Motel (Accommodation)	Residential (High Density)	Café/Restaurant	Gym	Licensed Entertainment Premises or Community Club (Bar & Dining Area)	Public Areas	Offices or Consulting Rooms		
Waste Stream	General Waste	10,600	5,200	2,900	100	1,500	1,100	500	21,900
	Co-mingled Recycling	6,400	4,400	500	100	200	700	200	12,500
	Organics (Food) Recycling	3,200	1,700	3,900	20	1,900	NE	80	10,800
	Cardboard Recycling	NE	NE	1,500	NE	500	NE	NE	2,000
	Paper Recycling	NE	NE	NE	NE	NE	NE	300	300
	Confidential Paper Recycling	NE	NE	NE	NE	NE	NE	30	30
	Hard Waste	NE	1,200	NE	NE	NE	NE	NE	1,200
	E-waste	NE	200	NE	NE	NE	NE	NE	200
	Total Site Volume (Litres per Week)	20,200	12,700	8,800	200	4,100	1,800	1,100	48,900

*Note: Totals have been rounded to better reflect estimates and may not equate

NE = Not Estimated as Not Required

* Note that this total only includes updated land uses data and does not equal the total waste generation in the entire building, as captured in Table 3 overleaf.

3.2. Estimated No. Waste & Recycling Bins Required

Table 3 below provides the estimated minimum number of bins and collections per week to cater for the waste generated by the development.

Table 3: Estimated minimum number of bins and collections per week to cater for waste generated by the development

Proposed Services - Commercial						
Waste stream	Est. Volume (L/ Wk)*	Bin Size (L)	Collection Frequency	Est. no. of bins required	Proposed waste collection service provider	Proposed location where bins/ waste is presented for collection
General Waste	22,400	1100	5	5	Commercial	Ground floor waste room
Comingled Recycling	9,000	1100	3	3		
Organics (Food) Recycling	16,700	660	5	6		
Cardboard Recycling	4,800	1100	5	1		
Paper Recycling	300	240	As required	5		
Confidential Paper Recycling	30	240	As required	1		
Totals	52,900²		18	21		
Proposed Services - Residential						
Waste stream	Est. Volume (L/ Wk)*	Bin Size (L)	Collection Frequency	Est. no. of bins required	Proposed waste collection service provider	Proposed location where bins/ waste is presented for collection
General Waste	5,200	1100	5	1 + spare	Commercial	Ground floor waste room
Comingled Recycling	4,400	1100	5	1 + spare		
Organics (Food) Recycling	1,700	660**	3	1		
Hard Waste	1,200					
E-waste	200					
Totals	12,700		13	5		
Overall***	65,600		18	26		

* Note sums may not equate due to rounding

** Note that this would be captured in 80 – 120L bins on each floor in the chute rooms.

*** Note that this assumes commercial and residential bins are collected under the same contract

² Note that this includes waste generated from the entire building, separated between commercial and residential. As it includes the entire building (not just the updated land uses), the total waste generation is higher than Table 2, to ensure that the ground floor waste room (Figure 1) accommodates for all waste generated in the building.

4. Potential Waste Area Layout (ground floor and level 21)

We have used the architectural plans provided (February 2018) to inform the suggested waste room layouts. The layout assumes the volumes and collection frequency as outlined in Table 3 above.

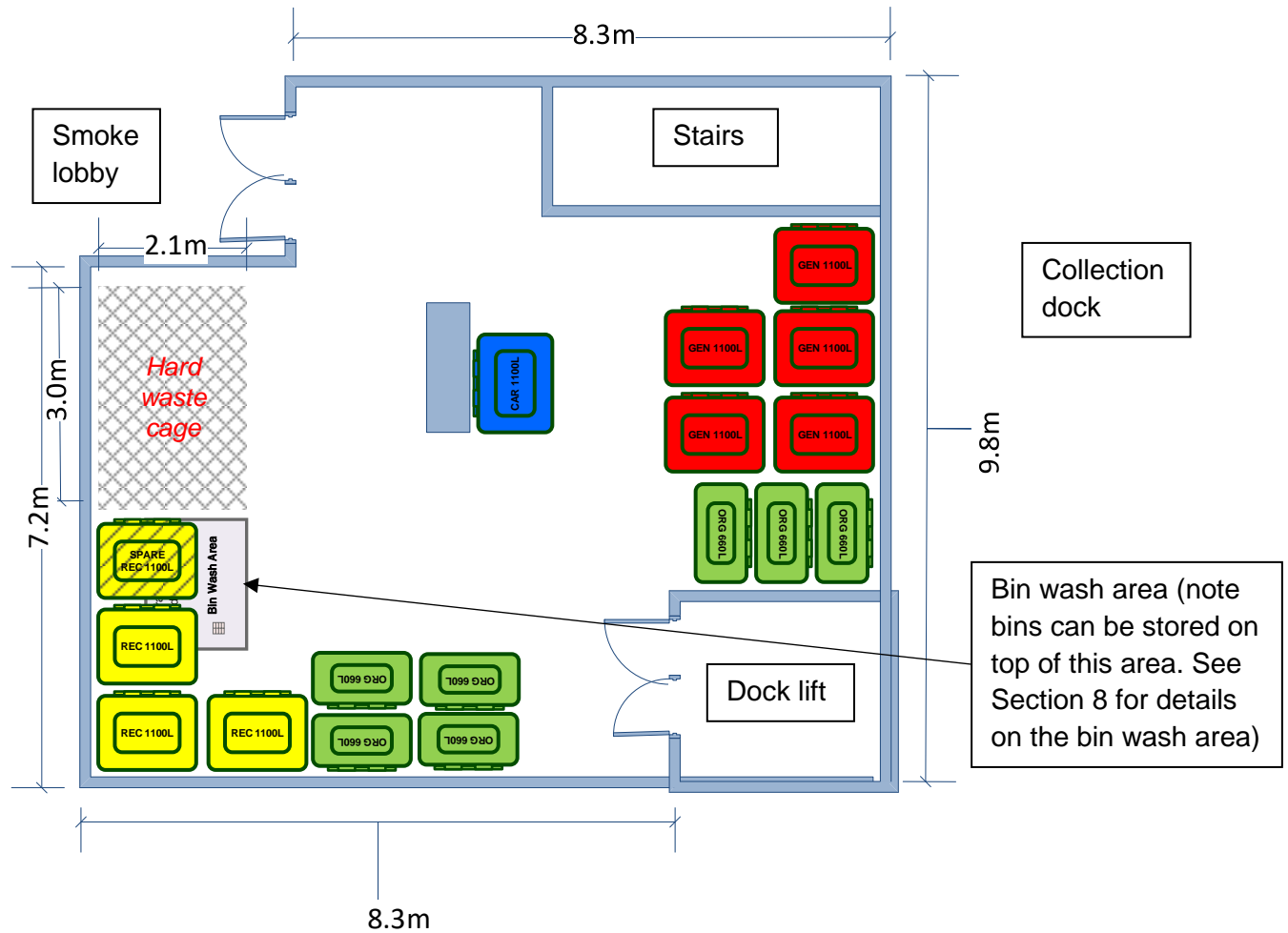


Figure 1: Ground floor waste room – to store all bins before collection*

* Note – paper bins and confidential bins can be picked up from tenancies or taken to the collection dock for pick up when required.

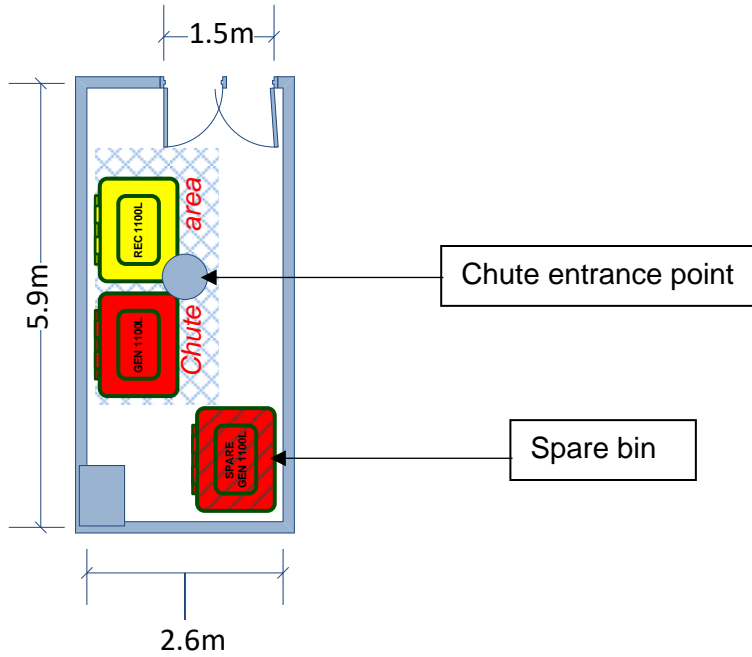


Figure 2: Level 21 waste room – to capture residential waste from chutes

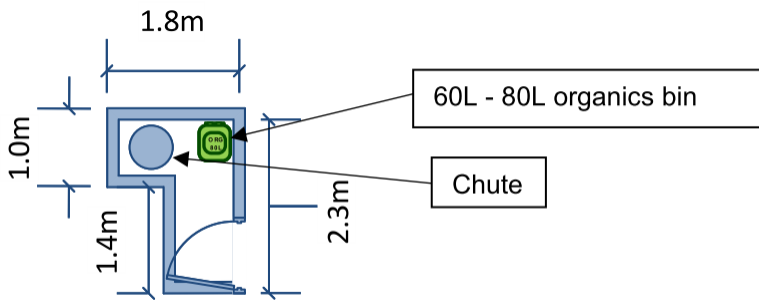


Figure 3: Chute room set up for residents – configuration A (levels 22 – 31)

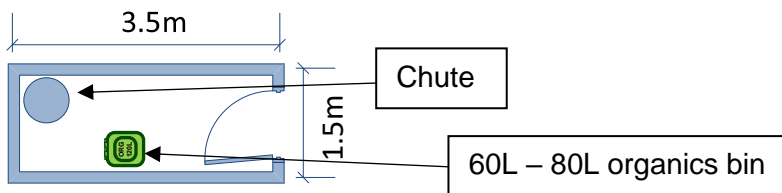


Figure 4: Chute room set up for residents – configuration B (levels 32 - 34)

5. Waste Transfer Pathways and Waste Management System

The waste transfer pathways and overall waste management system is summarised in the steps below (see Table 5 for further information):

1. Commercial tenancies:
 - a) Waste would be generated in each tenancy (commercial including hotels and residential on floors ground through 20);
 - b) Tenancies would discard waste into smaller bins (i.e. 20 – 240L bins), or transport bulkier items such as cardboard straight to the ground floor bin room;
 - c) Building services and cleaners would service the building and transport the waste to the ground floor waste room where bulk bins are stored (see Figure 1);
 - d) 240L bins used for paper and confidential paper may either remain in the offices throughout the building or be transported to the back dock when ready for collection.
 - e) The waste collection vehicle would enter the property from Frome Street in a forward direction, reverse into the loading area adjacent the ground floor bin room, enter the ground floor bin room via the dock lift, load full bins onto the dock lift, load them onto the truck (likely to be a rear lift vehicle), return the empty bins and drive back onto Frome in a forward direction.
 - f) Traffic consultants will need to confirm swept paths and height requirements based on the information provided in Section 6 overleaf.
2. Residential tenancies:
 - a) Waste would be generated in each tenancy (open market and premium apartments);
 - b) Tenancies would discard waste into smaller bins (i.e. 20 – 80L bins), within tenancies;
 - c) Residents would take these bins to the chute room and dispose the waste into the appropriate bin/ chute;
 - d) Premium apartments (levels 35 and 36) would take waste down the lift to the chute room on level 34.
 - e) General waste and comingled recycling would be discarded via the chutes to the level 21 bin room;
 - f) Organics would be discarded into small (80 – 120L) bins in the chute room;

- g) Building services and cleaners would service the building and transport the waste from each chute room (organics) or the level 21 bin room (general waste and comingled recycling) to the ground floor waste room where bulk bins are stored;
- h) Hard waste would also be transported by building services to the ground floor waste room as required;
- i) The waste collection vehicle would enter the property from Frome Street in a forward direction, reverse into the loading area adjacent the ground floor bin room, enter the ground floor bin room via the dock lift, load full bins onto the dock lift, load them onto the truck (likely to be a rear lift vehicle), return the empty bins and drive back onto Frome in a forward direction.
- j) Traffic consultants will need to confirm swept paths and height requirements based on the information provided in Section 6 below.

6. Traffic Access

We provide in Table 4 below for guidance on likely truck dimensions for commercial collection vehicles. Note that we recommend an MRV for maximum flexibility and options for waste collection providers. Waste collection vehicle access and swept paths will need to be confirmed by the Traffic Consultant.

Table 4: Waste collection vehicle details

Likely dimensions and turning circles of waste collection trucks		
	Rear-lift truck (to collect bins up to 1100L)	Pan-tech/flat-bed* (to collect hard waste/E-waste)
Dimensions	3.4m (h) x 2.5m (w) x 8.8m (l) plus 2m space at the rear to load bins	Up to 4.5m (h) x 2.5m (w) x 8.8m (l)
Vehicle height in operation	Likely to be height of vehicle but can be up to 4m	Up to 4.5m
Vehicle turning circle	18-25m	10m
<i>*Note: Pantech/flatbed vehicle dimensions are based on Australian MRV standard specifications - AS 2890.2-2002</i>		

7. Relevant waste management policy and legislation

This memo has been prepared with the following policy, design, and/or operational requirements for waste management in mind:

- *The South Australian Environment Protection (Waste to Resources) Policy 2010 (W2REPP) (Government of South Australia, 2011):*
 - This Policy requires that waste is subject to resource recovery processes, which can include source separation, before disposal to landfill.
- *South Australian Better Practice Guide – Waste Management in Residential or Mixed Use Developments (Green Industries SA (previously Zero Waste SA), 2014):*
 - Identifies need for areas to store waste and recyclable materials, appropriate to the size and type of development, screened from public, which minimises disturbance to residents and provides for service vehicle access.
 - Provides guidance on design of waste management systems for medium to high density residential and mixed use developments.
- *City of Adelaide Design Guide for Residential Recycling (2013)*
 - Similar to the Better Practice Guide above, but with some slightly different design requirements.
- *The City of Adelaide Operating Guideline – Waste & Recycling Services (The City of Adelaide, previously Adelaide City Council, 2014)*
 - Set outs Council's proposed basic and enhanced services for collection of waste and recycling from high density and mixed use developments and businesses.
- *Adelaide (City) Development Plan (Department of Planning, Transport & Infrastructure, 2017).*
 - Objectives and principles of development control regarding waste management, specifically:
 - OBJ 28: Development which supports high local environmental quality, promotes waste minimisation, re-use and recycling, encourages waste water, grey water and stormwater re-use and does not generate unacceptable levels of air, liquid or solid pollution.
 - PDC 101: A dedicated area for on-site collection and sorting of recyclable materials and refuse should be provided within all new development.
 - PDC 102: A dedicated area for the collection and sorting of construction waste and the recycling of building materials during construction as appropriate to the size and nature of the development should be provided and screened from public view.
 - PDC 103: Development greater than 2 000 square metres of total floor area should manage waste by:
 - a) containing a dedicated area for the collection and sorting of construction waste and recyclable building materials;
 - b) on-site storage and management of waste;
 - c) disposal of non-recyclable waste; and
 - d) incorporating waste water and stormwater re-use including the treatment and re-use of grey water.

The estimation of waste and recycling volumes contained in this waste management plan, is based on:

- The proposed land use data;
- Client and regulatory expected services for different development land uses; and
- Waste generation metrics found in:
 - *The South Australian Better Guide Practice Guide – Waste Management in Residential or Mixed Use Developments (Green Industries SA (previously Zero Waste SA), 2014)*
 - Waste and recycling metrics developed by Rawtec, which are based on industry knowledge and experience.

8. Additional waste management design advice

The below table provides design advice and other considerations based on the *South Australia Better Practice Waste Management Guide for Residential and Mixed Use Developments*. For further recommendations and information from this guide, please visit the [Green Industries SA](http://www.greenindustries.sa.gov.au) website.

Table 5: Additional waste management design advice and other considerations

Area	Recommendation/ Consideration
Access distance from resident properties to bin disposal point	<ul style="list-style-type: none"> • Better practice recommends this distance be no greater than 30 metres. This reduces the likelihood of spillage and increases convenience for residents.
Disposal points for residents	<ul style="list-style-type: none"> • The SA Better Practice Guide indicates that organics (food and/or garden) is a required or expected service for residents in South Australia. • It is also recommended that disposal points for all three streams (general waste, comingled recycling and food organics) be at the same point for residents.
Bin/chute rooms on each floor	<ul style="list-style-type: none"> • Another consideration from a better practice waste perspective is having chutes allocated in a chute room on each floor. This may prevent odour or spillage issues in undesirable areas if the chutes are directly accessible in a hallway for example. • It is important that consideration is given for access to this room/chute area by mobility impaired persons.
Bin transfer routes	<ul style="list-style-type: none"> • The Better Practice Guide recommends transfer routes be free of obstructions and steps, at least 1.25m wide and a slope of no more than 1:10. • These should also not pass through living areas or dwellings.
Hard waste	<ul style="list-style-type: none"> • It is recommended that an aggregation point for hard waste be provided in a space that is easy to access for collection vehicles. • This is logistically easier than collection directly from apartments, where the building services manager, resident and collection contractor would all need to be present for the collection day and time. It also takes longer for the contractor to collect the waste and may therefore increase costs.
Bin washing	<ul style="list-style-type: none"> • It is recommended that a bin wash area be installed and that it: <ul style="list-style-type: none"> • Is sloped to a drain leading to the sewer; • Has an installed tap with mains supply and a hose nearby; • Is at least 2m x 2m; and • Is slip resistant to prevent slippage during washing.

- | | |
|--|--|
| | <ul style="list-style-type: none">• Note that line marking and bunding is not required around the bin wash area, and bins can be stored on top of the bin wash area in the waste room. During washing, other bins can be placed outside the waste collection room while bins are washed in the waste room. Alternatively, the bin wash area can be installed outside the waste room. It may also be possible for the waste contractor to be contracted to provide this service (either on-site or off-site). |
|--|--|

File No:
2014/11234/01

18 April 2018

Ref No:
12580784

Elysse Kuhar
Planning Officer
Strategic Development Assessment
Development Division
Department of Planning, Transport and Infrastructure
Level 5, 50 Flinders Street
Adelaide SA 5000

Elysse.Kuhar@sa.gov.au

For the attention of the State Commission Assessment Panel

11-27 Frome Street and 12-18 Synagogue Place, Adelaide

Further to the referral DA 020/A033/16 V3 received 2 March 2018 and additional information received on 11 and 13 April 2018 pertaining to the application to vary the development previously granted Development Consent DA 020/A033/16 V2 at the above address, I would like to offer the following comments for your consideration.

The proposed variation includes amendments to the ground floor configuration, the change of use for levels 11 to 20 from serviced apartments to hotel suites and the change of core layout from the ground floor to level 20.

I support the proposed ground floor configuration that no longer relies on the use of Tavistock Lane, as the arrangement is consistent with the originally approved scheme prior to the amendments made in the currently approved scheme V2. I strongly support the decision to maintain the new pedestrian link between Frome Street and Synagogue Place and encourage the project team to continue engagement with City of Adelaide to achieve a mutually appropriate linkage through Tavistock Lane to provide an authentic revitalisation of the lane as a safe and welcoming public space.

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On levels 11 to 20, hotel suites are proposed to replace all the serviced apartments. While I do not object to the proposed change of use, I am concerned about the resulting removal of balconies. In my opinion, the recessed balconies provide vertical articulation to the built form, and break down the apparent width of the tower's mid-section, particularly on the Frome Street elevation. I recommend exploration of opportunities to reintroduce three dimensional articulation elements, consistent with the original design intent.

The amendments to the core layout do not raise any concerns, as they do not affect the building form or the architectural expression.



File No:
2014/11234/01

Ref No:
12580784

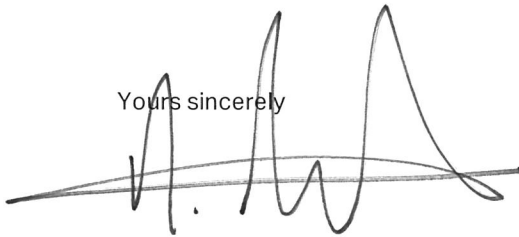
On level five, the glazing wall along the Frome Street boundary is proposed to be realigned, reducing the eastern boundary setback and increasing the internal floor areas of the hotel rooms. While the realignment of the wall is minor, it has affected the architectural expression of the Frome Street elevation, where the previously expressed solid columns are no longer visible. I do not support the proposed change, as I am of the opinion that it has resulted in a reduced distinction between the upper and lower sections of the podium form.

On level 21, the amendments include removal of soft landscaping on the perimeter of the communal open space. While I acknowledge the challenges of successfully maintaining greenery at this height, I do not support the proposed change, as it reduces the user amenity of the communal open space. I also note that with the previous schemes, the perimeter landscaping was presented as a visible element from the street level to provide a soft break at the midpoint of the tower. In my opinion, the removal of the landscaping will have a notable consequence on the overall architectural expression, which I do not support.

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, such as:

- Review of three dimensional articulation to the middle element of the tower.
- Review of the architectural expression of level five on the Frome Street elevation.
- Review of perimeter landscaping to the communal open space on level 21.

Yours sincerely



Nick Tridente
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Enquiries: Helen Dand 8203 7380
Reference: S10/22/2016/C (SCAP ref: 020/A033/16 V3)

1 June 2018

045



State Commission Assessment Panel
GPO Box 1815
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ABN 20 903 762 572

Attention: State Commission Assessment Panel

Dear Sir/Madam

Application: S10/22/2016/C (SCAP ref: 020/A033/16 V3)
Applicant: BROWN FALCONER GROUP P/L
Address: 11- 27 Frome Street, ADELAIDE SA 5000
12-18 Synagogue Place, ADELAIDE SA 5000
Description: Variation to DA 020/A033/16 including removal of serviced apartments and replacement with hotel suites (Levels 11-20) repositioning of internals BOH layouts (levels 1-7), change in core layout (ground - Level 20) and relocation of bike storage (level 1)

Council has the following comment(s) to make on the above application:

TECHNICAL COMMENTS

**ROADS / FOOTPATHS
ENGINEERING**

There are no traffic/transport related objections to this development, subject to the following matter/s being addressed:

- Any disused driveway inverts resulting from the development are to be reinstated to equivalent footpath levels to Council standards and specifications.
- Any damage caused to Council's road, footpath and kerbing infrastructure during development will be the responsibility of the developer to rectify to a standard that equals or improves the pre-development condition.
- Existing crossovers and new crossovers have been identified. All new crossovers or alterations to existing crossovers firstly require Council approval, outside of the development application process, and are required to be undertaken according to Council standards and specifications via the City Works Guidelines.
- Existing boundary (back of path) levels must not be modified. Finished floor levels should be based around retaining the existing back of path levels subject to the following:
 - If the level difference between top of kerb and back of path is less than 50 mm
 - If the existing cross fall(s) exceed 4% (1:25)



If any of the above conditions exist for any footpath infrastructure that services the perimeter of the site boundary, then please contact the Lead Asset Consultant - Streets prior to setting finished floor levels.

- Footpath reinstatements associated with works will need to match surrounding materials and pavement composition.
- Consideration should be given to the Frome Street Bikeway Project – liaise with Anna MacDonald (PM).

TORRENS & STORM WATER

There are no storm water related objections to this development, subject to the following matter/s being addressed:

- Stormwater runoff from the proposed accommodation development must be retained within the property boundaries, collected and discharged to the Frome Street road reserve. Collected stormwater runoff should not be discharged to the Private Road located along the southern boundary line known as Tavistock Lane, or the Private Road located along the northern property boundary.
- Council's stormwater system in Frome Street has been designed to manage minor (5% AEP) and major (1% AEP) gravitational flows from property stormwater runoff discharge. Any proposed siphonic drainage systems associated with this development must only discharge equivalent gravitational flows to Frome Street.
- Levels of any proposed grated inlet pits or openings within the property stormwater system must be designed to provide an adequate freeboard to the 1% AEP flood level in Frome Street assumed to be top of kerb level adjacent to the stormwater connection point.
- Collected seepage water from planter boxes proposed on the Level 10 Podium area must be either discharged to sewer or an irrigation water reuse system.
- Any proposed collected groundwater seepage from the building basement must be either discharged to the sewer or a building waste water reuse system. Collected groundwater seepage should not be discharged to the building stormwater system.
- Council encourages the storage and reuse of collected stormwater and waste water for irrigation and toilet flushing purposes through the building.

LIGHTING / ELECTRICAL / CCTV

There are no lighting related objections to this development, subject to the following matter/s being addressed:

- The proposed development works will impact on the public lighting within proximity of the development site. The existing street lighting installed in Tavistock Lane is owned and maintained by Adelaide City Council and consists of wall mounted luminaires and associated electrical cabling and pits.

The existing street lighting installed in Frome Street is owned and maintained by Adelaide City Council and consists of street lighting columns/luminaires and post-top columns/luminaires with the associated underground cabling and pits.

- If temporary hoarding or site works require modification of existing Council and/or SA Power Network's public lighting (including associated infrastructure such as cabling etc.) shall meet Council's requirements. The works shall be carried out to meet Council's requirements and all costs borne directly by the developer.
- All modifications requiring temporary removal/relocation/provision of temporary lighting/reinstatement of existing Council and/or SA Power Network's public lighting (including associated infrastructure such as cabling etc.) shall meet Council's requirements. The works shall be carried out to meet Council's requirements and all costs borne directly by the developer.
- All damage to Council's infrastructure, including damage to public lighting and underground ducting etc. caused by projects works or loading of site crane onto pathways will be repaired to meet Council's requirements and at the cost of the developer.
- If new canopies are to be constructed as part of these works, then lighting to meet ACC's under verandah requirements shall be installed.
- Obtrusive Lighting – Lighting design and installation to be fully compliant with Australian Standard - AS 4282 – 1997 Control of the obtrusive effects of outdoor lighting. Sign off by a consultant is required to confirm compliance and relevant lighting calculation grid detailing property boundary lines should be provided for Council's record.
- The application's Traffic Impact Statement states there is expected to be 98 vehicles servicing the hotel guest check out in AM peak of 8 am to 9 am.
- There is also expected to be 147 vehicles accessing the car park in AM peak. This would total over 240 vehicles in AM peak – 4 vehicles every single minute.
- There is no on-street loading of any type on this section of Frome Street during peak periods, nor will there be in the future.
- The application proposes that vehicles, including taxi and Uber drivers will join the morning queue into the car park and park in a passenger pick up location within the car park to collect hotel guests checking out.

**TRAFFIC /
TRANSPORT**

- This is not considered a realistic approach to manage arriving passenger vehicles, which in the proposed circumstances are highly likely to illegally stand in Frome Street during peak hour, creating a significant safety issue for all street users, and impacting on flow of traffic at this important intersection.
- This proposal risks 2 to 3 vehicles a minute illegally standing in Frome Street in peak periods. The dynamics of this intersection are now co-ordinated with the new tram extension, so the clear flow of the two north bound Frome Street lanes on approach to the intersection will be even more important in future. As the authority responsible for public safety and also functionality of city road network, we strongly recommend these risks be heeded.
- It is essential that the proponent negotiate with Council to progress discussions on how to fund and deliver the proposed upgrade to Tavistock Lane. Council believes it has a workable physical design. The next step is to reach an agreement with the proponent on how to partner to deliver the design to allow Tavistock Lane to be the location of hotel passenger pick up/drop off.
- In addition to the above primary issues with the proposal, there are also concerns regarding the capacity of the proposed taxi area, how it would practically function for taxi access and guests. There are also concerns about the tightness of the service loading area and its capacity to accommodate larger contractor vehicles and larger volume of deliveries associated with an expanded hotel operations. This again would compound with peak hour hotel passenger and public car park vehicle volumes.

IN SUMMARY:

- The application for the increase in hotel size and the associated increase in servicing vehicles (passenger and others) is not supported in its current form as it presents significant public road safety risks and peak hour transport network functionality impacts.
- The proposed arrangement for hotel passenger loading/unloading within the ground floor car park is not supported as a viable proposal.
- Council has been working in good faith with the proponent on a design for Tavistock Lane to support hotel passenger drop off/pick up. Council believes it has a workable design but has been seeking the proponent's response to proposals around a partnership to deliver an upgrade to Tavistock.
- Council is currently awaiting correspondence from the proponent.

WASTE

- From reviewing the plans, waste and traffic consultancy report the proposed waste services are not deliverable. The commercial waste collection industry does not have capability to support this development.
- SRV waste vehicles are not economically viable. Industry standards for all streams of waste use MRV's or larger as stated in the Waste Management Advice Memo which is not aligned with the Traffic Report.
- On this basis, Council does not support the proposal.

**STREET
TREE/LANDSCAPE
RELATED COMMENTS**

- Information provided to Council indicates a desire to install Plane Trees to the Frome Road frontage.
- Existing street trees are Celtis (Hackberry) trees. If the development requires the removal of the existing street trees, an amenity tree valuation will be applied and the developer will be required to cover all costs associated with the tree removal.
- The proposal to replace these trees with Plane trees is not supported as this specie is preferred for other significant city streets and Council does not want to increase locations or numbers of this type.
- The specie selection should be carefully considered for alternative options as once this is in place that will then reset the specie selection for the rest of Frome Road. As such input from Design & Strategy and Infrastructure is strongly recommended.

Yours faithfully



Rebecca Rutschack
MANAGER - PLANNING ASSESSMENT

Kuhar, Elysse (DPTI)

From: Rebecca Rutschack <R.Rutschack@cityofadelaide.com.au>
Sent: Thursday, 30 August 2018 9:20 AM
To: Kuhar, Elysse (DPTI)
Subject: The Adelaidean - Traffic comments on proposed variation - S10/22/2016/C

Dear Elysse

Please find below comments from Council's Strategy and Design team:

Thank you for the opportunity to provide further comments following the applicant's response letter addressed the earlier CoA referral comments.

The applicant indicated in their response letter that it is their view that *"this development has had to be designed as a standalone solution"* and that *"the issues raised which are primarily focused on hotel patron drop off and waste removal access have been fully resolved through the design of the projects internal loading dock area which can accommodate an MRV waste vehicle and the management of taxi drop off within the current site"*. The applicant's response did not include any apparent improvements to the configuration of the proposed internal drop off.

We reiterate our earlier referral comments. The proposed arrangement for hotel passenger loading/unloading within the ground floor car park is not supported as a viable proposal due to its non-functionality resulting in road safety risks, road operation impacts and DDA concerns.

During the morning peak period (when both hotel check-out and general traffic peak times are likely to coincide), the proposed arrangement would require passenger vehicles, including taxi & Uber drivers to join the morning queue into the public car park. They will then pass through the car park boom gate and park in a passenger pick up location (within the car park) to collect hotel guests checking out. On exiting taxi's and Ubers would also be required to turn across car park exit lanes and exit through the car park boom gate.

The applicant's TIS states that there are expected to be 98 vehicles servicing hotel guest check out in AM peak (8-9am). There are also expected to be 147 vehicles accessing the car park in AM peak hour. This would total over 240 vehicles entering the car park through a single entry lane in the AM peak hour – that is 4 vehicles every single minute that have to navigate the narrow entry, enter through the boom gates and manoeuvre within the tight confines of the hotel servicing area .

The proposed configuration would also require hotel guests to walk 70 metres to/from the hotel lobby to/from the nominated passenger vehicle drop-off area. This 70 metre walk takes a convoluted route out of the hotel front door, along the frontage of the building and then into the hotel servicing area. There is no direct relationship between the hotel reception and the nominated location nor is there any indication of a concierge facility anywhere in the vicinity of the passenger vehicle area. This raises serious questions about DDA compliance of these facilities, as the distance for universal access is 80 metres, in addition to the impact on hotel operations. There are expected to be over 100 checking out guests in the morning peak periods.

Overall the above raises questions about the likelihood that hotel guests, taxis and other passenger service vehicles would utilise these facilities given the complexity of operating within the proposed layout.

In the proposed circumstances we consider it highly likely that a significant proportion of the 90 plus passenger service vehicles in morning peak could attempt to illegally stand in Frome Street during peak hour as they and their passengers avoid the complicated arrangements within the hotel. This will create a significant safety issue for all street users, impacting on the flow of traffic on this important section of street, which is the approach to the Frome Street/North Terrace intersection. This proposal risks 2 to 3 vehicles a minute illegally standing in Frome Street in peak periods. The dynamics of this intersection will be finely tuned with the new tram extension and the addition of the bikeway, so the clear flow of the two north bound

Frome Street lanes on approach to the intersection will be even more important into the future. As the authority responsible for public safety and also functionality of city road network, we urge these risks be heeded. The dynamics of this block of Frome Street, requires two lanes in peak hours with a clear approach to the North Terrace signals to avoid delays to traffic movements given signal complexity to successfully integrate the tram extension. This is why no peak hour loading or stopping can be accommodated on this section of Frome Street.

To address the above functionality, safety and DDA issues a redesign on ground floor to achieve the following is necessary to provide confidence an internal facility would be utilised:

- Passenger vehicle access to/from drop off area in a forward direction with no security boomgates impacting access and no 3 points turns or reversing to manoeuvre in/out
- Direct relationship between a section of the hotel lobby and a clear and safe waiting/disembark area for hotel guests, including concierge facilities to manage guests and drivers

CoA has been working in good faith with the proponent on a design for Tavistock Lane to support hotel passenger drop off/pick up. CoA believes we have a workable design but has been seeking proponent response to proposals around a partnership to deliver an upgrade to Tavistock Lane. We continue to be available to work with the proponent towards an agreement on delivery of a Tavistock Lane upgrade.

Regards

Rebecca Rutschack
Manager - Planning Assessment
Planning Assessment
4th Floor 25 Pirie Street
Adelaide, South Australia, 5000
TEL: +61882037261
F. +61882037575
E. R.Rutschack@cityofadelaide.com.au
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Think before you print!

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Kuhar, Elysse (DPTI)

From: Sky Allen <S.Allen@cityofadelaide.com.au>
Sent: Monday, 26 November 2018 4:44 PM
To: Kuhar, Elysse (DPTI)
Cc: Helen Dand
Subject: Comments on Adelaideian latest application

Hi Elysse,

Please see below comments from CoA.

Please contact me if you need any clarification etc.

Most of the wording below is consistent with the last advice. Only minor additions referencing the boomgate change and the current status of negotiations at the end.

Cheers
Sky

Thank you for the opportunity to provide updated comments in response to the applicants updated plans showing a revised position of the car park boom gate and related letter from the traffic consultant dated 6 November.

We reiterate our earlier referral comments. The proposed arrangement for hotel passenger loading/unloading within the ground floor car park is not supported as a viable proposal due to its non-functionality resulting in road safety risks, road operation impacts and DDA concerns. Under the proposed arrangements we consider it highly likely that a significant proportion of the 90 plus passenger service vehicles in morning peak could attempt to illegally stand in Frome Street during peak hour as they and their passengers avoid the complicated arrangements within the hotel. This will create a significant safety issue for all street users, impacting on the flow of traffic on this important section of street, which is the approach to the Frome Street/North Terrace intersection.

This proposal risks 2 to 3 vehicles a minute illegally standing in Frome Street in peak periods. The dynamics of the North Tce/Frome Rd intersection will be finely tuned with the new tram extension and the addition of the bikeway, so the clear flow of the two north bound Frome Street lanes on approach to the intersection will be even more important into the future. As the authority responsible for public safety and also functionality of city road network, we urge these risks be heeded. The dynamics of this block of Frome Street, requires two lanes in peak hours with a clear approach to the North Terrace signals to avoid delays to traffic movements given signal complexity to successfully integrate the tram extension. This is why no peak hour loading or stopping can be accommodated on this section of Frome Street.

The proposed configuration would also require hotel guests to walk 70 metres to/from the hotel lobby to/from the nominated passenger vehicle drop-off area. This 70 metre walk takes a convoluted route out of the hotel front door, along the frontage of the building and then into the hotel servicing area. There is no direct relationship between the hotel reception and the nominated location nor is there any indication of a concierge facility anywhere in the vicinity of the passenger vehicle area. There are expected to be over 100 checking out guests in the morning peak periods.

The current proposal from the proponent, which doesn't include a suitable upgrade of Tavistock to provide safe pedestrian DDA access, raises serious questions about DDA compliance of access to the hotel. It is our assessment that the current setback of the ground floor from Tavistock Lane would only achieve DDA compliance if the lane is upgraded as a public street and a Shared Zone. However under this current proposal the hotel appears to be relying on a privately owned lane the property has to legal rights to access to provide some of the clear path of travel required in AS1428.1 to allow wheelchair turning path

During the morning peak period (when both hotel check-out and general traffic peak times are likely to coincide), the proposed arrangement would require passenger vehicles, including taxi & Uber drivers to join the morning queue into the public car park. The applicant's TIS states that there are expected to be 98 vehicles servicing hotel guest check out in AM peak (8-9am). There are also expected to be 147 vehicles accessing the car park in AM peak hour. This would total over 240 vehicles entering the car park through a single entry lane in the AM peak hour – that is 4 vehicles every single minute

Overall the above raises questions about the likelihood that hotel guests, taxis and other passenger service vehicles would utilise these facilities given the complexity of operating within the proposed layout. In our previous advice we recommended two areas of redesign to address these functionality, safety and DDA issues. The first issue of moving the boomgates has been addressed. However the second equally important issue has not been addressed - being the need for a direct and safe relationship between a section of the hotel lobby and the waiting/disembark area for hotel guests, including concierge facilities to manage guests and drivers

CoA has been working in good faith with the proponent on a design for Tavistock Lane to support hotel passenger drop off/pick up. CoA believes we have a workable design but has been seeking proponent response to proposals around a partnership to deliver an upgrade to Tavistock Lane. CoA has tentatively managed to get a commitment of \$150k contribution from the Kyren Group towards the upgrade of Tavistock Lane, however the estimated cost of upgrading Tavistock Lane is \$340-400k.

At this point in time it is unknown as to whether a suitable agreement regarding the funding and delivery of an upgrade to Tavistock can be reached and the timeframe it might take to reach such an agreement. We continue to be available to work with the proponent towards an agreement on the delivery of a Tavistock Lane upgrade.

May 02, 2018

Planning Officer
Department of Planning, Transport and Infrastructure
Level 5, 50 Flinders Street
ADELAIDE SA 5000

Attention: Elysse Kuhar

Brown Falconer Group
ABN 65 007 846 586
brownfalconer.com.au

28 Chesser Street, Adelaide
South Australia 5000
Telephone 08 8203 5800
Facsimile 08 8223 2440

9/300 Rokeby Road, Subiaco
Western Australia 6008
Telephone 08 6382 0303

RE: RESPONSE TO GOVT. ARCHITECT QUERIES 020/A033/16 V3

We write to provide response to the queries outlined in the latest government architect review we received in the letter dated 18 April 2018.

We offer the following:

Level 5 Glass line

The AGA observed the alteration to the glazing line on level 5 which had been moved eastwards and no longer exposed the structural columns. The AGA recommended that the glazing line be moved so that the columns are expressed and the revise plans submitted now have moved this glazing so that it is set back 150mm from the face of the columns and now exposes them again.

Level 22 Landscaping

The AGA noted that the extent of perimeter landscaping to level 22 had been reduced and recommended reinstatement. The amended plans now submitted have reinstated perimeter landscaping to level 22.

Deletion of Balconies to lower half of tower

The AGA noted that with the change of use from apartments to hotel rooms for the planning of the lower half of the tower, the balconies have been removed. The AGA recommended reinstating balconies to break up the massing of the building.

We have not reinstated balconies in the plans submitted in this response as we believe that the amendment to the facade resulting from this change of use has actually been positive for the building design.

The overall building now reads pleasingly as three distinct elements separated by landscaped levels.

The Main podium at 10 levels in height is significant in its horizontal presence. It is clad with masonry detailing which relates to the streetscape and articulated with a waistline at level 5. The tower element is now comprised of two portions above and below the level 22 landscape zone and we assert that the clean lines of the lower tower portion without balcony rebates provides a legible and appropriate transition from the base podium to the top portion of the tower.

Level Alterations

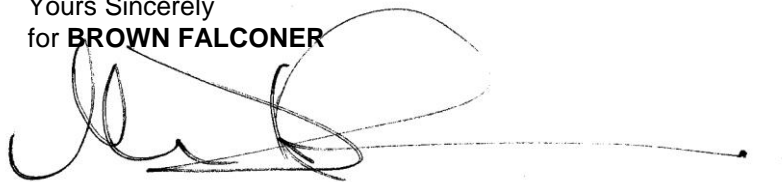
The drawings submitted in this response include altered floor levels throughout the building. The total building height remains the same as previously approved and the alterations are relatively minor in dimension.

The amendments have occurred from feedback during contractor engagement about the number of different floor to floor heights in different section of the building which have now been amended for greater consistency in window fabrication.

We have also provided amended drawings and imagery to be read in conjunction with our responses. We seek to include the following revised drawings in the revised DAC submission.

- DA26 Rev H Frome Street - Plans
- DA39 Rev J Frome Street – Site Elevations
- DA40 Rev H Frome Street – Elevations
- DA41 Rev H Frome Street – Elevation
- DA42 Rev I Frome Street – Elevation
- DA43 Rev G Frome Street – Section
- DA44 Rev G Frome Street – Section
- DA47 Rev D Frome Street – 3D
- DA52 Rev F Frome Street – 3D
- DA53 Rev G Frome Street – 3D
- DA54 Rev C Frome Street – 3D
- DA55 Rev C Frome Street – 3D
- DA59 Rev E Frome Street – 3D
- DA60 Rev D Frome Street – 3D
- DA61 Rev D Frome Street – 3D
- DA62 Rev D Frome Street – 3D

Yours Sincerely
for **BROWN FALCONER**



MARIO DREOSTI
Managing Director

REF: S150250

DATE: 6 November 2018

Brown Falconer
 28 Chesser Street
 ADELAIDE SA 5000

Attention: Mr. Barry Bradbrook (Architect)

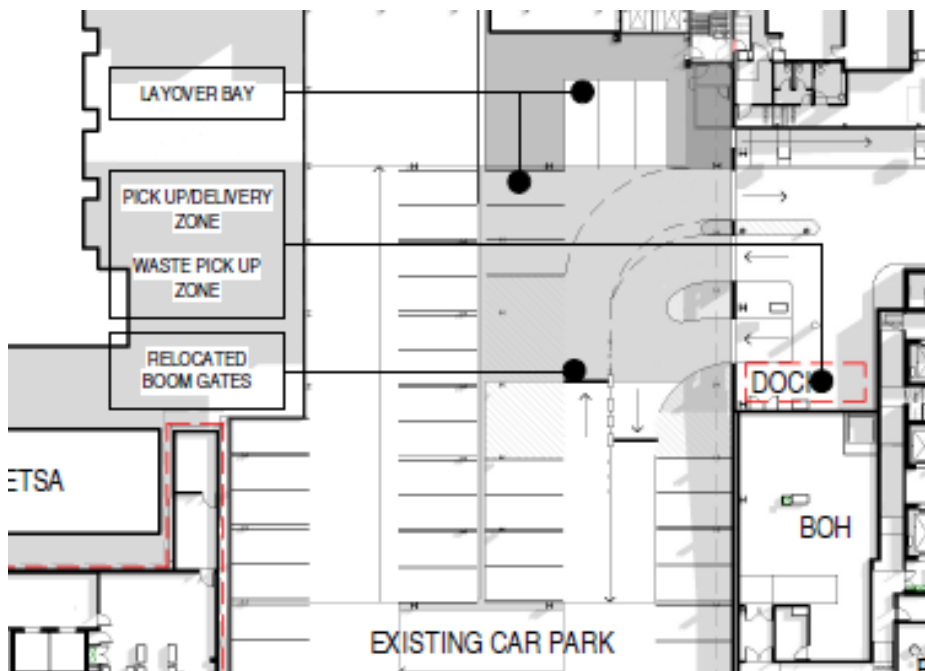
Dear Barry,

RE: THE ADELAIDEAN, FROME STREET – REVISED CAR PARK ACCESS

This letter considers the proposed changes to the car park entry and exit associated with The Adelaidean development on Frome Street in Adelaide CBD.

The revised entry and exit arrangements propose to relocate the boom gates from their current position at the bottom of the ramp to a position within the ground floor of the car park. The proposed new location of the boom gates is shown in Figure 1.

Figure 1 Revised Car Park Entry and Boom Gate Location



As a result of the revised location of the boom gates, there will be a total of 6 parking spaces that will fall outside the controlled area of the car park. These spaces are marked as “Layover Bay” on Figure 1 and formed part of the original car park.

It is proposed that these spaces are signed for short term use and are primarily used for taxi drop-off and pick-up for The Adelaidean. Passengers will then have a short walk in to the building and the taxis will be able to safely exit the parking spaces and the car park.

Additionally, the spaces can be made available for use by light vehicles, such as small vans, providing delivery and loading services to the building. Larger delivery vehicles and waste collection services will continue to use the identified pick-up and delivery area in the loading dock.

This proposed arrangement is therefore considered to provide an improved arrangement for taxi drop-off and pick-up for the building, reducing the potential impact on the adjoining streets.

Should you have any questions or require any further information, please do not hesitate to contact me in our Adelaide office on (08) 8334 3600.

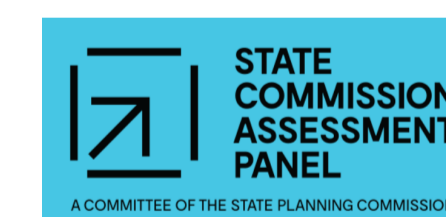
Yours sincerely

GTA CONSULTANTS



Paul Froggatt
Associate Director

Rev.	Amendment	Date
A	DA ISSUE	16/06/16
B	RESPONSE TO DAC REFERRAL	10/11/16
C	AMENDMENT TO DA	31/03/17



STATE
COMMISSION
ASSESSMENT
PANEL

A COMMITTEE OF THE STATE PLANNING COMMISSION

Development Plan Consent
GRANTED
10 August 2017

**BROWN
FALCONER**

28 Chesser Street, Adelaide, South Australia 5000
Telephone : 08 8203 5800 Facsimile : 08 8223 2440
ASN 65 007 846 596 brownfalconer.com.au

KYREN GROUP

KYREN GROUP - FROME STREET /
SYNAGOGUE PLACE DEVELOPMENT

COVER SHEET

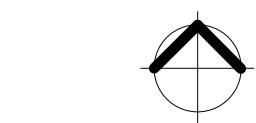
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Drawn BB/AM

Date JUNE 2016

Job No. 2015056

Dwg No. 3002 DA00



Rev: C A1 SHEET

KYREN DEVELOPMENT - FROME ST + SYNAGOGUE PLACE

Rev.	Amendment	Date
A	DA ISSUE	16/06/16
B	RESPONSE TO FURTHER INFORMATION REQUEST	29/07/16
C	RESPONSE TO DAC REFERRAL	24/11/16
D	AMENDMENT TO DA	31/03/17

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10 August 2017

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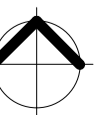
28 Chesser Street, Adelaide, South Australia 5000
Telephone : 08 8203 5800 Facsimile : 08 8223 2440
ABN 65 007 846 586 brownfalconer.com.au

KYREN GROUP

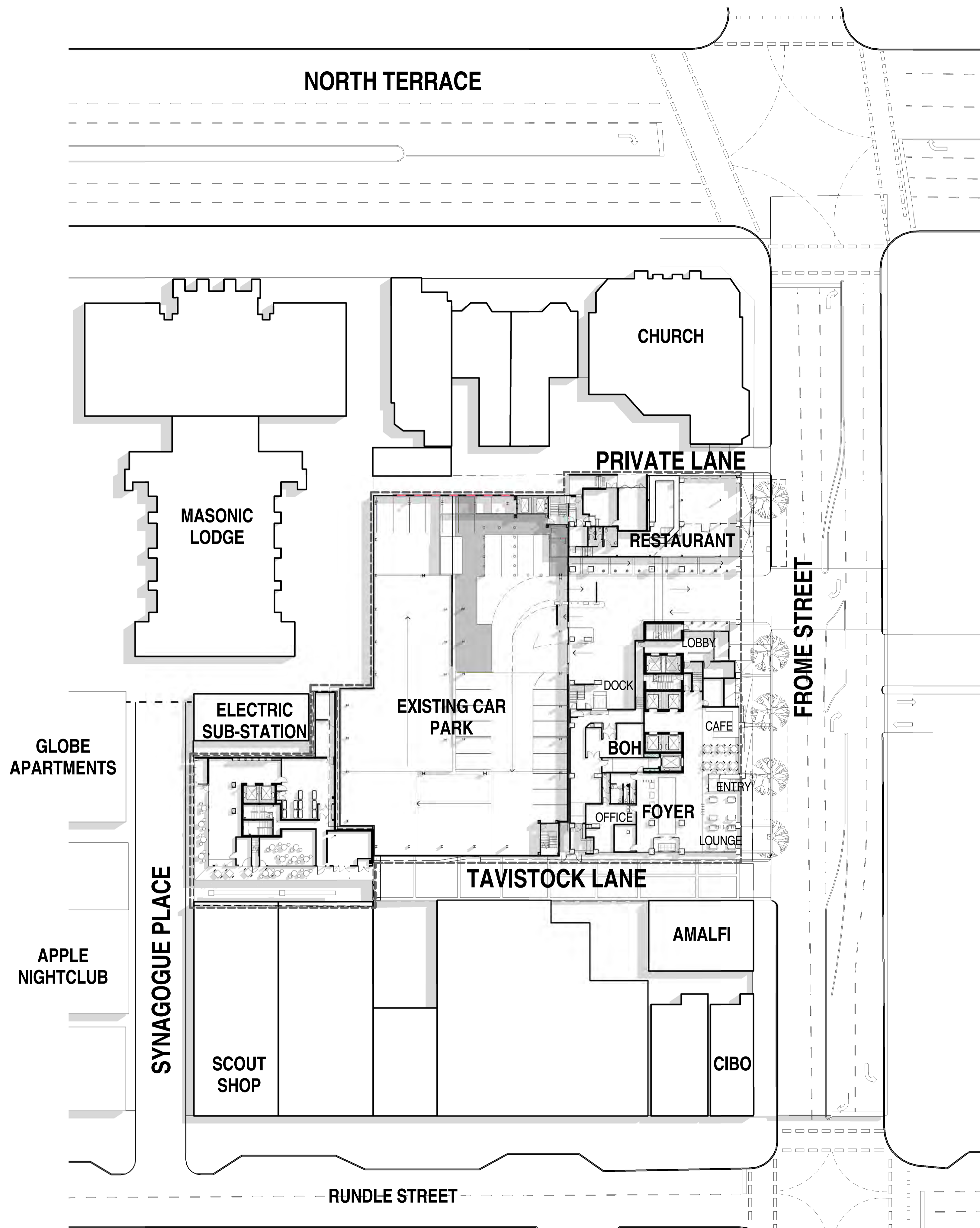
KYREN GROUP - FROME STREET /
SYNAGOGUE PLACE DEVELOPMENT

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Scale
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Date JULY 2016
Job No. 2015056
Dwg No. **3002 DA01** Rev: **D** A1 SHEET



Rev.	Amendment	Date
A	DA ISSUE	16/06/16
B	RESPONSE TO FURTHER INFORMATION REQUEST	29/07/16
C	RESPONSE TO DAC REFERRAL	10/11/16
D	AMENDMENT TO DA	31/03/17
E	AMENDMENT TO DA	07/07/17



PROPOSED SITE PLAN
1 : 350

 STATE COMMISSION ASSESSMENT PANEL
A COMMITTEE OF THE STATE PLANNING COMMISSION
Development Plan Consent GRANTED
10 August 2017

BROWN FALCONER
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KYREN GROUP
KYREN GROUP - FROME STREET / SYNAGOGUE PLACE DEVELOPMENT

SITE PLAN
Scale 1 : 350
Drawn BB/AM
Date JULY 2016
Job No. 2015056
Dwg No. 3002 DA02 Rev: E A1 SHEET

ACTIVATION & PEDESTRIAN CIRCULATION

POTENTIAL FOR FUTURE ACTIVATION

TENANCY ACTIVATION



VIEW DOWN TAVISTOCK

RUNDLE STREET HERITAGE CONTEXT

LIMITED STREET SCAPE

COMMERCIAL GLAZING



VIEW DOWN FROME

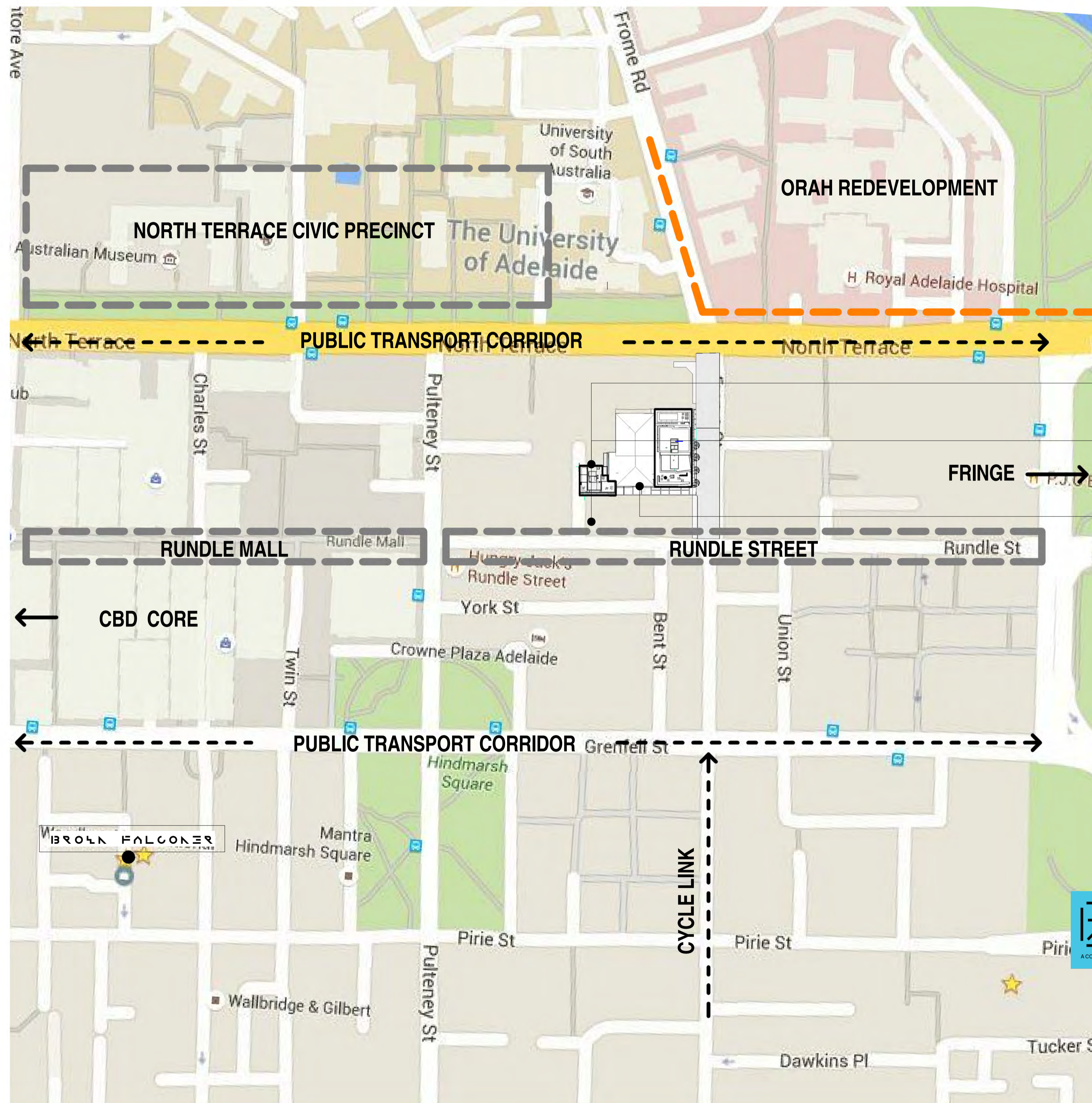
PRECAST MASONRY

BOUNDARY CONSTRUCTION

PENETRATED MASONRY



VIEW DOWN SYNAGOGUE



PROPOSED GREATER CITY SITE PLAN

1:2000



Development Plan Consent GRANTED 10 August 2017

BROWN FALCONER

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ABN 65 007 846 598 brownfalconer.com.au

KYREN GROUP

KYREN GROUP - FROME STREET / SYNAGOGUE PLACE DEVELOPMENT

CONTEXTUAL INFORMATION

Scale 1:2000
Drawn BB/AM
Date JUNE 2016
Job No. 2015056
Dwg No. 3002 DA03 Rev: A A1 SHEET

Rev.	Amendment	Date
A	DA ISSUE	16/06/16
B	RESPONSE TO FURTHER INFORMATION REQUEST	29/07/16
C	AMENDMENT TO DA	31/03/17

FLOOR BY FLOOR SCHEDULE - FROME STREET

BASEMENT	PLANT/SERVICES	LEVEL 10	PODIUM - COMMUNAL SPACE	LEVEL 21	PODIUM - COMMUNAL SPACE (for private apartments)
GROUND	LOBBY SPACES 2 x TENANCIES CAR PARK ENTRY (VIA RAMP)	LEVEL 11	6 x STUDIO, 4 x 1BED, 2 x 2BED	LEVEL 22	4 x 2BED + 2 x 1BED + 1 x 3BED
LEVEL 1	STORAGE + CAR PARKS	LEVEL 12	6 x STUDIO, 4 x 1BED, 2 x 2BED	LEVEL 23	4 x 2BED + 2 x 1BED + 1 x 3BED
LEVEL 2	STORAGE + CAR PARKS+PLANT	LEVEL 13	6 x STUDIO, 4 x 1BED, 2 x 2BED	LEVEL 24	4 x 2BED + 2 x 1BED + 1 x 3BED
LEVEL 3	15 SINGLE ROOMS	LEVEL 14	3 x STUDIO, 2 x 1BED, 3 x 2BED, 1 x 3BED	LEVEL 25	4 x 2BED + 2 x 1BED + 1 x 3BED
LEVEL 4	15 SINGLE ROOMS	LEVEL 15	3 x STUDIO, 2 x 1BED, 3 x 2BED, 1 x 3BED	LEVEL 26	4 x 2BED + 2 x 1BED + 1 x 3BED
LEVEL 5	17 SINGLE ROOMS	LEVEL 16	2 x 3BED, 4 x 2BED	LEVEL 27	4 x 2BED + 2 x 1BED + 1 x 3BED
LEVEL 6	23 SINGLE ROOMS+STORAGE+BIKES	LEVEL 17	4 x 2BED, 4 x STUDIO, 2 x 1BED	LEVEL 28	4 x 2BED + 2 x 1BED + 1 x 3BED
LEVEL 7	23 SINGLE ROOMS+GYM+PLANT	LEVEL 18	4 x 2BED, 4 x STUDIO, 2 x 1BED	LEVEL 29	4 x 2BED + 2 x 1BED + 1 x 3BED
LEVEL 8	33 SINGLE ROOMS	LEVEL 19	4 x 2BED, 4 x STUDIO, 2 x 1BED	LEVEL 30	4 x 2BED + 2 x 1BED + 1 x 3BED
LEVEL 9	33 SINGLE ROOMS	LEVEL 20	2 x 3BED, 4 x 2BED	LEVEL 31	4 x 2BED + 2 x 1BED + 1 x 3BED
TOTAL HOTEL ROOMS	159 ROOMS			LEVEL 32	4 x 3 BED
				LEVEL 33	4 x 3 BED
				LEVEL 34	4 x 3 BED
				LEVEL 35	2 x PENTHOUSES inc TERRACES +PLANT
				LEVEL 36	
				ROOFTOP	
		TOTAL SERVICED APARTMENTS	96 SERVICED APARTMENTS (36 x STUDIO, 22 x 1BED, 32 x 2BED, 6 x 3BED)	TOTAL PRIVATE APARTMENTS	82 PRIVATE APARTMENTS (40 X 2BED, 20 X 1BED, 22 X 3BED)



Development Plan Consent
GRANTED
10 August 2017

**BROWN
FALCONER**

28 Chesser Street, Adelaide, South Australia 5000
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ABN 65 007 846 596 brownfalconer.com.au

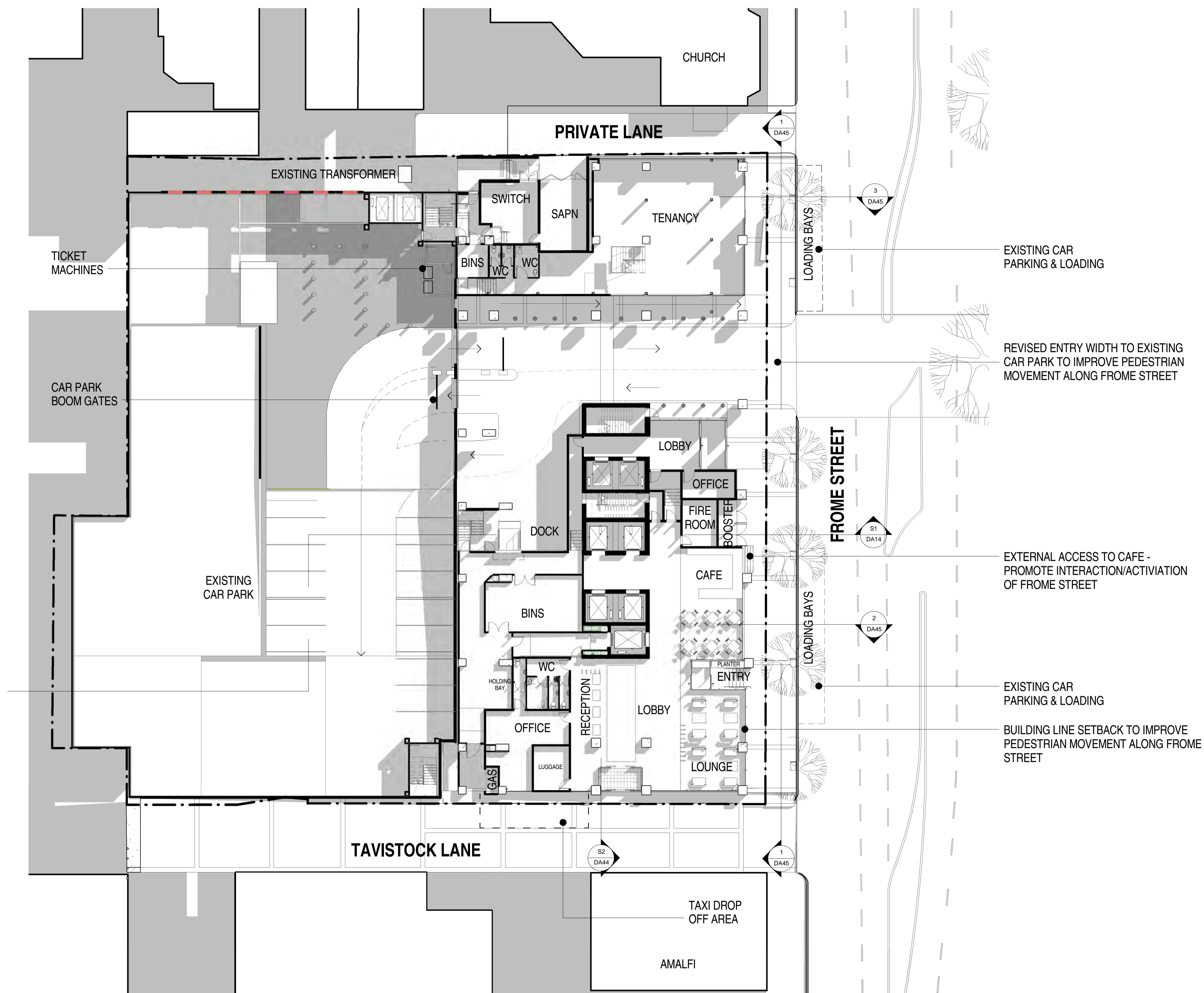
KYREN GROUP

KYREN GROUP - FROME STREET /
SYNAGOGUE PLACE DEVELOPMENT

FROME STREET - SCHEDULE

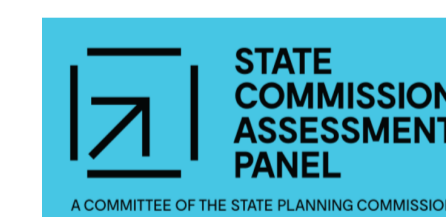
Scale
Drawn BB/AM
Date JULY 2016
Job No. 2015056
Dwg No. 3002 DA22 Rev: C A1 SHEET

Rev.	Amendment	Date
A	DA ISSUE	16/06/16
B	RESPONSE TO FURTHER INFORMATION REQUEST	29/07/16
C	RESPONSE TO DAC REFERRAL	10/11/16
D	RESPONSE TO DAC REFERRAL	24/11/16
E	AMENDMENT TO DA	31/03/17
F	AMENDMENT TO DA	07/07/17



PROPOSED SITE PLAN - FROME

1 : 200



Development Plan Consent
GRANTED
10 August 2017

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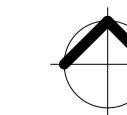
KYREN GROUP

KYREN GROUP - FROME STREET /
SYNAGOGUE PLACE DEVELOPMENT

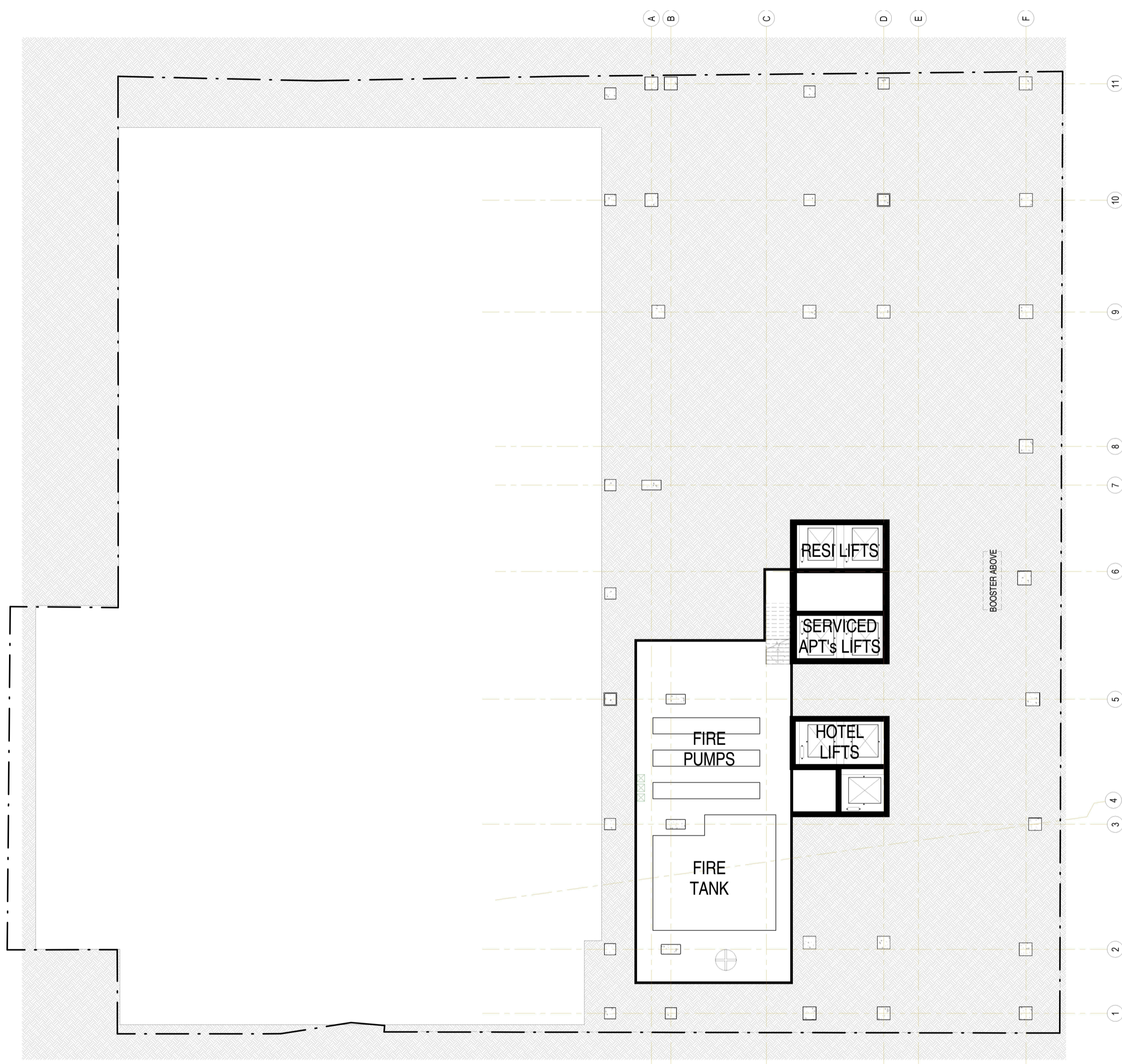
FROME STREET - GROUND & SITE
PLAN

Scale 1 : 200
Drawn BB/AM
Date JULY 2016
Job No. 2015056

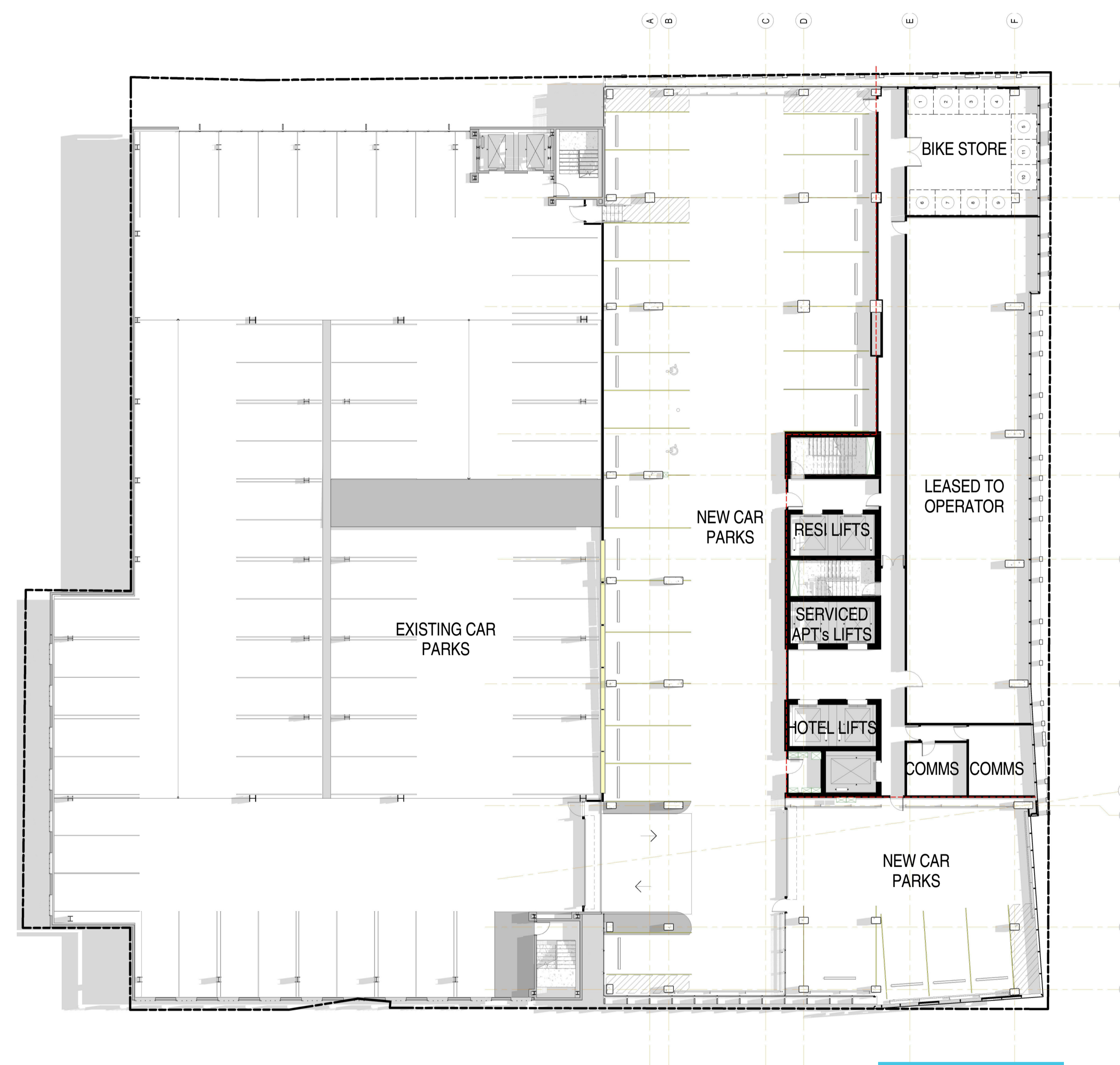
Dwg No. 3002 DA23 Rev. F A1 SHEET



Rev.	Amendment	Date
A	DA ISSUE	16/06/16
B	RESPONSE TO FURTHER INFORMATION REQUEST	29/07/16
C	RESPONSE TO EMAIL CLARIFICATIONS	20/10/16
D	RESPONSE TO DAC REFERRAL	10/11/16
E	RESPONSE TO DAC QUERIES	09/12/16
F	AMENDMENT TO DA	31/03/17
G	AMENDMENT TO DA	11/07/17



BASEMENT FLOOR PLAN



LEVEL 1 FLOOR PLAN



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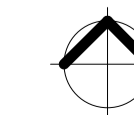
KYREN GROUP

KYREN GROUP - FROME STREET /
SYNAGOGUE PLACE DEVELOPMENT

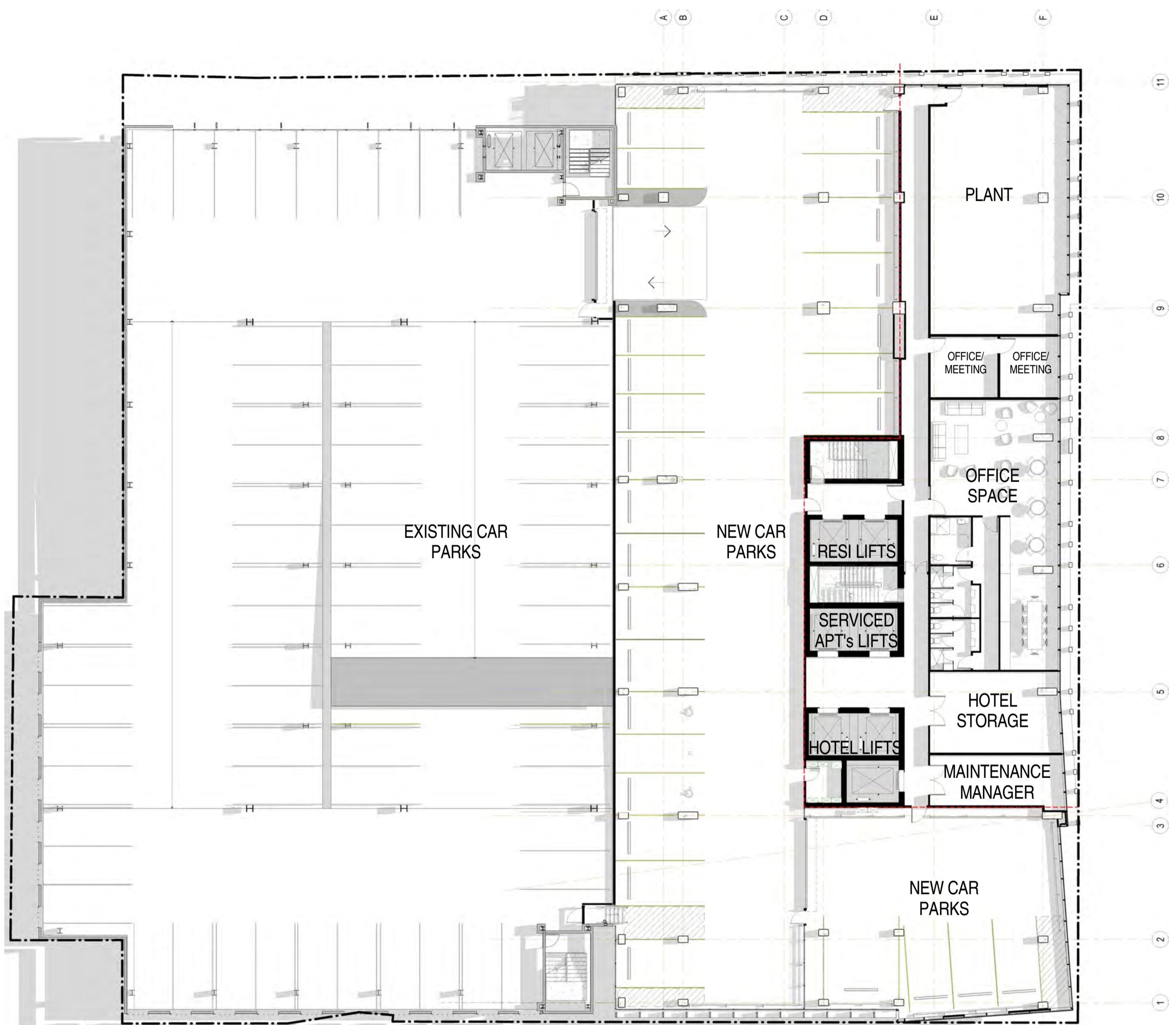
FROME STREET - PLANS

Scale 1 : 200
Drawn BB/AM
Date JULY 2016
Job No. 2015056

Dwg No. 3002 DA24 Rev: G A1 SHEET



Rev.	Amendment	Date
A	DA ISSUE	16/06/16
B	RESPONSE TO FURTHER INFORMATION REQUEST	29/07/16
C	RESPONSE TO DAC REFERRAL	10/11/16
D	RESPONSE TO DAC QUERIES	09/12/16
E	RESPONSE TO DAC QUERIES	14/12/16
F	AMENDMENT TO DA	31/03/17
G	AMENDMENT TO DA	07/07/17



LEVEL 2 FLOOR PLAN



LEVEL 3 FLOOR PLAN

STATE COMMISSION ASSESSMENT PANEL
 A COMMITTEE OF THE STATE PLANNING COMMISSION
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 10 August 2017

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KYREN GROUP

KYREN GROUP - FROME STREET /
 SYNAGOGUE PLACE DEVELOPMENT

FROME STREET - PLANS

Scale 1 : 200
 Drawn BB/AM
 Date JULY 2016
 Job No. 2015056
 Dwg No. 3002 DA25 Rev: G A1 SHEET

Rev.	Amendment	Date
A	DA ISSUE	16/06/16
B	RESPONSE TO FURTHER INFORMATION REQUEST	29/07/16
C	RESPONSE TO DAC REFERRAL	10/11/16
D	RESPONSE TO DAC QUERIES	09/12/16
E	AMENDMENT TO DA	31/03/17
F	AMENDMENT TO DA	11/07/17



LEVEL 4 FLOOR PLAN



LEVEL 5 FLOOR PLAN



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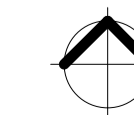
KYREN GROUP

KYREN GROUP - FROME STREET /
SYNAGOGUE PLACE DEVELOPMENT

FROME STREET - PLANS

Scale 1 : 200
Drawn BB/AM
Date JULY 2016
Job No. 2015056

Dwg No. 3002 DA26 Rev: F A1 SHEET



Rev.	Amendment	Date
A	DA ISSUE	16/06/16
B	RESPONSE TO FURTHER INFORMATION REQUEST	29/07/16
C	RESPONSE TO DAC REFERRAL	10/11/16
D	AMENDMENT TO DA	31/03/17
E	AMENDMENT TO DA	07/07/17



LEVEL 6 FLOOR PLAN



LEVEL 7 FLOOR PLAN



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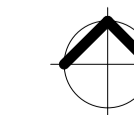
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KYREN GROUP - FROME STREET /
SYNAGOGUE PLACE DEVELOPMENT

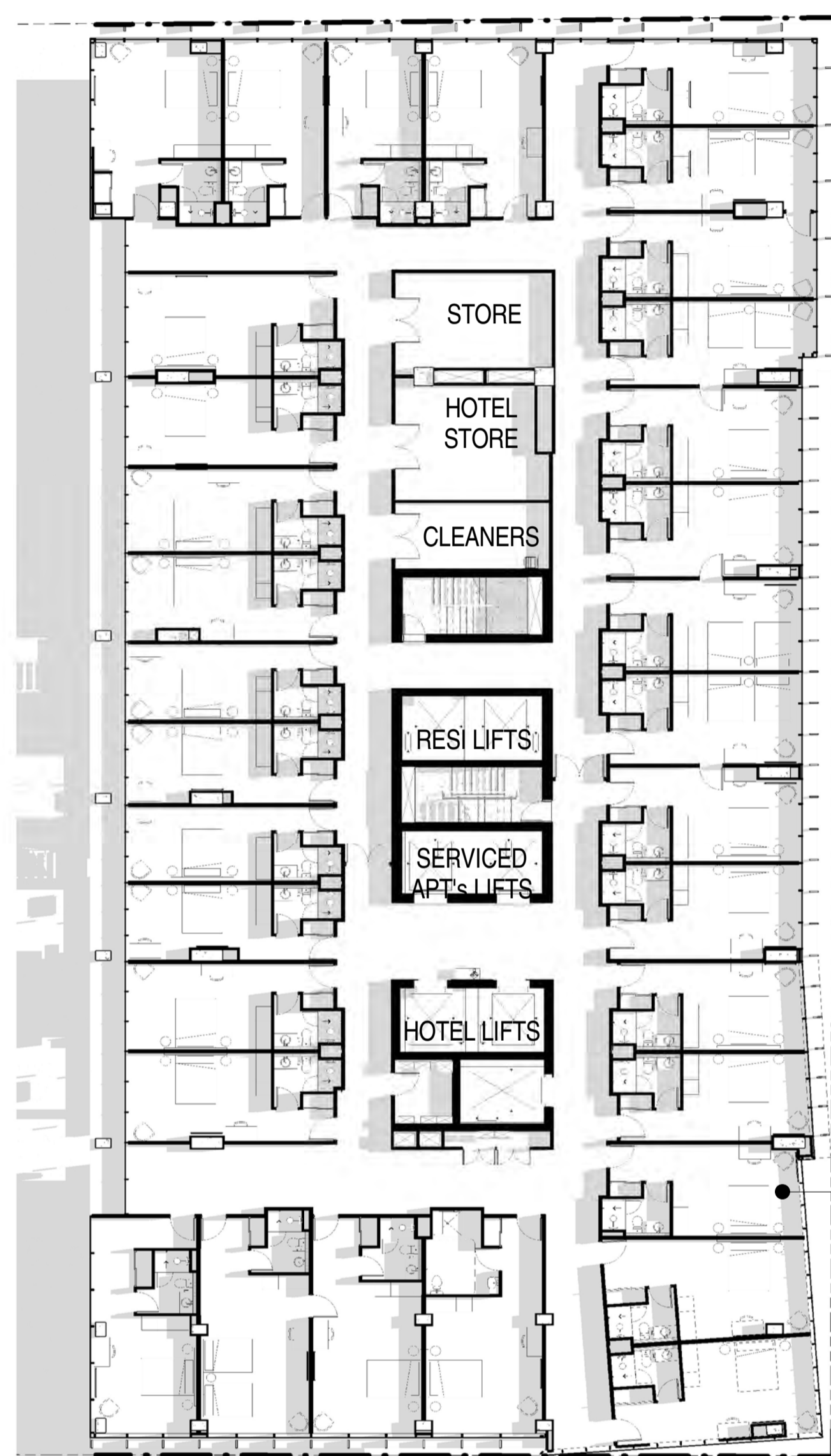
FROME STREET - PLANS

Scale 1 : 200
Drawn BB/AM
Date JULY 2016
Job No. 2015056

Dwg No. 3002 DA27 Rev: E A1 SHEET



Rev.	Amendment	Date
A	DA ISSUE	16/06/16
B	RESPONSE TO FURTHER INFORMATION REQUEST	29/07/16
C	RESPONSE TO EMAIL CLARIFICATIONS	14/10/16
D	RESPONSE TO DAC REFERRAL	10/11/16
E	AMENDMENT TO DA	31/03/17
F	AMENDMENT TO DA - LVL 10	14/06/17
G	AMENDMENT TO DA	07/07/17



33 ROOMS WITH VIEWS OVER CITY IN ALL DIRECTIONS

TYPICAL HOTEL ROOM - APPROX 30m²

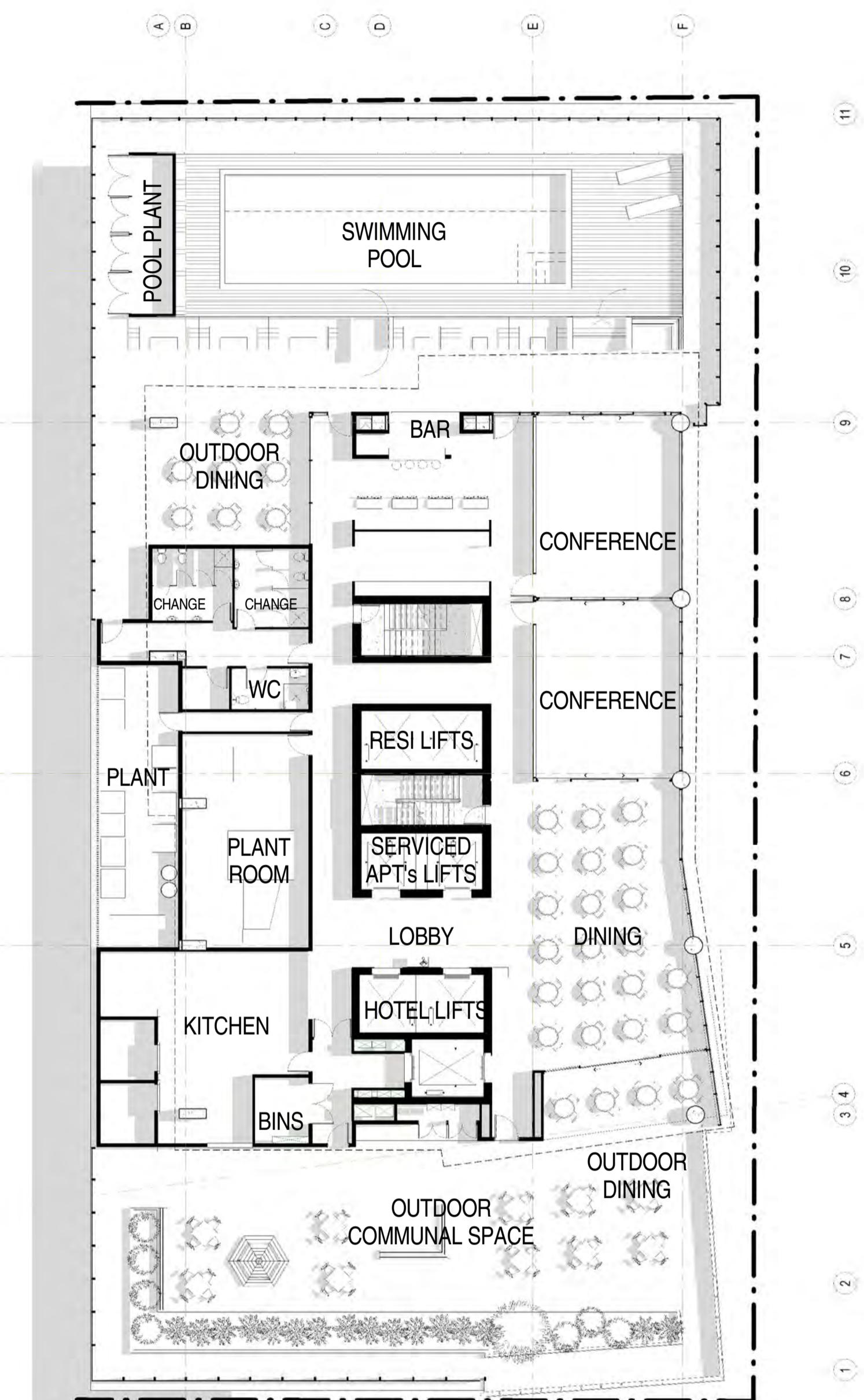
LEVEL 8 FLOOR PLAN



33 ROOMS WITH VIEWS OVER CITY IN ALL DIRECTIONS

TYPICAL HOTEL ROOM - APPROX 30m²

LEVEL 9 FLOOR PLAN



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LEVEL 10 FLOOR PLAN

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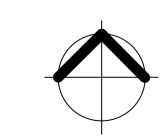
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KYREN GROUP - FROME STREET / SYNAGOGUE PLACE DEVELOPMENT

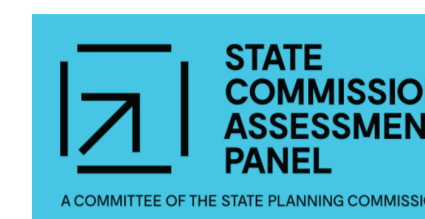
FROME STREET - PLANS

Scale 1 : 200
Drawn BB/AM
Date JULY 2016
Job No. 2015056

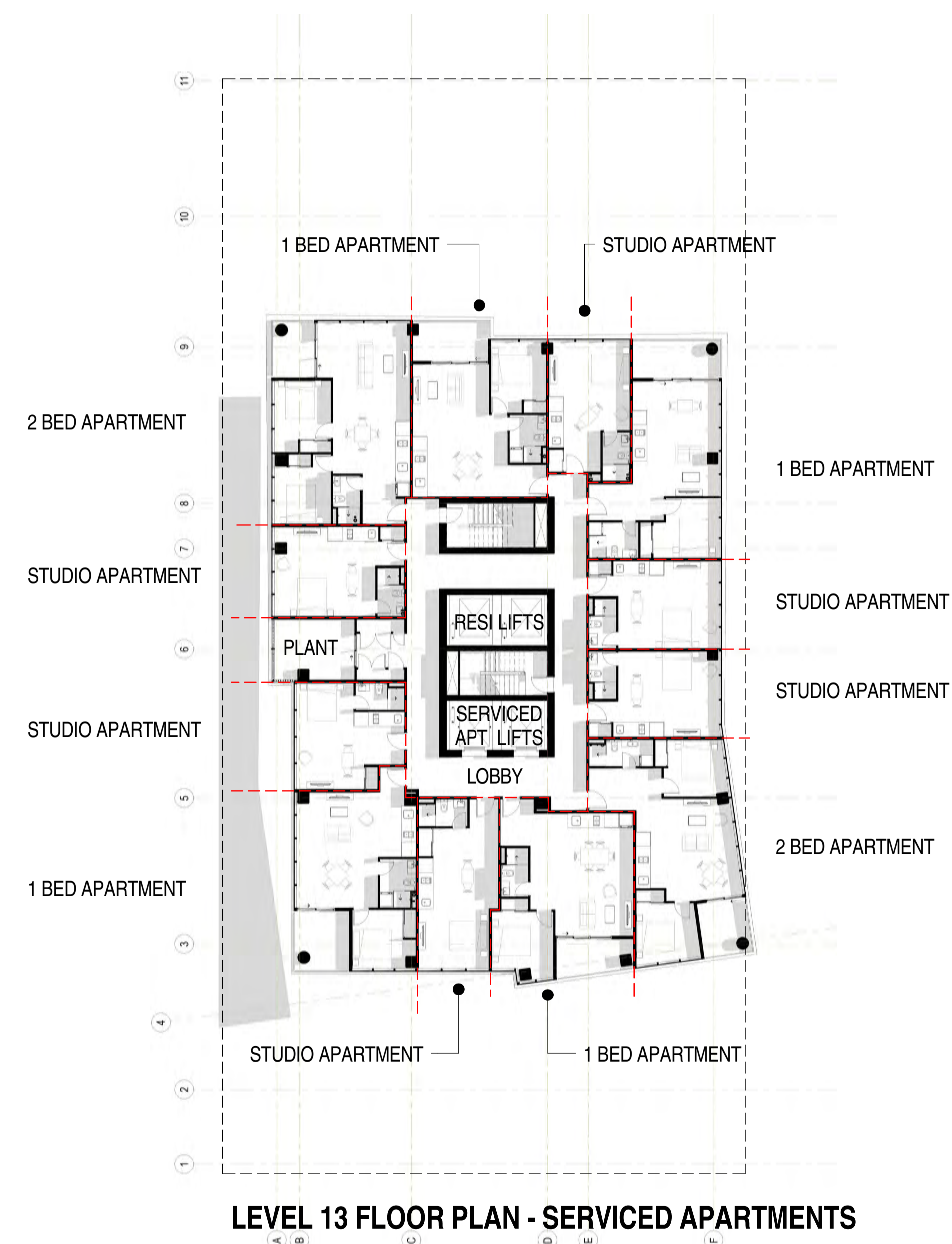
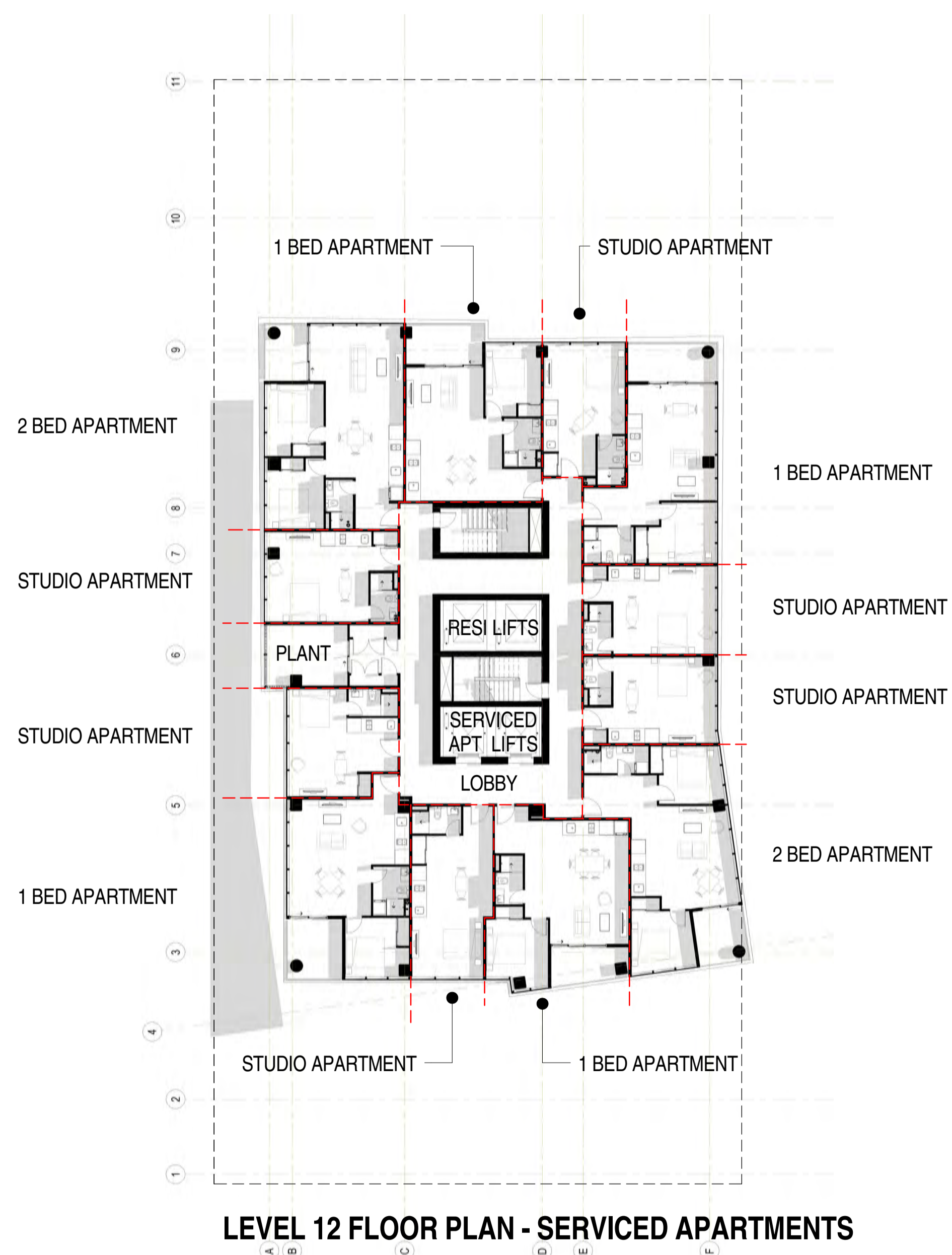
Dwg No. 3002 DA28 Rev: G A1 SHEET



Rev.	Amendment	Date
A	DA ISSUE	16/06/16
B	RESPONSE TO FURTHER INFORMATION REQUEST	29/07/16
C	RESPONSE TO FURTHER INFORMATION REQUEST	18/08/16
D	AMENDMENT TO DA	31/03/17



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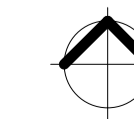
28 Chesser Street, Adelaide, South Australia 5000
Telephone : 08 8203 5800 Facsimile : 08 8223 2440
ABN 65 007 846 596 brownfalconer.com.au

KYREN GROUP

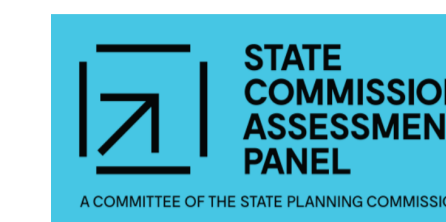
KYREN GROUP - FROME STREET /
SYNAGOGUE PLACE DEVELOPMENT

FROME STREET - PLANS

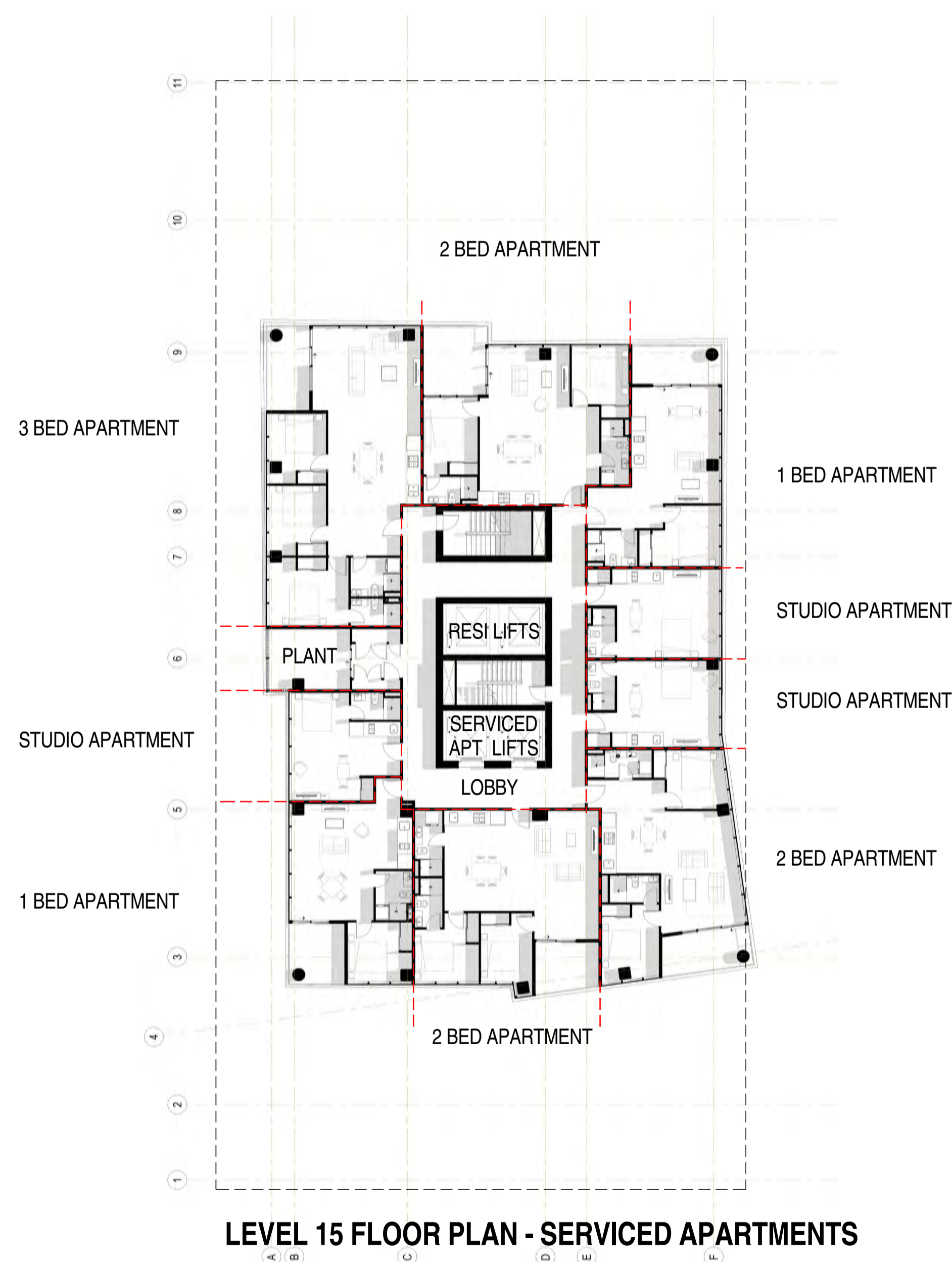
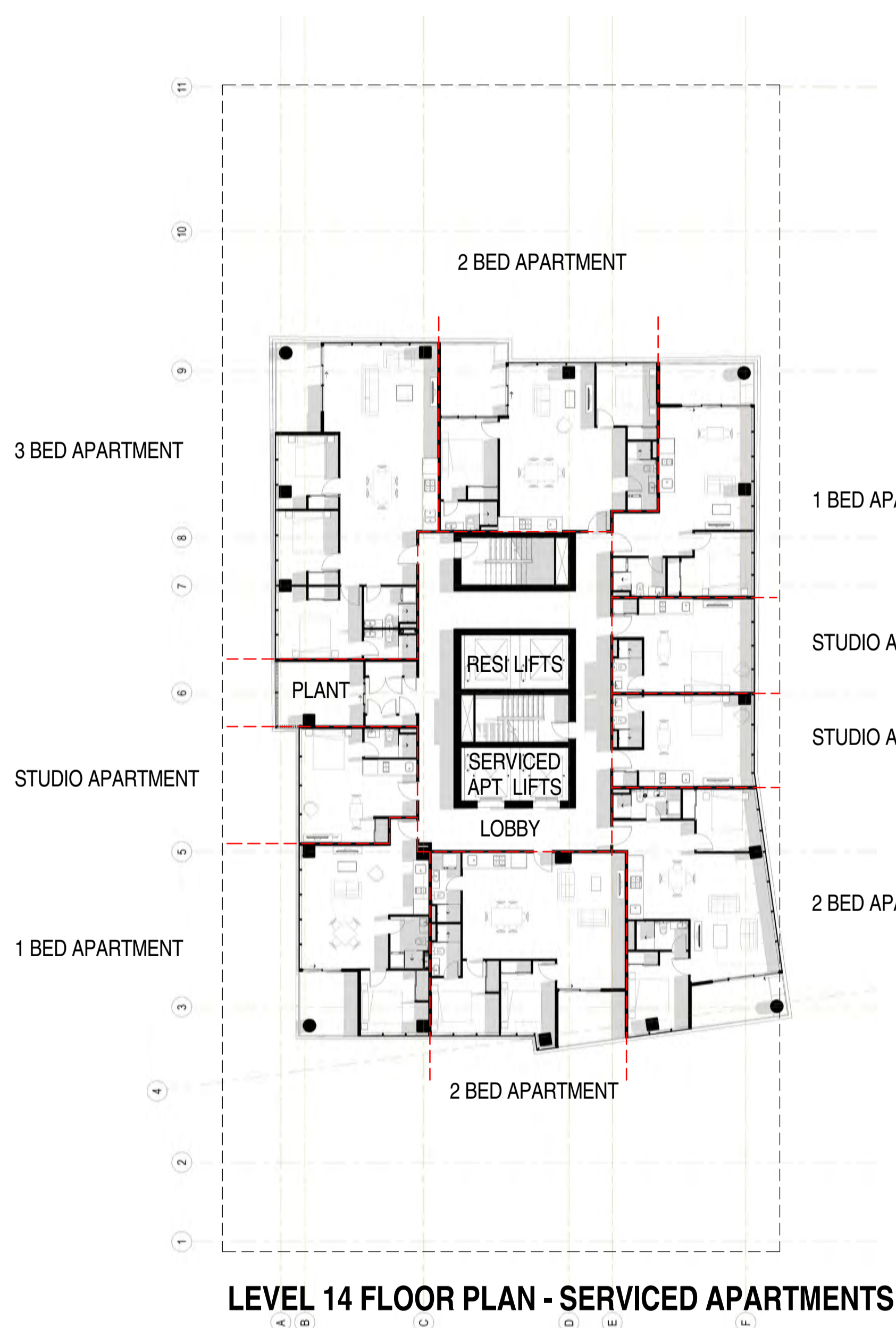
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Drawn BB/AM
Date AUGUST 2016
Job No. 2015056
Dwg No. 3002 DA29 Rev. D A1 SHEET



Rev.	Amendment	Date
A	DA ISSUE	16/06/16
B	RESPONSE TO FURTHER INFORMATION REQUEST	29/07/16
C	AMENDMENT TO DA	31/03/17



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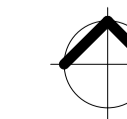
28 Chesser Street, Adelaide, South Australia 5000
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KYREN GROUP

KYREN GROUP - FROME STREET /
SYNAGOGUE PLACE DEVELOPMENT

FROME STREET - PLANS

Scale 1 : 200
Drawn BB/AM
Date JULY 2016
Job No. 2015056
Dwg No. **3002 DA30** Rev: **C** A1 SHEET



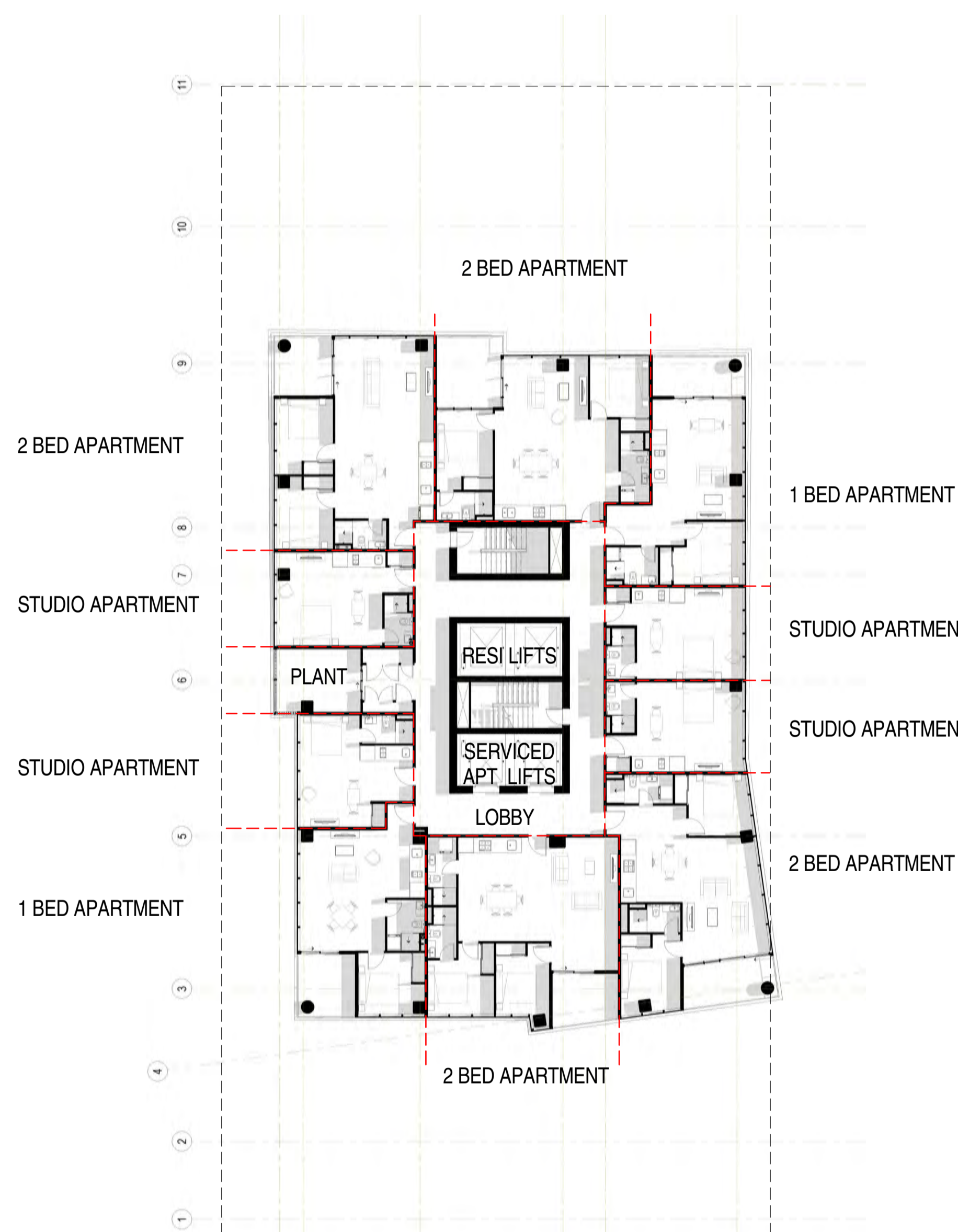
Rev.	Amendment	Date
A	DA ISSUE	16/06/16
B	RESPONSE TO FURTHER INFORMATION REQUEST	29/07/16
C	AMENDMENT TO DA	31/03/17



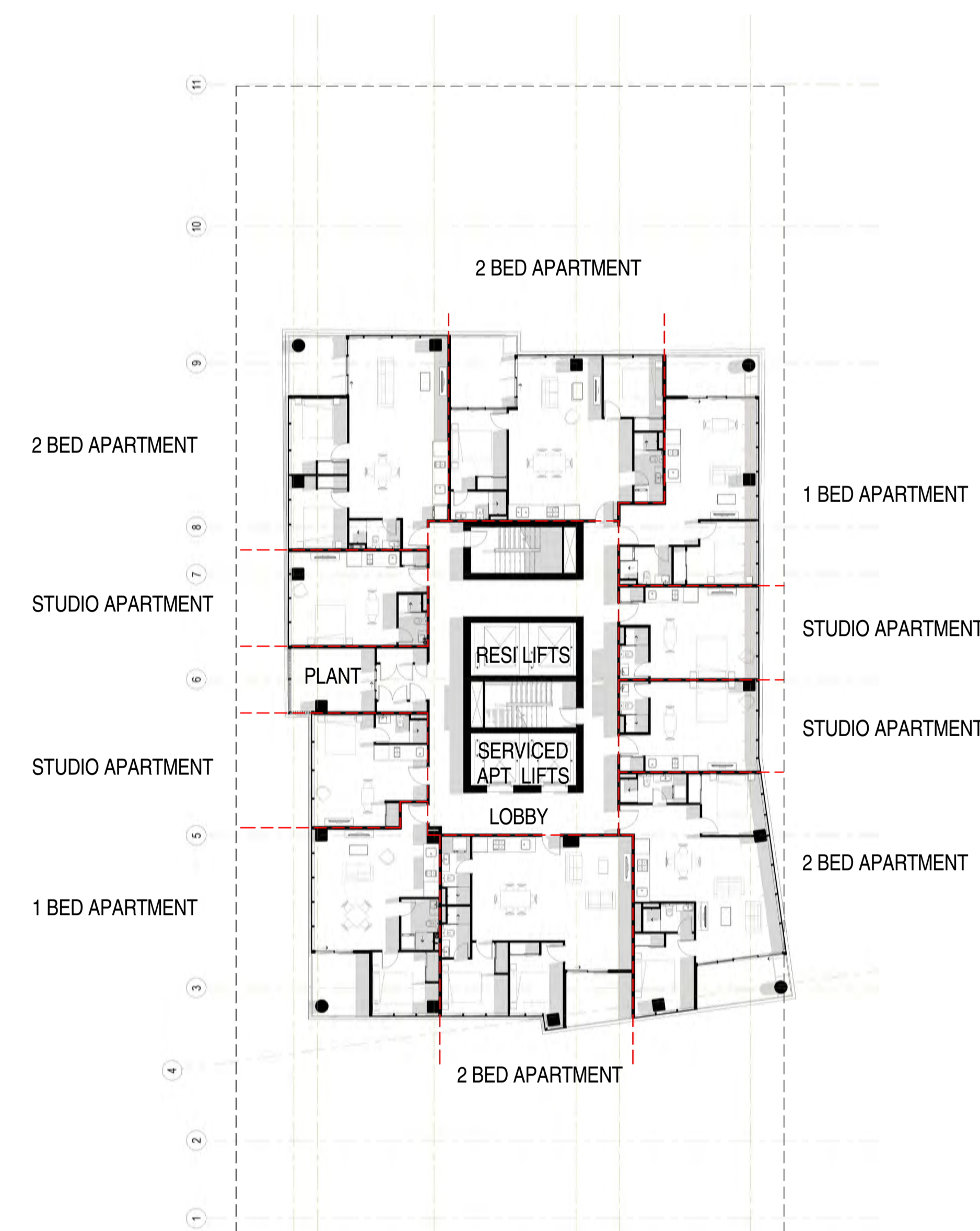
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LEVEL 17 FLOOR PLAN - SERVICED APARTMENTS



LEVEL 18 FLOOR PLAN - SERVICED APARTMENTS



LEVEL 19 FLOOR PLAN - SERVICED APARTMENTS

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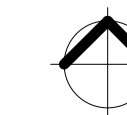
KYREN GROUP

KYREN GROUP - FROME STREET /
SYNAGOGUE PLACE DEVELOPMENT

FROME STREET - PLANS

Scale 1 : 200
Drawn BB/AM
Date JULY 2016
Job No. 2015056

Dwg No. 3002 DA31 Rev: C A1 SHEET



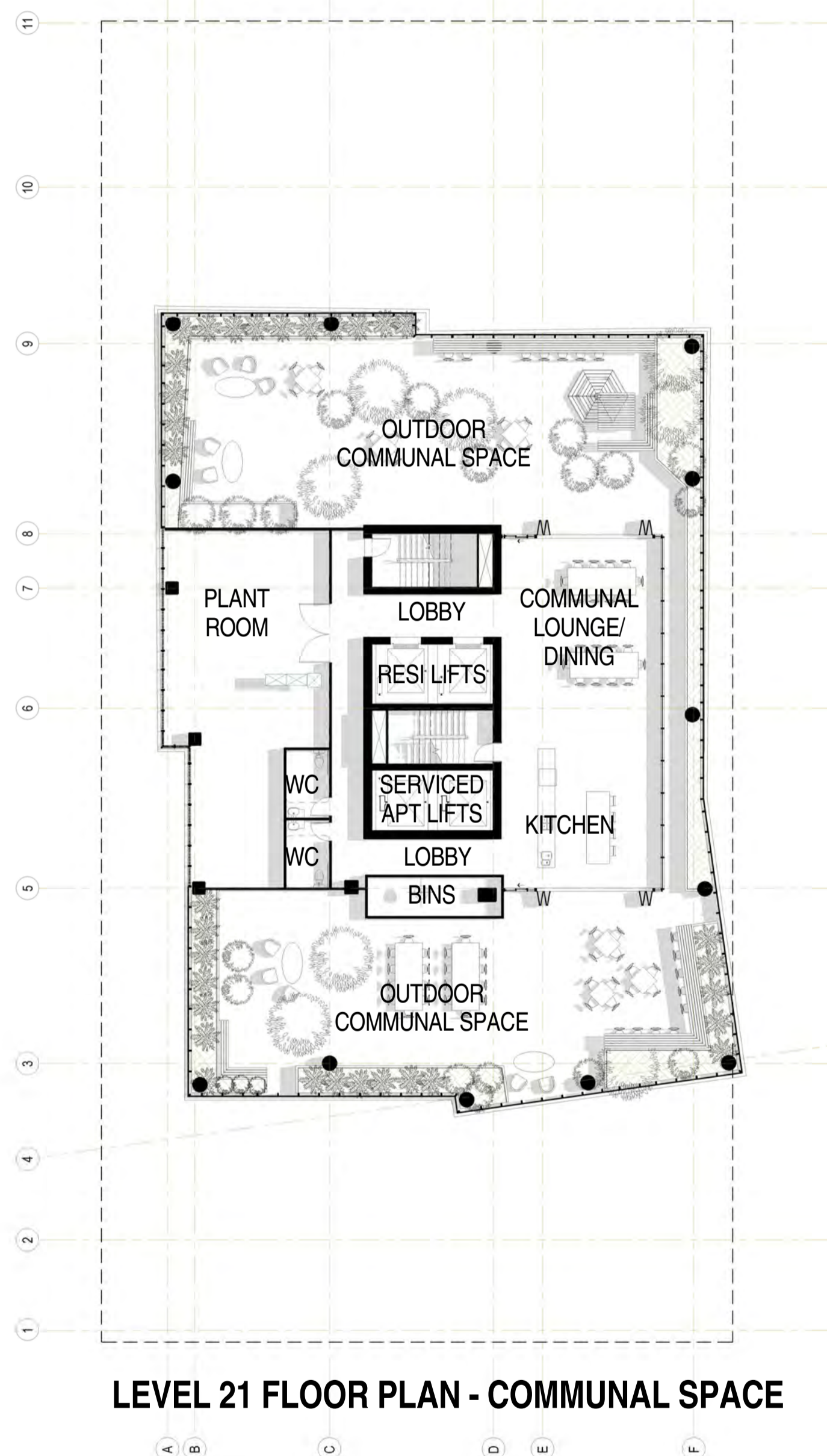
Rev.	Amendment	Date
A	DA ISSUE	16/06/16
B	RESPONSE TO FURTHER INFORMATION REQUEST	29/07/16
C	AMENDMENT TO DA	31/03/17



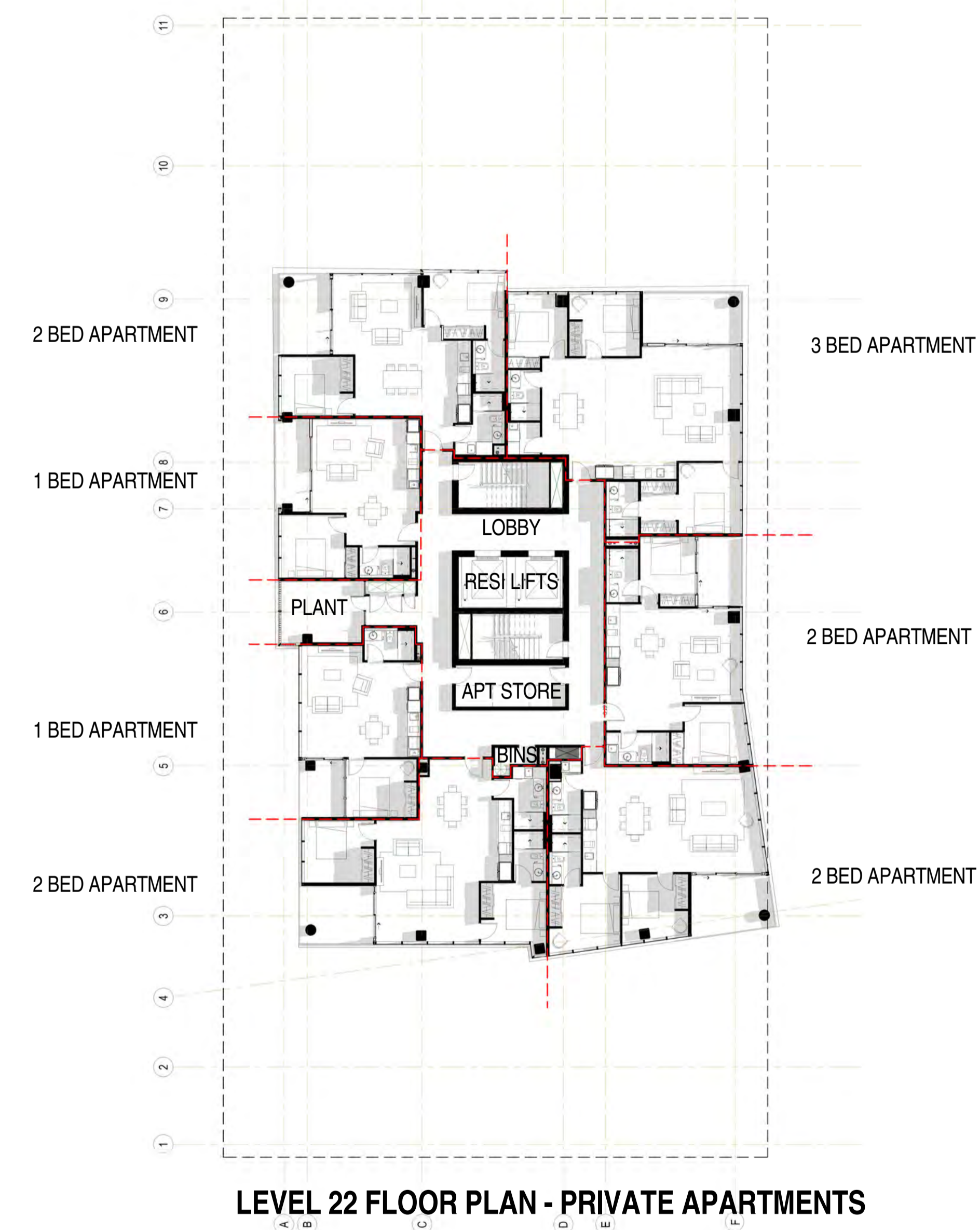
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LEVEL 20 FLOOR PLAN - SERVICED APARTMENTS



LEVEL 21 FLOOR PLAN - COMMUNAL SPACE



LEVEL 22 FLOOR PLAN - PRIVATE APARTMENTS

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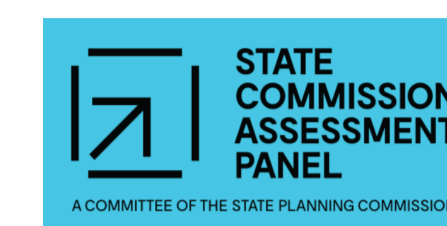
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KYREN GROUP - FROME STREET /
SYNAGOGUE PLACE DEVELOPMENT

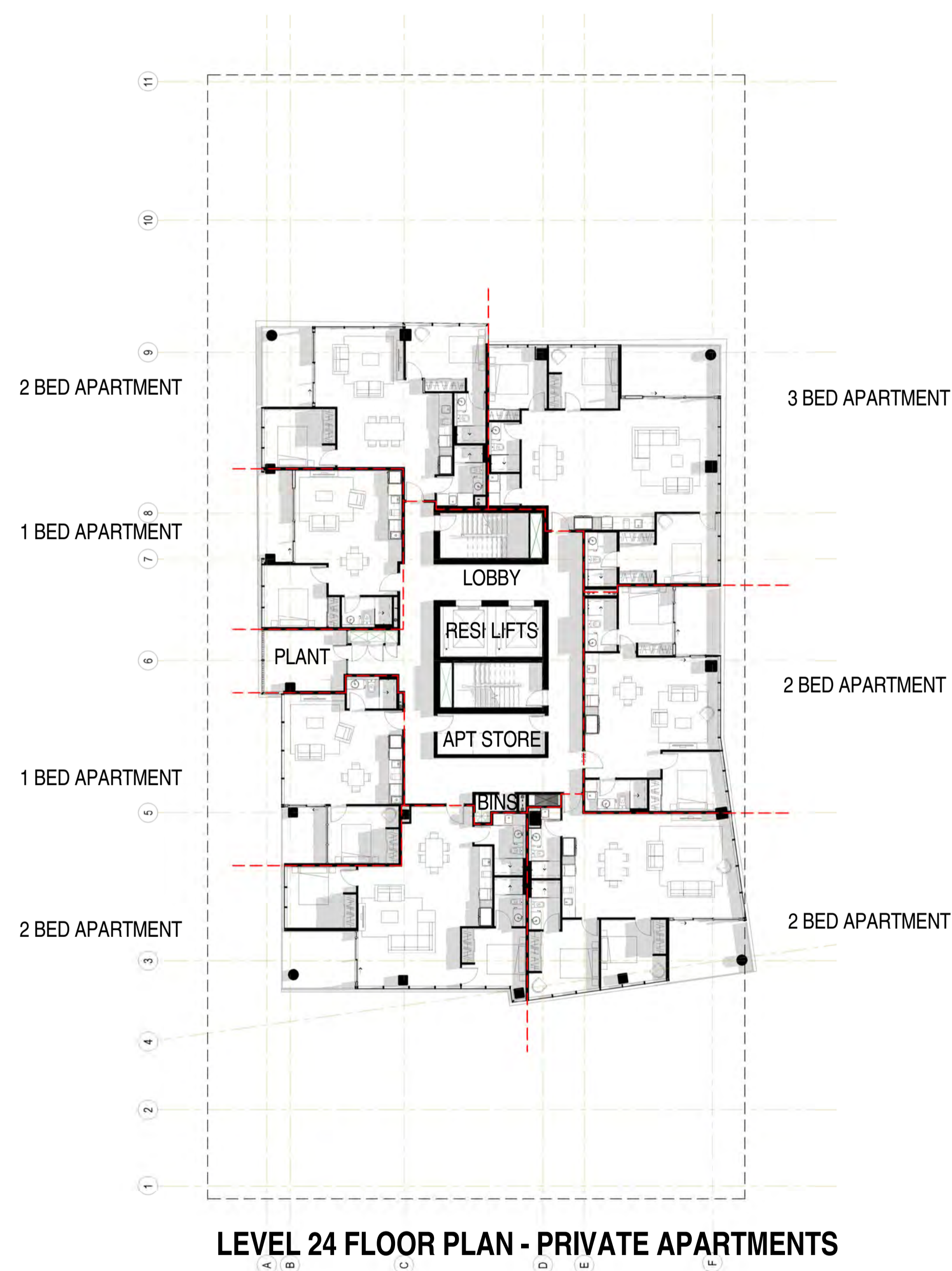
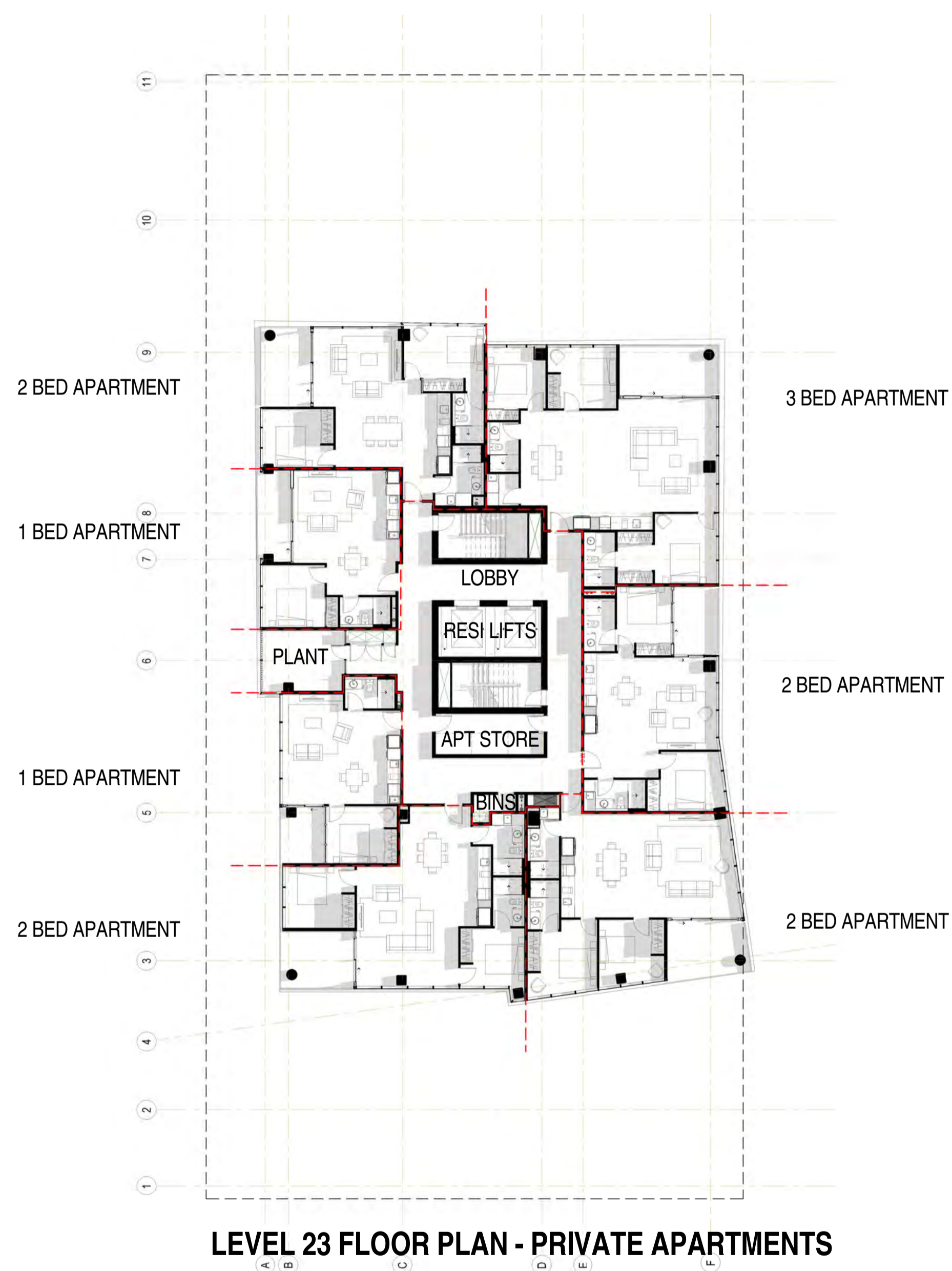
FROME STREET - PLANS

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Date JULY 2016
Job No. 2015056
Dwg No. 3002 DA32 Rev: C A1 SHEET

Rev.	Amendment	Date
A	DA ISSUE	16/06/16
B	RESPONSE TO FURTHER INFORMATION REQUEST	29/07/16
C	AMENDMENT TO DA	31/03/17



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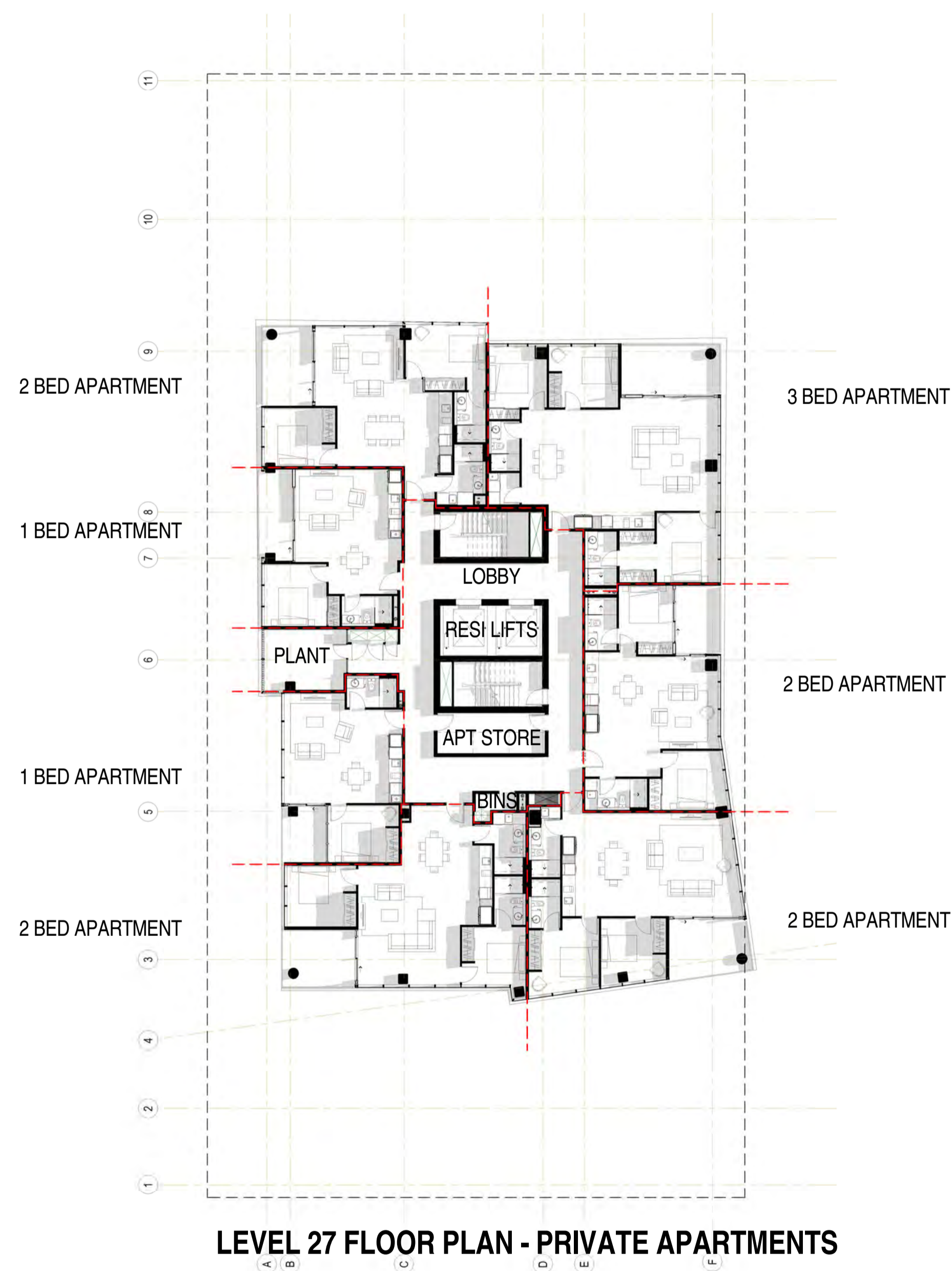
KYREN GROUP
KYREN GROUP - FROME STREET /
SYNAGOGUE PLACE DEVELOPMENT

FROME STREET - PLANS
Scale 1 : 200
Drawn BB/AM
Date JULY 2016
Job No. 2015056
Dwg No. 3002 DA33 Rev. C A1 SHEET

Rev.	Amendment	Date
A	DA ISSUE	16/06/16
B	RESPONSE TO FURTHER INFORMATION REQUEST	29/07/16
C	AMENDMENT TO DA	31/03/17



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KYREN GROUP

KYREN GROUP - FROME STREET /
SYNAGOGUE PLACE DEVELOPMENT

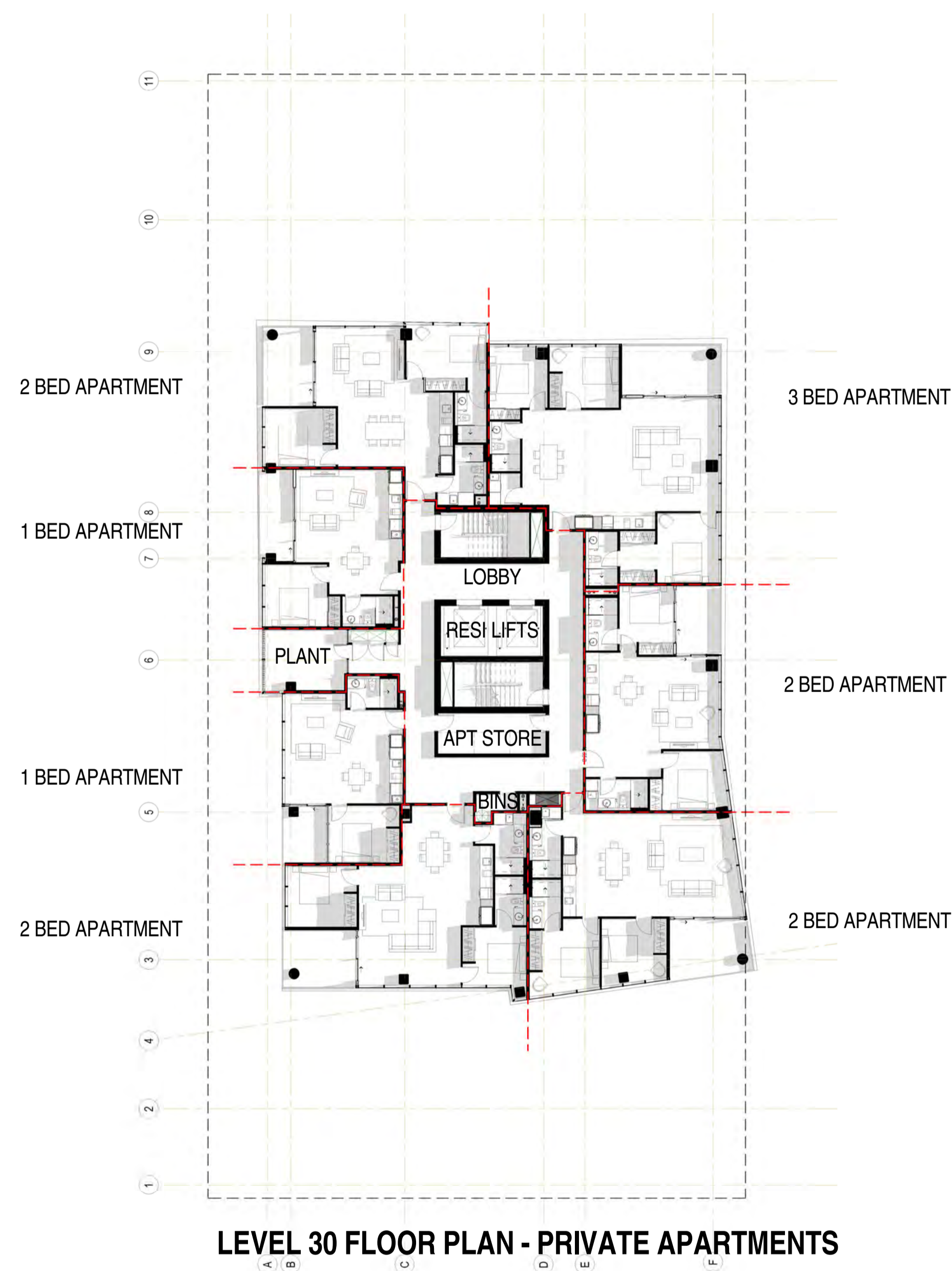
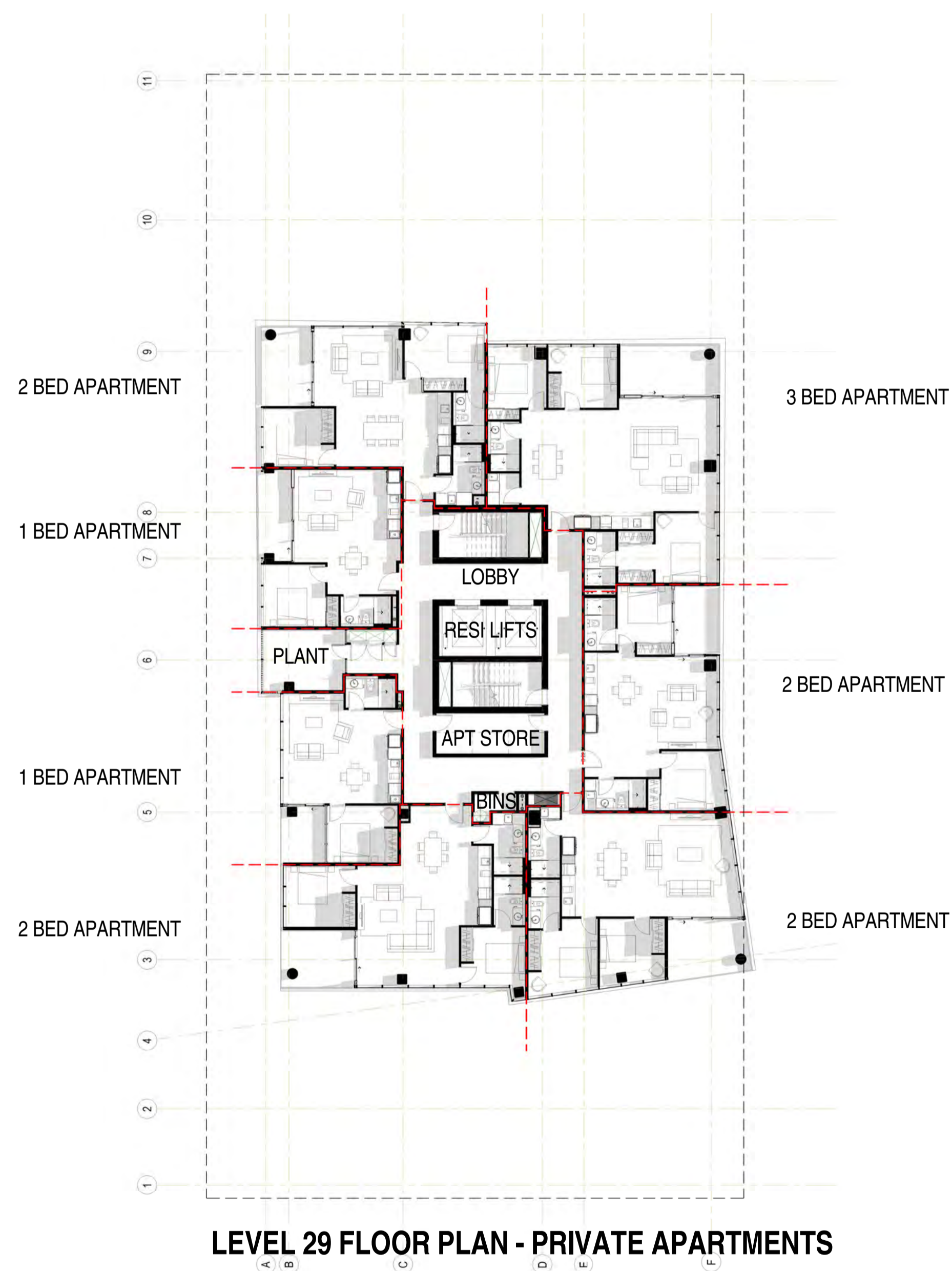
FROME STREET - PLANS

Scale 1 : 200
Drawn BB/AM
Date JULY 2016
Job No. 2015056
Dwg No. **3002 DA34** Rev: **C** A1 SHEET

Rev.	Amendment	Date
A	DA ISSUE	16/06/16
B	RESPONSE TO FURTHER INFORMATION REQUEST	29/07/16
C	AMENDMENT TO DA	31/03/17



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KYREN GROUP

KYREN GROUP - FROME STREET /
SYNAGOGUE PLACE DEVELOPMENT

FROME STREET - PLANS

Scale 1 : 200
Drawn BB/AM
Date JULY 2016
Job No. 2015056
Dwg No. 3002 DA35 Rev. C A1 SHEET

Rev.	Amendment	Date
A	DA ISSUE	16/06/16
B	RESPONSE TO FURTHER INFORMATION REQUEST	29/07/16
C	AMENDMENT TO DA	31/03/17



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LEVEL 32 FLOOR PLAN - PRIVATE APARTMENTS



LEVEL 33 FLOOR PLAN - PRIVATE APARTMENTS



LEVEL 34 FLOOR PLAN - PRIVATE APARTMENTS

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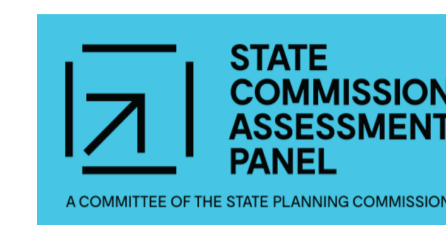
28 Chesser Street, Adelaide, South Australia 5000
Telephone : 08 8203 5800 Facsimile : 08 8223 2440
ABN 65 007 846 596 brownfalconer.com.au

KYREN GROUP

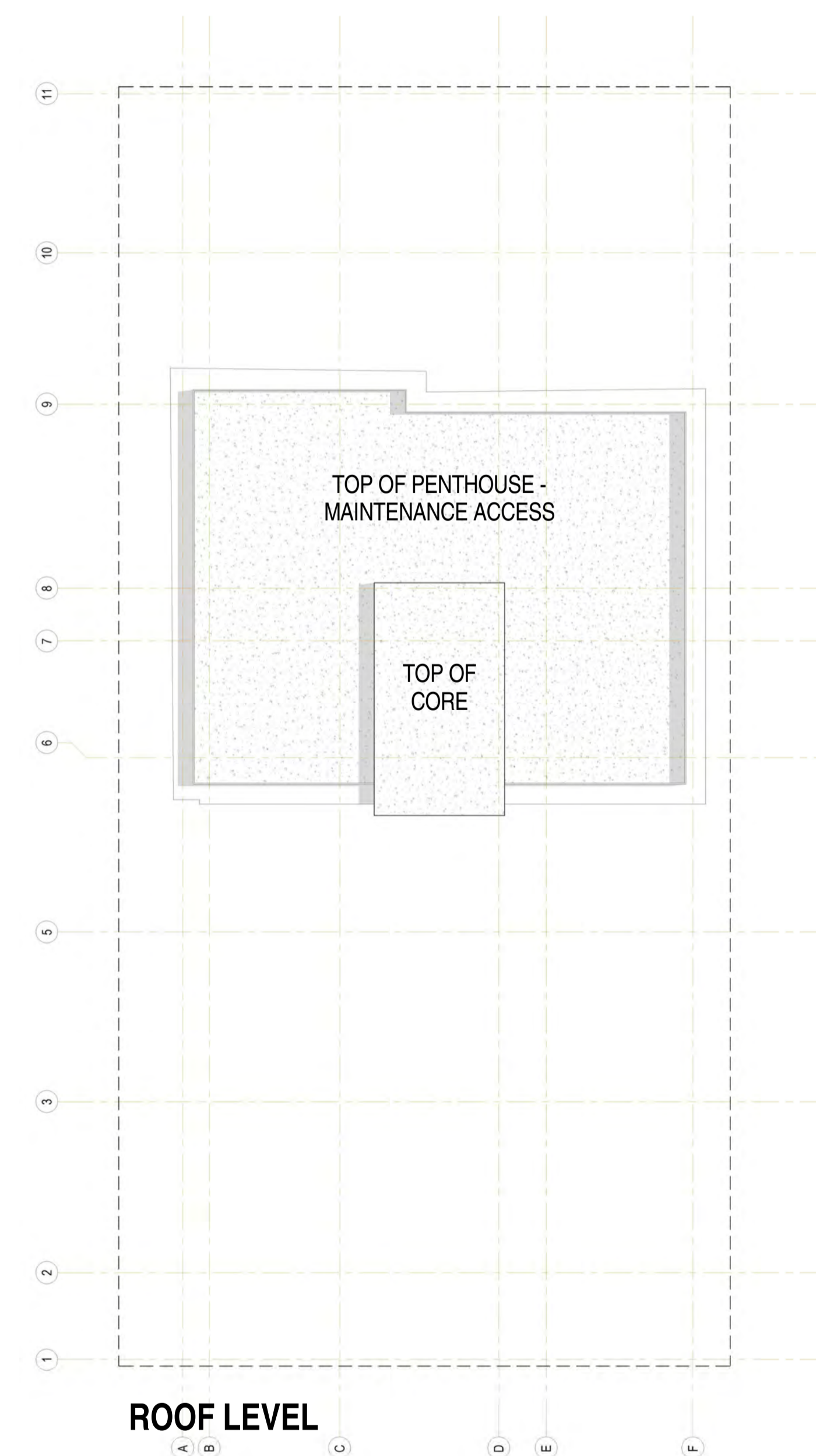
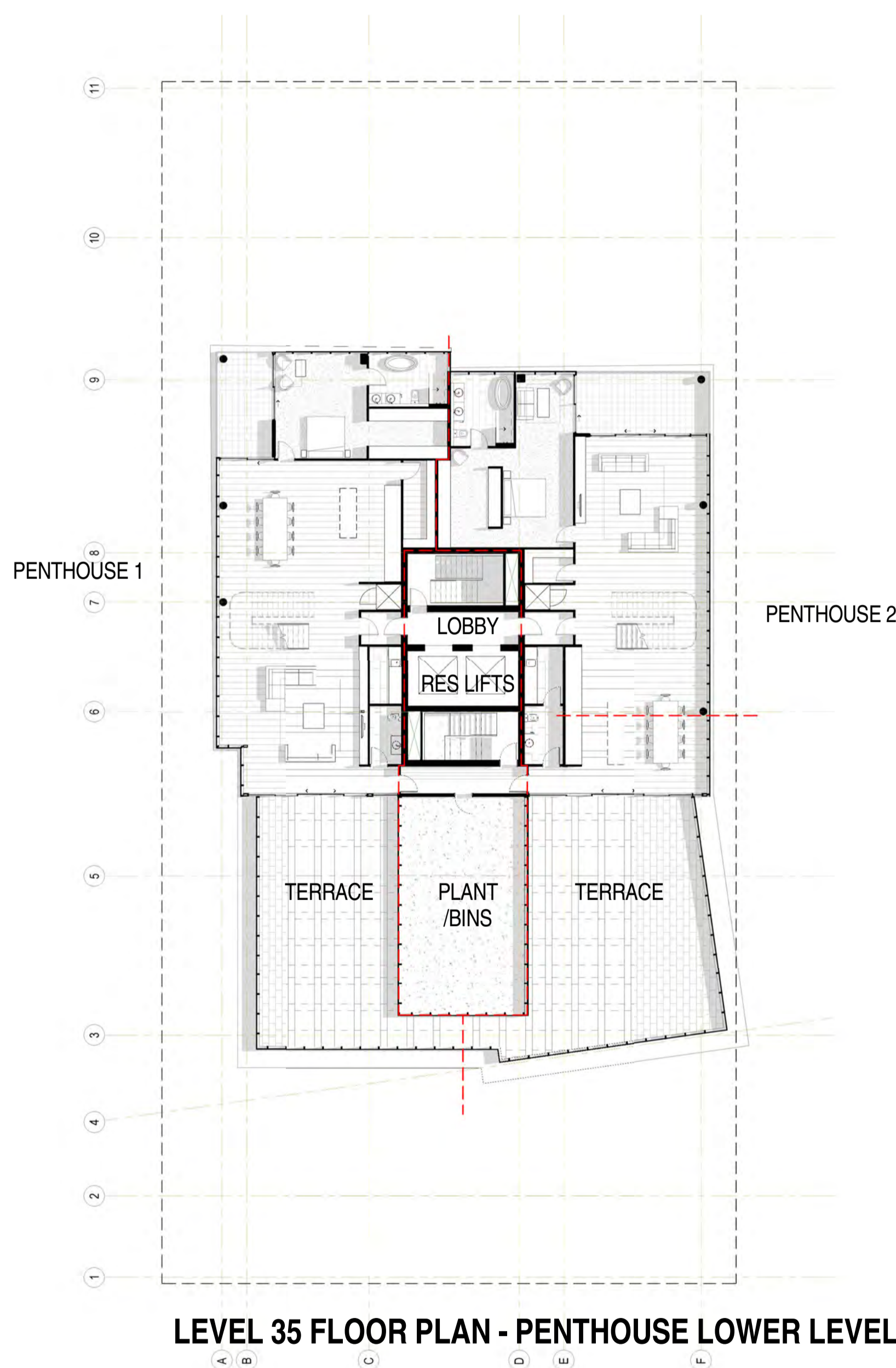
KYREN GROUP - FROME STREET /
SYNAGOGUE PLACE DEVELOPMENT

FROME STREET - PLANS

Scale 1 : 200
Drawn BB/AM
Date JULY 2016
Job No. 2015056
Dwg No. 3002 DA36 Rev: C A1 SHEET



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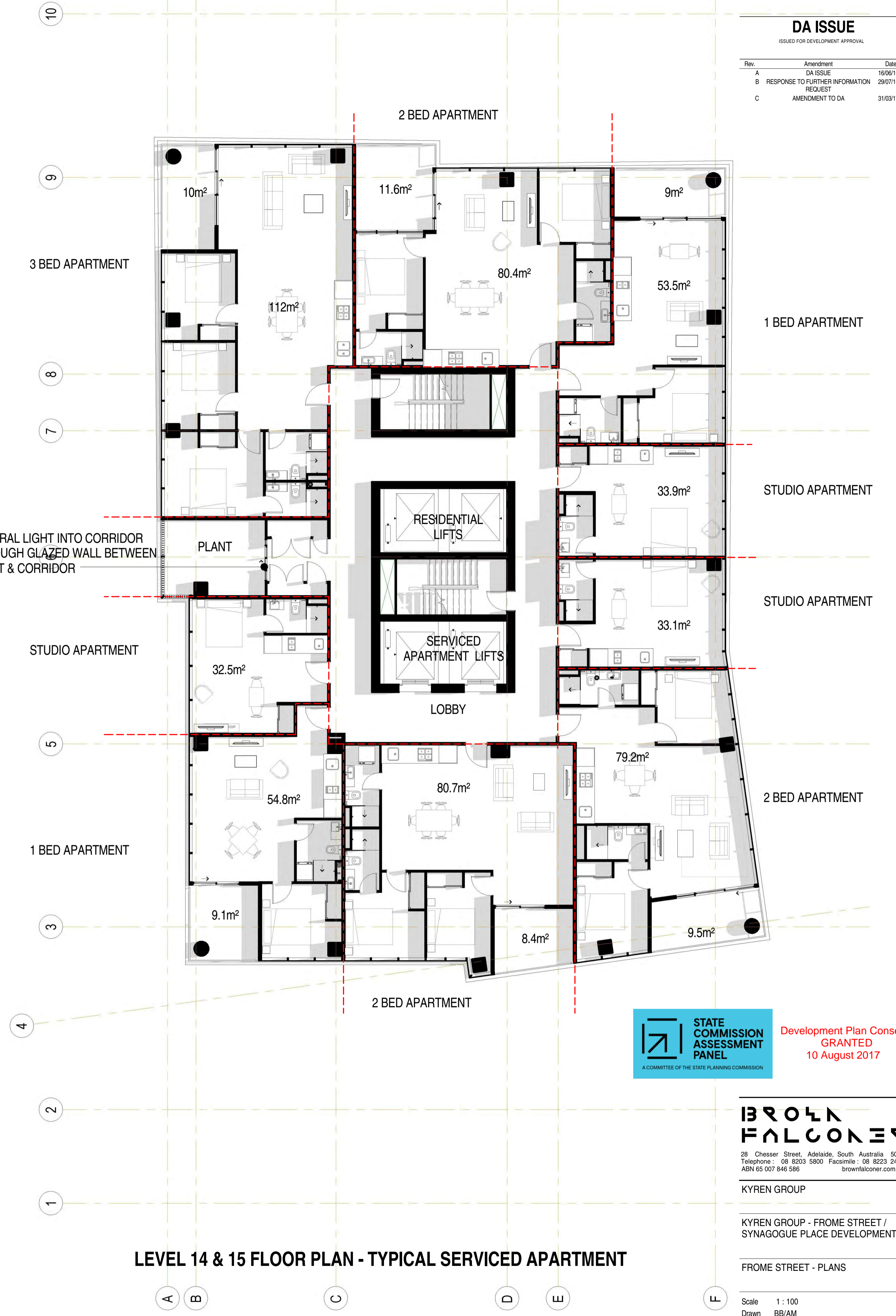
KYREN GROUP
 KYREN GROUP - FROME STREET /
 SYNAGOGUE PLACE DEVELOPMENT

FROME ST - PLANS
 Scale 1 : 200
 Drawn BB/AM
 Date MARCH 2017
 Job No. 2015056
 Dwg No. 3002 DA36a Rev: A A1 SHEET

Rev.	Amendment	Date
A	DA ISSUE	16/06/16
B	RESPONSE TO FURTHER INFORMATION REQUEST	29/07/16
C	AMENDMENT TO DA	31/03/17



LEVEL 11 to 13 FLOOR PLAN - TYPICAL SERVICED APARTMENT



LEVEL 14 & 15 FLOOR PLAN - TYPICAL SERVICED APARTMENT



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KYREN GROUP

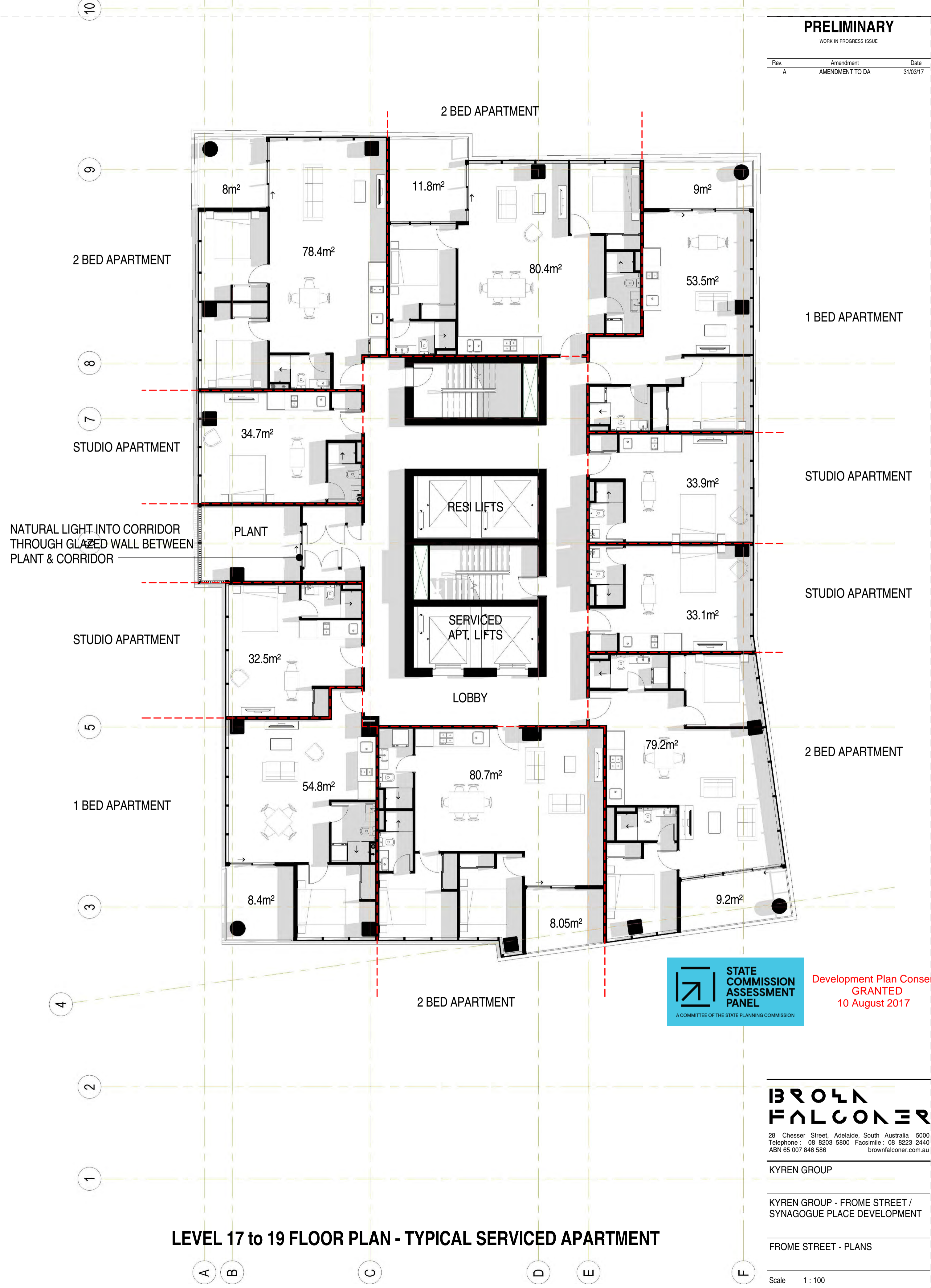
KYREN GROUP - FROME STREET /
 SYNAGOGUE PLACE DEVELOPMENT

FROME STREET - PLANS

Scale 1 : 100
 Drawn BB/AM
 Date JULY 2016
 Job No. 2015056
 Dwg No. 3002 DA37 Rev. C A1 SHEET



LEVEL 16 & 20 FLOOR PLAN - TYPICAL SERVICED APARTMENT



LEVEL 17 to 19 FLOOR PLAN - TYPICAL SERVICED APARTMENT



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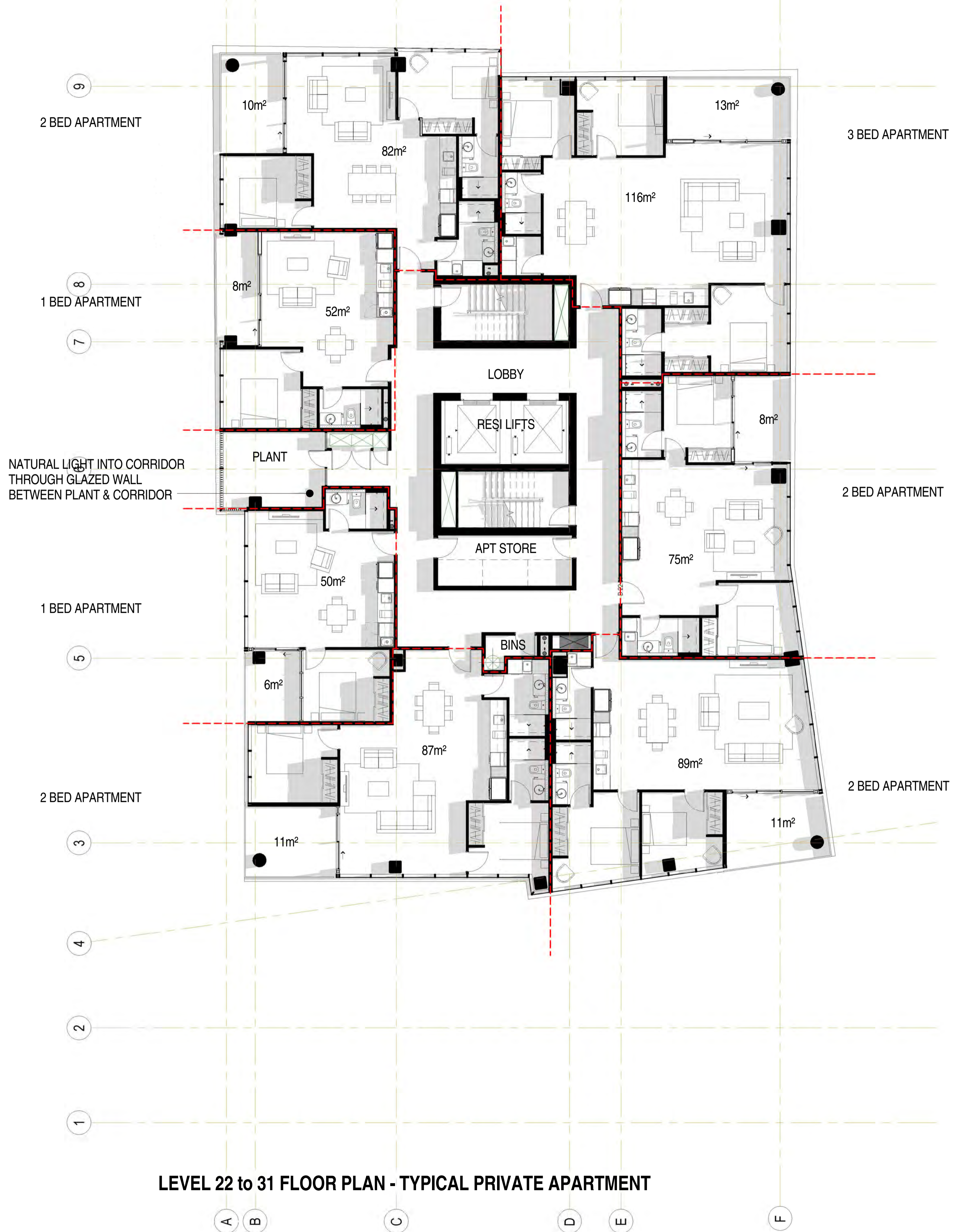
KYREN GROUP

KYREN GROUP - FROME STREET / SYNAGOGUE PLACE DEVELOPMENT

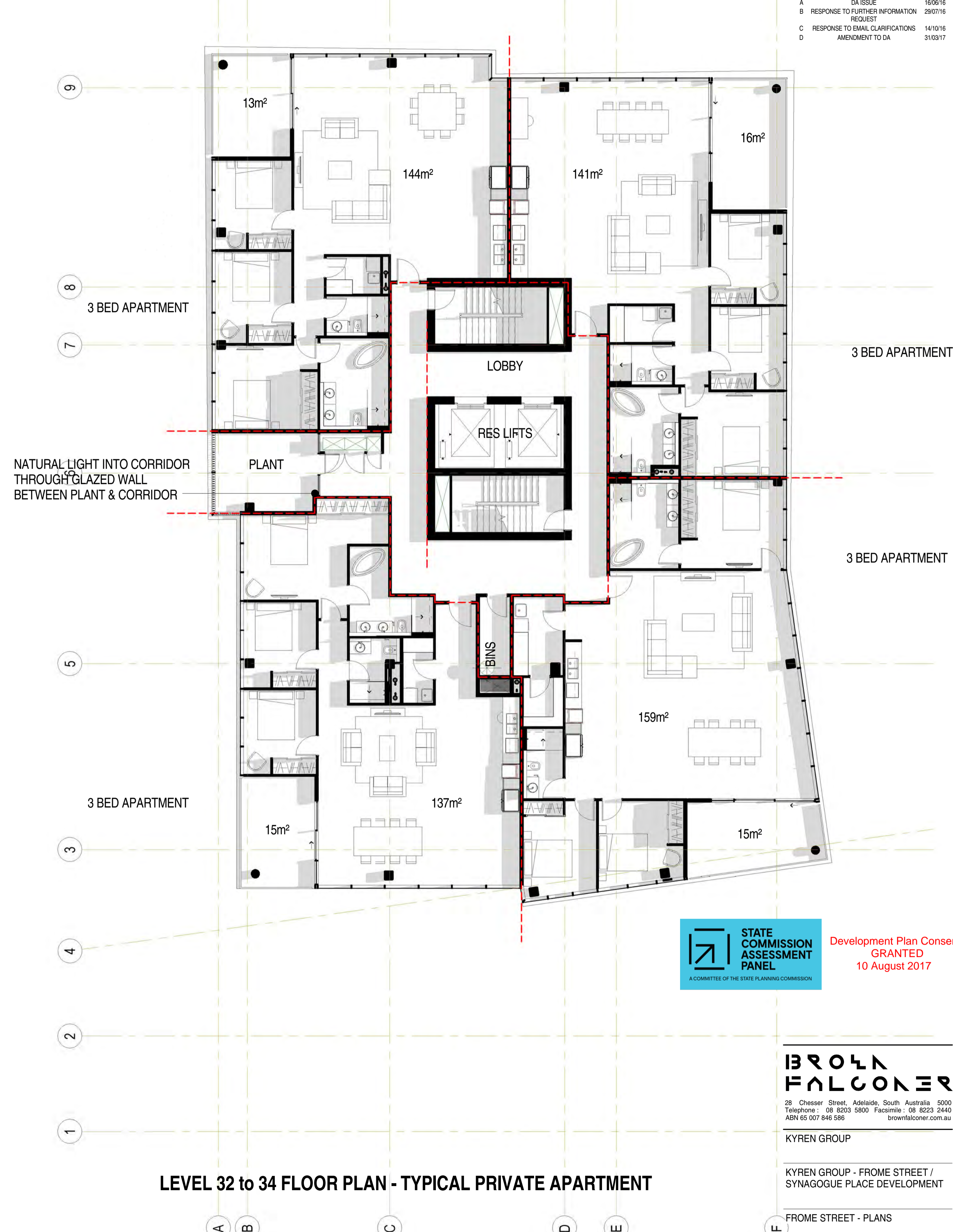
FROME STREET - PLANS

Scale 1 : 100
Drawn Author
Date 03/16/17
Job No. 2015056
Dwg No. 3002 DA37a Rev: A A1 SHEET

Rev.	Amendment	Date
A	DA ISSUE	16/06/16
B	RESPONSE TO FURTHER INFORMATION REQUEST	29/07/16
C	RESPONSE TO EMAIL CLARIFICATIONS	14/10/16
D	AMENDMENT TO DA	31/03/17



LEVEL 22 to 31 FLOOR PLAN - TYPICAL PRIVATE APARTMENT



LEVEL 32 to 34 FLOOR PLAN - TYPICAL PRIVATE APARTMENT



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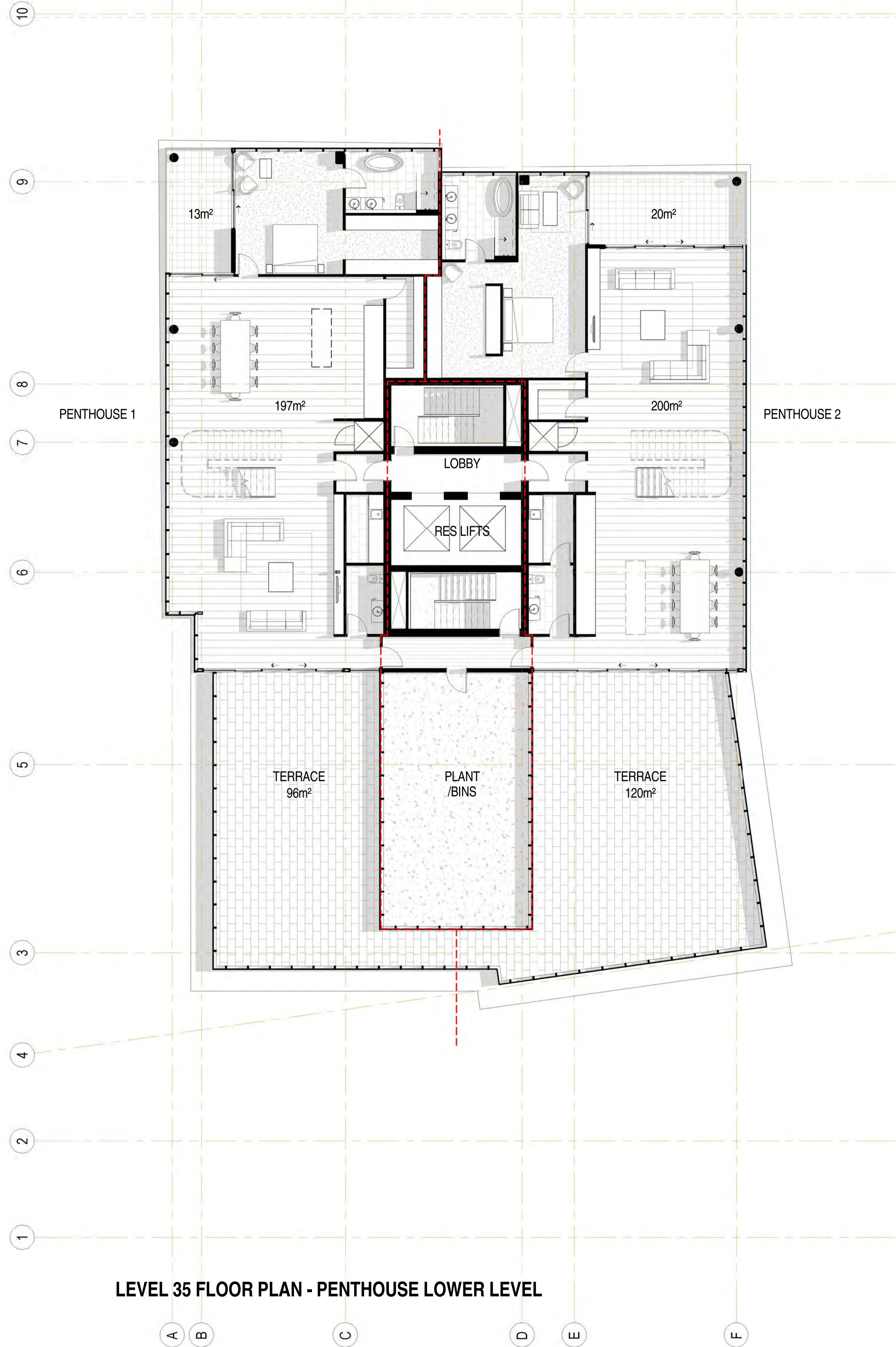
28 Chesser Street, Adelaide, South Australia 5000
Telephone : 08 8203 5800 Facsimile : 08 8223 2440
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KYREN GROUP

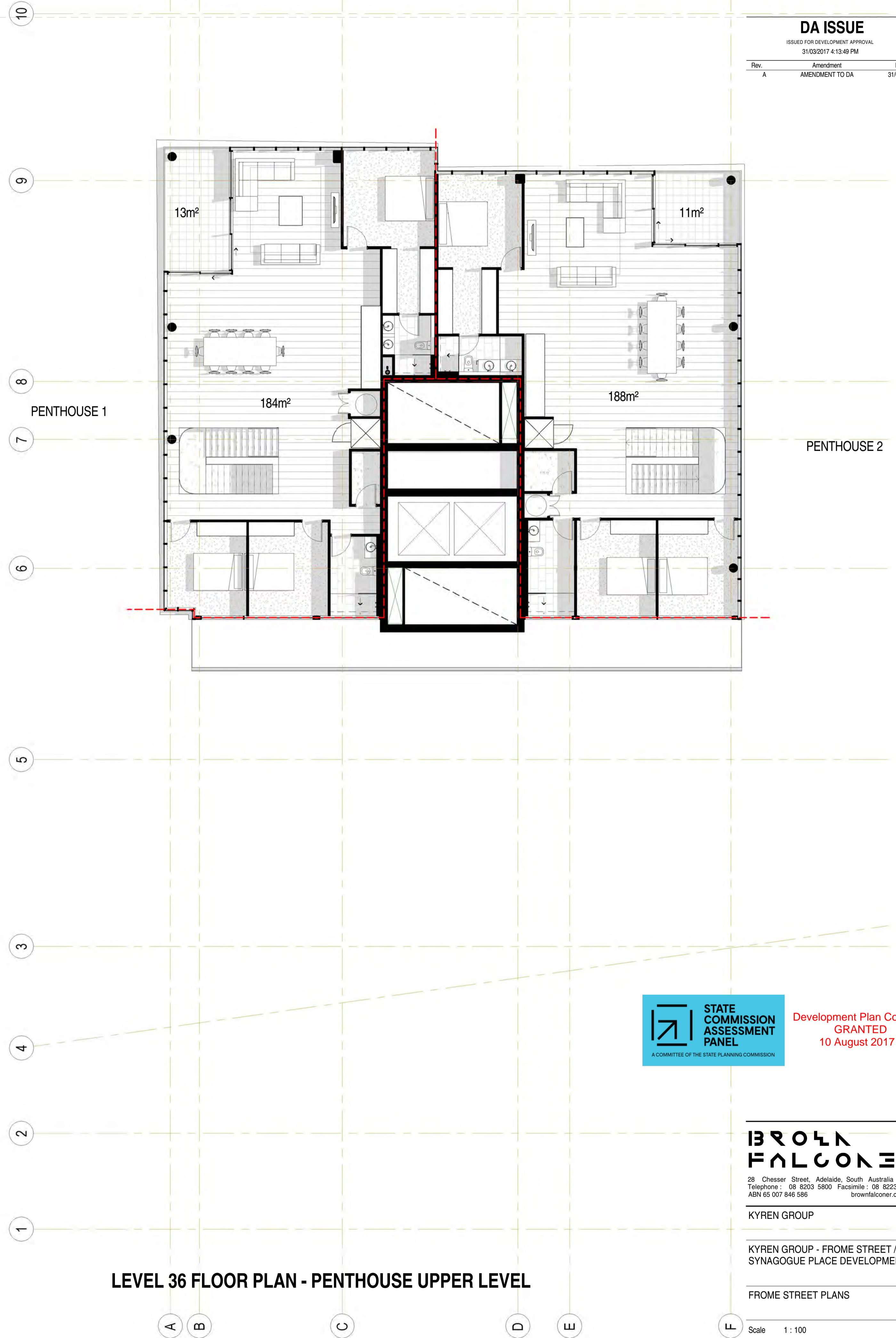
KYREN GROUP - FROME STREET /
SYNAGOGUE PLACE DEVELOPMENT

FROME STREET - PLANS

Scale 1 : 100
Drawn BB/AM
Date JULY 2016
Job No. 2015056
Dwg No. 3002 DA38 Rev. D A1 SHEET



LEVEL 35 FLOOR PLAN - PENTHOUSE LOWER LEVEL



LEVEL 36 FLOOR PLAN - PENTHOUSE UPPER LEVEL



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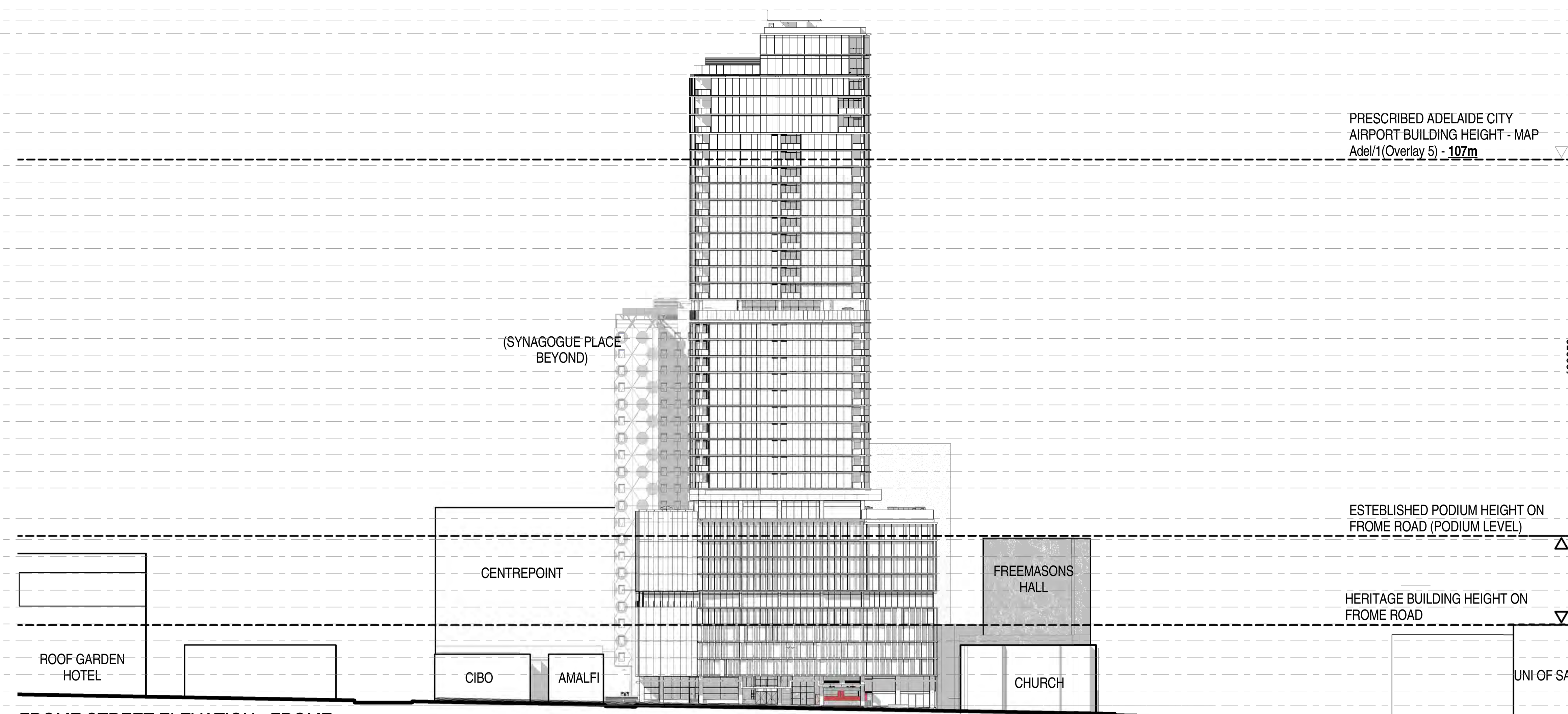
28 Chesser Street, Adelaide, South Australia 5000
Telephone : 08 8203 5800 Facsimile : 08 8223 2440
ABN 65 007 846 596 brownfalconer.com.au

KYREN GROUP

KYREN GROUP - FROME STREET /
SYNAGOGUE PLACE DEVELOPMENT

FROME STREET PLANS

Scale 1 : 100
Drawn Author
Date 03/17/17
Job No. 2015056
Dwg No. 3002 DA38a Rev: A A1 SHEET

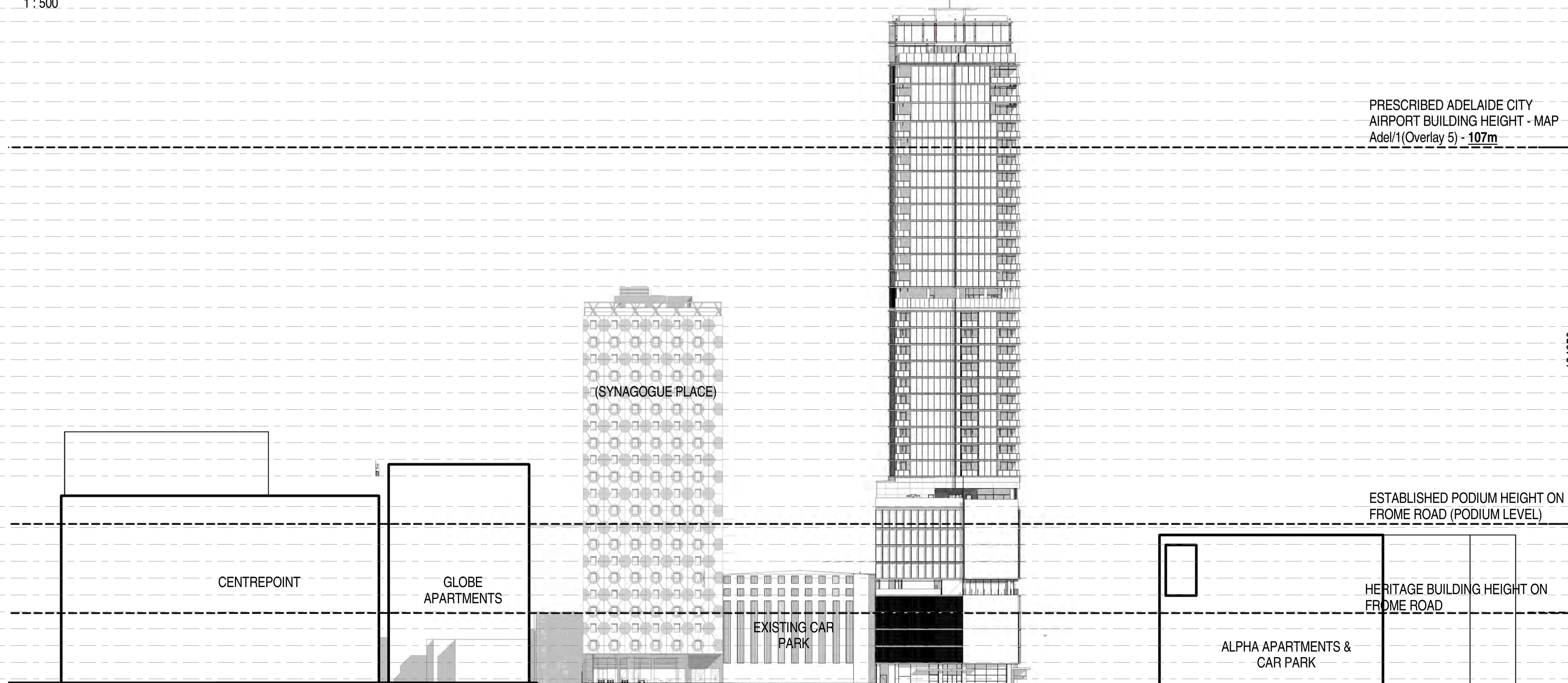


FROME STREET ELEVATION - FROME

1 : 500

RUNDLE STREET TAVISTOCK LANE PRIVATE LANE NORTH TERRACE

TOP OF LIGHTNING ROD	177500
TOP OF LIFT CORE	175500
ROOF	172900
LEVEL 36	168900
LEVEL 35	164900
LEVEL 34	160850
LEVEL 33	157200
LEVEL 32	153550
LEVEL 31	150300
LEVEL 30	147050
LEVEL 29	143800
LEVEL 28	140550
LEVEL 27	137300
LEVEL 26	134050
LEVEL 25	130800
LEVEL 24	127550
LEVEL 23	124300
LEVEL 22	121050
LEVEL 21 - PODIUM	116950
LEVEL 20	113200
LEVEL 19	109950
LEVEL 18	106700
LEVEL 17	103450
LEVEL 16	100200
LEVEL 15	96950
LEVEL 14	93700
LEVEL 13	90450
LEVEL 12	87200
LEVEL 11	83950
LEVEL 10 - PODIUM	7950
LEVEL 9	73850
LEVEL 8	70550
LEVEL 7	67250
LEVEL 6	63950
LEVEL 5	60650
LEVEL 4	57350
LEVEL 3	54050
LEVEL 2	50750
LEVEL 1	47450
MEZZANINE	44225
GROUND	41450



TAVISTOCK LANE ELEVATION - FROME

1 : 500

TOP OF LIGHTNING ROD	177500
TOP OF LIFT CORE	175500
ROOF	172900
LEVEL 36	168900
LEVEL 35	164900
LEVEL 34	160850
LEVEL 33	157200
LEVEL 32	153550
LEVEL 31	150300
LEVEL 30	147050
LEVEL 29	143800
LEVEL 28	140550
LEVEL 27	137300
LEVEL 26	134050
LEVEL 25	130800
LEVEL 24	127550
LEVEL 23	124300
LEVEL 22	121050
LEVEL 21 - PODIUM	116950
LEVEL 20	113200
LEVEL 19	109950
LEVEL 18	106700
LEVEL 17	103450
LEVEL 16	100200
LEVEL 15	96950
LEVEL 14	93700
LEVEL 13	90450
LEVEL 12	87200
LEVEL 11	83950
LEVEL 10 - PODIUM	7950
LEVEL 9	73850
LEVEL 8	70550
LEVEL 7	67250
LEVEL 6	63950
LEVEL 5	60650
LEVEL 4	57350
LEVEL 3	54050
LEVEL 2	50750
LEVEL 1	47450
MEZZANINE	44225
GROUND	41450

DA ISSUE
ISSUED FOR DEVELOPMENT APPROVAL

Rev.	Amendment	Date
A	DA ISSUE	16/06/16
B	RESPONSE TO FURTHER INFORMATION REQUEST	29/07/16
C	RESPONSE TO FURTHER INFORMATION REQUEST	18/08/16
D	RESPONSE TO DAC REFERRAL	10/11/16
E	RESPONSE TO DAC REFERRAL	11/11/16
F	AMENDMENT TO DA	31/03/17
G	AMENDMENT TO DA	26/05/17
H	AMENDMENT TO DA	07/07/17



Development Plan Consent
GRANTED
10 August 2017



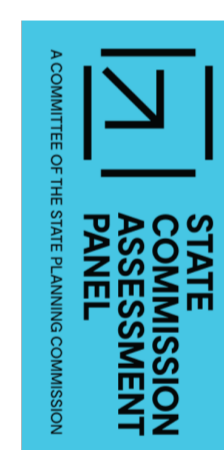
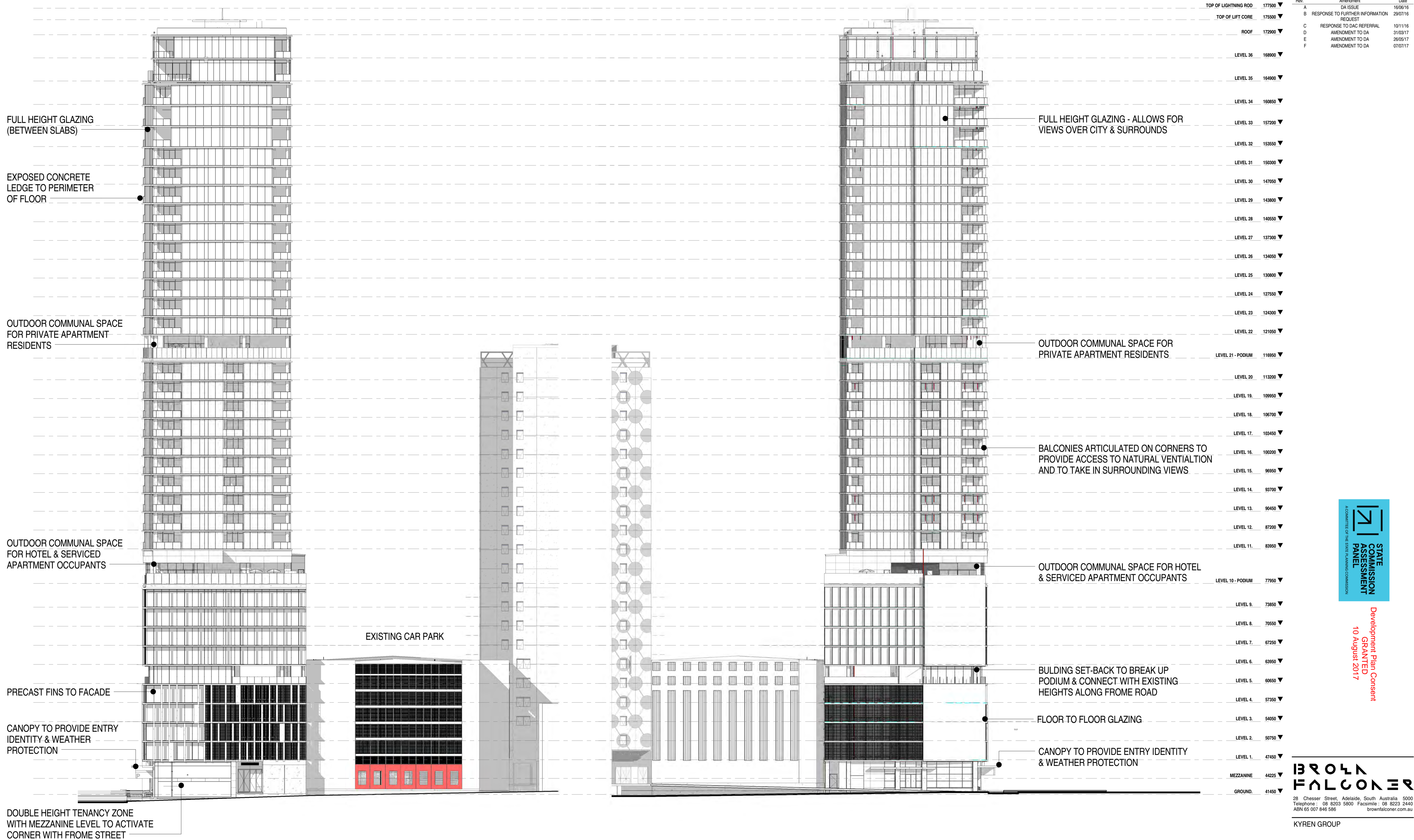
28 Chesser Street, Adelaide, South Australia 5000
Telephone : 08 8203 5800 Facsimile : 08 8223 2440
ABN 65 007 846 596 brownfalconer.com.au

KYREN GROUP
KYREN GROUP - FROME STREET /
SYNAGOGUE PLACE DEVELOPMENT

FROME STREET - SITE ELEVATIONS

Scale 1 : 500
Drawn BB/AM
Date AUGUST 2016
Job No. 2015056
Dwg No. 3002 DA39 Rev. H A1 SHEET

Rev.	Amendment	Date
A	DA ISSUE	16/06/16
B	RESPONSE TO FURTHER INFORMATION REQUEST	29/07/16
C	RESPONSE TO DAC REFERRAL	10/11/16
D	AMENDMENT TO DA	31/03/17
E	AMENDMENT TO DA	26/05/17
F	AMENDMENT TO DA	07/07/17



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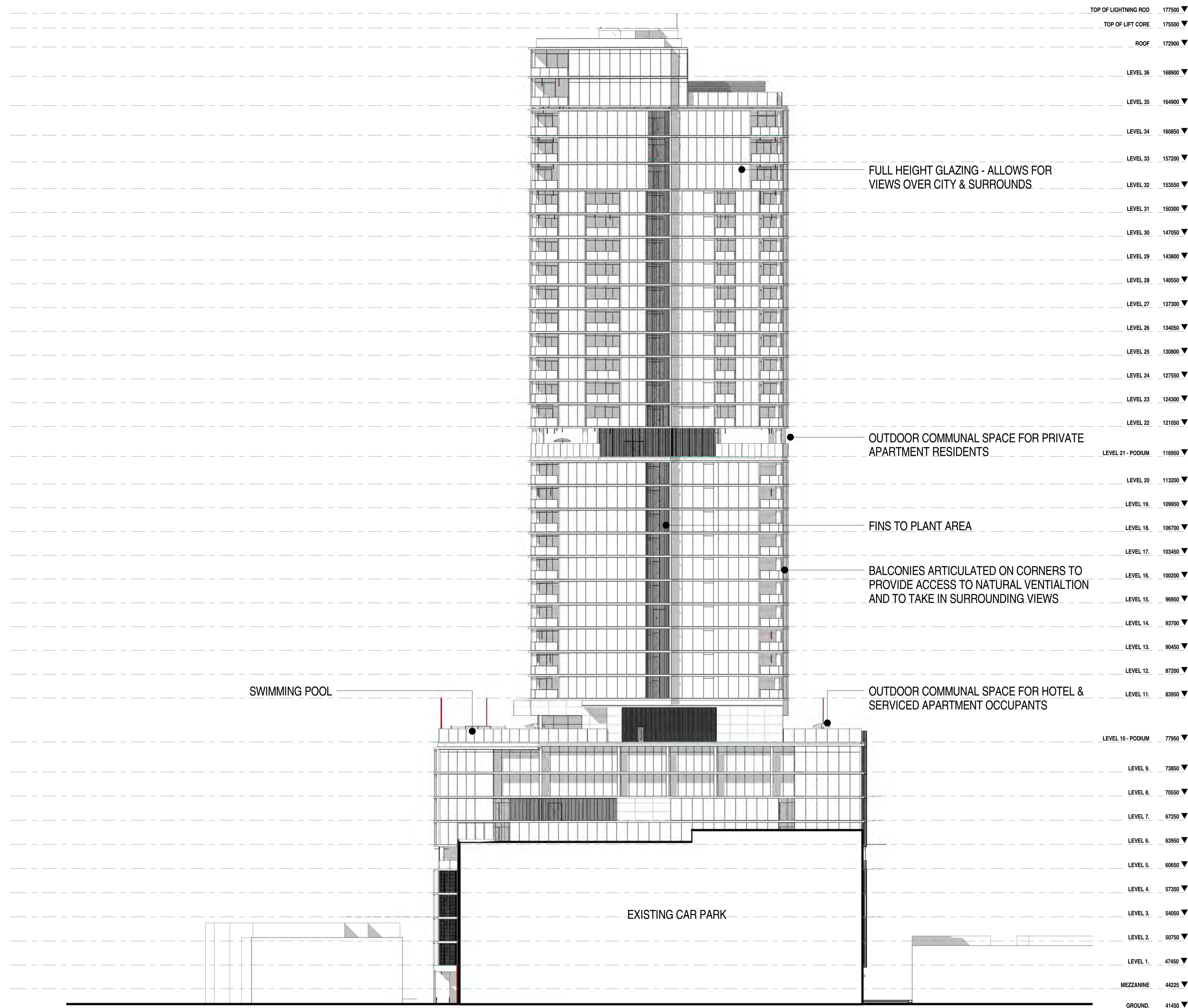
KYREN GROUP

KYREN GROUP - FROME STREET /
SYNAGOGUE PLACE DEVELOPMENT

FROME STREET - ELEVATIONS

Scale 1 : 300
Drawn BB/AM
Date JULY 2016
Job No. 2015056
Dwg No. 3002 DA40 Rev: F A1 SHEET

Rev.	Amendment	Date
A	DA ISSUE	16/06/16
B	RESPONSE TO FURTHER INFORMATION REQUEST	29/07/16
C	RESPONSE TO DAC REFERRAL	10/11/16
D	AMENDMENT TO DA	31/03/17
E	AMENDMENT TO DA	26/05/17
F	AMENDMENT TO DA	07/07/17



FROME STREET - WEST ELEVATION

1 : 300



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KYREN GROUP

KYREN GROUP - FROME STREET /
SYNAGOGUE PLACE DEVELOPMENT

FROME STREET - ELEVATION

Scale 1 : 300

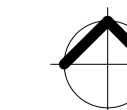
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Date JULY 2016

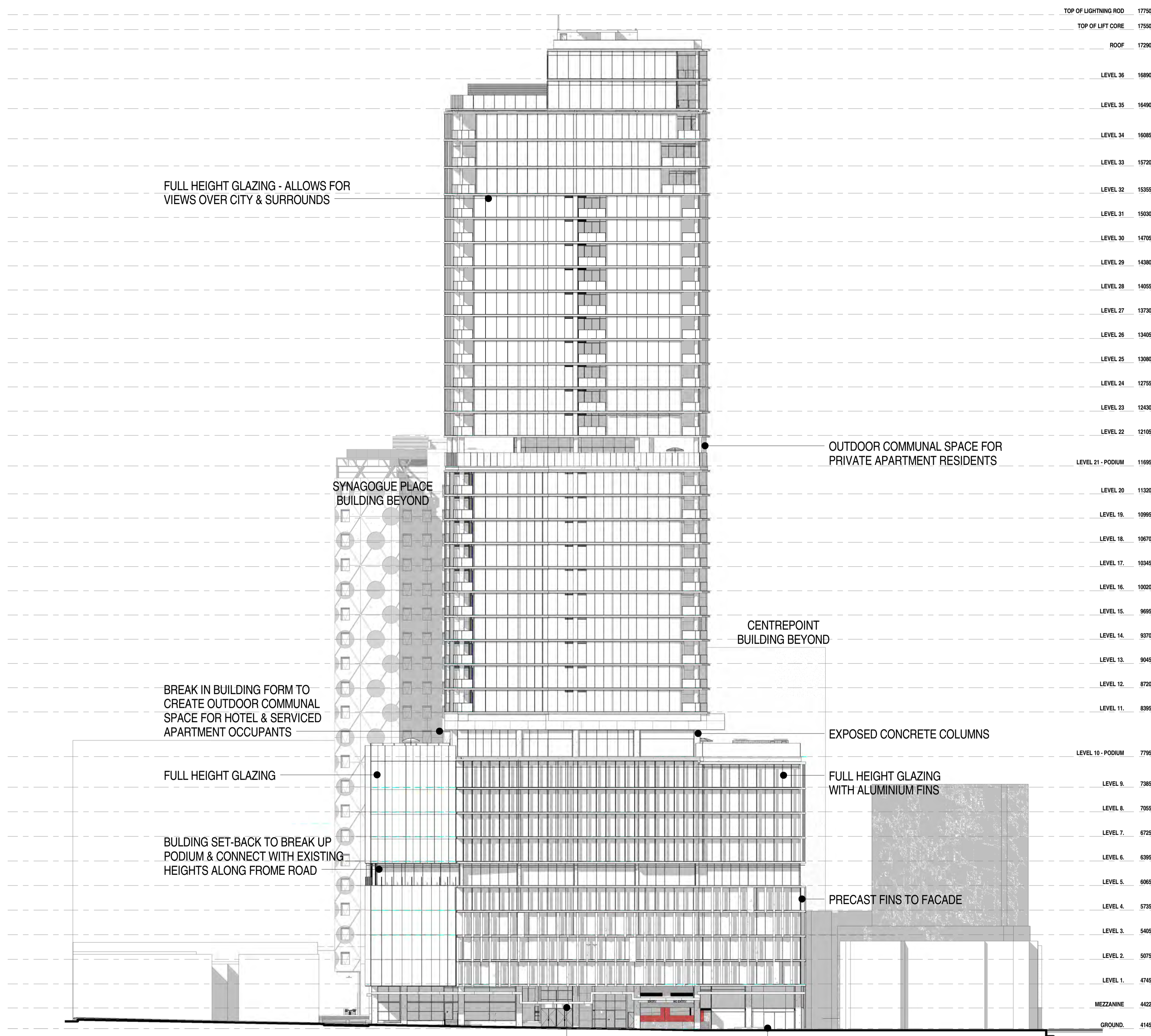
Job No. 2015056

Dwg No. 3002 DA41

Rev: F A1 SHEET



Rev.	Amendment	Date
A	DA ISSUE	16/06/16
B	RESPONSE TO FURTHER INFORMATION REQUEST	29/07/16
C	RESPONSE TO DAC REFERRAL	10/11/16
D	RESPONSE TO DAC REFERRAL	11/11/16
E	AMENDMENT TO DA	31/03/17
F	AMENDMENT TO DA	26/05/17
G	AMENDMENT TO DA	07/07/17



FROME STREET - EAST ELEVATION
1 : 300

STATE COMMISSION ASSESSMENT PANEL
A COMMITTEE OF THE STATE PLANNING COMMISSION

Development Plan Consent
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10 August 2017

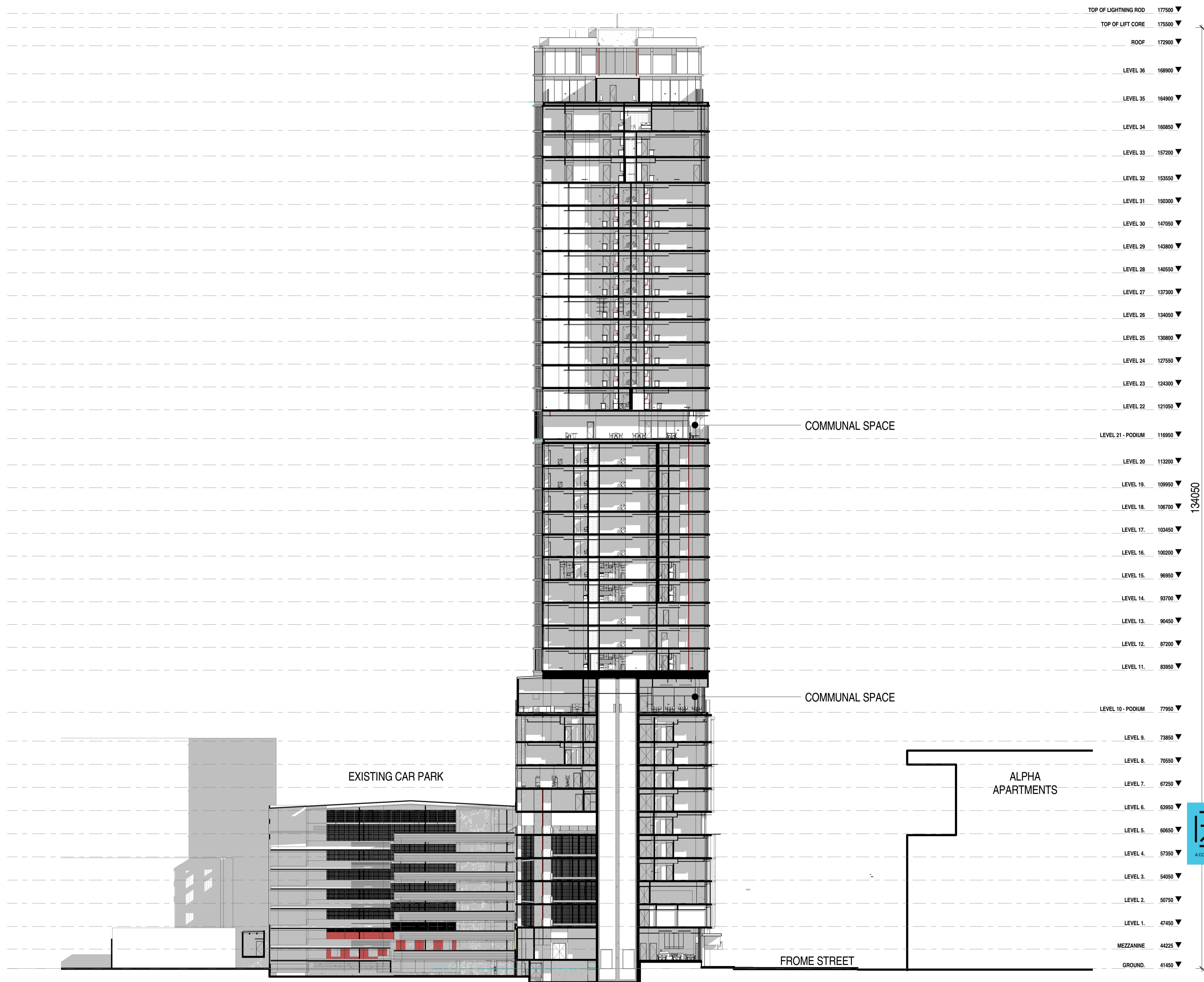
BROWN FALCONER
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KYREN GROUP

KYREN GROUP - FROME STREET /
SYNAGOGUE PLACE DEVELOPMENT

FROME STREET - ELEVATION

Rev.	Amendment	Date
A	DA ISSUE	16/06/16
B	RESPONSE TO FURTHER INFORMATION REQUEST	29/07/16
C	RESPONSE TO DAC REFERRAL	10/11/16
D	AMENDMENT TO DA	31/03/17
E	AMENDMENT TO DA	26/05/17
F	AMENDMENT TO DA	11/07/17



FROME STREET - SECTION 1
1 : 300



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KYREN GROUP

KYREN GROUP - FROME STREET /
SYNAGOGUE PLACE DEVELOPMENT

FROME STREET - SECTION

Scale 1 : 300

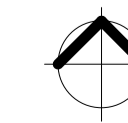
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Date JULY 2016

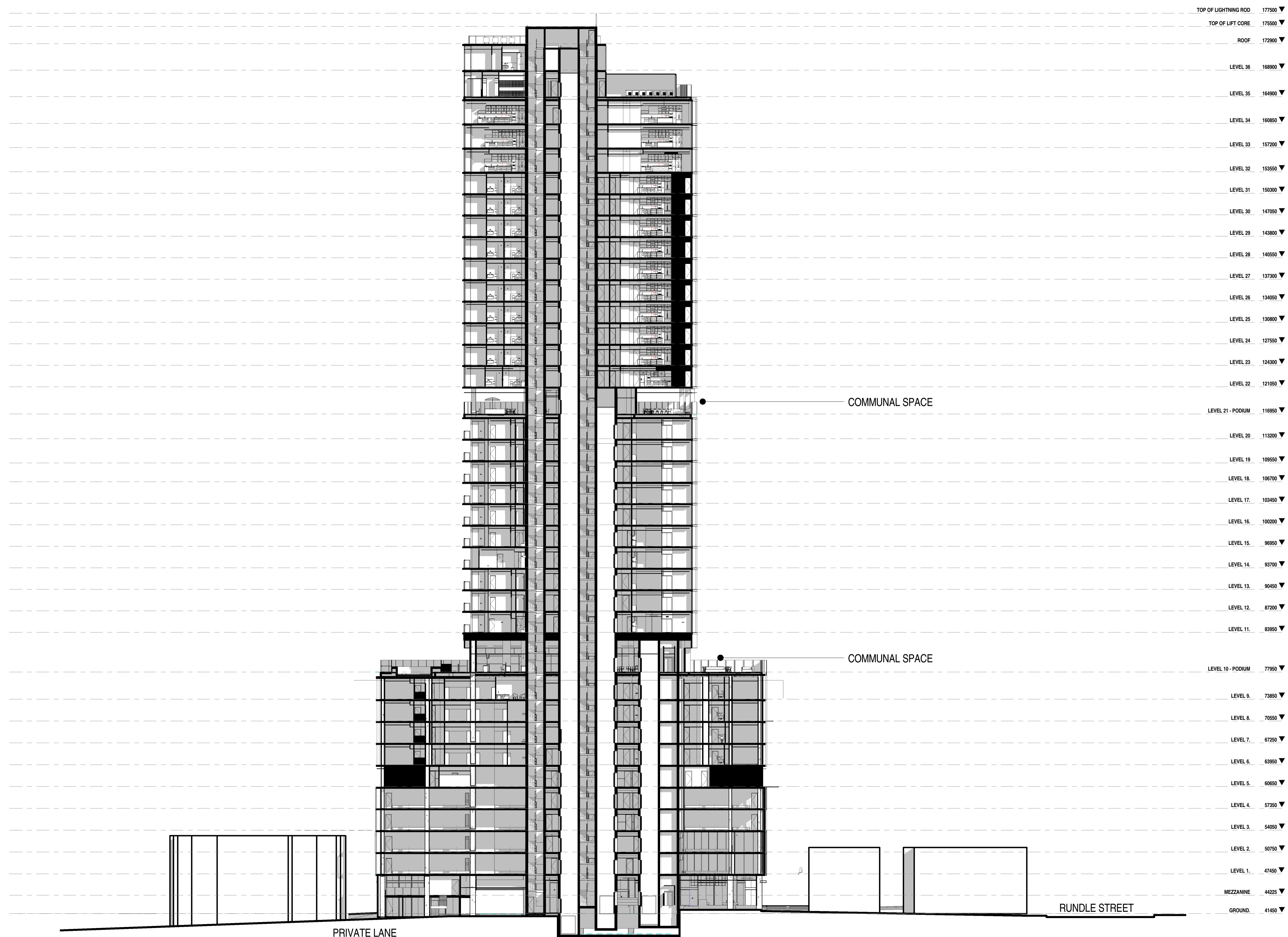
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Dwg No. 3002 DA43

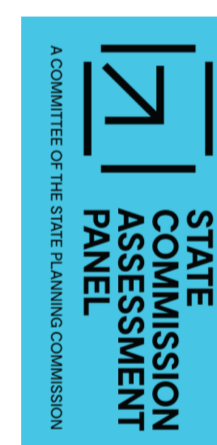
Rev: F A1 SHEET



Rev.	Amendment	Date
A	DA ISSUE	16/06/16
B	RESPONSE TO FURTHER INFORMATION REQUEST	29/07/16
C	RESPONSE TO DAC REFERRAL	10/11/16
D	AMENDMENT TO DA	31/03/17
E	AMENDMENT TO DA	26/05/17
F	AMENDMENT TO DA	11/07/17



FROME STREET - SECTION 2
1 : 300



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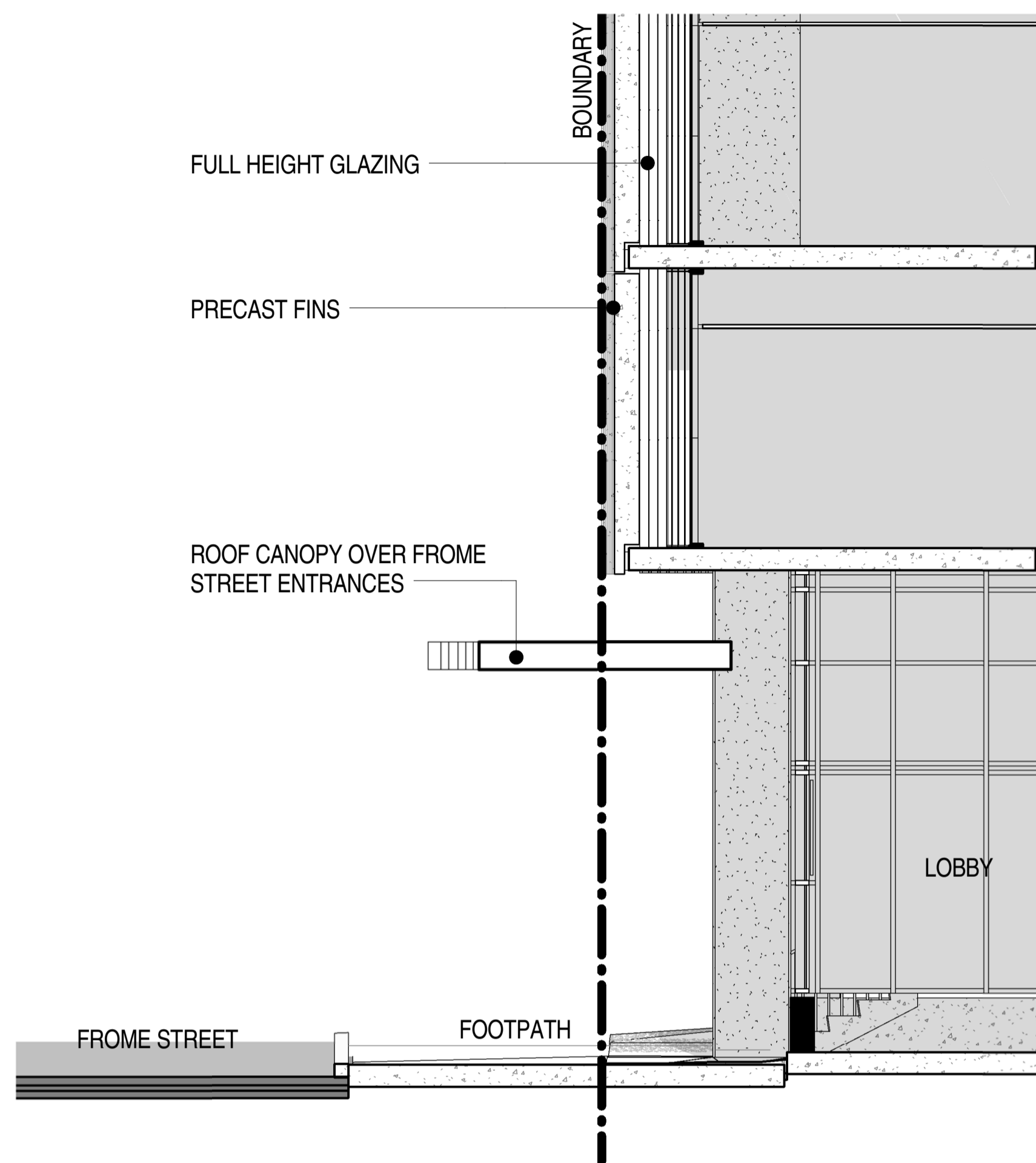
KYREN GROUP

KYREN GROUP - FROME STREET /
SYNAGOGUE PLACE DEVELOPMENT

FROME STREET - SECTION

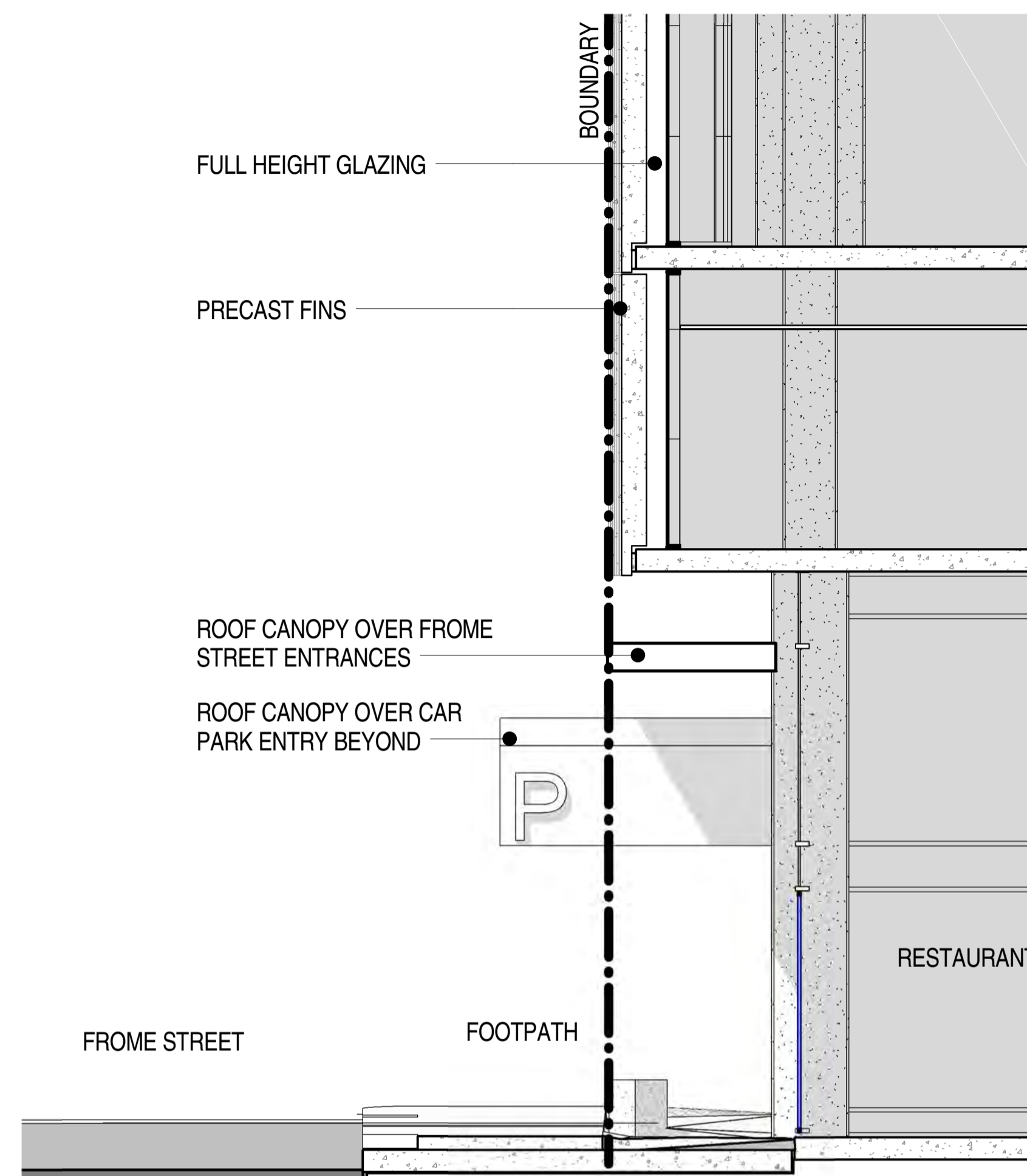
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Drawn BB/AM
Date JULY 2016
Job No. 2015056
Dwg No. 3002 DA44 Rev: F A1 SHEET

Rev.	Amendment	Date
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B	RESPONSE TO FURTHER INFORMATION REQUEST	29/07/16
C	AMENDMENT TO DA	31/03/17
D	AMENDMENT TO DA	26/05/17
E	AMENDMENT TO DA	11/07/17



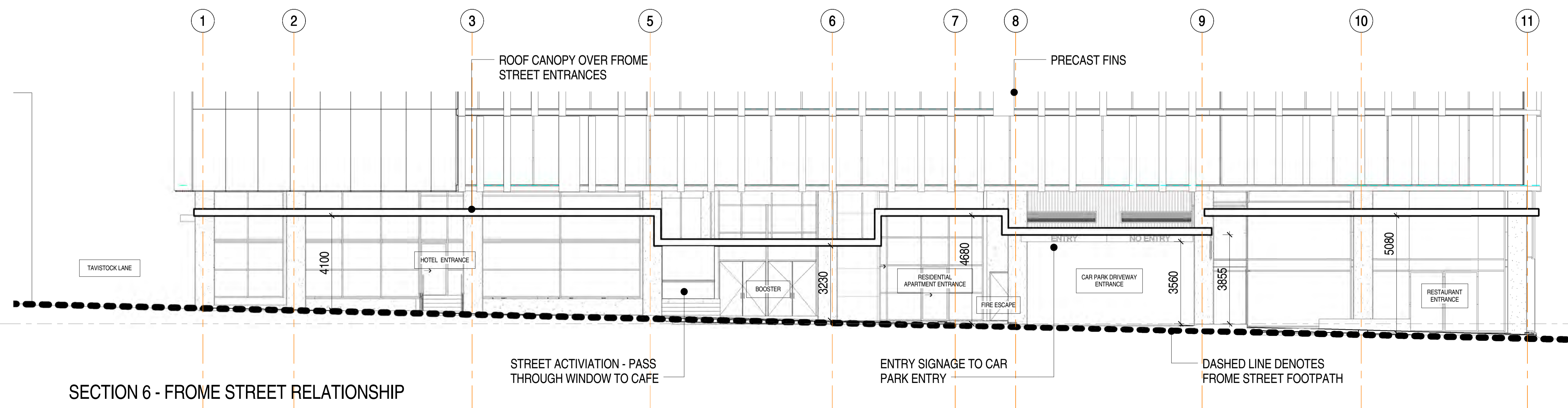
SECTION 4 - FROME ST (SOUTH)

1 : 50



SECTION 5 - FROME ST (NORTH)

1 : 50



SECTION 6 - FROME STREET RELATIONSHIP

1 : 100



Development Plan Consent
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10 August 2017

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KYREN GROUP

KYREN GROUP - FROME STREET /
SYNAGOGUE PLACE DEVELOPMENT

FROME STREET - SECTIONS

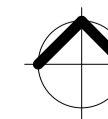
Scale As indicated

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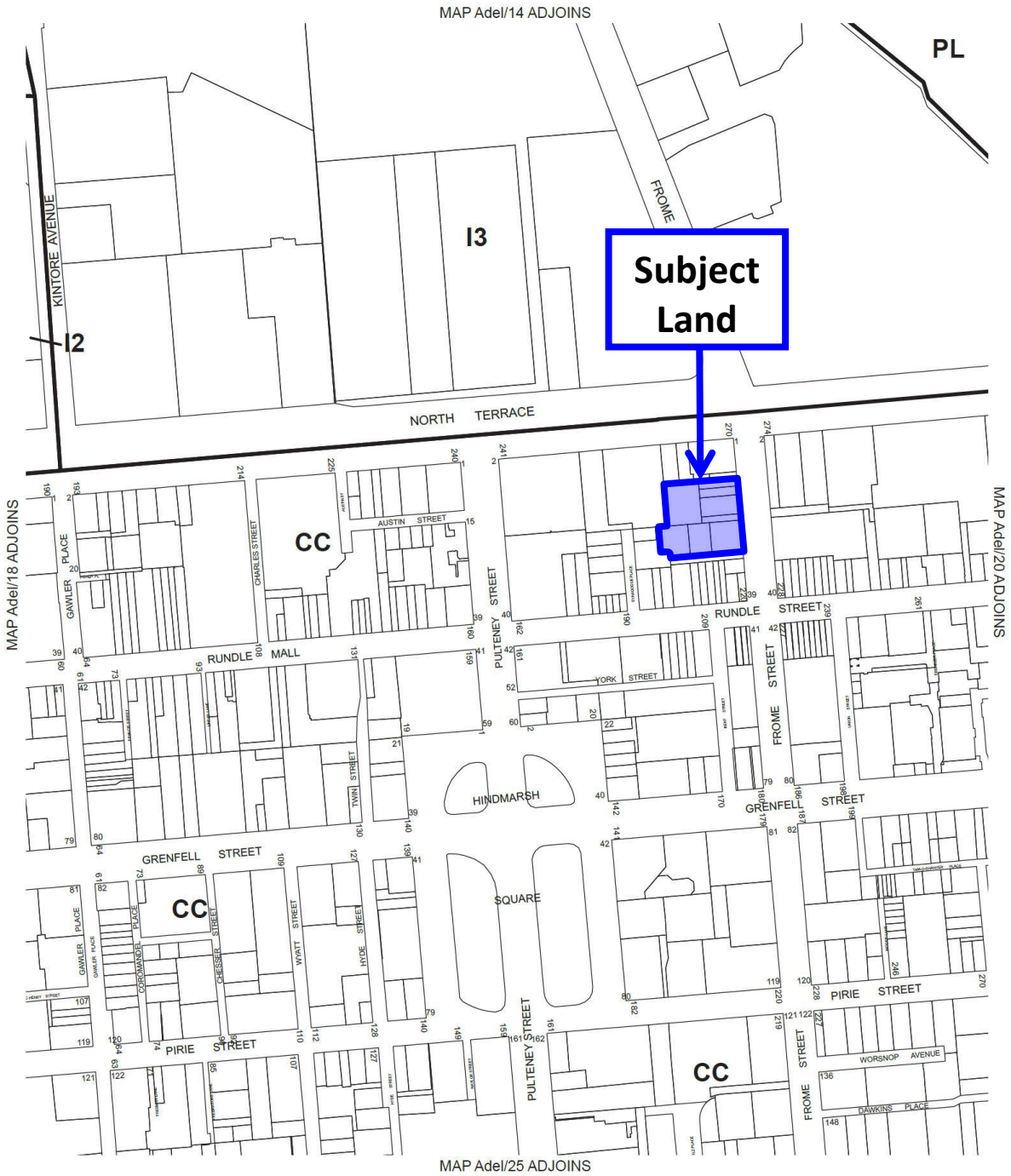
Date JULY 2016

Job No. 2015056

Dwg No. 3002 DA45 Rev. E



A1 SHEET



NOTE : For Policy Areas See MAP Adel/50

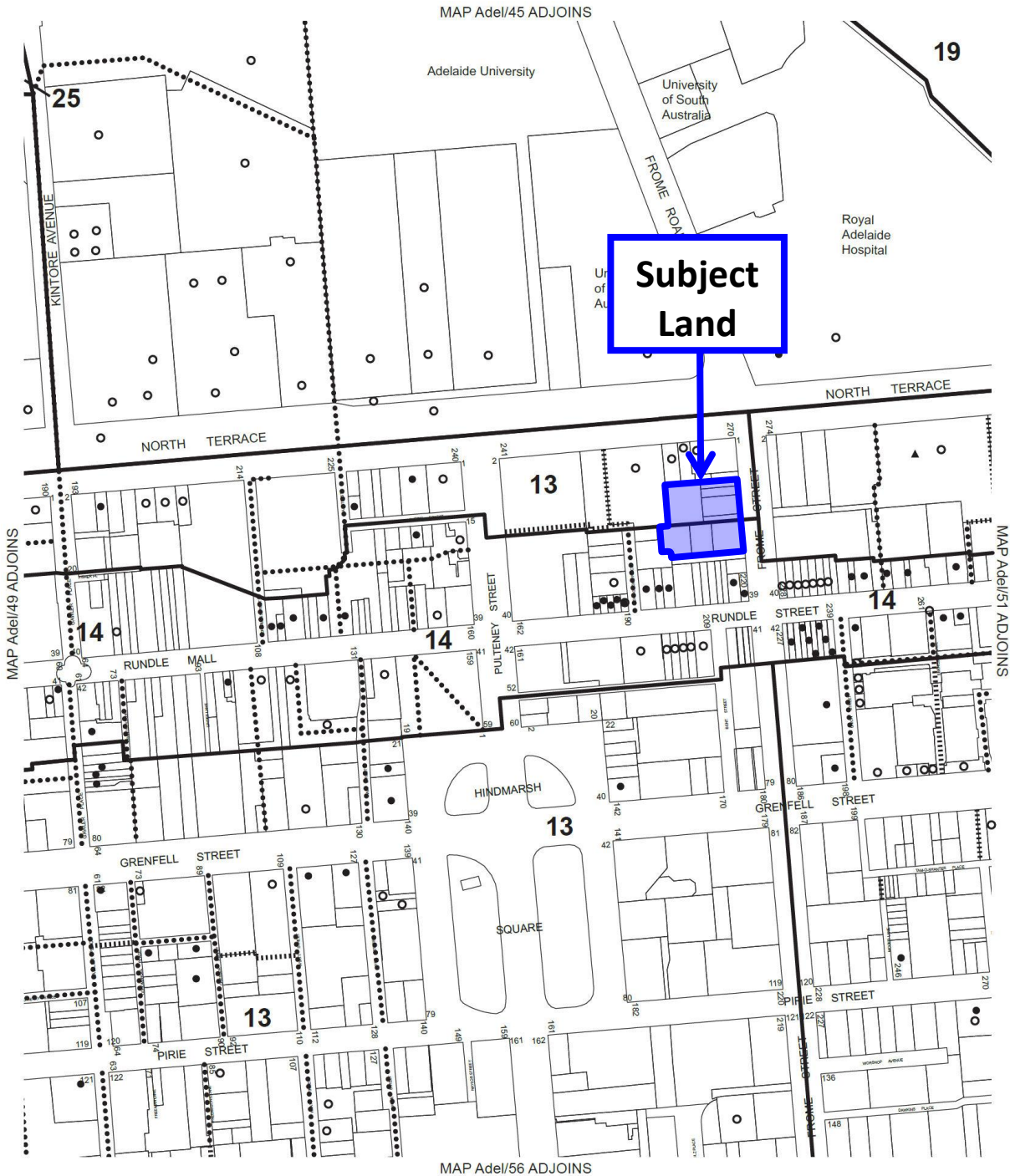
- CC Capital City Zone
- I2 Institutional (Government House) Zone
- I3 Institutional (University/Hospital) Zone
- PL Park Lands Zone



- Zone Boundary
- Development Plan Boundary

ADELAIDE (CITY) ZONES MAP Adel/19

Consolidated - 20 June 2017



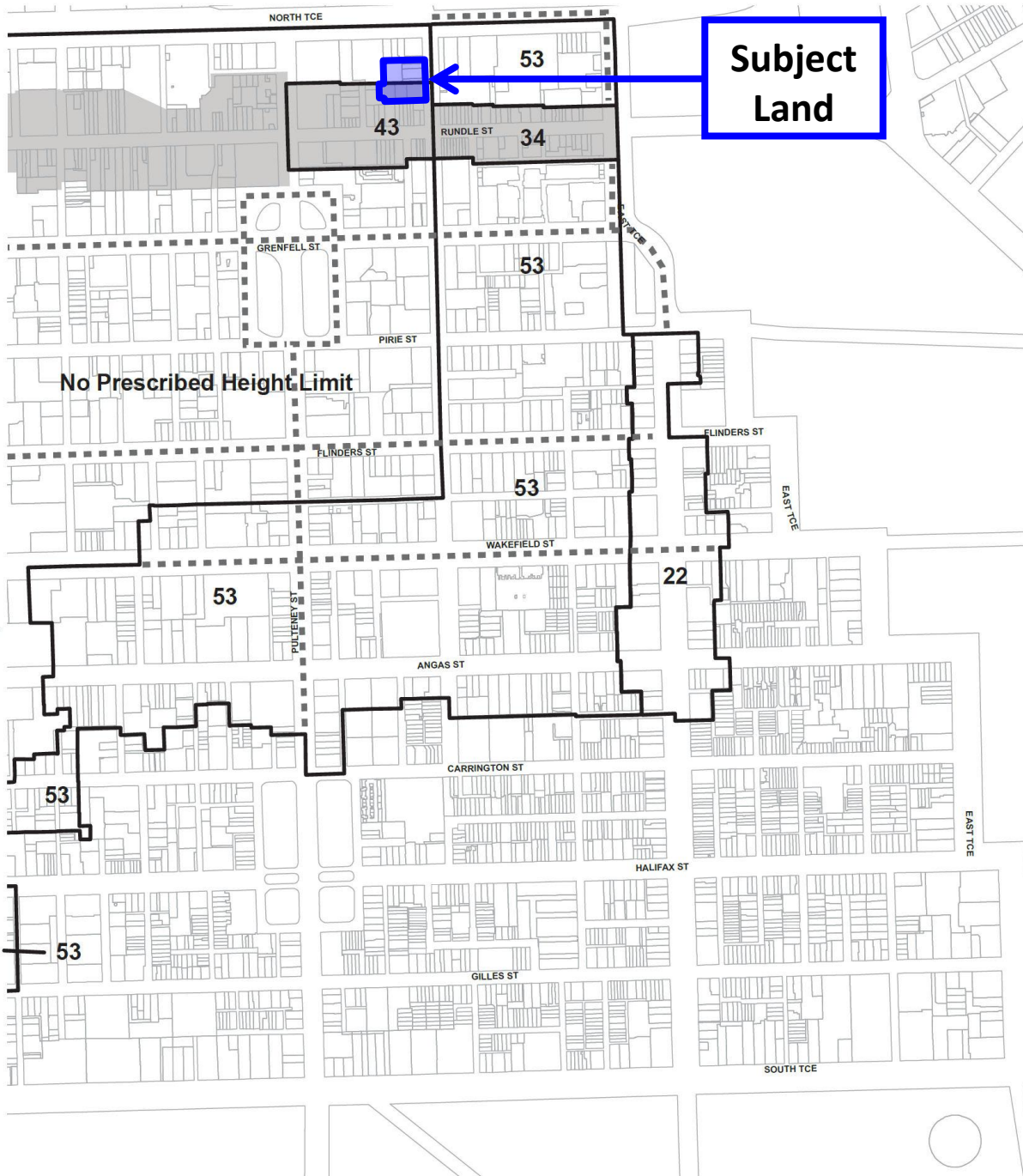
- 13 Central Business Policy Area
- 14 Main Street Policy Area
- 19 Botanic Park Policy Area
- 25 Adelaide Oval Policy Area
- State Heritage Place
- Local Heritage Place
- ▲ Significant Tree

- Existing Pedestrian Link
- Proposed Pedestrian Link
- Policy Area Boundary

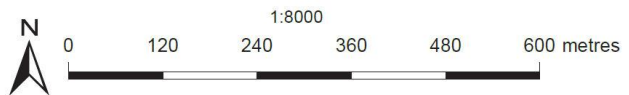


**ADELAIDE (CITY)
 POLICY AREAS
 MAP Adel/50**

Consolidated - 20 June 2017



-  Maximum Building Height (Metres) within Capital City Zoned land
 Note: Airport Building Height Restrictions Apply. Refer Map Adel/1 (Overlay 5).
-  City Boulevards and Terraces
-  Policy Areas of a 'main Street' type



**ADELAIDE (CITY)
 BUILDING HEIGHTS
 Concept Plan Figure CC/2**

Central Business Policy Area 13

Introduction

The Objectives and Principles of Development Control that follow apply to the Policy Area as shown on [Maps Adel/49, 50, 55 and 56](#). They are additional to those expressed for the Zone and, in cases of apparent conflict, take precedence over the Zone provisions. In the assessment of development, the greatest weight is to be applied to satisfying the Desired Character for the Policy Area.

DESIRED CHARACTER

The Central Business Policy Area is the pre-eminent economic, governance and cultural hub for the State. This role will be supported by educational, hospitality and entertainment activities and increased opportunities for residential, student and tourist accommodation.

Buildings will exhibit innovative design approaches and produce stylish and evocative architecture, including tall and imposing buildings that provide a hard edge to the street and are of the highest design quality. A wide variety of design outcomes of enduring appeal are expected. Complementary and harmonious buildings in individual streets will create localised character and legible differences between streets, founded on the existing activity focus, building and settlement patterns, and street widths.

OBJECTIVES

- Objective 1:** A concentration of employment, governance, entertainment and residential land uses that form the heart of the City and central place for the State.
- Objective 2:** Development of a high standard of design and external appearance that integrates with the public realm.
- Objective 3:** Development that contributes to the Desired Character of the Policy Area.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1** Development should contribute to the area's role and function as the State's premier business district, having the highest concentration of office, retail, mixed business, cultural, public administration, hospitality, educational and tourist activities.
- 2** Buildings should be of a height that ensures airport operational safety is not adversely affected.
- 3** To enable an activated street level, residential development or similar should be located above ground floor level.

Main Street Policy Area 14

Introduction

The Objectives and Principles of Development Control that follow apply to the Policy Area as shown on [Maps Adel/48, 49, 50, 51 and 55](#). They are additional to those expressed for the Zone and, in cases of apparent conflict, take precedence over the Zone provisions. In the assessment of development, the greatest weight is to be applied to satisfying the Desired Character for the Policy Area.

DESIRED CHARACTER

Main streets provide an important shopping, hospitality and gathering place that are a vital part of the City's identity and image.

An atmosphere of bustle, excitement and activity is created by a vibrant mixture of land uses that support a strong retail base and a continuing program of on-street arts and activities. Activities including retail, restaurants, cafés and licensed premises will contribute to the day and evening economies and be managed to ensure a positive contribution to the character of the precinct. Licensed entertainment premises, nightclubs and bars will contribute to activation during the day and evening by generally being small in scale and located above or below ground floor level.

Development will abut the footpath and continue the established width, rhythm and pattern of façades to generally support a variety of tenancies with narrow frontages. Horizontally massed buildings will be broken into smaller façade elements. Above street level fenestration, balconies, parapets, architectural detailing and ornamentation will be used to contribute to a rich visual texture.

Upper levels of buildings are to be recessed behind a moderately scaled building street wall to maintain a sense of spaciousness and openness to the sky. At lower levels, the continuity of verandahs and other canopies or pedestrian shelters, and ceiling heights is desired to maintain a sheltered, high amenity pedestrian environment at a human scale.

Rundle Street

Rundle Street is a main street characterised by generally consistent built form and heritage buildings that will be retained and where possible enhanced. Development will be consistent with the intimate scale and intricate and diverse architectural features of Rundle Street and will reinforce the existing two and three storey built scale. This is derived from buildings of relatively uniform height and scale, mostly built in the nineteenth and early twentieth century. Any new development will be carefully designed so that the historic main street character is retained and where possible enhanced.

Existing façades typically encompass a high proportion of solid to void and a high level of architectural detail (including ornamentation and fenestration and through a combination of materials).

Horizontal emphasis is achieved through the integration of masonry coursing, parapets, verandahs and balconies. The subtle variety of scale and massing adds texture to the streetscape.

Upper levels of buildings will be well-articulated and utilise architectural expressions that result in reduced visual mass, and carefully scaled to avoid overbearing height. Podium elements will be utilised to reconcile the scale relationships between the taller elements and the existing streetscape.

Rundle Mall

Rundle Mall will be enhanced as Adelaide's premier retail area incorporating a wide range of specialty and larger scale shops and mixed business. Rundle Mall will continue to grow and evolve in response to the needs of the retail and business sectors and the wider public, and enhance its iconic reputation as an important public space for a range of retail, business and cultural purposes. A range of activities will contribute to the day and evening economies.

Rundle Mall offers a strong and unique character and sense of place, established by a pedestrian space framed by a long enclosure of visual interest and vitality which is reached with a sense of arrival from King William Street and Pulteney Street and the adjoining minor streets, arcades and laneways.

Hindley Street

Hindley Street (east of Morphett Street) will be the City's focus for late night entertainment and will be carefully designed and managed to integrate effectively with day time and evening land use activities.

Hindley Street (west of Morphett Street) will comprise a range of mixed business, educational, cultural, hospitality and retail activities. Activities, including licensed premises, will contribute to the day and evening economies.

The refurbishment of nineteenth century buildings in Hindley Street will be complemented by sensitive new development and will provide a colourful and cohesive character and intimate, human scale.

Gouger Street

Gouger Street will be characterised by a mix of retail, restaurant, commercial and mixed business uses, including professional services, wholesaling and community activities. Activities including restaurants, cafés and licensed premises will contribute to the vibrancy of the street during the day and evening.

Gouger and Grote streets will continue to develop as a colourful and active restaurant and shopping precinct which complements the liveliness of the Central Market and supports the retail, community, cultural and legal functions in this part of the City. 'Chinatown' around Moonta Street will be reinforced, and opportunities for new precincts, such as in minor streets and lanes, established.

OBJECTIVES

- Objective 1:** Rundle Street enhanced as an important shopping, leisure and gathering place for metropolitan Adelaide.
- Objective 2:** Rundle Mall enhanced as the State's premier shopping destination around an attractive public space.
- Objective 3:** Hindley Street (east of Morphett Street) as the pre-eminent evening and late night entertainment hub for metropolitan Adelaide, with complementary shopping, hospitality and mixed business together with high density living.
- Objective 4:** Hindley Street (west of Morphett Street) reinforced as a main street with a mix of retail, educational, restaurant and business uses, together with high density living.
- Objective 5:** Gouger Street reinforced as a colourful, intimate and active restaurant and shopping street which complements the vibrancy of the Central Market and supports the retail, community and cultural functions of the area.
- Objective 6:** Development that contributes to the Desired Character of the Policy Area.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1** At ground level along any main street (including Rundle Mall) and in minor streets leading to them, development should provide active and vibrant frontages that contribute to continuous interest at street level.
- 2** Land uses that add to the vitality of the area and extend activities outside shop hours are envisaged, including restaurants; educational, community and cultural facilities; and visitor and residential accommodation.
- 3** To enable an activated street level, residential development or similar should be located above ground floor level.
- 4** Licensed entertainment premises, night clubs or bars should contribute to activation during the day and evening by generally being small in scale and located above or below ground floor level.

Design and Appearance

- 5** The ground level street frontage of buildings should be designed as activate street frontages, provide pedestrian interest, and maximise passive surveillance by:
 - (a) providing at least 70 percent of the frontage as a non-residential use; and
 - (b) 50 percent of the frontage as visually permeable, transparent or clear glazed and may include an entry/foyer or display window to a shop (including a café or restaurant).

Form and Character

- 6 Development should conserve, enhance and complement the colourful and visually rich and intimate character of the area.
- 7 Development should include a variety of architectural expression and finishes compatible with the many existing older buildings. Verandahs, balconies, awnings and parapets should be designed to complement those existing.
- 8 Development should strengthen the established character of narrow building frontage widths, vertical massing and above street level fenestrations, balconies, parapets, architectural detailing and ornamentation.
- 9 Buildings with frontage to Gouger Street, Hindley Street or Rundle Street, west of Frome Street, should be designed to:
 - (a) reinforce the prevailing datum heights and parapet levels of the street through design elements that provide a clear distinction between levels above and below the prevailing datum line; and
 - (b) include a maximum podium/street wall height in the order of six storeys, with an upper level setback, measured from the street wall in the order of 3 metres.
- 10 Buildings with frontage to Rundle Mall should have a maximum podium/street wall height of 6 storeys with upper building levels set back from the street in the order of 3 metres.
- 11 Buildings with frontage to Rundle Street, east of Frome Street should be designed to reinforce the prevailing datum heights and parapet levels of the street through:
 - (a) a maximum podium/street wall height that is consistent with one of the adjacent buildings facing the street and does not exceed 13 metres;
 - (b) an upper level setback, measured from the street wall, of at least 3 metres stepping up to a height of 6 storeys, then a further setback of at least 3 metres stepping up to the maximum overall height shown on Concept Plan [Figures CC/1 and 2](#); and
 - (c) design elements that create a clear distinction between the 13 metre and 22 metre datum lines.
- 12 Development of both internal and external spaces on Rundle Street should maintain an environment which is intimately scaled, intricate and diverse.

Movement

- 13 Additional vehicle cross-overs to provide access should be avoided in Hindley Street, Bank Street and Leigh Street. Access for on-site servicing and deliveries should be from minor streets and private lanes wherever possible, rather than from Rundle Mall.
- 14 Pedestrian movement should be based on a network of pedestrian malls, arcades and lanes, linking the surrounding areas and giving a variety of north to south routes to Rundle Mall and east to west links for people moving between buildings.

CAPITAL CITY ZONE

Introduction

The Desired Character, Objectives and Principles of Development Control that follow apply in the whole of the Capital City Zone shown on [Maps Adel/17 to 20, 23 to 26 and 29 to 31](#). They are additional to those expressed for the whole of the Council area and in cases of apparent conflict, take precedence over the more general provisions. In the assessment of development, the greatest weight is to be applied to satisfying the Desired Character for the Zone.

DESIRED CHARACTER

This Zone is the economic and cultural focus of the State and includes a range of employment, community, educational, tourism and entertainment facilities. It is anticipated that an increased population within the Zone will complement the range of opportunities and experiences provided in the City and increase its vibrancy.

The Zone will be active during the day, evening and late night. Licensed entertainment premises, nightclubs and bars are encouraged throughout the Zone, particularly where they are located above or below ground floor level to maintain street level activation during the day and evening.

High-scale development is envisaged in the Zone with high street walls that frame the streets. However an interesting pedestrian environment and human scale will be created at ground floor levels through careful building articulation and fenestration, frequent openings in building façades, verandahs, balconies, awnings and other features that provide weather protection.

In important pedestrian areas, buildings will be set back at higher levels above the street wall to provide views to the sky and create a comfortable pedestrian environment. In narrow streets and laneways the street setback above the street wall may be relatively shallow or non-existent to create intimate spaces through a greater sense of enclosure. In the Central Business Policy Areas, upper level setbacks are not envisaged.

Non-residential land uses at ground floor level that generate high levels of pedestrian activity such as shops, cafés and restaurants will occur throughout the Zone. Within the Central Business Policy Area, residential land uses at ground level are discouraged. At ground level, development will continue to provide visual interest after hours by being well lit and having no external shutters. Non-residential and / or residential land uses will face the street at the first floor level to contribute to street vibrancy.

New development will achieve high design quality by being:

- (a) **Contextual** – so that it responds to its surroundings, recognises and carefully considers the adjacent built form, and positively contributes to the character of the immediate area.
- (b) **Durable** – by being fit for purpose, adaptable and long lasting, and carefully considers the existing development around it.
- (c) **Inclusive** – by integrating landscape design to optimize pedestrian and cyclist usability, privacy, and equitable access, and also promote the provision of quality spaces integrated with the public realm that can be used for access and recreation and help optimize security and safety both internally and into the public realm, for occupants and visitors alike.
- (d) **Sustainable** – by integrating sustainable systems into new buildings and the surrounding landscape design to improve environmental performance and minimise energy consumption.
- (e) **Amenable** – by providing natural light and ventilation to habitable spaces.

Contemporary juxtapositions will provide new settings for heritage places. Innovative design is expected in areas of identified street character with an emphasis on contemporary architecture that responds to site context and broader streetscape, while supporting optimal site development. The addition of height, bulk and massing of new form should be given due consideration in the wider context of the proposed development.

There will also be a rich display of art that is accessible to the public and contextually relevant.

Adelaide's pattern of streets and squares

The distinctive grid pattern of Adelaide will be reinforced through the creation of a series of attractive boulevards as shown on Concept Plan [Figures CC/1 and 2](#). These boulevards will provide a clear sense of arrival into the City and be characterised by buildings that are aligned to the street pattern, particularly at ground level.

Views to important civic landmarks, the Park Lands and the Adelaide Hills will be retained as an important part of the City's charm and character.

The City's boulevards, terraces and Squares will be developed as follows:

- (a) North Terrace will be reinforced as an important pedestrian promenade and cultural boulevard that provides an important northern edge to the City square mile.
- (b) King William Street will be enhanced as the City's principal north-south boulevard and will be reinforced as the City's commercial spine.
- (c) Grote Street-Wakefield Street will be enhanced as the City's principal east-west boulevard and will be developed to provide a strong frame that presents a sense of enclosure to the street.
- (d) East Terrace will be characterised by buildings that maximise views through to the Park Lands and provide a distinct City edge.
- (e) West Terrace will be reinforced as the western 'gateway' to the City centre and will form an imposing frontage to the western City edge. Buildings will be constructed to the front and side boundaries, and designed to maximise views through to the Park Lands. Corner sites at the junctions of West Terrace and the major east-west streets will be developed as strongly defined visual gateways to the City. This will provide an imposing frontage to the western edge of the City, which comprises a mixture of commercial, showroom and residential development.
- (f) Pulteney and Morphett streets are key north-south boulevards. A sense of activation and enclosure of these streets will be enhanced through mixed use development with a strong built form edge. Pulteney Street will include residential, office and institutional uses, and retail activities. These boulevards will become important tree-lined commercial corridors.
- (g) Currie, Grenfell, Franklin and Flinders streets, as wider east-west boulevards provide important entry points to the City. Currie and Grenfell streets will become a key focus for pedestrians, cycling and public transport. These streets also provide long views to the hills as their closing vistas and these view corridors should remain uncluttered.
- (h) Victoria, Hindmarsh and Light Squares will have a continuous edge of medium to high-scale development that frames the Squares and increases ground level activity.

The Zone also includes a number of Main Street areas, encompassing Rundle Mall, Rundle Street, Hindley Street and Gouger Street, which are envisaged to have a wide range of retail, commercial and community uses that generate high levels of activity. These areas will have an intimately scaled built form with narrow and frequent building frontages. These areas are shown on Concept Plan [Figures CC/1 and 2](#).

Development fronting North Terrace, King William Street, Wakefield Street, Grote Street, the Squares, and in the Main Street Policy Area, will reflect their importance through highly contextual design that reflects and responds to their setting and role.

Minor streets and laneways will have a sense of enclosure (a tall street wall compared to street width) and an intimate, welcoming and comfortable pedestrian environment with buildings sited and composed in a way that responds to the buildings' context. There will be a strong emphasis on ground level activation through frequent window openings, land uses that spill out onto the footpath, and control of wind impacts.

Development in minor streets and laneways with a high value character will respond to important character elements and provide a comfortable pedestrian environment, particularly in the following streets: Gray, Leigh, Union, Chesser, Coromandel, Tucker, Cardwell, Kenton, Market, Ruthven, Cannon, Tatham, Bentham streets, Murrays Lane and Wright Court.

A comprehensive, safe and convenient movement network throughout the City will develop, focusing on the provision of linkages on both public and private land between important destinations and public

transport. A high quality system of bicycle or shared pedestrian and bicycle routes will be established within the Zone.

OBJECTIVES

General

- Objective 1:** The principal focus for the economic, social and political life of metropolitan Adelaide and the State.
- Objective 2:** A vibrant mix of commercial, retail, professional services, hospitality, entertainment, educational facilities, and medium and high density living.
- Objective 3:** Design and management of City living to ensure the compatibility of residential amenity with the essential commercial and leisure functions of the Zone.
- Objective 4:** City streets that provide a comfortable pedestrian environment.
- Objective 5:** Innovative design approaches and contemporary architecture that respond to a building's context.
- Objective 6:** Buildings that reinforce the gridded layout of Adelaide's streets and respond to the underlying built-form framework of the City.
- Objective 7:** Large sites developed to their full potential while ensuring a cohesive scale of development and responding to a building's context.
- Objective 8:** Development that contributes to the Desired Character of the Zone.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following types of development, or combinations thereof, are envisaged:

- Affordable housing
- Aged persons accommodation
- Community centre
- Consulting room
- Convention centre
- Dwelling
- Educational establishment
- Emergency services facility
- Hospital
- Hotel
- Indoor recreation centre
- Licensed entertainment premises
- Library
- Motel
- Office
- Pre-school
- Personal service establishment
- Place of worship
- Serviced apartment
- Restaurant
- Residential flat building
- Student accommodation
- Shop or group of shops
- Tourist accommodation

- 2 Land uses that are typically closed during the day should be designed to maximise daytime and evening activation at street level and be compatible with surrounding land uses, in particular residential development.
- 3 Low impact industries should be located outside the Central Business Policy Area and have minimal off-site impacts with respect to noise, air, water and waste emissions, traffic generation and movement.
- 4 Development listed as non-complying is generally inappropriate.

Form and Character

- 5 Development should be consistent with the Desired Character for the Zone.

Design and Appearance

- 6 Development should be of a high standard of architectural design and finish which is appropriate to the City's role and image as the capital of the State.
- 7 Buildings should achieve a high standard of external appearance by:
 - (a) the use of high quality materials and finishes. This may be achieved through the use of materials such as masonry, natural stone, prefinished materials that minimise staining, discolouring or deterioration, and avoiding painted surfaces particularly above ground level;
 - (b) providing a high degree of visual interest through articulation, avoiding any large blank facades, and incorporating design features within blank walls on side boundaries which have the potential to be built out;
 - (c) ensuring lower levels are well integrated with, and contribute to a vibrant public realm; and
 - (d) ensuring any ground and first floor level car parking elements are sleeved by residential or non-residential land uses (such as shops, offices and consulting rooms) to ensure an activated street frontage.
- 8 Buildings should present an attractive pedestrian-oriented frontage that adds interest and vitality to City streets and laneways.
- 9 The finished ground floor level of buildings should be at grade and/or level with the footpath to provide direct pedestrian access and street level activation.
- 10 Providing footpath widths and street tree growth permit, development should contribute to the comfort of pedestrians through the incorporation of verandahs, balconies, awnings and/or canopies that provide pedestrian shelter.
- 11 Buildings should be positioned regularly on the site and built to the street frontage, except where a setback is required to accommodate outdoor dining or provide a contextual response to a heritage place.
- 12 Buildings should be designed to include a podium/street wall height and upper level setback (in the order of 3-6 metres) that:
 - (a) relates to the scale and context of adjoining built form;
 - (b) provides a human scale at street level;
 - (c) creates a well-defined and continuity of frontage;
 - (d) gives emphasis and definition to street corners to clearly define the street grid;
 - (e) contributes to the interest, vitality and security of the pedestrian environment;

- (f) maintains a sense of openness to the sky for pedestrians and brings daylight to the street; and
- (g) achieves pedestrian comfort by minimising micro climatic impacts (particularly shade/shelter, wind tunnelling and downward drafts);

other than (h) or (i):

- (h) in the Central Business Policy Area;
 - (i) where a lesser (or zero) upper level setback and/or podium height is warranted to correspond with and complement the form of adjacent development, in which case alternative design solutions should be included to achieve a cohesive streetscape, provided parts (b) to (g) are still achieved.
- 13** Buildings north of Rundle Mall, Rundle Street, Hindley Street and Gouger Street should have a built form that incorporates slender tower elements, spaces between buildings or other design techniques that enable sunlight access to the southern footpath.
 - 14** Buildings, advertisements, site landscaping, street planting and paving should have an integrated, coordinated appearance and should enhance the urban environment.
 - 15** Building façades should be strongly modelled, incorporate a vertical composition which reflects the proportions of existing frontages, and ensure that architectural detailing is consistent around corners and along minor streets and laneways.
 - 16** Development that exceeds the maximum building height shown in Concept Plan [Figures CC/1 and 2](#), and meets the relevant quantitative provisions should demonstrate a significantly higher standard of design outcome in relation to qualitative policy provisions including site configuration that acknowledges and responds to the desired future character of an area but that also responds to adjacent conditions (including any special qualities of a locality), pedestrian and cyclist amenity, activation, sustainability, and public realm and streetscape contribution.

The Squares (Victoria, Hindmarsh and Light)

- 17** Outdoor eating and drinking facilities associated with cafés and restaurants are appropriate ground floor uses and should contribute to the vitality of the Squares and create a focus for leisure.
- 18** Buildings fronting the Squares should:
 - (a) provide a comfortable pedestrian and recreation environment by enabling direct sunlight to a minimum of 75 percent of the landscaped part of each Square at the September equinox; and
 - (b) reinforce the enclosure of the Squares with a continuous built-form with no upper level setbacks.

The Terraces (North, East and West)

- 19** Development along the terraces should contribute to a continuous built form to frame the City edge and activate the Park Lands.
- 20** Development along North Terrace should reinforce the predominant scale and 'City wall' character of the Terrace frontage.

Building Height

- 21** Development should not exceed the maximum building height shown in Concept Plan [Figures CC/1 and 2](#) unless;

(a) it is demonstrated that the development reinforces the anticipated city form in Concept Plan [Figures CC/1 and 2](#), and

(b) only if:

(i) at least two of the following features are provided:

- (1) the development provides an orderly transition up to an existing taller building or prescribed maximum building height in an adjoining Zone or Policy Area;
- (2) the development incorporates the retention, conservation and reuse of a building which is a listed heritage place;
- (3) high quality universally accessible open space that is directly connected to, and well integrated with, public realm areas of the street;
- (4) universally accessible, safe and secure pedestrian linkages that connect through the development site as part of the cities pedestrian network on [Map Adel/1 \(Overlay 2A\)](#);
- (5) on site car parking does not exceed a rate of 0.5 spaces per dwelling, car parking areas are adaptable to future uses or all car parking is provided underground;
- (6) residential, office or any other actively occupied use is located on all of the street facing side of the building, with any above ground car parking located behind;
- (7) a range of dwelling types that includes at least 10% of 3+ bedroom apartments;
- (8) more than 15 per cent of dwellings as affordable housing.

(ii) plus all of the following sustainable design measures are provided:

- (1) a rooftop garden covering a majority of the available roof area supported by services that ensure ongoing maintenance;
- (2) a greenroof, or greenwalls / façades supported by services that ensure ongoing maintenance;
- (3) innovative external shading devices on all of the western side of a street facing façade; and
- (4) higher amenity through provision of private open space in excess of minimum requirements, access to natural light and ventilation to all habitable spaces and common circulation areas.

22 Development should have optimal height and floor space yields to take advantage of the premium City location and should have a building height no less than half the maximum shown on Concept Plan [Figures CC/1 and 2](#), or 28 metres in the Central Business Policy Area, except where one or more of the following applies:

- (a) a lower building height is necessary to achieve compliance with the Commonwealth Airports (Protection of Airspace) Regulations;
- (b) the site is adjacent to the City Living Zone or the Adelaide Historic (Conservation) Zone and a lesser building height is required to manage the interface with low-rise residential development;
- (c) the site is adjacent to a heritage place, or includes a heritage place;
- (d) the development includes the construction of a building in the same, or substantially the same, position as a building which was demolished, as a result of significant damage caused

by an event, within the previous 3 years where the new building has the same, or substantially the same, layout and external appearance as the previous building.

Interface

- 23 Development should manage the interface with the City Living Zone or the Adelaide Historic (Conservation) Zone in relation to building height, overshadowing, massing, building proportions and traffic impacts and should avoid land uses, or intensity of land uses, that adversely affect residential amenity.
- 24 Development on all sites on the southern side of Gouger Street - Angas Street and adjacent to a northern boundary of the City Living Zone or the Adelaide Historic (Conservation) Zone should not exceed 22 metres in building height unless the Council Wide overshadowing Principles of Development Control are met.
- 25 Parts of a development that exceed the prescribed maximum building height shown on Concept Plan [Figures CC/1 and 2](#) that are directly adjacent to the City Living, Main Street (Adelaide) and Adelaide Historic (Conservation) Zone boundaries should be designed to minimise visual impacts on sensitive uses in the adjoining zones and to maintain the established or desired future character of the area. This may be achieved through a number of techniques such as additional setback, avoiding tall sheer walls, centrally locating taller elements, providing variation of light and shadow through articulation to provide a sense of depth and create visual interest, and the like.

Movement

- 26 Pedestrian movement should be based on a network of pedestrian malls, arcades and lanes, linking the surrounding Zones and giving a variety of north-south and east-west links.
- 27 Development should provide pedestrian linkages for safe and convenient movement with arcades and lanes clearly designated and well-lit to encourage pedestrian access to public transport and areas of activity. Blank surfaces, shutters and solid infills lining such routes should be avoided.
- 28 Development should ensure existing through-site and on-street pedestrian links are maintained and new pedestrian links are developed in accordance with [Map Adel/1 \(Overlay 2A\)](#).
- 29 Car parking should be provided in accordance with [Table Adel/7](#).
- 30 Multi-level car parks should locate vehicle access points away from the primary street frontage wherever possible and should not be located:
 - (a) within any of the following areas:
 - (i) the Core Pedestrian Area identified in [Map Adel/1 \(Overlays 2, 2A and 3\)](#)
 - (ii) on frontages to North Terrace, East Terrace, Rundle Street, Hindley Street, Currie Street, Waymouth Street (east of Light Square), Victoria Square or King William Street;
 - (b) where they conflict with existing or projected pedestrian movement and/or activity;
 - (c) where they would cause undue disruption to traffic flow; and
 - (d) where it involves creating new crossovers in North Terrace, Rundle Street, Hindley Street, Currie Street and Waymouth Street (east of Light Square), Grenfell Street and Pirie Street (west of Pulteney Street), Victoria Square, Light Square, Hindmarsh Square, Gawler Place and King William Street or access across primary City access and secondary City access roads identified in [Map Adel/1 \(Overlay 1\)](#).
- 31 Multi-level, non-ancillary car parks are inappropriate within the Core Pedestrian Area as shown on [Map Adel/1 \(Overlays 2, 2A and 3\)](#).

- 32** Vehicle parking spaces and multi-level vehicle parking structures within buildings should:
- (a) enhance active street frontages by providing land uses such as commercial, retail or other non-car park uses along ground floor street frontages;
 - (b) complement the surrounding built form in terms of height, massing and scale; and
 - (c) incorporate façade treatments along major street frontages that are sufficiently enclosed and detailed to complement neighbouring buildings consistent with the Desired Character of the locality.

Advertising

- 33** Other than signs along Hindley Street, advertisements should use simple graphics and be restrained in their size, design and colour.
- 34** In minor streets and laneways, a greater diversity of type, shape, numbers and design of advertisements are appropriate provided they are of a small-scale and located to present a consistent message band to pedestrians.
- 35** There should be an overall consistency achieved by advertisements along individual street frontages.
- 36** In Chesser Street, French Street and Coromandel Place advertisements should be small and preferably square and should not be located more than 3.7 metres above natural ground level or an abutting footpath or street. However, advertisements in these streets may be considered above 3.7 metres at locations near the intersections with major streets.
- 37** Advertisements on the Currie Street frontages between Topham Mall and Gilbert Place and its north-south prolongation should be of a size, shape and location complementary to the desired townscape character, with particular regard to the following:
- (a) On the southern side of Currie Street, advertisements should be fixed with their underside at a common height, except where the architectural detailing of building façades precludes it. At this 'canopy' level advertisements should be of a uniform size and fixed without the support of guy wires. Where architectural detailing permits, advertisements may mark the major entrances to buildings along the southern side of Currie Street with vertical projecting advertisements 1.5 metres high by 1.2 metres wide at, or marginally above, the existing canopy level. Painted wall or window signs should be restrained.
 - (b) On the northern side of Currie Street, advertisements should be of a uniform fixing height and consistent dimensions to match those prevailing in the area.

PROCEDURAL MATTERS

Complying Development

- 38** Complying developments are prescribed in Schedule 4 of the *Development Regulations 2008*.

In addition, the following forms of development are assigned as **complying**:

- (a) Other than in relation to a State heritage place, Local heritage place (City Significance), or Local heritage place, work undertaken within a building which does not involve a change of use or affect the external appearance of the building;
- (b) Temporary depot for Council for a period of no more than 3 months where it can be demonstrated that appropriate provision has been made for:
 - (i) dust control;
 - (ii) screening, including landscaping;

- (iii) containment of litter and water; and
 - (iv) securing of the site.
- (c) Change in the use of land from a non-residential use to an office, shop or consulting room (excluding any retail showroom, adult entertainment premises, adult products and services premises or licensed premises).

Non-complying Development

39 The following kinds of development are **non-complying**:

A change in use of land to any of the following:

Amusement machine centre

Advertisements involving any of the following:

- (a) third party advertising except on Hindley Street, Rundle Mall or on allotments at the intersection of Rundle Street and Pulteney Street, or temporary advertisements on construction sites;
- (b) advertisements located at roof level where the sky or another building forms the background when viewed from ground level;
- (c) advertisements in the area bounded by West Terrace, Grote Street, Franklin Street and Gray Street;
- (d) animation of advertisements along and adjacent to the North Terrace, King William Street and Victoria Square frontages.

Total demolition of a State Heritage Place (as identified in [Table Adel/1](#)).

Vehicle parking except:

- (a) where it is ancillary to an approved or existing use;
- (b) it is a multi-level car park located outside the Core Pedestrian Area as indicated on [Map Adel/1 \(Overlay 2, 2A and 3\)](#); or
- (c) it is within an existing building located outside the Core Pedestrian Area as indicated on [Map Adel/1 \(Overlay 2, 2A and 3\)](#).

Public Notification

40 Categories of public notification are prescribed in Schedule 9 of the *Development Regulations 2008*.

In addition, the following forms of development, or any combination of (except where the development is non-complying), are assigned:

- (a) **Category 1**, public notification not required:

All forms of development other than where it is assigned Category 2.

- (b) **Category 2**, public notification required. Third parties do not have any appeal rights.

Any development where the site of the development is adjacent land to land in the City Living Zone or Adelaide Historic (Conservation) Zone and it exceeds 22 metres in building height.

Note: For Category 3 development, public notification is required. Third parties may make written representations, appear before the relevant authority on the matter, and may appeal against a development consent. This includes any development not classified as either Category 1 or Category 2.

COUNCIL WIDE

Environmental

Crime Prevention Through Urban Design

OBJECTIVES

Objective 24: A safe and secure, crime resistant environment that:

- (a) ensures that land uses are integrated and designed to facilitate natural surveillance;
- (b) promotes building and site security; and
- (c) promotes visibility through the incorporation of clear lines of sight and appropriate lighting.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should promote the safety and security of the community in the public realm and within development. Development should:
 - (a) promote natural surveillance of the public realm, including open space, car parks, pedestrian routes, service lanes, public transport stops and residential areas, through the design and location of physical features, electrical and mechanical devices, activities and people to maximise visibility by:
 - (i) orientating windows, doors and building entrances towards the street, open spaces, car parks, pedestrian routes and public transport stops;
 - (ii) avoiding high walls, blank facades, carports and landscaping that obscures direct views to public areas;
 - (iii) arranging living areas, windows, pedestrian paths and balconies to overlook recreation areas, entrances and car parks;
 - (iv) positioning recreational and public space areas so they are bound by roads on at least two road frontages or overlooked by development;
 - (v) creating a complementary mix of day and night-time activities, such as residential, commercial, recreational and community uses, that extend the duration and level of intensity of public activity;
 - (vi) locating public toilets, telephones and other public facilities with direct access and good visibility from well-trafficked public spaces;
 - (vii) ensuring that rear service areas and access lanes are either secured or exposed to surveillance; and
 - (viii) ensuring the surveillance of isolated locations through the use of audio monitors, emergency telephones or alarms, video cameras or staff eg by surveillance of lift and toilet areas within car parks.
 - (b) provide access control by facilitating communication, escape and path finding within development through legible design by:
 - (i) incorporating clear directional devices;
 - (ii) avoiding opportunities for concealment near well travelled routes;
 - (iii) closing off or locking areas during off-peak hours, such as stairwells, to concentrate access/exit points to a particular route;

- (iv) use of devices such as stainless steel mirrors where a passage has a bend;
 - (v) locating main entrances and exits at the front of a site and in view of a street;
 - (vi) providing open space and pedestrian routes which are clearly defined and have clear and direct sightlines for the users; and
 - (vii) locating elevators and stairwells where they can be viewed by a maximum number of people, near the edge of buildings where there is a glass wall at the entrance.
- (c) promote territoriality or sense of ownership through physical features that express ownership and control over the environment and provide a clear delineation of public and private space by:
- (i) clear delineation of boundaries marking public, private and semi-private space, such as by paving, lighting, walls and planting;
 - (ii) dividing large development sites into territorial zones to create a sense of ownership of common space by smaller groups of dwellings; and
 - (iii) locating main entrances and exits at the front of a site and in view of a street.
- (d) provide awareness through design of what is around and what is ahead so that legitimate users and observers can make an accurate assessment of the safety of a locality and site and plan their behaviour accordingly by:
- (i) avoiding blind sharp corners, pillars, tall solid fences and a sudden change in grade of pathways, stairs or corridors so that movement can be predicted;
 - (ii) using devices such as convex security mirrors or reflective surfaces where lines of sight are impeded;
 - (iii) ensuring barriers along pathways such as landscaping, fencing and walls are permeable;
 - (iv) planting shrubs that have a mature height less than one metre and trees with a canopy that begins at two metres;
 - (v) adequate and consistent lighting of open spaces, building entrances, parking and pedestrian areas to avoid the creation of shadowed areas; and
 - (vi) use of robust and durable design features to discourage vandalism.
- 2** Residential development should be designed to overlook streets, public and communal open space to allow casual surveillance.
- 3** To maximise security and safety, buildings should be designed to minimise access between roofs, balconies and windows of adjacent buildings.
- 4** Security features should be incorporated within the design of shop fronts to complement the design of the frontage and allow window shopping out of hours. If security grilles are provided, these should:
- (a) be transparent and illuminated to complement the appearance of the frontage;
 - (b) provide for window shopping; and
 - (c) allow for the spill of light from the shop front onto the street.

Solid shutters with less than 75 percent permeability are not acceptable.

- 5** Public toilets should be designed and located to:
- (a) promote the visibility of people entering and exiting the facility by avoiding recessed entrances and dense shrubbery which obstructs passive surveillance;
 - (b) limit opportunities for vandalism through the use of vandal proof lighting on the public toilet buildings and nearby;
 - (c) avoid features which facilitate loitering, such as seating or telephones immediately adjacent the structure; and
 - (d) maximise surveillance through location near public transport links, pedestrian and cyclist networks.

Waste Management

OBJECTIVE

Objective 28: Development which supports high local environmental quality, promotes waste minimisation, re-use and recycling, encourages waste water, grey water and stormwater re-use and does not generate unacceptable levels of air, liquid or solid pollution.

PRINCIPLES OF DEVELOPMENT CONTROL

- 6** A dedicated area for on-site collection and sorting of recyclable materials and refuse should be provided within all new development.
- 7** A dedicated area for the collection and sorting of construction waste and the recycling of building materials during construction as appropriate to the size and nature of the development should be provided and screened from public view.
- 8** Development greater than 2 000 square metres of total floor area should manage waste by:
- (a) containing a dedicated area for the collection and sorting of construction waste and recyclable building materials;
 - (b) on-site storage and management of waste;
 - (c) disposal of non-recyclable waste; and
 - (d) incorporating waste water and stormwater re-use including the treatment and re-use of grey water.
- 9** Development should not result in emission of atmospheric, liquid or other pollutants, or cause unacceptable levels of smell and odour which would detrimentally affect the amenity of adjacent properties or its locality. Land uses such as restaurants, shops, cafés or other uses that generate smell and odour should:
- (a) ensure extraction flues, ventilation and plant equipment are located in appropriate locations that will not detrimentally affect the amenity of adjacent occupiers in terms of noise, odours and the appearance of the equipment;
 - (b) ensure ventilation and extraction equipment and ducting have the capacity to clean and filter the air before being released into the atmosphere; and
 - (c) ensure the size of the ventilation and extraction equipment is suitable and has the capacity to adequately cater for the demand generated by the potential number of patrons.

Built Form and Townscape

OBJECTIVES

Objective 46: Reinforcement of the city's grid pattern of streets through:

- (a) high rise development framing city boulevards, the Squares and Park Lands
- (b) vibrant main streets of a more intimate scale that help bring the city to life
- (c) unique and interesting laneways that provide a sense of enclosure and intimacy.

Objective 47: Buildings should be designed to:

- (a) reinforce the desired character of the area as contemplated by the minimum and maximum building heights in the Zone and Policy Area provisions;
- (b) maintain a sense of openness to the sky and daylight to public spaces, open space areas and existing buildings;
- (c) contribute to pedestrian safety and comfort; and
- (d) provide for a transition of building heights between Zone and Policy Areas where building height guidelines differ.

Objective 48: Development which incorporates a high level of design excellence in terms of scale, bulk, massing, materials, finishes, colours and architectural treatment.

PRINCIPLES OF DEVELOPMENT CONTROL

10 Where development significantly exceeds quantitative policy provisions, it should demonstrate a significantly higher standard of design outcome in relation to qualitative policy provisions including pedestrian and cyclist amenity, activation, sustainability and public realm and streetscape contribution.

Composition and Proportion

11 Development should respect the composition and proportion of architectural elements of building facades that form an important pattern which contributes to the streetscape's distinctive character in a manner consistent with the desired character of a locality by:

- (a) establishing visual links with neighbouring buildings by reflecting and reinforcing the prevailing pattern of visual sub-division in building facades where a pattern of vertical and/or horizontal sub-divisions is evident and desirable, for example, there may be strong horizontal lines of verandahs, masonry courses, podia or openings, or there may be vertical proportions in the divisions of facades or windows; and
- (b) clearly defining ground, middle and roof top levels.

12 Where there is little or no established building pattern, new buildings should create new features which contribute to an areas desired character and the way the urban environment is understood by:

- (a) frontages creating clearly defined edges;
- (b) generating new compositions and points of interest;
- (c) introducing elements for future neighbouring buildings; and
- (d) emphasising the importance of the building according to the street hierarchy.

Articulation and Modelling

- 13 Building facades fronting street frontages, access ways, driveways or public spaces should be composed with an appropriate scale, rhythm and proportion which responds to the use of the building, the desired character of the locality and the modelling and proportions of adjacent buildings.
- 14 Balconies should:
 - (a) respond to the street context and building orientation; and
 - (b) incorporate balustrade detailing to reflect the balcony type and location and the materials and detail of the building facade.
- 15 No part of any fully enclosed building should extend over property boundaries, including streets and public spaces, whether above a balcony at a lower level or not.

Materials, Colours and Finishes

- 16 The design, external materials, colours and finishes of buildings should have regard to their surrounding townscape context, built form and public environment, consistent with the desired character of the relevant Zone and Policy Area.
- 17 Development should be finished with materials that are sympathetic to the design and setting of the new building and which incorporate recycled or low embodied energy materials. The form, colour, texture and quality of materials should be of high quality, durable and contribute to the desired character of the locality. Materials, colours and finishes should not necessarily imitate materials and colours of an existing streetscape
- 18 Materials and finishes that are easily maintained and do not readily stain, discolour or deteriorate should be utilised.
- 19 Development should avoid the use of large expanses of highly reflective materials and large areas of monotonous, sheer materials (such as polished granite and curtained wall glazing).

Active Street Frontages

OBJECTIVES

Objective 50: Development that enhances the public environment and, where appropriate provides activity and interest at street level, reinforcing a locality's desired character.

Objective 51: Development designed to promote pedestrian activity and provide a high quality experience for City residents, workers and visitors by:

- (a) enlivening building edges;
- (b) creating welcoming, safe and vibrant spaces;
- (c) improving perceptions of public safety through passive surveillance; and
- (d) creating interesting and lively pedestrian environments.

PRINCIPLES OF DEVELOPMENT CONTROL

- 20 Development should be designed to create active street frontages that provide activity and interest to passing pedestrians and contribute to the liveliness, vitality and security of the public realm.
- 21 Retail frontages should be designed to provide interest to passing pedestrians at street level and relief to building mass.

- 22** Commercial buildings should be designed to ensure that ground floor facades are rich in detail so they are exciting to walk by, interesting to look at and to stand beside.

Transport and Access

Access and Movement

OBJECTIVE

- Objective 60:** Access to and movement within the City that is easy, safe, comfortable and convenient with priority given to pedestrian and cyclist safety and access.

PRINCIPLES OF DEVELOPMENT CONTROL

- 23** Development should provide safe, convenient and comfortable access and movement.
- 24** Vehicle access points along primary and secondary city access roads and local connector roads, as shown on [Map Adel/1 \(Overlay 1\)](#) should be restricted.

Pedestrian Access

OBJECTIVES

- Objective 61:** Development that promotes the comfort, enjoyment and security of pedestrians by providing shelter and reducing conflict with motor vehicles.
- Objective 62:** Development that contributes to the quality of the public realm as a safe, secure and attractive environment for pedestrian movement and social interaction.
- Objective 63:** Safe and convenient design of and access to buildings and public spaces, particularly for people with disabilities.

PRINCIPLES OF DEVELOPMENT CONTROL

- 25** Development should reflect the significance of the paths and increase the permeability of the pedestrian network identified within [Map Adel/1 \(Overlay 2\)](#) by ensuring:
- pedestrians are not disrupted or inconvenienced by badly designed or located vehicle access ramps in footpaths or streets; and
 - vehicle and service entry points are kept to a minimum to avoid adverse impact on pedestrian amenity.
- 26** Within the Core, Primary and Secondary Pedestrian Areas identified within [Map Adel/1 \(Overlays 2, 2A and 3\)](#), development should be designed to support the establishment and maintenance of continuous footpaths so that pedestrian flow is free and uninterrupted. Pedestrian access should be provided at ground level mid-block between all streets.
- 27** Development should provide and maintain pedestrian shelter, access and through-site links in accordance with the walking routes identified within [Map Adel/1 \(Overlays 2, 2A and 3\)](#) and the provisions of the Zone or Policy Area in which it is located. Such facilities should be appropriately designed and detailed to enhance the pedestrian environment, have regard to the mobility needs of people with disabilities, and be safe, suitable and accessible.
- 28** Corner buildings in the Central Business Policy Area of the Capital City Zone, buildings adjacent to street intersections and buildings along a high concentration public transport route or along public transport pedestrian routes identified within [Map Adel/1 \(Overlay 4\)](#) should provide weather protection for pedestrians in the form of verandahs, awnings or canopies. Where verandahs or awnings are provided which block street lighting, they should include additional lighting beneath the canopy.

- 29** Permanent structures over a footpath should have a minimum clearance of 3.0 metres above the existing footpath level, except for advertisements which should have a minimum clearance of 2.5 metres and temporary structures and retractable canopies which should have a minimum clearance of 2.3 metres above the existing footpath level.
- 30** Where posts are required to support permanent structures, they should be located at least 600 millimetres from the kerb line.
- 31** Access for people with disabilities should be provided to and within all buildings to which members of the public have access in accordance with the relevant Australian Standards. Such access should be provided through the principal entrance, subject to heritage considerations and for exemptions under the relevant legislation.

Bicycle Access

OBJECTIVES

- Objective 64:** Greater use of bicycles for travel to and within the City and the improvement of conditions, safety and facilities for cyclists.
- Objective 65:** Adequate supply of secure, short stay and long stay bicycle parking to support desired growth in City activities.

PRINCIPLES OF DEVELOPMENT CONTROL

- 32** Development should have regard to the bicycle routes identified within [Map Adel/1 \(Overlay 3\)](#) by:
- (a) limiting vehicular access points; and
 - (b) ensuring that vehicles can enter and leave the site in a forward direction, thereby avoiding reverse manoeuvres.
- 33** An adequate supply of on-site secure bicycle parking should be provided to meet the demand generated by the development within the site area of the development. Bicycle parking should be provided in accordance with the requirements set out in [Table Adel/6](#).
- 34** Onsite secure bicycle parking facilities for residents and employees (long stay) should be:
- (a) located in a prominent place;
 - (b) located at ground floor level;
 - (c) located undercover;
 - (d) located where passive surveillance is possible, or covered by CCTV;
 - (e) well lit and well signed;
 - (f) close to well used entrances;
 - (g) accessible by cycling along a safe, well lit route;
 - (h) take the form of a secure cage with locking rails inside or individual bicycle lockers; and
 - (i) in the case of a cage have an access key/pass common to the building access key/pass.
- 35** Onsite secure bicycle parking facilities for short stay users (i.e. bicycle rails) should be:
- (a) directly associated with the main entrance;
 - (b) located at ground floor level;

- (c) located undercover;
- (d) well lit and well signed;
- (e) located where passive surveillance is possible, or covered by CCTV; and
- (f) accessible by cycling along a safe, well lit route.

36 Access to bicycle parking should be designed to:

- (a) minimise conflict with motor vehicles and pedestrians;
- (b) ensure the route is well signed and well lit including the use of road markings such as a bicycle logo if appropriate to help guide cyclists; and
- (c) ensure the route is unhindered by low roof heights.

Public Transport

OBJECTIVES

- Objective 66:** Development that promotes the use of sustainable transport consistent with State Government objectives and initiatives.
- Objective 67:** Accessible public transport for all metropolitan residents and visitors and safe and attractive facilities for public transport users.

PRINCIPLES OF DEVELOPMENT CONTROL

- 37** Development along a high concentration public transport route should be designed to ensure that activity and interest for public transport passengers is maximised through the incorporation of active street frontages.
- 38** Development along high concentration public transport routes identified in [Map Adel/1 \(Overlay 4\)](#) should:
 - (a) ensure there are pedestrian links through the site if needed to provide access to public transport;
 - (b) provide shelter (e.g. verandahs) for pedestrians against wind, sun and rain;
 - (c) provide interest and activity at street level; and
 - (d) where possible, avoid vehicle access across high concentration public transport routes identified in [Map Adel/1 \(Overlay 4\)](#). Where unavoidable, vehicle access should be integrated into the design of the development whilst retaining active street frontages.

Traffic and Vehicle Access

OBJECTIVES

- Objective 68:** Development that supports a shift toward active and sustainable transport modes (i.e. public transport, cycling and walking).
- Objective 69:** An enhanced City environment and the maintenance of an appropriate hierarchy of roads to distribute traffic into the City to serve development in preference to through traffic.
- Objective 70:** Adequate off-street facilities for loading and unloading of courier, delivery and service vehicles and access for emergency vehicles.

PRINCIPLES OF DEVELOPMENT CONTROL

- 39** Development should be designed so that vehicle access points for parking, servicing or deliveries, and pedestrian access to a site, are located to minimise traffic hazards and vehicle queuing on public roads. Access should be safe, convenient and suitable for the development on the site, and should be obtained from minor streets and lanes unless otherwise stated in the provisions for the relevant Zone or Policy Area and provided residential amenity is not unreasonably affected.
- 40** Facilities for the loading and unloading of courier, delivery and service vehicles and access for emergency vehicles should be provided on-site as appropriate to the size and nature of the development. Such facilities should be screened from public view and designed, where possible, so that vehicles may enter and leave in a forward direction.
- 41** Where practicable, development sites should contain sufficient space for the location of construction equipment during the course of building construction, so that development does not rely on the use of Council road reserves to locate such equipment.
- 42** Vehicular access to development located within the Core and Primary Pedestrian Areas identified in [Map Adel/1 \(Overlay 2A\)](#) should be limited and designed to minimise interruption to street frontages.
- 43** Where vehicular access to a development is gained by an existing crossing in the Core Pedestrian Area identified in [Map Adel/1 \(Overlay 2A\)](#), there should be no increase in the number of parking spaces served by the crossing, nor any increase in the number of existing crossings serving that development.

Car Parking

OBJECTIVES

- Objective 71:** To meet community expectation for parking supply while supporting a shift toward active and sustainable transport modes.
- Objective 72:** An adequate supply of short-stay and long-stay parking to support desired growth in City activities without detrimental affect on traffic and pedestrian flows.

PRINCIPLES OF DEVELOPMENT CONTROL

- 44** Car parking areas should be located and designed to:
- (a) ensure safe and convenient pedestrian movement and traffic circulation through and within the car parking area;
 - (b) include adequate provision for manoeuvring and individually accessible car standing areas;
 - (c) enable, where practical, vehicles to enter and leave the site in a forward direction;
 - (d) minimise interruption to the pattern of built form along street frontages;
 - (e) provide for access off minor streets and for the screening from public view of such car parking areas by buildings on the site wherever possible;
 - (f) minimise adverse impacts on adjoining residential properties in relation to noise and access and egress;
 - (g) minimise loss of existing on-street parking spaces arising through crossovers and access;
 - (h) incorporate secure bicycle parking spaces and facilitate convenient, safe and comfortable access to these spaces by cyclists; and

- (i) provide landscaping, such as semi-mature trees, to shade parked vehicles and reduce the visual impact of the car parking area while maintaining direct sight lines and informal visual surveillance.
- 45** All development should provide car parking spaces for people with disabilities in accordance with the requirements in the Building Code of Australia (BCA). For classes of buildings not covered by the requirements of the BCA, the number of spaces should be provided in accordance with [Table Adel/7](#) and such car parking spaces should comply with Australian Standard 2890.1: 'Parking Facilities - Off-street Car Parking'.
- 46** Off-street parking should:
- (a) be controlled in accordance with the provisions for the relevant Policy Area;
 - (b) be located away from street frontages or designed as an integral part of buildings on the site. Provision of parking at basement level is encouraged; and
 - (c) not include separate garages or carports in front of buildings within front set-backs.
- 47** Off-street parking in the Core Pedestrian Area identified in [Map Adel/1 \(Overlay 2A\)](#) will only be appropriate where:
- (a) parking is ancillary to another activity carried out on the land;
 - (b) it can be provided without loss of pedestrian amenity; and
 - (c) it is not separately created on a strata title or community title basis (unless in association with another title held on the site).
- 48** Multi-level car parks and short stay public use of ancillary car parking spaces are discouraged at ground floor street frontages in the Primary Pedestrian Area identified in [Map Adel/1 \(Overlays 2, 2A and 3\)](#). Multi-level car parks, short stay public use of ancillary car parking spaces or non-ancillary car parking use of an existing building may be appropriate where it:
- (a) is located away from ground floor street frontages to major streets;
 - (b) ensures vehicle access is from the road with less pedestrian activity in instances where a site has access to more than one road frontage;
 - (c) has no more than one entry lane and one exit lane;
 - (d) has a controlled exit at the property boundary to stop vehicles before travelling across the footpath;
 - (e) has no more than one left in and one left out access point;
 - (f) avoids access points along high concentration public transport routes identified in [Map Adel/1 \(Overlay 4\)](#); and
 - (g) with respect to ancillary parking, is provided at basement level, or undercroft if located behind other uses which provide activity on the street frontage.
- 49** In areas outside the Core and Primary Pedestrian Areas identified in [Map Adel/1 \(Overlays 2, 2A and 3\)](#), car parking may be provided to serve a development within the site of the development or elsewhere. Where car parking is provided, it should be:
- (a) provided with vehicle access points that do not cross major walking routes identified in [Map Adel/1 \(Overlay 2\)](#); and
 - (b) located away from frontages to major streets wherever possible.